

List of persons and bodies who made submissions

Group A: Prescribed Bodies (1 - 7)

No.	Name	Agent/ Representative
	Prescribed Bodies	
1	Department of Environment, Community and Local Government	Margaret Killeen
2	Environmental Protection Agency	Cian O Mahony
3	Department of Communications, Energy and Natural Resources	Carmel Conaty
4	Department of Education and Skills	Lorraine Brennan
5	Regional Authority for the Greater Dublin Area	Colm McCoy
6	National Transport Authority	Colin Clarke
7	National Roads Authority	Michael McCormack

Group B: Individual submissions (8 - 35)

No.	Name	Agent / Representative
8	Lily Brady	
9	Graham Bushe	
10	Kevin & Mary Cahill	
11	Joseph Clare	
12	David Cox (Fragrances of Ireland Ltd and Fernvard Ltd)	
13	Anne & Colin Cronin	
14	Ben Crowley	
15	Mark & Pauline Crowley	
16	Eamon de Buitlear	
17	Mr. & Mrs Dunn	Ameile Conway, Lawrence & Long Associates
18	John Flynn	
19	Helen Fox (Association of Irish Riding Establishments Ltd)	
20	Pam Goodwin	
21	Mary Greene	
22	James S & Joan E Gregg	
23	Holfeld Plastics Ltd	PD Lane Associates
24	Jane Kennedy	Brennanstown Riding School
25	Patrick Lawlor	
26	Rose & David Mahon	
27	Aimee O Caoimh	
28	Fia & Carina O Caoimh	O Caoimh & Associates
29	Josh O Caoimh	
30	Donal Pratt	
31	Darren Redmond	Frank O Gallachoir Associates
32	Resource Property Investment Fund (RPIF)	Coakley O'Neill Town Planning
33	Maeve & Keith Robinson	
34	David Ryan	
35	Sean & Theresa Sutton	

Group C: Group submissions (36- 458)

No.	Surname	Forename	No.	Surname	Forename
36	Agnew	Michael	90	Conway	Harry
37	Aherne	Joe	91	Cooke	Helen
38	Alvey	John	92	Cormick	Patrick
39	Barr	Seamus	93	Cotter	Sean
40	Barrett	Mr. & Mrs.	94	Cotter	Carmelette
41	Barry	Marie	95	Cotter	Julie
42	Behan	Colm & Audrey	96	Cotter	Emily
43	Bennett	Mary	97	Cotter	Billy
44	Blackbyrne	Angela	98	Coughlan	Mary
45	Bolger	S	99	Coughlan	Aoife
46	Bownes	Niamh	100	Cowell	Jessica
47	Bradshaw	Kathleen	101	Cowell	Paulene
48	Bradshaw	M	102	Cox	Elizabeth
49	Brady	Fiona	103	Cox	Edward
50	Brady	Christopher	104	Cox	Edward
51	Brown	Jackie	105	Cox	Peter
52	Bushe	C	106	Cox	Jane
53	Bushe	Lucy	107	Camp	Theresa
54	Bushe	Graham	108	Creegan	Ursula
55	Busher	Kevin	109	Creegan	Luke
56	Butler	Geraldine	110	Creegan	Pat
57	Butler	Betty	111	Creegan	David
58	Byrne	Trish	112	Crimmins	Sinead & Martin
59	Byrne	Tracy	113	Cronin	Colin
60	Byrne	Oliver	114	Crowe	Deirdre
61	Byrne	Nancy	115	Cullen	Elaine
62	Byrne	Francis	116	Cullinann	Bernard
63	Byrne	Arthur	117	Curran	Aine
64	Byrne	Edward	118	Cullen	Richard
65	Byrne	Ed	119	Curran	M
66	Byrne	Una	120	Curtin	Joanne & Pat
67	Byrne	Peter	121	Curtis	Diane
68	Byrne	Alison	122	Curtis	David
69	Byrne	Marcella	123	Cusack	Una
70	Byrne	Jane	124	Dalton	David
71	Byrne	Ruth	125	Dalton	Michelle
72	Byrne	C	126	Daly	Katie
73	Byrne	Mary	127	Darcy	Philip
74	Cahill	Sandra	128	Davis	James
75	Cahill-Ward	Margaret	129	Davitt	Madge
76	Campion	Jill	130	Davitt	Katie
77	Carstairs	Christine	131	Delaney	Mike & Mary
78	Cash	Robert	132	Dempsey	Hugo
79	Cassidy	Susan	133	Dempsey	Lisa
80	Cassidy	Fiona	134	Devine	David
81	Cassidy	Barbara	135	Devlin	Caroline
82	Cassidy	Carol	136	Devlin	Tommy
83	Clare	Joseph	137	Devlin	John & Margaret
84	Clarke	Niall	138	Devlin	Sean & Peggy
85	Cleary	Carmel	139	Digby	June
86	Conniffe	Aoife & Derek	140	Doherty	Conal & Nuala
87	Condren	Charlotte	141	Dolan	Helen
88	Connolly	Collette	142	Donnelly	Angela
89	Colin	Norman	143	Donohoe	Jackie

No.	Surname	Forename	No.	Surname	Forename
144	Donohue	Michele	197	Gregory	David
145	Dooley	Pat	198	Griffin	Sean
146	Dooley	Pauline	199	Griffith	Colm & Rosie
147	Doran	Nancy	200	Hall	Anne & PJ
148	Dowling	Fearghal & Marie	201	Hammond	B
149	Dowling	Pat	202	Hanna	Maire
150	Downes	Margaret	203	Hardwick	Victoria
151	Doyle	Baba	204	Hay	Maryrose
152	Doyle	Catherine	205	Hayes	Conor
153	Doyle	Mary	206	Hayes	Martin
154	Duggan	Bernie	207	Healy	Geoffrey
155	Duggan	Brendan	208	Hind	Jane
156	De Meo	Marilena	209	Hind	David
157	Duivnan	Carol	210	Hind	Ruth
158	Dunne	Janet & Colin	211	Hind	Christien
159	Dunne	Ann	212	Hogan	Margaret
160	Dunphy	Jack	213	Holly	Noelle
161	Dwyer	P.O	214	Holmes	Danny
162	Eadaoin	Pierse	215	Horn	Sally
163	English	Dave	216	Horne	Junius & Sallyanne
164	Evans	Stephen	217	Houlihan	Kerry
165	Fahy	Joseph & Ann	218	Howley	M
166	Fahy	Joseph	219	Hynes	Gerard
167	Fair	John & Ann Marie	220	Jackson	Joan
168	Fanning	Clare	221	Jones	Kyra
169	Fanning	Bernard	222	Kavenagh	David
170	Farland	Annie	223	Keane	Justine
171	Farrar	Valerie	224	Kearnes	Denise
172	Farrell	Jessica	225	Keaveney	Shane & Anne
173	Farrell	Kim	226	Kelly	Bronagh
174	Fawsit	Anne	227	Keenan	C
175	Finnegan	Julie	228	Kelly	R
176	Fisher	Donal	229	Kelly	Colin
177	Flynn	James	230	Kelly	Shane
178	Flynn	Rosaleen	231	Kelly	Eddie
179	Forde	Diana	232	Kelly	S
180	Fortune	Jeanne	233	Kelly	Anthony & Clare
181	Fox	Pat	234	Kelly	Joshua
182	Friel	Jane	235	Kelly	Theresa
183	Gahan	Valerie	236	Kelly	James
184	Gallagher	Georgia	237	Kelly	John
185	Gallagher	Georgia	238	Kennedy	Tyrone
186	Gallagher	Hugh	239	Kennedy	Alvara
187	Gallagher	Sandra	240	Kennedy	Adrian
188	Galvin	Olivia	241	Kennedy	Jack
189	Gavin	Diarmuid	242	Kennedy	Margaret
190	Healy	Pottery Ltd	243	Kennedy	Noreen
191	Goodwin	Mr & Mrs	244	Kennedy	Liz
192	Gorman	Ray	245	Kenny	Susie
193	Gorman	Susan	246	Kenny	Michael
194	Goulding	Ham	247	Keogh	Michael
195	Greene	Maighraed	248	King	Dymhna
196	Greene	Margaret	249	King	Guy

No.	Surname	Forename	No.	Surname	Forename
250	Kingston	Ian	302	McNulty	Ann
251	Kingston	Sally	303	McNulty	Ann
252	Kingston	Brian	304	McQuillan	A
253	Kingston	Alison	305	McSwiney	Deirdre
254	Kinlan	Patrick	306	McTeman	M
255	Kinnelly	Edna	307	Mifrane	Don
256	Kompa	Jim	308	Mitchell	Teilim & Clare
257	Kompa	Leszek	309	Mitchell	Eddie
258	Lacey	Grainne	310	Molloy	Patricia
259	Lamb	Francis	311	Molloy	C
260	Lavery	Ann-Marie	312	Moloney	Moira
261	Lavery	Mary & Gerry	313	Moloney	Bernard
262	Lawlor	E	314	Mongan	P
263	Lawlor	Mary	315	Mooney	Sinead
264	Lawlor	A	316	Mooney	John
265	Lawlor	Jane	317	Mooney	Teresa
266	Ledder	Alison	318	Moore	Esther
267	Ledder	Vivienne	319	Moore	Yvonne
268	Lenehan	Frank	320	Moore	Acton
269	Lenehan	Frank	321	Moore	Acton
270	Linnane	John	322	Moore	Monica
271	Long	Martina	323	Moore	Rebecca
272	Longstaff	Jill	324	Morgan	Barry
273	Loughlin	Hazel	325	Mosse	L
274	Lynch	Rodie	326	Mulligan	Lenka
275	Mahan	Fred & Cheryl	327	Mullins	John
276	Maher	A	328	Murnane	Ruth
277	Mahon	Seamus	329	Murnane	Ben
278	Maher	L	330	Murphy	Donal
279	Marr	Barbara	331	Murray	W
280	Malone	Susan	332	Murray	J
281	Martin	Tess	333	Murray	Laura
282	Mason	James	334	Murray	Siobhan
283	Mason	Evan	335	Neary	Richie
284	McAlister	Sheila	336	Ni Chaoimh	Maura
285	McCabe	Monica	337	Nic Reaniainn	Marilyn
286	McCann	E	338	Nolan	Marie
287	McCarthy	Joe	339	Nolan	Rose
288	McCarthy	John	340	Nolan	Karen
289	McCarthy	Lucy	341	O'Brien	Dearbhla
290	McCormack	John	342	O'Connor	W
291	McCormack	Monica	343	O'Brien	Francis
292	McDonnell	E	344	O'Callaghan	Brendan
293	McEvoy	Hilda	345	O'Caomh	Fia
294	McGahon	Sarah	346	O'Connell	Sarah
295	McGrath	Mary	347	O'Connell	Sarah
296	McGrath	Jim	348	O'Connor	Daragh
297	McGrory	Neil	349	O'Connor	Alma
298	McKenna	Justin	350	O'Connor	Rebecca
299	McLoughlin	John	351	O'Connor	Mr. & Mrs.
300	McNamara	Brendan	352	O'Connor	Debbie
301	McNamara	Maura	353	O'Donnell	Bob

No.	Surname	Forename	No.	Surname	Forename
354	O'Donnell	Amy	408	Saul	Teresa
355	O'Donnell	Phil	409	Saul	Harry & Theresa
356	O'Donnell	Gregory	410	Seery	Oliver
357	O'Donnell	Greg	411	Seery	Barbara
358	O'Donovan	Anita	412	Seery	Patrick
359	O'Farrell	Ken	413	Seery	Valerie
360	O'Farrell	Caralosa	414	Seery	Allan
361	O'Farrell	Eileen	415	Sheehy	Mena
362	O'Flynn	Patricia	416	Shortt	Deirdre
363	O'Grady	B	417	Sinnott	Angela
364	O'Keefe	Brendan	418	Sinnott	Glenn
365	O'Keefe	Ray	419	Sinnott	Glenn
366	O'Keefe	Maura	420	Smith	Lorraine
367	O'Loughlin	June	421	Smith	Aisling
368	O'Loughlin	Barry	422	Smith	Alan
369	O'Meadhra	Cian	423	Smith	Sinead
370	O'Neill	Margaret	424	Smith	John
371	O'Rourke	Luke	425	Smortar	Richard
372	O'Sullivan	Finbarr	426	Spendlove	Julie
373	O'Sullivan	Charlotte	427	Stack	Catherine
374	O'Sullivan	Niall	428	Stephenson	David
375	O'Sullivan	Karen	429	Sweeney	Michael
376	O'Toole	Rebecca	430	Sweeney	J
377	O'Toole	Sarah	431	Tallant	T & G
378	O'Toole	Laura	432	Tallant	Geraldine
379	O'Toole	Lesley	433	Taylor	Keith
380	O'Toole	Fergus	434	Taylor	Barbara
381	O'Toole	Cathy	435	Taylor	Tom
382	O'Toole	Shane	436	Teehan	Michael
383	Oudart	Jean-luc	437	The Watts Family	
384	Phillips	Louis	438	Thomas	Paula
385	Phillips	Pat	439	Tobin	S
386	Phillips	Joan	440	Treacy	Susan
387	Pierse	Emily	441	Uigh Uidhir	Suzanne
388	Prendergast	Veronica	442	Walsh	Y
389	Reall	Anne	443	Veale	Maurice
390	Redmond	Darren	444	Wainwright	Jean
391	Redmond	Holly	445	Waldron	Therese
392	Redmond	B	446	Walsh	Rita
393	Redmond	Sharon	447	Walsh	Noel
394	Redmond	P	448	Walsh	Fiona
395	Redmond	V.E	449	Ward	Mary
396	Pierse	Naornai	450	Waters	M
397	Repers	Colin	451	Waters	Andrea
398	Rice	James	452	Whelan	Sheila
399	Robinson	Mary	453	Wood	Karen
400	Roche	David	454	Woodcock	Anne
401	Roe	Sandra	455	Woodcock	Thomas
402	Ronan	Michael	456	Mojnar	Burschi
403	Rooney	David	457	Wojnar	Patricia
404	Russel	Joan	458	Ellis	Ann-Marie
405	Ryan	Helen			
406	Ryan	Andrew			
407	Ryder	Liam			

Group D: Brennanstown Riding School submissions (459 - 507)

No.	Surname	Forename
459	Bergin	Brendan
460	Bernet	Lara
461	Bloomer	Louise
462	Boyle	Priscilla
463	Bradley	A
464	Butler	Kay
465	Callinan	Mary
466	Cahill	Eloise
467	Clare	Julian
468	Carter	Louise
469	Cairns	Mary
470	Daly	Aoife
471	Doyle	Aisling
472	Earle	Sharon
473	Fannin	Claire
474	Finch	Arwen
475	Fitzgibbon	N
476	Glynn	Dervilla
477	Hanrahan	Laura
478	Hislip	Gordan
479	Hudson	Colette
480	Irvine	Ashlea
481	Irwin	Patricia
482	Keating	Holly
483	Kelly	W
484	Kelly	Rachel
485	Kelly	Susan
486	Kelly	L
487	Leijbrock	Ruth
488	Madden	Anne
489	Martin	Lucy
490	Massey	Sarah
491	McCarroll	Brigid
492	Mclan	Maurice
493	McNeill	Natasha
494	Moroney	Jemma
495	Ni Chaoimh	Eadaoin
496	Neil	Mona
497	McBrama	
498	O Caoimh	Aimee
499	O'Hanlon	Eithne
500	O'Keefe	Maura
501	O'Keefe	B
502	Simpson	Mark
503	Tracey	Siobhan
504	Vaiderwerff	Lisa
505	Warrington	J
506	Whitford-Smith	Dr. C.A
507	Williams	John

Group E: Glencap Residents submission (508)

No.	Surname	Forename
508	Lewis	Gordon

Late Submissions *

Surname	Forename	Date Received
Alvey	John	22/11/2011
Bolger	Sylvia	22/11/2011
Cosley	Pauline	28/11/2011
Devlin	Derek	22/11/2011
Devlin	Eoin	28/11/2011
Kearney	Marie	28/11/2011
Kelly	Geraldine c/o Kilmacanogue National School	28/11/2011
Kelly	Herbert	28/11/2011
Kennedy	Eileen c/o Kilmacanogue Residents Association	22/11/2011
O'Connell	Pat & Heather	22/11/2011
Seery	Patrick	28/11/2011
Seery	Pauline	28/11/2011
Stephenson	Sadie	28/11/2011
Stephens	John	28/11/2011

Only submissions that addressed the published proposed 'Material Alterations' can be addressed at this stage. If any submission included additional issues, these are not summarised or addressed by the Manager in the section to follow. Where a submission was wholly about another issue, this will not appear at all in the following section.

* Late submissions have not been included in this report

Group A: Prescribed Bodies (1 - 7)

No.	Name	Agent/ Representative
	Prescribed Bodies	
1	Department of Environment, Community and Local Government	Margaret Killeen
2	Environmental Protection Agency	Cian O Mahony
3	Department of Communications, Energy and Natural Resources	Carmel Conaty
4	Department of Education and Skills	Lorraine Brennan
5	Regional Authority for the Greater Dublin Area	Colm McCoy
6	National Transport Authority	Colin Clarke
7	National Roads Authority	Michael McCormack

1

Leonora Earls

From: Margaret Killeen - (DECLG) [Margaret.Killeen@environ.ie]
Sent: 21 November 2011 10:46
To: Planning - Development Plan Review
Subject: Re: Material Alt. to Variation No.2(i) to Wicklow CDP

Attached please find **amended copy** of comments from the Minister for the Environment, Community and Local Government on the above proposal. Please acknowledge receipt of this email.

Thanking you,

Margaret Killeen
Planning and Housing (Policy & Finance)
Ph: 01-8882418
Margaret_Killeen@environ.ie

*acknowledged
21/11/2011*





Comhshaol, Pobal agus Rialtas Áitiúil
Environment, Community and Local Government

21 November, 2011.

Director of Services
Planning Department
Wicklow County Council
County Buildings
Wicklow Town.

**Re: Proposed Material Alterations to Variation No. 2(i) to the
Wicklow County Development Plan 2010-2016:
Kilmacanogue Settlement Plan**

A Chara,

I am directed by the Minister for the Environment, Community and Local Government to refer to your recent letter in relation to the above and set out hereunder observations on behalf of the Minister.

The Department notes the proposed Material Alterations.

In the case of Alteration No 2, no clear reasons are provided for the extension of the boundary in this area. It is suggested that the Planning Authority set out clearly the motivation behind the proposed alteration and in the process, indicate how the alteration would contribute towards the more sustainable development of Kilmacanogue.

In regard to sustainability, it is noted that the area is adjacent to a proposed NHA and any new development, if it were to occur, would probably require on-site waste water disposal facilities and would not entail connection to a public main. The land is on the edge of the plan area, and new development on these lands (or consolidation of existing development), would not promote consolidation of development in or adjacent to the Primary Lands, a policy set out in objective KM 17.

Alteration No 3 provides for Tertiary Lands over an extension of the plan area in the south west of Kilmacanogue. It is noted that 0.76ha of the extended area falls within the adjacent proposed NHA and that the heath in this area is of European

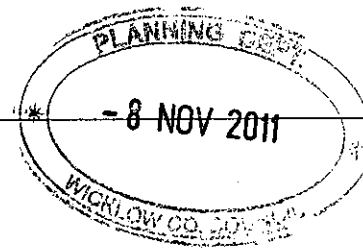
conservation importance. It is recommended that this portion of the extension be not included in an extended plan boundary in this area.

Yours sincerely,

Patrick O'Sullivan
Planning and Housing (Policy & Finance)

Leonora Earls

From: Cian O'Mahony [C.O'Mahony@epa.ie]
Sent: 08 November 2011 09:44
To: Planning - Development Plan Review
Subject: EPA Submission re: Prop. Mat. Alt to Prop Var No. 2(i) to Wicklow CDP 2010-2016 - Kilmacanogue Settlement Plan



acknowledged
J.C.

Dear Director,

The Environmental Protection Agency (EPA) acknowledges your notice, dated 20th October 2011, regarding the above and notes its contents.

SEA Determination

Your position with regard to the need for Strategic Environmental Assessment (SEA) of the Proposed Material Alterations to Proposed Variation No. 2(i) to the Wicklow County Development Plan 2010-2016 - Kilmacanogue Settlement Plan, hereafter referred to as "the Alterations", is noted.

Specific Comments on the Alterations

- Given that a proposed Objective KM7 already exists in the Plan, it should be clarified whether the proposed new Objective KM7 will involve a renumbering of the existing Objectives (KM1-33) to include the new Objective or seeks to replace the existing KM7.
- The proposed route of the distributor road is noted in proposed Material Alteration No.1. It should be ensured that the selection of the preferred location takes into account the environmental vulnerabilities within and adjacent to the Plan area, and also takes into consideration the requirements of the EIA and Habitats Directives respectively, as appropriate and relevant.

Future Amendments to the Draft Plan

You are reminded that it is a matter for Wicklow County Council to determine whether or not any future proposed Amendments/Variations would be likely to have significant effects on the environment. This assessment should take account of the SEA Regulations Schedule 2A Criteria (S.I. No. 436 of 2004) and should be subject to the same method of assessment as undertaken in the "environmental assessment" of the Draft Plan.

Infrastructure Planning

In proposing the Material Alterations, and any related future amendments/variations etc. of the Plan, and in implementing the Varied Plan, adequate and appropriate infrastructure should be in place, or required to be put in place, to service any development proposed and authorised during the lifetime of the particular Varied Plan.

Appropriate Assessment

You are referred to the requirements of Article 6 of Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora, the Habitats Directive. Appropriate Assessment, in accordance with the Directive, is required for:

"Any plan or project not directly connected with or necessary to the management of the site (Natura 2000 sites) but likely to have significant effect thereon, either individually or in combination with other plans or projects, shall be subject to Appropriate Assessment of its implications for the site in view of the sites conservation Objectives..."

You should consult with the National Parks and Wildlife Service (NPWS) with regard to screening of the Alterations for Appropriate Assessment. Where Appropriate Assessment is required, any findings or recommendations should be incorporated into the SEA and Alterations, as appropriate.

Obligations with respect to National Plans and Policies and EU Environmental Legislation

You are referred to your responsibilities and obligations in accordance with all national and EU environmental legislation. It is a matter for Wicklow County Council to ensure that, when undertaking and fulfilling their statutory responsibilities; they are at all times compliant with the requirements of national and EU environmental legislation.

Updated SEA Regulations / Circular

Your attention is brought to the new SEA Regulations, which should be referenced and integrated into the Plan and SEA process.

Amending SEA Regulations were signed into Irish law on the 3rd May 2011, amending the original SEA Regulations:

- Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011, (S.I. No. 201 of 2011), amending the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. No. 436 of 2004).

You are also referred to the recent DoECLG Circular (PSSP 6/2011) issued on the 26th July 2011 to each County/City Manager, Director of Services and Town Clerk in relation to '*Further Transposition of the EU Directive 2001/42/EC on Strategic Environmental Assessment (SEA)*' which should also be referred to and integrated into the *Plan/Variation/Amendment*.

European Communities (Birds and Natural Habitats) Regulations 2011

You are also referred to the requirements of the recent European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011), which should be taken into account in implementing the Plan. These Regulations consolidate the European Communities (Natural Habitats) Regulations 1997 to 2005 and the European Communities (Birds and Natural Habitats) (Control of Recreational Activities) Regulations 2010, as well as addressing transposition failures identified in the CJEU judgements.

Environmental Authorities

You are reminded of the requirement, where appropriate under the SEA Regulations, and as amended by S.I. No. 201 of 2011, to give notice to the following:

- The Environmental Protection Agency
- The Minister for the Environment, Community & Local Government
- Minister for Agriculture, Marine and Food, and the Minister for Communications Energy and Natural Resources, where it appears to the planning authority that the plan or programme, or modification of the plan or programme, might have significant effects on fisheries or the marine environment
- where it appears to the competent authority that the plan or programme, or amendment to a plan or programme, might have significant effects in relation to the architectural heritage or to nature conservation, the Minister for Arts, Heritage and Gaeltacht Affairs, and
- any adjoining planning authority whose area is continuous to the area of a planning authority which prepared a draft plan, proposed variation or local area plan.

You are further reminded that a copy of your decision regarding the determination should be made available for public inspection at your offices, local authority website and should also be notified to any Environmental Authorities already consulted.

Should you have any queries or require further information in relation to the above please contact the undersigned. I would be grateful if an acknowledgement of receipt of this submission could be sent electronically to the following address: sea@epa.ie.

Yours sincerely,

Cian O'Mahony

*Cian O'Mahony
Scientific Officer
SEA Section
Office of Environmental Assessment
Environmental Protection Agency
Regional Inspectorate
Inniscarra, County Cork*

This email and any files transmitted with it are confidential and

intended solely for the use of the individual or entity to whom they

are addressed. If you have received this email in error please notify

the EPA postmaster - postmaster@epa.ie

The opinions contained within are personal to the sender and

do not necessarily reflect the policy of the Environmental Protection

Agency.

This email has been scanned by the MessageLabs Email Security System.
For more information please visit <http://www.messagelabs.com/email>

3

Leonora Earls

From: Brennan, Lorraine [Lorraine_Brennan@education.gov.ie]
Sent: 18 November 2011 14:42
To: Planning - Development Plan Review
Subject: Variation 2 (i) Wicklow County Development Plan 2010-2016 - Kilmacanogue Settlement Plan



Variation2CDP2010-2016Kilmacan...

The contents and any attachment of this e-mail are private and confidential. They are intended only for the use of the intended addressee. If you are not the intended addressee, or the person responsible for delivering it to the intended addressee, you are notified that any copying, forwarding, publication, review or delivery of this e-mail or any attachments to anyone else or any other use of its contents is strictly prohibited. You are prohibited from reading any part of this e-mail or any attachments. If you have received this e-mail in error, please notify the system manager. Unauthorised disclosure or communication or other use of the contents of this e-mail or any part thereof may be prohibited by law and may constitute a criminal offence. Internet e-mails are not necessarily secure. The Minister for Education and Skills does not accept responsibility for changes made to this message after it was sent. Unless stated to the contrary, any opinions expressed in this message are personal to the author and may not be attributed to the Minister for Education and Skills.
WARNING: Computer viruses can be transmitted via email. While this e-mail has been swept for the presence of computer viruses, you are requested to carry out your own virus check before opening any attachment.
The Minister for Education and Skills accepts no liability for any loss or damage which may be caused by software viruses transmitted by this e-mail.

*acknowledged
18/11/2011*



Director of Services
Planning Department
Wicklow County Council
County Buildings
Wicklow Town

18th November 2011

**Re: Variation No. 2 (i) Wicklow County Development Plan 2010-2016
Kilmacanogue Settlement Plan.**

Dear Sir/madam

I refer to your letter of 20th October 2011 regarding the proposed material alteration as mentioned above. The documentation has been examined and as there are no proposed changes to the projected population, the Department of Education & Skills has no comment to make at this time.

Trusting the above is in order.

Yours sincerely,

Lorraine Brennan
Executive Officer
Forward Planning Section

Tel: 057 9324392
E-Mail Lorraine_Brennan@education.gov.ie

4

Leonora Earls

From: Coordination Unit [Coordination.Unit@dcentr.gov.ie]
Sent: 18 November 2011 12:14
To: Planning - Development Plan Review
Subject: Proposed material alterations to proposed variation No.2 (i) to the Wicklow County Dev Plan 2010-2016- Kilmacanogue Settlement Plan

Director of Services
 Planning Department
 Wicklow County Council
 County Buildings
 Wicklow Town

Our Ref: 6261

**Proposed material alterations to proposed variation No.2 (i) to the Wicklow
 County Dev Plan 2010-2016- Kilmacanogue Settlement Plan**

To whom it may concern,
 With reference to correspondence dated 20th October 2011 re above.

The Department of Communications, Energy & Natural Resources has no comments/observations to make at this time.

This is without prejudice to any comments Inland Fisheries Ireland may have in this regard.

Kind regards,
 Carmel Conaty

FOI Unit
 Dept of Communications, Energy
 & Natural Resources
 Elm House
 Cavan



*acknowledged,
 J.C. 18/11/2011.*

Disclaimer:

This electronic message contains information (and may contain files), which may be privileged or confidential. The information is intended to be for the sole use of the individual(s) or entity named above. If you are not the intended recipient be aware that any disclosure, copying, distribution or use of the contents of this information and/or files is prohibited. If you have received this electronic message in error, please notify the sender immediately.

This is also to certify that this mail has been scanned for viruses.

Tá eolas sa teachtaireacht leictreonach seo (agus b'fhéidir sa chomhaid ceangailte leis) a d'fhéadfadh bheith príobháideach nó faoi rún. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le h-aghaidh an duine/na ndaoine sin amháin atá an t-eolas. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo. Más trí earráid a fuair tú an teachtaireacht leictreonach seo cuir, más é do thoil é, an té ar sheol an teachtaireacht ar an eolas láithreach.

Deimhnítear leis seo freisin nár aimsíodh víreas sa phost seo tar éis a scanadh.

18/11/2011

5

Leonora Earls

From: Colm McCoy [CMcCoy@dra.ie]
Sent: 15 November 2011 14:00
To: Planning - Development Plan Review
Cc: P. Potter; Turlough King
Subject: Proposed Variation No.2 (i) to the Wicklow County Development Plan 2010-2016 (Kilmacanogue Settlement Plan),

F.A.O.: Director of Services, Planning Department, Wicklow County Council, County Buildings, Wicklow Town.

Please find attached a copy of the comments of the RPG Officer for your information.

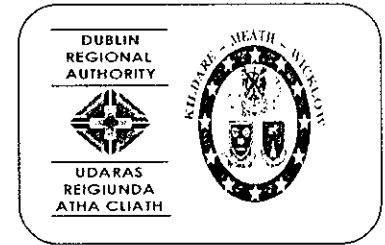
Regards,

Colm McCoy
RPG Officer
Dublin and Mid East Regional Authorities
1st Floor Mainscourt, 23 Main Street Swords Co. Dublin
Tel: 01 807 4482
Fax: 01 8901355
E Mail: cmccoy@rpg.ie

15 NOV 2011
WICKLOW CO. COUNCIL
Acknowledged
[Signature]
15/11/2011

Regional Planning Guidelines for the Greater Dublin Area 2010-2022

Treirlinte Réigiúnacha Pleanála do Mhórcheantar Bhaile Átha Cliath



Comments of the Regional Planning Guidelines (RPG) Officer for the Greater Dublin Area

RE: Proposed Material Alteration- Variation No. 2 (i) of the Wicklow County Development Plan 2010-2016 Kilmacanogue Settlement Plan

The RPG Office has no observations to make on the proposed variation.

Regards,

A handwritten signature in black ink, appearing to read 'Colm McCoy', written over a horizontal line.

Colm McCoy
RPG Officer
Dublin and Mid East Regional Authorities

15th November 2011

Note: This correspondence is a comment from the RPG Officer and does not pertain to represent a submission by the joint members of the Dublin and Mid-East Regional Authorities.

1



6

Leonora Earls

From: Colin Clarke [colin.clarke@nationaltransport.ie]
Sent: 16 November 2011 11:20
To: Planning - Development Plan Review
Cc: Sorcha Walsh
Subject: Re: Proposed Material Alterations to proposed variation No. 2 (i) to the Wicklow County Development Plan 2010-2016 - Kilmacanogue Settlement Plan

Dear Sir/ Madam,

Please find attached NTA submission on the Proposed Material Alterations to proposed variation No. 2 (i) to the Wicklow County Development Plan 2010-2016 – Kilmacanogue Settlement Plan.

Regards

Colin Clarke
Land Use & Transport Planner



Dún Scéine
Iveagh Court
Harcourt Lane
Dublin 2

Tei: + 353 (0)1 879 8300
Ddi: + 353 (0)1 879 8341
Email: colin.clarke@nationaltransport.ie
Web: www.nationaltransport.ie





Náisiúnta
National Transport Authority

Harcourt Lane, Dublin 2

Dún Scéim Beidh Alfa Cleith 2

tel: 01 879 8300

fax: 01 879 8333

email: info@nationaltransport.ie

web: www.nationaltransport.ie

Des O'Brien
Director of Services,
Planning Department,
Wicklow County Council,
County Buildings,
Wicklow Town.

15th November 2011

Re: Proposed Material Alterations to proposed variation No. 2 (i) to the Wicklow County Development Plan 2010-2016 – Kilmacanogue Settlement Plan

Dear Mr. O'Brien

The National Transport Authority ("the Authority") welcomes the opportunity to comment on the Proposed Material Alterations to proposed variation No. 2 (i) of the Wicklow County Development Plan, 2010 -2016, relating to the Kilmacanogue Settlement Plan.

The Authority has published a draft Transport Strategy and the consultation process for the draft Transport Strategy is complete. The final document has been amended and has been submitted to the Minister for Transport for his consideration. An integrated implementation plan, which will guide investment decisions over a six year period, will follow the adoption of the Transport Strategy.

While the Transport Strategy is currently a draft document, the Authority requests that Wicklow County Council recognise that any proposed road developments will have to satisfy the objectives and policies within the draft Transport Strategy and specifically the principles set out under Measure ROAD 1.

Notwithstanding the above, the Authority notes and welcomes the proposed inclusion of Objective KM7 and the proposed amendment to the settlement map to include possible lines, for reservation, of a proposed link road from Kilmacanogue to Bray.

The Authority supports the inclusion of Objective KM7, subject to a feasibility report, to plan for the new distributor road, linking Kilmacanogue directly to south Bray, along a line from the eastern roundabout of the Kilmacanogue N11 junction, across lands to the east of the N11, which will provide alternative access to properties currently accessed directly from route N11.

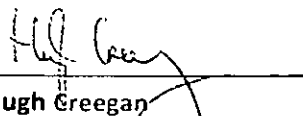
The Authority is generally supportive of the proposal as it considered that it will have positive implications for the operation of both the national and non-national road network at this location. However there are a number of design details, which need to be further developed at the design stage, which include such issues as:

- ensuring the proposed distributor road is consistent with the National Roads Authority Design Manual for Roads and Bridges (NRADRMB) and the recently published National Cycle Manual;
- ensuring the proposed distributor road is designed to cater for localised traffic with a high level of service for both cyclists and pedestrians;
- consideration is given to bus priority at the northern section of the proposed distributor road; and
- consideration is given to improving access/ egress arrangements for properties currently accessed directly from the N11.

The Authority would welcome the opportunity to discuss and agree design details at the earliest stage with Wicklow County Council.

It is requested that the observations of the Authority are taken into consideration in the making of the proposed material alteration.

Yours sincerely,



Hugh Creegan
Director of Planning and Investment

Mr. D. O'Brien
Director of Services Planning & Development
Wicklow County Council
County Buildings
Wicklow Town
Co. Wicklow

Teach Naomh Máirtín / Bóthar Waterloo / Baile Átha Cliath 4
St. Martin's House / Waterloo Road / Dublin 4
Tel: + 353 1 668 2511 Fax: / Fax: + 353 1 668 0009

WICKLOW COUNTY COUNCIL
- 8 NOV 2011
Corporate Affairs

Dáta | Date 7 November, 2011

Ár dTag. | Our Ref. NRA11-83634

Bhur dTag. | Your Ref.

Re: Proposed Material Alterations to Proposed Variation no. 2 (i) to the Wicklow County Development Plan, 2010 – 2016 (Kilmacanogue Settlement Plan)

Dear Mr O'Brien,

The Authority welcomes referral of the proposed material alterations to proposed variation no. 2(i) to the Wicklow County Development Plan, 2010 – 2016, relating to the Kilmacanogue Settlement Plan. In relation to the proposed material alterations on display, the Authority provides the following comments for the Councils consideration:

Proposed Material Alteration No. 1

The Authority notes and welcomes the proposed inclusion of Objective KM 7 and the amendment to the settlement map to include possible lines, for reservation, of a proposed link road from Kilmacangue to Bray.

It is noted that the wording of proposed Objective KM7 indicates the Councils intention to plan for the new distributor road subject to a feasibility report. The Authority would welcome consultation on such a feasibility report having regard to the implications for the N11 in the area.

It is requested that the observations of the Authority are taken into consideration in the making of the proposed variation.

Yours sincerely,



Michael McCormack
Policy Advisor (Planning)

PLANNING DEPT
- 8 NOV 2011
WICKLOW COUNTY COUNCIL

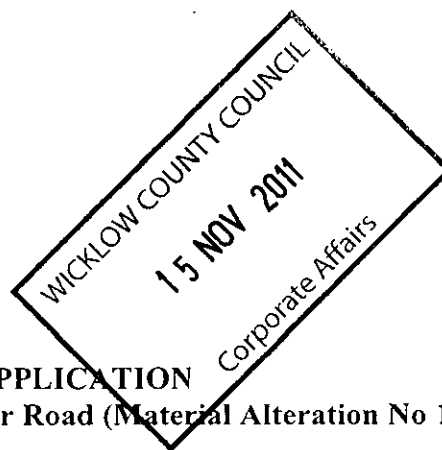
Group B: Individual submissions (8 - 35)

No.	Name	Agent / Representative
8	Lily Brady	
9	Graham Bushe	
10	Kevin & Mary Cahill	
11	Joseph Clare	
12	David Cox (Fragrances of Ireland Ltd and Fernvard Ltd)	
13	Anne & Colin Cronin	
14	Ben Crowley	
15	Mark & Pauline Crowley	
16	Eamon de Buitlear	
17	Mr. & Mrs Dunn	Ameile Conway, Lawrence & Long Associates
18	John Flynn	
19	Helen Fox (Association of Irish Riding Establishments Ltd)	
20	Pam Goodwin	
21	Mary Greene	
22	James S & Joan E Gregg	
23	Holfeld Plastics Ltd	PD Lane Associates
24	Jane Kennedy	Brennanstown Riding School
25	Patrick Lawlor	
26	Rose & David Mahon	
27	Aimee O Caoimh	
28	Fia & Carina O Caoimh	O Caoimh & Associates
29	Josh O Caoimh	
30	Donal Pratt	
31	Darren Redmond	Frank O Gallachoir Associates
32	Resource Property Investment Fund (RPIF)	Coakley O'Neill Town Planning
33	Maeve & Keith Robinson	
34	David Ryan	
35	Sean & Theresa Sutton	

“The Haven”
Kilmacanogue
Bray
Co Wicklow

10th Nov 2011

Mr. Des O’Brien
Director of Planning,
Wicklow County Council
County Buildings
Wicklow
By Registered Post



Dear Mr. O’Brien,

OBSERVATIONS ON PLANNING APPLICATION
Alteration Ref: KM7 – New Distributor Road (Material Alteration No 1-MA1)

I am the adjacent dwelling to the above proposed Kilmacanogue Settlement Plan, and would like to put forward the following observations as per the proposed planning application lodged.

- 1) In principal, I am not objecting to making the road safer, however, due to the disturbance the settlement plan will cause, I feel the need to raise issues that will personally effect my property and my quality of life.
 - Traffic noise from the Road night and day
 - Dust and Dirt already experienced
 - Lighting entering bedroom windows at night time
 - Early Morning Traffic
 - Security / Boundary
 - Property Devaluation
 - Privacy

- 2) I am particularly aware of the impact this will have to the rear and side of my property, including living accommodation – bedrooms and kitchen, rear windows and rear garden/recreation area. For this reason I can not agree to the current proposed plan.

- 3) Clarification is required as to what is planned for my property “The Haven” in relation to the above mentioned regarding security etc. Should the proposed settlement plan be agreed; this is an integral matter for me as I am an elderly lady living on my own.

- 4) Will any of the Council representative’s call to me to discuss further as the above causes me great concern? I would prefer if an alternative route be sourced and agreed.

5) Please be aware that I and my deceased husband have lived in the property as our family home for over 50 years and have already suffered through disturbance caused by the building of the N11 motorway in its current form.

I would be very appreciative if you could take into account my objections to the current proposed alterations and revert accordingly.

Kindest Regards,

Lily Brady
Lily Brady

9

Leonora Earls

From: Theresa O'Brien
Sent: 22 November 2011 09:17
To: Leonora Earls
Subject: FW: Proposed Material Alteration to Development Plan for Kilmacanogue



Material Alteration
final.docx...

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

From: Graham K Bushe [mailto:graham.bushe@ucd.ie]
Sent: 21 November 2011 23:05
To: ~~Transportation and Roads~~ - Secretariat; County Secretary - Group
Cc: Graham K Bushe
Subject: Proposed Material Alteration to Development Plan for Kilmacanogue

Dear Sir/ Madam,
Please see attached.

Thank you.

Regards,
Graham K. Bushe

Acknowledged



Sugarloaf,
Kilmurray,
Kilmacanogue,
Co. Wicklow.

21st November 2011

Re: Material Alteration to the Development Plan for Kilmacanogue

Dear Sir/ Madam,

As a local resident I am both shocked and horrified to learn of the proposed 'Material Alteration to the Development Plan for Kilmacanogue'.

On 25 Jan 2011 I attended the Public Consultation held in the Old School in Kilmacanogue. Along with many others present I examined the maps and drawings on display carefully. I was interested to learn more about the proposed SAAO and I wished to make a submission in relation to it, so on 26th January 2011 I sought further documents and maps from planreview@wicklowcoco.ie as recommended at the time.

The next day I received a very helpful response with appropriate links (attached)

Using these and from my own experiences living in the area, I drafted a response (attached).

In short, I was delighted to see that for once, amidst all the development and building, someone was taking serious steps towards preserving our natural resources. Far too many times in this country we have seen preservation give way to so-called progress. It was refreshing to read through the Atkins Final Report in the hopes that at last we would begin to take a serious look at our surroundings and give it the protection it deserves. We owe this much at least to our land and also, not just to ourselves, but to future generations.

Having carefully considered the Atkins Final report 2010 I fail to see how this amendment can in any way be reconciled with the recommendations for the proposed SAAO. It seemed that realistic and thoughtful planning was going to take precedence. This latest development would suggest that the converse may actually be the case. In fact, less than a year ago an area marked on the map as part of the Buffer Zone to the SAAO to the west of Little Sugar Loaf is where you now plan to put a road!

Quoting the Atkins Report conclusion

"8.1 The Great and Little Sugar Loafs are of national geological importance and are one of the most significant landscape features in Wicklow. The area contains a number of features of archaeological significance and may have been the focal point of a wider ritual landscape. The Sugar Loafs support a diversity of upland and woodland habitats of conservation importance in the locality, and the dry heath and oak-birch-holly woodlands in the area are of European conservation significance.

8.2 Walking is a significant recreational use of the Great Sugar Loaf, and also the Little Sugar Loaf to a lesser extent. Other recreational uses on one or the other of the Sugar Loafs include horse riding, paragliding and hang gliding, motorbike scrambling, paint-balling and pheasant shooting, the latter two taking place on the Kilruddery Estate.

8.3 *There are a number of constraints and threats to the landscape and recreational amenity of the Sugar Loafs. In addition, there are a number of opportunities for enhancing landscape and recreational amenity. Establishment of a SAAO and management plan for the Great and Little Sugar Loafs would be expected to reduce threats and facilitate improvements.*

I would also like to add that having examined all the maps on display in January I can see no mention of this proposed roadway.

The construction of this road does not consider the needs of our community but simply transfers the problems of the Southern Cross Road to the village of Kilmacanogue. Surely the best action to be taken would be to address the problems where they arise. It was my understanding that the Southern Cross road was built to help ease the burden on the Boghall Road. When it was built (taking in a lot of Kilruddery land) it was a good wide road now most of it is covered in hatch markings. There are 2 lanes leading into the roundabout at Woodies and on towards the next roundabout however this is suddenly reduced to 1 lane obviously causing congestion problems. Could some consideration be given to changing this roundabout which might also address the problem of traffic build-up on the N11 often back down as far as the fly-over and beyond.

Time and time again in this country we have seen knee-jerk reactions to problems caused by lack of proper forward planning. These make-shift quick-fixes further compound the problems initially created. Let us not add this 'material alteration' to a fast growing list of planning disasters. Unfortunately we don't have to look far to see previous mistakes. Huge developments sitting at various stages of incompleteness – abandoned, nobody knowing when, if-ever they will be finished. Not so long ago our village was divided thanks to the widening of the N11. To make matters worse the construction of the slip road leading from the fly-over resulted in the demolition of the village shop! What we have left now is a traffic nightmare. Every morning the flow of the traffic from the Roundwood road onto the N11 is touch and go. The slightest disruption brings the village to a stand-still. Adding to this delicate balance can only have detrimental effects. As for the south-bound side of the N11, I fail to see how permission was ever granted for the current set-up. Traffic leaving the filling station has to cross the exit slip-road and somehow merge with what is in the middle lane. Several times as I have pulled into the off ramp I have had to brake suddenly as someone pulls out of the forecourt only to realise they can't make it to the middle lane so they stop to wait for a gap.

In addition to the above problems, think of the devastation the proposed amendment would cause to the local flora and fauna. We call it the 'Garden of Ireland' yet it seems that some people can't wait to cover it in concrete! My Father and Grandfather both worked in the Hollybrooke Estate and I worked for a number of years in Brennanstown Riding School. This area is a place our family has a special connection with. Many of my childhood days were spent exploring the beautiful woodlands, the round Tower, the old boathouse and bridge. Now that I am older and have children of my own I enjoy sharing the same experiences with them and hope that some day they will get the chance to pass on the stories of the Estate and surrounding areas to their families.

Please consider carefully all the effects such a development would have on this area and it's inhabitants.

Yours truly,

Graham K. Bushe

Subject: SAAO

From: Lyndsey Blackmore <LBlackmore@Wicklowcoco.ie>

Date: Thu, 27 Jan 2011 14:19:32 +0000

To: graham.bushe@ucd.ie

Graham,

Below are links to a landscape study we have had carried out on the Sugarloafs and a map of the SAAO boundary originally proposed, and a copy of the issues leaflet.

I hope this is some assistance to you,

Regards,

Lyndsey Blackmore

<<SAAO Issues Leaflet.pdf>>

<<http://www.wicklow.ie/Apps/WicklowBeta/Publications/Heritage/Sugar%20Loaf%20Landscape%20Final%20Report1.pdf>>

<<http://www.wicklow.ie/Apps/WicklowBeta/Publications/Planning/CountyDevPlan/Maps/Map%2004.pdf>>

This message is intended only for the use of the person(s) ("the intended recipient(s)") to whom it is addressed. It may contain information which is privileged and confidential within the meaning of applicable law. If you are not the intended recipient, please contact the sender as soon as possible.

The views expressed in this communication may not necessarily be the views held by Wicklow Local Authorities.

Any attachments have been checked by a virus scanner and appear to be clean.

Please ensure that you also scan all messages, as Wicklow Local Authorities do not accept any liability for contamination or damage to your systems.

Ní hionann na tuarimí luaite sa ríomphoist seo agus tuarimí Comhairle Contae Chill Mhanntáin.

Deimhnítear leis an bhfo-móta seo freisin go bhfuil an teachtaireacht ríomhphoist seo agus aon comhad atá ceangailte leis scuabtha le bogearraí frithviorais chun viorais ríomhair a aimsiú agus is cosúil to bhfuil said glan.

Bí cinnte an ríomhphoist seo a mionscrúdú, mar ní ghlacan Comhairle Contae Chill Mhanntain freagracht faoi aon damáiste a dhéanfaí le do chórais ríomhaireachtaí.

Sugarloaf,
Kilmurray,
Kilmacanogue,
Co Wicklow

25/02/2011

Dear Sir/ Madam,

I have read the Landscape Study Report prepared by Atkins which is very detailed. (Thank you for forwarding this to me)

As someone who considers himself very lucky to live on the side of the Great Sugarloaf Mountain, I am delighted to learn of the proposed SAAO for the area. I have looked at the boundary assessment and have no difficulties with the Core Area, if anything I would like to see the Buffer area of the Great Sugarloaf extended to meet the N11 to the east and Red Lane to the south.

I'm sure you are aware that large areas of common land have been fenced in over the years and I would guess that this SAAO may cause concern for some. While the use of this land for grazing is one thing I fail to understand how planning permission can be granted for dwellings on this so-called common land. In my short time here I have already seen 3 occurrences of this and have learned of a fourth which I assume will commence shortly.

While some may be skeptical I welcome anything that will help to protect the natural beauty of the area. For far too long areas of special interest all over our beautiful country have been neglected and some of our natural history, willfully or otherwise, has been destroyed and lost forever.

I live in a place where I can look over the back wall and see Foxes, Deers, Kestrels and Red Kites to name but a few, we have a couple of Jays that visit our garden and many garden and song birds.

While I respect everybody's right to utilize the area I would have concerns for some activities such as the overuse of motorcycles. One area in particular which stood out last year was a site on the North-West side of the Great Sugarloaf (mentioned on page 42 of The Atkins report). Not only is this detrimental to the land itself it also diminished the Scenic value. The track being clearly visible from the road through Ballybawn (Linking Enniskerry and Kilmacanogue)

Another activity that would concern me is Shooting. While some hatch and release pheasants to hunt with shotguns and are using feeding stations out on the hillside, there are others with rifles using make-shift targets with no proper safety measures in place. (e.g. shooting at abandoned cars and dumped rubbish) A ricochet from one of these could go anywhere.

In relation to Archaeological and Cultural Heritage, have you any information, or has any study been carried out on what is locally called the 'Danes Wall' I have looked at this on Google Earth and found it at approximately the following co-ordinates.

53deg 09'19.46" N

6 deg 08'16.74" W

Looking at the Built Heritage Resources I have noticed recently that the 'Pillar Box' is no longer situated at the junction of The Rocky Valley (R755) and The Rocky Valley Drive (L1033). What is the current situation with this?

Holy Brooke House (as I would call it) is a special place of interest to me not only as it was where both my parents worked and I grew up playing so often in its grounds, but I also had the privilege of living there for a couple of years. While I am delighted to see that both the House and the front gate lodge are included I am very disappointed that nothing was done to save what was the back lodge. This beautifully designed house was located at Jaemeson's Corner where the Telecom Switch is and despite the reports that it had to be knocked down in order to facilitate the dual carriageway (which was already in existence at that point in the road) the area where the house stood remained untouched!

We once had a lovely village surrounded by beautiful countryside.

Then came the widening of the N11

The slip road resulted in the demolition of our only village shop.

The filling station on the north bound carriageway causes traffic chaos while the one on the south bound side can only be described as dangerous as motorists have to cross the exit slip to join southbound traffic.

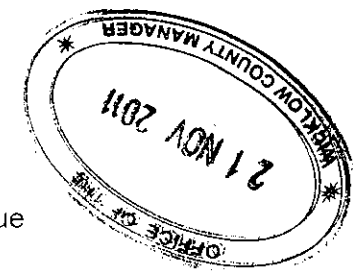
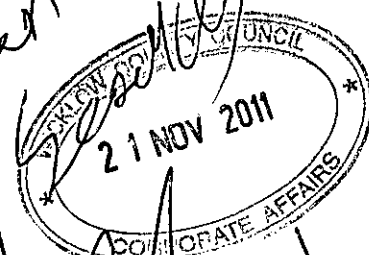
The area closest to the centre of the village has been quickly developed to the extent that there is no space left for sports and recreational facilities.

At least we still have our Sugarloaf Mountains, I hope we can do our best to preserve them in all their natural beauty for generations to come.

Yours truly,
Graham K Bushe

10.

Mr Eddie Sheehy
Mr Eddie Sheehy



Riverside
Kilmacanogue
Bray
Co. Wicklow
17th November 2011



Wicklow County Council
County Buildings
Wicklow Town
Co. Wicklow

Attn: Mr Eddie Sheehy
County Manager

Dear Sir,

Re: Proposed material alteration to Development Plan for Kilmacanogue

We are writing to communicate our frustration and concern on hearing Wicklow County Council's proposal to link the existing "Woodies" roundabout on the Southern Cross Route in Bray directly to the eastern roundabout at Kilmacanogue village.

We are very distressed and upset by this proposal for the following reasons:

Kilmacanogue village was practically destroyed by the upgrade to the N11 works. Now Wicklow County Council are proposing the development of a new roadway which will desecrate the open areas immediately to the East of the village.

From a personal perspective, we were severely impacted by the upgrade to the N11 works carried out 10 years ago through the village. We feel that the road works carried out at that time should have taken into account any future requirements from a planning perspective. We believe that the residents of Kilmacanogue shouldn't be subjected to major road works again as a result of inefficient planning on the part of Wicklow County Council.

- **The proposal will effectively leave us on an "island" surrounded by major roadways**

This proposal will effectively cause the formation of an "island" between all of these major roadways. Personally, we will be further isolated from the rest of the village, and will be destined to suffer increased levels of noise and air pollution for the rest of our lives in Kilmacanogue. This will severely affect our quality of life.

- **A poor history of roadway planning in the Kilmacanogue area**

Wicklow County Council's own planning history in the Kilmacanogue area has not been good, and their work on the N11 upgrade project was marked with an insensitivity, which has destroyed the village.

The ugly concrete bollards in the central margin of the N11 are a monument to their inability to assimilate sensitively into the area. Despite objections at that time Wicklow County Council insisted that an EU directive mandated the use of precast concrete units on the roadway median. Later it turned out that they were using stressed cable systems elsewhere at other locations. Meanwhile we in Kilmacanogue are left with an extraordinarily ugly roadway which will always be impossible to landscape.

Despite all of the upheaval, the N11 roadway passing through Kilmacanogue is notoriously unsafe, particularly at the exit from the Topaz station and the southbound ramp exit. It seems extraordinary that the engineers collectively could not develop a safe sensible solution to a routine set of problems.

- **Significant increase in volumes of traffic**

We believe that the proposed roadway will significantly increase the volumes of traffic to Kilmacanogue Village. Very large numbers of cars will route through both of the village's roundabouts making local journeys around our locality immensely difficult.

- **Poorly thought-out plan.**

The proposed roadway is a poorly thought-out reaction to local traffic issues elsewhere along the N11 roadway, and it arises in particular from the problems of the Southern Cross Route where very high levels of traffic movement cause long delays every morning and every evening.

- **Relocating the traffic jam**

The proposed roadway will simply relocate the traffic jam from the Southern Cross Route directly to the Kilmacanogue area. These issues should be dealt with locally at the Hills Garage Roundabout by addressing the outdated interchange which connects the Southern Cross Route to the main N11 roadway. These issues are local to the Southern Cross Route and must not be linked into Kilmacanogue.

The existing local roundabouts on both sides of the Kilmacanogue interchange will be inundated with vans and heavy goods vehicles and the village will simply not be able to cope. Kilmacanogue will effectively become a "rat-run".

- **A valuable local amenity will be lost**

The lower slopes of Barchuilla Commons are an individual local amenity and they are walked on a daily basis by many of the residents of Kilmacanogue village in addition to large numbers of walkers from further a field. The proposed roadway will isolate the village from this important open space and will make it increasingly difficult to access and unattractive to walk.

- **Deer, pheasant, otter and lizard**

The lower slopes to the east of Kilmacanogue village are a rich and diverse habitat for both flora and fauna and home to successful and stable populations of deer, pheasant, otter and lizard. The proposed roadway will devastate the natural habitat. The deer will move away from the area, while the otter and the lizard who would be located immediately adjacent to the proposed site area will not survive.

- **Views from Kilmacanogue to the Little Sugarloaf compromised**

The existing views from Kilmacanogue village out over the Little Sugarloaf Mountain will be greatly compromised by the proposed roadway. We have more than our fair share of traffic and roadways in Kilmacanogue and it seems extraordinary that

Wicklow County Council would entertain the construction of additional roadways on these unspoiled uplands.

- **Kilmacanogue is not a suburb of Bray**

Kilmacanogue has an identity in its own right and is not a suburb of Bray. The proposed roadway seeks to link the village to Bray in a manner which brings no advantage whatsoever to our village but which places a great burden of disadvantage on all who live here.

In conclusion, the proposed roadway is a poorly thought-out reaction to local congestion at the outdated interchange which connects the Southern Cross Route to the main N11 roadway. It represents a massive waste of taxpayer's money and it poses a threat of the most serious nature to the families and the wildlife of the Kilmacanogue area.

We ask that the proposal be objected

Yours sincerely,


Kevin & Mary Cahill

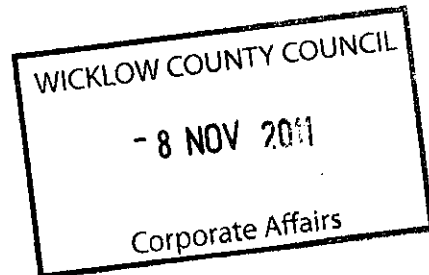
Planning

Mr Joseph Clare.
10 Milltown Drive
Churchtown,
Dublin 14.

Wicklow County Council.
County Buildings.
Wicklow Town.

Attn: Mr Eddie Sheehy.
County Manager.

30th Oct 2011.



Dear Sir/ Madam,

I am most upset to hear of the proposal to build a roadway through Barchuilla Commons.

I visit the Glenview Hotel every weekend and walk the slopes of the Small Sugarloaf, either entering or exiting the hills by way Barchuilla Commons. I am constantly amazed by the views, the diversity of planted species, and by the abundance of deer in this area, so close to Dublin.

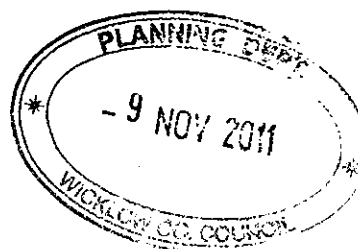
The proposal to route heavy traffic into this tranquil area is an extraordinary lapse of judgement on the part of Wicklow County Council. The entire descent from the mountain will be made all the poorer by the sight of moving vehicles instead of rolling fields. Essentially this wonderfully scenic walk will be destroyed.

Please think very carefully before you proceed further on this calamitous plan.

Yours sincerely,

A handwritten signature in cursive script that reads "Joseph Clare".

Mr Joseph Clare.



Leonora Earls

From: David Cox [David@perfume.ie]
Sent: 14 November 2011 12:53
To: Planning - Development Plan Review
Subject: FW: Proposed Variation No. 2(i) - Kilmacanogue Settlement Plan

Dear Sir/Madam,

I have just become aware of the above and wish to comment please on New Objective KM7 (the new distributor road linking Kilmacanogue directly to Bray).

Our sister company Fernvard Ltd. owns the lavender field which lies between the N11 and the proposed route of the new distributor road. Access to this field is from the N11 which is not fully satisfactory, as has been pointed out by your officials in refusing planning for a recent planning application for a storage and drying shed in the field. We would therefore welcome the possibility of an alternative access to our lavender field from this proposed new distributor road in new objective KM7. We would be willing to combine with others – our immediate neighbours included - in a reasonable way to obtain this alternative access and remove the need for direct access onto the N11 from our lavender field.

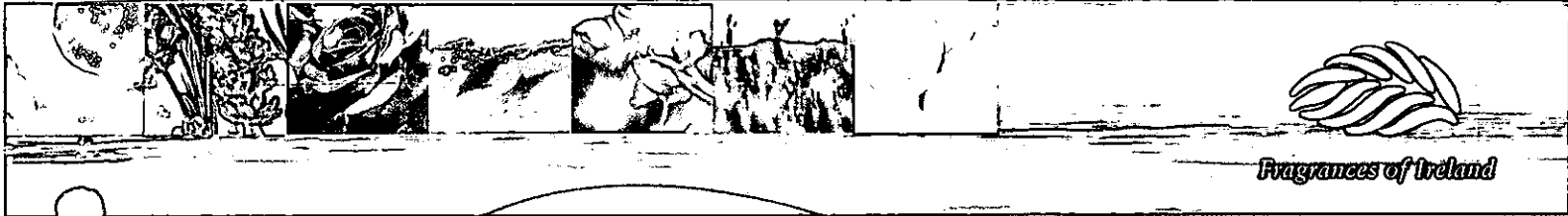
From a general point of view we would also welcome the provision of alternative access for all other properties along the east of the N11 through Kilmacanogue village, to reduce the traffic dangers that their current direct access onto the N11 poses.

Yours faithfully,

David Cox
Managing Director

Fragrances of Ireland Ltd and Fernvard Ltd.
Kilmacanogue, Bray, County Wicklow, Ireland (#92894)
Tel + 353 1 2867125 Fax + 353 1 2866501
Web: www.perfume.ie

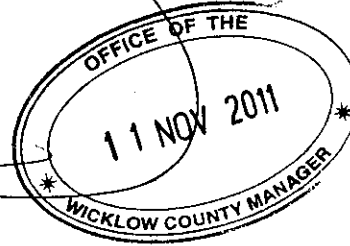




Fragrances of Ireland Ltd., Kilmacanogue, Bray, Co. Wicklow, Ireland.
Tel: Int +353 1 286 7125 Fax: Int +353 1 286 6501
Email: mail@perfume.ie Website: www.perfume.ie

twitter facebook

Planny



The County Manager
Wicklow County Council
County Buildings
Wicklow Town

9th November, 2011

Re: Proposed New Road link from Kilmacanogue to Bray Southern Cross Road

Dear Sir,

I have just become aware of the Roughan & O'Donovan Report on M11-N11 Traffic Management Measures, Killarney Road and Fassaroe Interchange Improvements, Part 8 Report, June 2010, in particular the suggested new regional road link from Kilmacanogue to the Southern Cross Road in Bray.

I don't know at what stage of consideration this suggestion is at but I would like to add my comments, please.

It seems that the Roughan & O'Donovan report justifies the suggestion of this new link on the basis that it will improve traffic movements around Bray and between Kilmacanogue and Bray, which I would not argue with.

I would however like to suggest that such a link road could have significant other benefits, if it allows businesses and residents along the northern side of the N11 in Kilmacanogue village to enter and exit their premises via this new road rather than directly onto the N11. Everyone is aware of the traffic dangers that routinely occur when traffic enters and exits all these premises, and this new road link is a great opportunity to sort out most of these dangers and greatly improve traffic safety southbound through Kilmacanogue village.

Could you please confirm to me at what stage this suggestion is at?

Yours faithfully,

David Cox

David Cox
Managing Director



Leonora Earls

From: David Cox [David@perfume.ie]
Sent: 14 November 2011 11:54
To: Planning - Development Plan Review
Subject: Proposed Variation No. 2(i) - Kilmacanogue Settlement Plan

Dear Sir/Madam,

I have just become aware of the above and wish to comment please on New Objective KM7 (the new distributor road linking Kilmacanogue directly to Bray).

Our sister company Fernvard Ltd. owns the lavender field which lies between the N11 and the proposed route of the new distributor road. Access to this field is from the N11 which is not fully satisfactory, as has been pointed out by your officials in refusing planning for a recent application

Fragrances of Ireland Ltd
Kilmacanogue, Bray, County Wicklow, Ireland (#92894)
Tel + 353 1 2867125 Fax + 353 1 2866501
Web: www.perfume.ie



acknowledged
[Signature]

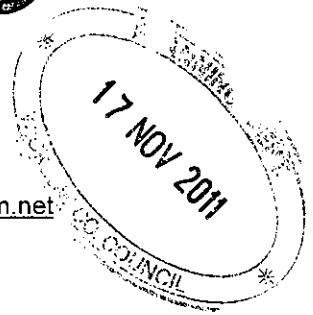
14/11/2011

23

13

Hillside
Kilmacanogue
Co. Wicklow

Tel: 0035312862217 Mobile: 00353872905480 email: colin_cronin@eircom.net



Des O'Brien,
Planning Officer
Wicklow County Council
November 16, 2011

Dear Sir,

We wish to object to the proposed new road scheme between the roundabout at Kilmacanogue and the roundabout outside the retail park on the Southern Cross, entitled 'Material Alteration 1' in the Kilmacanogue Settlement Plan.

- We in Kilmacanogue have had our full share of disruption and trauma over the last few years with the widening of the N1, and the last thing we need is more roads. Roads attract traffic, leading to an increase in noise and a deterioration of living standards.
- The proposed road materially increases the tarmac 'take' from the once-beautiful valley between the Sugar Loafs. Could you really live with yourself for consenting to defacing further the first decent view after the M50?
- Kilmacanogue is being asked to take the pain for a badly thought-out junction at Kilcrony. If anything, the Kilcrony junction should be modified. Our
- What evidence is there of a public appetite for this MA1, or the NRA?
- Where is the statistical information about traffic volumes to justify it?
- Where is the proof that the proposed distributor road would eliminate, rather than exacerbate or re-locate, whatever problem is alleged to exist?
- The purpose of Material Alteration 1 ('MA1') is *To plan for a new distributor road, subject to a feasibility report, linking Kilmacanogue directly to Bray.* This is a fudge: it is planned to end up at the end of the Southern Cross, not Bray. What happens to the traffic volume from there on?
- What other solutions have been examined, for example upgrading the roundabouts at Hills and Kilcrony which is where the bottleneck is?
- Traffic approaching Kilmacanogue from the south on the N11 and wishing to go to Bray: this can only increase the volume of traffic using the already hazardous turn-off at the village post office (the 'centre' of our village) leading to the bridge across the N11.
- The country is technically bankrupt; this development is totally unjustified in the current climate.
- On a personal note, there would be a noise, visual, and monetary impact on our property. The increased use of the east roundabout would mean considerably more noise for us. Our pedestrian access to the village would be impaired.
- To sum up, the proposed development would tip Kilmacanogue one step nearer to being a concrete-dominated sub-suburb. Who in their right mind would want this, let alone plan for it?

Yours faithfully

Anne and Colin Cronin
Anne and Colin Cronin

Proposed material alteration to
Kilmacanogue.

Bramley Cottage
Bohilla Lane
Kilmacanogue
Co. Wicklow

Dear Sir

I live in Bramley Cottage on Bohilla Lane. I am worried that if you build a road where you want to build it I will not sleep at night because my bedroom is 14 feet away from where it will be. This will be bad because every night there are boy racers in cars going around the area and they will come closer to my house.

As well as this I don't want a wall like the one across the road from my house to be built in front of my house because it is really annoying and I have a nice view that would be blocked by this wall and stop the light getting into my bedroom.

I am worried my privacy will be gone because of double decker buses will come on the new road rather than the N11. I am also worried about my cat Gromit getting ranover on the road. I like playing sports in my garden and sometimes the ball goes into the field in front of the house. With the new road it would be very dangerous to go and get it, it would probably be burst from the traffic.

I am ~~off~~ afraid that there will be vandals who will graffiti the walls and my house. They will make noise at night and scare my cat.

Yours Sincerely

Don Crowley (age 12)
WICKLOW COUNTY COUNCIL
21 NOV 2011
PLANNING DEPT.

Leonora Earls

15

From: prcrowley@eircom.net
Sent: 17 November 2011 22:32
To: Planning - Development Plan Review
Subject: Proposed Variation No 2(1) - Kilmacanogue Settlement Plan



Letter to Director of Services...

Dear Sirs,

Please find attached our observations in relation to the above. Please acknowledge receipt of same.

Yours sincerely

Mark & Pauline Crowley
Bramley Cottage
Bohilla Lane
Kilmacanogue
Wicklow



acknowledged

Bramley Cottage
Bohilla Lane
Kilmacanogue
Co Wicklow

November 2011

Director of Services Planning Department
Wicklow County Council
County Buildings
Wicklow Town

Ref Proposed Variation No 2 (i) for Kilmacanogue Settlement Plan

Dear Sir,

We are writing in connection with the above proposed variation. As residents of Bohilla Lane we have a number of observations to make with regard to the above proposed amendments to the plan that we hope will be taken into consideration by Wicklow County Council in its deliberations on this matter.

Our property is located on an elevated site which is separated from the N11 being a significant distance and a number of properties, including our neighbours dwelling which are less than within 5100 metres of our house. We are deeply concerned at the lack of reasoning behind the Council's road proposals in this case. There is no justification for the inclusion of these roads a mere year after the County Development Plan was adopted without any reference to these roads being included in same.

1 Proposed route

The proposal to create a new road along the base of the small Sugar Loaf leading to Bray will have an immediate and negative impact on the rural scenic nature of this area. Given that the small Sugar Loaf is designated as an area of special amenity, to build a road across it is counter intuitive to maintaining this status.

We would object to the option of running the planned road alignment in the lands immediately behind our family home and that of our neighbours to the west. That would mean a road within 15-2030-40 metres of the front garden of our house over which most of the windows of the house look out. Given the elevated nature of our property when compared to the ground to the west; all of which falls to the N11, we are at greatest potential risk to be materially and adversely affected by issues relating to noise and light

costs associated with the road and the consequent effect this will have on the value of the property.

If the road is to come out adjacent to the roundabout at Woodies DIY or that general area it appears that the road will have to go through the existing forest which will mean the felling of a number of native trees, again impacting on the natural environment flora and fauna.

We would therefore object to any road cutting across the fields in this area. We propose that alternative solutions are examined that facilitate the traffic issues posed by the construction of the N11.

An option would be to investigate putting access barriers along the N11 thus stopping traffic from Kelly's Recovery, the other businesses including the Topaz Filling Station re-entering the N11 directly and putting traffic up to the roundabout before re-accessing the N11 via the slip-road from the roundabout.

2 Increased noise & pollution

If such a road, as that proposed, were to be constructed it would have a fundamental negative impact on the quality of our lives. A key concern we have is the noise such a road would generate, given that it is proposed the ~~busses~~buses leading to the Rocky Valley and from Bray would use this route. Currently our house is back from the N11, however we can still hear considerable traffic noise from the road when we are in the garden. If the proposed road were to be constructed there would be a junction running along the border of our home. This would lead to huge increased noise as well as additional pollution as ~~busses~~buses, trucks and cars have to stop at the new junction, change gears and then progress on to Bohilla Lane and the roundabout causing both emissions and additional noise. The noise from the ~~busses~~buses alone would have a major impact, with the number 145 running every 10 minutes on the current schedule. In addition the ~~busses~~buses to Glendalough would also be using this road, thus adding to the noise. The vehicle recovery business currently operated by Kelly Recovery operates 24 hours a day. The noise from trucks would be substantial at any time of the day or night and within 14 feet of the bedrooms of our house.

3 Volumes of traffic

With the proposed plan the local traffic coming from the Rocky Valley heading to Bray would use this road thus making it a busy road at all times. This would further cut off those living on Bohilla Lane from the rest of the village as we would have to negotiate this junction to get to the village. This also poses a danger coming to another junction on this short section of road leading to the roundabout. Currently there is access via Bohilla Lane for walkers to the village via the footbridge. Having to negotiate a busy junction poses a danger

to pedestrians. In addition there will most likely be an impact on the volumes of traffic on Bohilla Lane itself from the construction of this road as it can be used as a short-cut to Delgany or Greystones as was evidenced during the construction of the N11 up-grades. At that time there were hugely increased volumes of traffic on Bohilla Lane which is a single track road with varying passing places. With this road leading directly to the entrance to the small Sugar Loaf popular walking track, increased traffic poses a significant danger to walkers, cyclists, those on horseback and the local animals such as deer.

The plans are unclear as to how the junction will interface with Bohilla Lane. We would have concerns about how this would be managed as the road narrows substantially at our gate. Would traffic from Bohilla have the right of way? These are questions we are left to consider and worry about as the plans are unclear.

Exiting our driveway at the moment requires the assistance of a contour mirror as traffic approaching from the right is no longer clearly visible due to the widening of the road that took place in tandem with the N11 up-grade some years past. Increasing the traffic here will be dangerous.

We also have a concern about the potential for increased danger from people driving their cars at high speed along this road. Currently we regularly hear drivers 'racing' around the roundabout and on over the bridge late at night. This can go on for up to 20 minutes at a time and we are very concerned that the layout of the proposed road would encourage more of this activity thus creating more noise, disruption and danger. Bringing the roads closer to our family home will worsen this.

4 Impact of additional light

We understand that the new road would require street lighting along the route. This would have a substantial negative impact on our quality of life in addition to the noise. These lights would be on all night, shining into our house, impacting both sleeping and living areas.

There would also be increased light pollution from headlights of vehicles using this road could have a direct effect on the peaceful enjoyment of our home that we now

5 Impact on house valuation

The proximity of this road will take from the rural setting of our house and change it from being surrounded by farmland to being fronted by a very busy road. We believe this will devalue the property significantly thus impacting our ability to sell it at a later date. We believe that a development adversely impacts on property value that this is a material

6 Visual Implications

Currently we are able to walk around and within our home without being overlooked. With the proposed plan we would have huge concerns about the visibility of our home from high vehicles such as the top floor of ~~busses~~buses and from trucks. The visual privacy that we currently have would be destroyed which would directly impact on our quality of life within our own home and garden. We would therefore have serious concerns about this. This loss of amenity at our home will potentially further devalue our property.

7 Security

We are concerned that the addition of this road to the locality will impact our personal house security as the house will be more exposed to traffic and passers by.

8 Ongoing Development

With the instigation of the proposed road it could lead to the consideration of more housing and development along the route which will further detract from the rural atmosphere of the area. In the material adjustment document there is a provision for further development along this route which we would object to.

Having considered all the aspects of this plan we believe that the road and junctions as proposed do not create an acceptable solution to the traffic issues posed by the N11 layout. We therefore ask that the County Council reject the amendment to the plans and seek an alternative solution without destroying an area of natural beauty.

It is noted that the Council adopted as part of the County Development Plan, the Rathdown No.2 District Plan. This is contained in Volume 3 of the County Development Plan. This area is adjoining our property and will be connected by the new road proposals which will pass through that area.

Central objectives of the Plan relevant to the planned road alignments are as follows:-
to observe the scenic and rural amenities of the Rathdown No.2 Rural District,
to take account of and regard to the protection and conservation of the amenities of Bray Head,
the Sugar Loaf, the Little Sugar Loaf and the Dargle Glen,
to facilitate the suitable development of the settlements of Greystones,
to plan for a new road through this area of acknowledged scenic beauty and which
the Council has just determined should be given SAAO status runs totally contrary to
the spirit and specific intent of these statutory objectives. It is illogical that having just
found the lands have sufficient ecological, historical and amenity weight to warrant the
designation of an SAAO that the Council could now propose to run urban roads through these
same lands.

the effect of running the road through the lands in question, in particular the alignment of the road to our family home, will be to bring 'urban' type development further in to the rural side which runs totally contrary to the general objectives of the Rathdown No. 2

It is also evident from this Plan that the area in question at Kilmacaogue has a development Plan objective as a Special Amenity Area Order (SAAO). The lands also have a designation 'OB' which has an objective "to protect and enhance the open nature of lands in rural settlements". These lands are not covered by the existing Kilmacanogue Plan and therefore, the objectives for these lands stem from the County Plan.

Once again, we would argue that the proposal to run a road in close proximity to our family home is contrary to the provisions of the County Development Plan and is, we understand, a deliberate contravention of that Plan. We are aware that Councillors are not in a position to deliberately contravene their own plan.

Yours sincerely

Mark and Pauline Crowley

Bramley Cottage
Bohilla Lane
Kilmacanogue
Co Wicklow



25

November 2011

Director of Services Planning Department
Wicklow County Council
County Buildings
Wicklow Town

Ref Proposed Variation No 2 (i) for Kilmacanogue Settlement Plan

Dear Sir,

We are writing in connection with the above proposed variation. As residents of Bohilla Lane we have a number of observations to make with regard to the above proposed amendments to the plan that we hope will be taken into consideration by Wicklow County Council in its deliberations on this matter.

Our family home is located on an elevated site which is separated from the N11 being a considerable distance and a number of properties, including our neighbours dwelling which is located less than 50 metres of our house. We are deeply concerned at the apparent lack of reasoning behind the Council's road proposals in this case. There is no basis for the inclusion of these roads a mere year after the County Development Plan was adopted without any reference to these roads being included in same.

1 Proposed route

The proposal to create a new road along the base of the small Sugar Loaf leading to Bray will have an immediate and negative impact on the rural scenic nature of this area. Given that the small Sugar Loaf is designated as an area of special amenity, to build a road across it is counter intuitive to maintaining this status.

We especially would object to the option of running the planned road alignment in the lands positioned between our family home and that of our neighbours to the west. That would position a road within 15-200 metres of the front garden of our house over which most of the main rooms of the house look out. Given the elevated nature of our property when compared to the ground to the west; all of which falls to the N11, we are at greatest potential risk to be materially and adversely affected by issues relating to noise and light

pollution associated with the road and the consequent effect this will have on the value of our property.

If the road is to come out adjacent to the roundabout at Woodies DIY or that general area it appears that the road will have to go through the existing forest which will mean the felling of a number of native trees, again impacting on the natural environment flora and fauna.

We would therefore object to any road cutting across the fields in this area. We propose that alternative solutions are examined that facilitate the traffic issues posed by the construction of the N11.

An option would be to investigate putting access barriers along the N11 thus stopping traffic from Kelly's Recovery, the other businesses including the Topaz Filling Station re-entering the N11 directly and putting traffic up to the roundabout before re-accessing the N11 via the slip-road from the roundabout.

2 Increased noise & pollution

If such a road, as that proposed, were to be constructed it would have a fundamental negative impact on the quality of our lives. A key concern we have is the noise such a road would generate, given that it is proposed the buses leading to the Rocky Valley and from Bray would use this route. Currently our house is back from the N11, however we can still hear considerable traffic noise from the road when we are in the garden. If the proposed road were to be constructed there would be a junction running along the border of our home. This would lead to huge increased noise as well as additional pollution as buses, trucks and cars have to stop at the new junction, change gears and then progress on to Bohilla Lane and the roundabout causing both emissions and additional noise. The noise from the buses alone would have a major impact, with the number 145 running every 10 minutes on the current schedule. In addition the buses to Glendalough would also be using this road, thus adding to the noise. The vehicle recovery business currently operated by Kelly Recovery operates 24 hours a day. The noise from trucks would be substantial at any time of the day or night and within 14 feet of the bedrooms of our house.

3 Volumes of traffic

With the proposed plan the local traffic coming from the Rocky Valley heading to Bray would use this road thus making it a busy road at all times. This would further cut off those living on Bohilla Lane from the rest of the village as we would have to negotiate this junction to get to the village. This also poses a danger coming to another junction on this short section of road leading to the roundabout. Currently there is access via Bohilla Lane for walkers to the village via the footbridge. Having to negotiate a busy junction poses a danger to pedestrians. In addition there will most likely be an impact on the volumes of traffic on

Bohilla Lane itself from the construction of this road as it can be used as a short-cut to Delgany or Greystones as was evidenced during the construction of the N11 up-grades. At that time there were hugely increased volumes of traffic on Bohilla Lane which is a single track road with varying passing places. With this road leading directly to the entrance to the small Sugar Loaf popular walking track, increased traffic poses a significant danger to walkers, cyclists, those on horseback and the local animals such as deer.

The plans are unclear as to how the junction will interface with Bohilla Lane. We would have concerns about how this would be managed as the road narrows substantially at our gate. Would traffic from Bohilla have the right of way? These are questions we are left to consider and worry about as the plans are unclear.

Exiting our driveway at the moment requires the assistance of a contour mirror as traffic approaching from the right is no longer clearly visible due to the widening of the road that took place in tandem with the N11 up-grade some years past. Increasing the traffic here will be dangerous.

We also have a concern about the potential for increased danger from people driving their cars at high speed along this road. Currently we regularly hear drivers 'racing' around the roundabout and on over the bridge late at night. This can go on for up to 20 minutes at a time and we are very concerned that the layout of the proposed road would encourage more of this activity thus creating more noise, disruption and danger. Bringing the roads even closer to our family home will worsen this.

4 Impact of additional light

We understand that the new road would require street lighting along the route. This would have a substantial negative impact on our quality of life in addition to the noise. These lights would be on all night, shining into our house, impacting both sleeping and living areas.

There would also be increased light pollution from headlights of vehicles using this road which could have a direct effect on the peaceful enjoyment of our home that we now enjoy.

5 Impact on house valuation

The proximity of this road will take from the rural setting of our house and change it from being surrounded by farmland to being fronted by a very busy road. We believe this will devalue the property significantly thus impacting our ability to sell it at a later date. We understand that if a development adversely impacts on property value that this is a material planning concern.

6 Visual Implications

Currently we are able to walk around and within our home without being overlooked. With the proposed plan we would have huge concerns about the visibility of our home from high vehicles such as the top floor of buses and from trucks. The visual privacy that we currently have would be destroyed which would directly impact on our quality of life within our own home and garden. We would therefore have serious concerns about this. This diminution of amenity at our home will potentially further devalue our property.

7 Security

We are concerned that the addition of this road to the locality will impact our personal house security as the house will be more exposed to traffic and passers by.

8 Ongoing Development

With the instigation of the proposed road it could lead to the consideration of more housing and development along the route which will further detract from the rural atmosphere of the area. In the material adjustment document there is a provision for further development along this route which we would object to.

Having considered all the aspects of this plan we believe that the road and junctions as proposed do not create an acceptable solution to the traffic issues posed by the N11 layout. We therefore ask that the County Council reject the amendment to the plans and seek an alternative solution without destroying an area of natural beauty.

9. Planning

We are aware that the Council adopted as part of the County Development Plan, the Rathdown No. 2 District Plan. This is contained in Volume 3 of the County Development Plan. This area is adjoining our property and will be connected by the new road proposals which will pass through that area.

The General objectives of the Plan relevant to the planned road alignments are as follows:-

- To protect and conserve the scenic and rural amenities of the Rathdown No.2 Rural District.*
- To have particular regard to the protection and conservation of the amenities of Bray Head, The Great Sugar Loaf, the Little Sugar Loaf and the Dargle Glen.*
- To provide for the suitable development of the settlements of Greystones,*


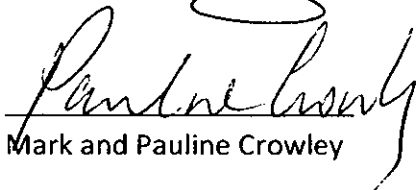
The proposal to run a new road through this area of acknowledged scenic beauty and which the Council have only just determined should be given SAAO status runs totally contrary to both the spirit and specific intent of these statutory objectives. It is illogical that having just confirmed the lands have sufficient ecological, historical and amenity weight to warrant the provision of an SAAO that the Council could now propose to run urban roads through these very same lands.

The effect of running the road through the lands in question, in particular the alignment shown closest to our family home, will be to bring 'urban' type development further in to the countryside which runs totally contrary to the general objectives of the Rathdown No. 2 District Plan.

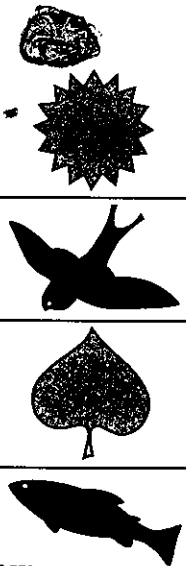
It is quite evident from this Plan that the area in question at Kilmacogue has a Development Plan objective as a Special Amenity Area Order (SAAO). The lands also have a designation 'GB' which has an objective "to protect and enhance the open nature of lands between settlements". These lands are not covered by the existing Kilmacanogue Plan and as a result, the objectives for these lands stem from the County Plan.

Once again, we would argue that the proposal to run a road in close proximity to our family home is contrary to the provisions of the County Development Plan and is, we understand, a material contravention of that Plan. We are aware that Councillors are not in a position to materially contravene their own plan.

Yours sincerely



Mark and Pauline Crowley

16



To : The Director of Services,
Planning Department,
Wicklow County Council,
County Buildings,
Wicklow Town.

20 November 2011.

Re : First Material Alteration(new objective KM 7) to Proposed Variation No.2 (i) to the Wicklow County Development Plan 2010-2016-Kilmacanogue Settlement Plan document produced by the Forward Planning Section of Wicklow County Council in October 2011.

Dear Director,

I hereby formally object to the inclusion of the proposed new objective KM 7(to plan for a new distributor road linking Kilmacanogue directly to Bray across the route shown on the map which is primarily along the lower slopes of the Little Sugarloaf mountain) into the Wicklow County Development Plan 2010-2016 for the following reasons :

1. The lands proposed for the road reservation are situated within the Area of Outstanding Natural Beauty(AONB) as defined in Map No.17.09 of the Wicklow County Development Plan 2010-2016 under Landscape Characterisation.. There is only a small section of the Wicklow Mountains AONB to the east of the N11 and it is very important that the character of these lands be retained as they are, as they provide an effective greenbelt between the large urban settlement of Bray which is the largest town in County Wicklow and the relatively small village of Kilmacanogue which is the first significant settlement on the N11 encountered by people travelling south on the N11 after they leave Bray.
2. This countryside between Bray and Kilmacanogue defines the character of County Wicklow's role as "the Garden of Ireland" for many people travelling south along the N11 below Bray and is a major contributor to tourism in County Wicklow as first impressions count for visitors, which should not be compromised.
3. The village of Kilmacanogue was divided by the works which upgraded the N11 several years ago. Providing another road to the east of the village will only further divide the village on its eastern side, which should be avoided. Providing a new road to the east of the village is likely to lead to pressure for further development to the east of the village and between the village and Bray, which will erode the existing effective greenbelt and change the village of Kilmacanogue into a suburb of Bray, to the detriment of the residents of both settlements..





2

4. The proposed road at new objective KM 7 is likely to compromise the existing quality of the Listed View of the Little Sugarloaf Mountain (Item 7 of Map 17.10) in the Wicklow County Development Plan 2010-2016 and should be avoided.
5. The proposed road at new objective KM 7 is likely to compromise the objective of creating a Special Amenity Area Order for the Little Sugarloaf Mountain as provided for in Map No.17.09 in the Wicklow County Development Plan 2010-2016 which should not be permitted.
6. Including the proposed road objective in the County Development Plan would be likely to lead to the loss of mature woodland which is not only scenically significant but which also acts as a haven for for a whole variety of wildlife, including mammals, birds and insects.
7. While this countryside provides impressive visual landscape qualities it also provides a very useful rural land use in the form of Brennanstown Riding Stables at the Bray end of the proposed road, which has been in operation for about 40 years. The lands of these stables, which provide an introduction to rural activities for many children from the urban areas of Bray and South Dublin would be divided by the proposed road and may not be able to continue in their current location, which would be most undesirable.
8. I disagree with the conclusion by County Council Management that the proposed road need not be subject to Strategic Environmental Assessment or an Appropriate Assessment under the European Union Habitats Directive (92/43/EEC). In the Council's own document of October 2011 it is stated on page 6 that the proposed road at its southern end will be within 200 metres of Kilmacanogue Marsh Natural Heritage Area.

For all of the above reasons I would urge the elected members of Wicklow County Council to reconsider the proposed First Material Alteration(new objective KM 7) to Proposed Variation No.2 (i) of the Kilmacanogue Settlement Plan and not to include this new objective for a proposed road between Kilmacanogue and Bray along the lower slopes of the Little Sugarloaf in the County Wicklow Development Plan 2010-2016.

Le dea mhéin,

A handwritten signature in cursive script that reads "Eamon de Buítléar".

Éamon de Buítléar.

17.



Leonora Earls

From: Amélie Conway [Amelie@lawrenceandlong.com]
Sent: 21 November 2011 15:19
To: Planning - Development Plan Review
Cc: Pierre Long
Subject: Proposed Variation No.2 (i) to the Wicklow County Development Plan 2010-2016 (Kilmacanogue Settlement Plan)

Director of Services Planning Department,
 Forward Planning Section,
 Wicklow County Council,
 County Buildings,
 Wicklow.

Re: Proposed Variation No.2 (i) to the Wicklow County Development Plan 2010-2016 (Kilmacanogue Settlement Plan)

Dear Sir,

Please find attached on behalf of our clients Mr. and Mrs. Dunn, our written observations with respect to the proposed material alterations as mentioned above.

We would be grateful if you could confirm receipt of our submission.

Yours faithfully,

Amélie Conway B.Arch, B.Sc

LAWRENCE AND LONG ARCHITECTS

43 Fitzwilliam Square, Dublin 2. Ireland

t: +353 1 6619 206

f: +353 1 6619 178

w: www.lawrenceandlong.com

Lawrence and Long Architects

Become our fan on facebook

Acknowledged
21/11/2011



21 November 2011

BY E MAIL

Director of Services Planning Department,
Forward Planning Section
Wicklow County Council
County Buildings
Wicklow

planreview@wicklowcoco.ie

**PROPOSED VARIATIONS NO. 2(i) TO THE WICKLOW COUNTY DEVELOPMENT PLAN 2010-2016
PROPOSED MATERIAL ALTERATIONS**

Dear Sir

On behalf of our clients, Mr. and Mrs. Dunn owners of Hollybrook Hall (East portion), Bray, Co. Wicklow, we wish to make a submission in respect of the proposed variation No. 2 (i) to the Wicklow County Development Plan 2010-2016. In particular we wish to make a submission in respect of Material Alteration No. 1 (MA1) and the proposed additional associated Objective K7 outlined below.

KM 7: To plan for a new distributor road, subject to a feasibility report, linking Kilmacanogue directly to Bray, along a line from the eastern roundabout of the Kilmacanogue N11 junction, across lands to the east of route N11, and to provide alternative access to properties currently accessed directly from route N11.

Amend 'Kilmacanogue Settlement Plan' Map showing possible lines of this proposed road that should be reserved.

This MA comprises alteration to the draft plan map and an inclusion of a new objective for the maintenance of a line free from development to the east of the settlement along a route commencing at the N11 interchange eastern roundabout for the purpose of retaining options in the event that it is decided to provide a new road linking Kilmacanogue directly to Bray to the east of the existing N11.

In relation to the proposed plan for a new distributor road we note a part plan is included in the proposed Variation No. 1. The full extent of the proposed distributor route however is not indicated. We have enclosed with this letter an extrapolated, estimated route plan for the distributor route based on the written description included in the proposed material alteration.

As indicated in the enclosed drawing A01, our clients' property Hollybrook Hall is within circa 170 metres of the proposed distributor road. Hollybrook Hall and its' associated gate lodge and entrance gates are on the Record of Protected Structures. Hollybrook Hall is an important two storey Gothic revival house originally designed by William Vitruvius Morrison in 1837 and would be considered of Regional Importance due to its contribution to the landscape and its architectural qualities. There is also an original folly structure to the East of Hollybrook Hall , as indicated in the attached drawing A01. This structure would have been built contemporaneously to Hollybrook Hall and contributes to the building's setting and architectural significance.

The site of the house has been continuously occupied since the 8th century A.D, when it was a monastic settlement.

To the East of Hollybrook Hall and between it and the folly lies a partly silted marshland area



We note the stated objectives Development Plan include the following:

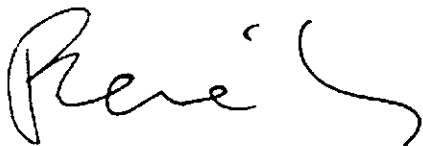
To protect and enhance the county's diverse natural and built heritage.

To protect and enhance the County's rural assets and recognise the housing, employment, social and recreational needs of those in rural areas.

Having regard to the estimated location of the proposed distributor route as outlined in the enclosed drawing A01 we would respectfully suggest that the proposed Material Alteration No. 1 would significantly impact on Hollybrook Hall and its architectural setting and its relationship to the original folly structure. In addition we would respectfully suggest that the proposed Material Alteration No. 1 will significantly impact on an existing marsh area to the West of the distributor road. The marsh area is currently a significant natural habitat area for wildlife. We note a Strategic Environmental Assessment or an Appropriate Assessment (AA) under the EU Habitats Directive (92/43/EEC) is not proposed notwithstanding the unique the local nearby built heritage and architectural setting as referred above.

In conclusion we would respectfully suggest that proposed material alteration No. 1, proposed distributor road, will negatively impact on the existing built heritage including significant Protected Structures (Hollybrook Hall and associated folly) and associated landscape and should be omitted from the Proposed Variations to the Wicklow Development Plan.

Yours sincerely



Pierre Long MRIAI, RIBA
LAWRENCE AND LONG ARCHITECTS
RIAI Conservation Grade Architects

c.c Mr. and Mrs. Dunn.

Encls.

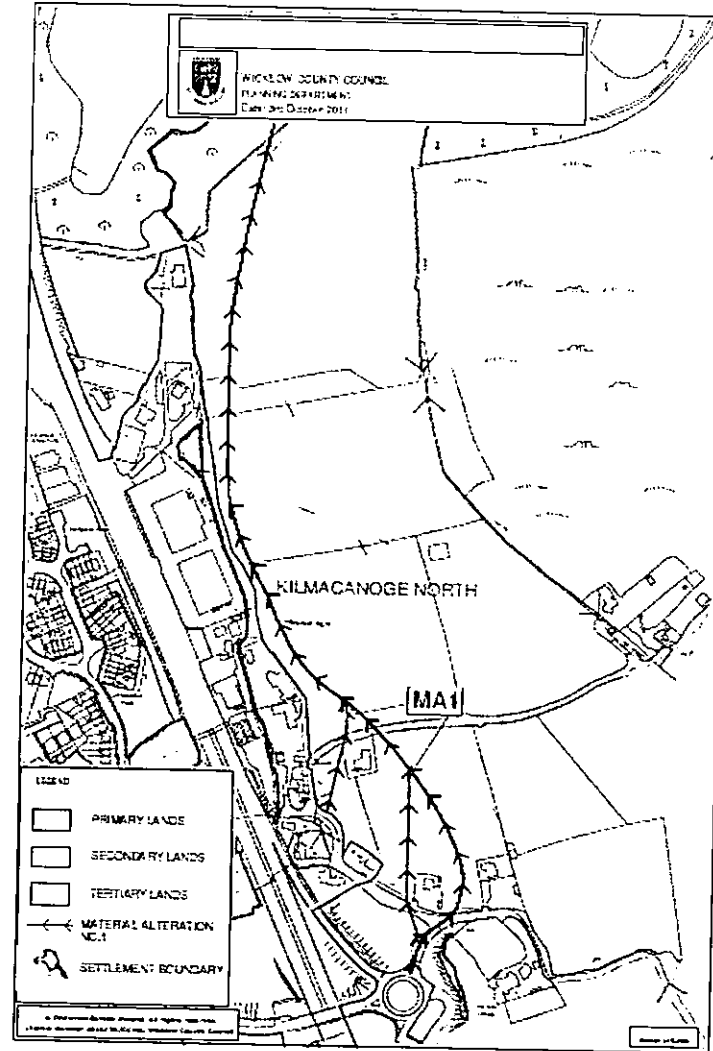
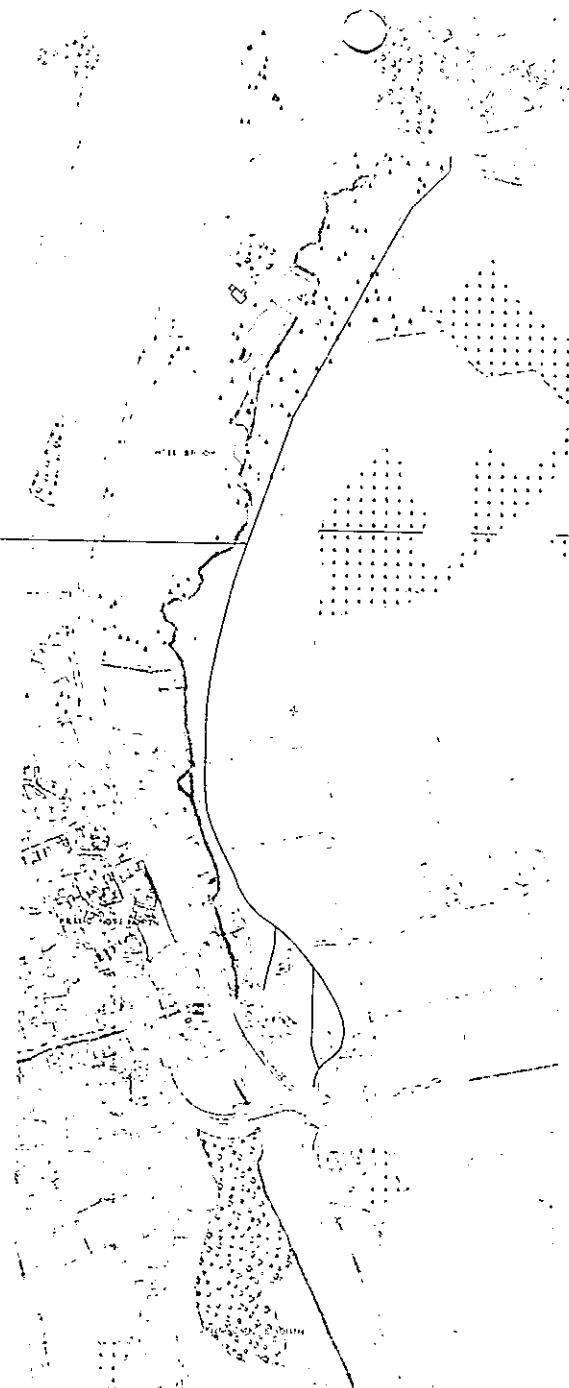
PROTECTED STRUCTURES

Ref No.: 07-05
 Building Address : Hollybrook, Gate Lodge
 Structure: Gate Lodge
 Townland: Hollybrook Td, O 247 160
 Description: Small, gingerbread house in a tudor-gothic revival style.

Ref No.: 07-06
 Building Address : Hollybrook House, Bray
 Structure: Country House
 Townland: Hollybrook Td, O 247 159
 Description: Important, tudor, gothic-revival house by William Vitruvius Morrison, 1838. An energetic essay of granite ashlar with transom and mullioned windows, gables and tall stacks. Clock tower, stables and folly tower.

Ref No.: 07-07
 Building Address : Hollybrook House, Bray
 Structure: Entrance gates
 Townland: Hollybrook Td, O 247 160
 Description: Gates by William Vitruvius Morrison.

PROPOSED NEW DISTRIBUTOR ROAD
 to be confirmed



Proposed Material Alteration No. 1
 Under 'Settlement Objectives'

Add new objective KM 7

KM 7: To plan for a new distributor road, subject to a feasibility report, linking Kilmacanogue directly to Bray, along a line from the eastern roundabout of the Kilmacanogue N11 junction, across lands to the east of route N11.

- Amend 'Kilmacanogue Settlement Plan' Map showing possible lines of this proposed road that should be reserved.

NO.	DATE	DESCRIPTION	BY	CHKD	APPD	PLANNED	APPR	CHG	DATE
1	21.11.11	DEVELOPMENT PLAN							

18

SCANNED

Mr. Eddie Sheehy
County Manager
Wicklow Co Council

John Flynn
Carrig na Sí, Stilebawn
Bray, Co Wicklow

Re: Proposed material alteration to county development plan, Kilmacanogue area

Dear Mr. Sheehy

I wish to submit an objection re the above.

I am a permanent native resident of the village of Kilmacanogue. The village has always had a great community spirit which in my opinion is derived from its distinct nature as a rural village. In recent years the area of North Wicklow has come under intense pressure from urban generated development demands.

The need to retain the distinct village character of Enniskerry and Kilmacanogue has been enshrined in successive development plans. The following is an extract from the Rathdown Nr 2 District Plan

(iii) Development Pressure

There is significant development pressure on both Enniskerry and Kilmacanogue owing to their location and easy access to the Bray/Dublin areas. This has resulted in a tendency towards coalescence and could result in the entire Bray, Kilmacanogue and Enniskerry settlements forming part of a large urban conglomerate. This type settlement form should be discouraged and every effort will need to be made to ensure that such a trend will not continue. It is essential to ensure that the character of the existing villages is retained and reinforced and development pressure from other areas will therefore have to be controlled. This Development Plan defines development boundaries for Kilmacanogue and Enniskerry which will ensure that this objective is achieved.

In my opinion the proposed link road from the Southern Cross (Woodies Roundabout) Bray to Bohillia roundabout Kilmacanogue contravenes the objective outlined above as it will encourage further development along this new road

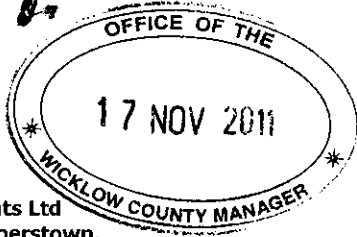

Yours Faithfully

John Flynn



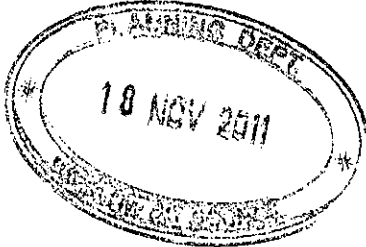
Planning

19



Association of Irish Riding Establishments Ltd
1st Floor, Beech House, Millennium Park, Osberstown,
Naas, Co. Kildare
Tel: 045-850800 Fax: 045-850850 Mob: 087-9500732
e-mail: info@aire.ie www.aire.ie

Mr. Eddie Sheehy
County Manager
Wicklow County Council
County Buildings
Wicklow



15 November 2011

Dear Sir

Re: Proposed Material Alteration to Development Plan for Kilmacanogue (KM7)

We wish to object to the proposed Wicklow County Council and the NRA's planning of a new road linking Kilmacanogue with the Bray Southern Cross Road.

This road will traverse the foothills of the Little Sugar Loaf through lands belonging to Brennanstown Riding School who has been a valued member of our Association for many years.

Brennanstown Riding School was established at Hollybrook in 1973 and has had access to its own and adjoining lands for the purpose of running its business for many years.

AIRE has been working hard in conjunction with Failte Ireland to promote Equestrian Tourism and to separate such a well known and long established centre from its main tourist attraction, i.e. the Little Sugar Loaf and surrounding lands would lead to the demise of a valued Tourist Business and Local Amenity.

Brennanstown both provides full time employment and also participates in the FAS / AIRE Trainee Partnership Scheme, giving training and work experience to future Instructors and Grooms who will be working in the Equestrian Industry. The Riding School also facilitates a number of school groups where riding is included as an extra-curricular activity.

The proximity of the proposed new road to Dublin and its environs, which is already considerably developed, would seriously diminish a high amenity area and green belt at the entrance to Wicklow – the Garden of Ireland.

For the reasons outlined, AIRE requests that this proposed variation to the Development Plan be rejected.

Yours sincerely,

p.p. *Linda Young*
Helen Fox
Chairman

20.

Leonora Earls

From: Pam Goodwin [Pam.Goodwin@rehab.ie]
Sent: 15 November 2011 17:19
To: Planning - Development Plan Review
Subject: Letter posted to Mr Eddie Sheehy

Pam Goodwin
pam.goodwin@rehab.ie



The Rehab Group
Registered as a company limited by guarantee
Registered in Ireland
Registration number: 14800
Registered Office:
Roslyn Park, Sandymount, Dublin 4
Charity number: CHY4940

Please consider the environment before printing this email.

The information contained in this email message is intended only for the confidential use of the named recipient. If the reader of this message is not the intended recipient or the person responsible for delivering it to the recipient, you are hereby notified that you have received this communication in error and that any review, dissemination or copying of this communication is strictly prohibited. If you have received this in error, please notify the sender immediately.

Acknowledged
[Signature]
15/11/2011

The Bungalow
Copsewood
Kilmacanogue
Bray
Co Wicklow

15th November 2011.

Mr. Eddie Sheehy
County Manager
Wicklow County Council
County Buildings
Wicklow
Town
Co Wicklow

REF: Proposed material alteration to Development Plan for Kilmacanogue

Dear Mr. Sheehy,

We, as many others, are most upset to hear of Wicklow County Council's proposal to link the existing "Woodies" roundabout on the Southern Cross road directly to the eastern roundabout at Kilmacanogue village. We believe that this proposal will greatly diminish the quality of life in the village for the following reasons:

1. Greatly increased levels of traffic:

We believe that the proposed roadway will bring greatly increased levels of traffic to Kilmacanogue village. Very large numbers of cars will route through both of the village's roundabouts every morning & evening, making local journeys around our locality immensely difficult.

2. Relocating the traffic jam:

The proposed roadway will simply relocate the traffic jam from the Southern Cross route directly to the Kilmacanogue area. The existing local roundabouts on both sides of Kilmacanogue interchange will be inundated with vans & heavy goods vehicles, and will simply not be able to cope. Traffic will back-up along the new roadway and life in Kilmacanogue will never again be the same.

3. A valuable local amenity will be lost:

The lower slopes of Barchuilla Commons are an invaluable local amenity, and they are walked on a daily basis by many of the residents of Kilmacanogue village, as well as by large numbers of walkers from further afield. The proposed roadway will isolate the village from this important open space, and will make it very difficult to access and an unattractive walk.

4. Deer, pheasant, otter & lizard:

The lower slopes to the east of Kilmacanogue village are a rich and diverse habitat which are home to successful and stable populations of deer, pheasant, otter & lizard. The proposed roadway will devastate this habitat. The deer will move away from the area, while the otter and the lizard, being located immediately adjacent to the proposed site area, will not survive.

5. Views from Kilmacanogue to the Little Sugarloaf will be compromised:

The existing views from Kilmacanogue village out over the Little Sugarloaf Mountain will be greatly compromised by the proposed roadway. We have more than our fair share of traffic and roadways in Kilmacanogue & it seems extraordinary that Wicklow County Council would entertain the construction of additional roadways on these unspoilt and beautiful uplands.

6. Kilmacanogue is not a suburb of Bray:

Kilmacanogue has an identity in its own right and is not a suburb of Bray. The proposed roadway seeks to link the village to Bray in a manner which brings no advantages whatsoever to our town, but which places a great burden of disadvantage on all who live here in Kilmacanogue.

This proposal is an extraordinary lapse of judgement on the part of Wicklow county Council.

We would ask you to please think very carefully before you proceed further with these proposed "material alterations".

Yours sincerely,

Pamela Goodwin on behalf of Helen & Samuel Goodwin

Pamela Goodwin
Helen Goodwin
Samuel Goodwin



The Bungalow
Copsewood
Kilmacanogue
Bray
Co Wicklow

15th November 2011.

Mr. Eddie Sheehy
County Manager
Wicklow County Council
County Buildings
Wicklow
Town
Co Wicklow

REF: Proposed material alteration to Development Plan for Kilmacanogue

Dear Mr. Sheehy,

We, as many others, are most upset to hear of Wicklow County Council's proposal to link the existing "Woodies" roundabout on the Southern Cross road directly to the eastern roundabout at Kilmacanogue village. We believe that this proposal will greatly diminish the quality of life in the village for the following reasons:

1. Greatly increased levels of traffic:

We believe that the proposed roadway will bring greatly increased levels of traffic to Kilmacanogue village. Very large numbers of cars will route through both of the village's roundabouts every morning & evening, making local journeys around our locality immensely difficult.

2. Relocating the traffic jam:

The proposed roadway will simply relocate the traffic jam from the Southern Cross route directly to the Kilmacanogue area. The existing local roundabouts on both sides of Kilmacanogue interchange will be inundated with vans & heavy goods vehicles, and will simply not be able to cope. Traffic will back-up along the new roadway and life in Kilmacanogue will never again be the same.

3. A valuable local amenity will be lost:

The lower slopes of Barchuilla Commons are an invaluable local amenity, and they are walked on a daily basis by many of the residents of Kilmacanogue village, as well as by large numbers of walkers from further afield. The proposed roadway will isolate the village from this important open space, and will make it very difficult to access and an unattractive walk.

4. Deer, pheasant, otter & lizard:

The lower slopes to the east of Kilmacanogue village are a rich and diverse habitat which are home to successful and stable populations of deer, pheasant, otter & lizard. The proposed roadway will devastate this habitat. The deer will move away from the area, while the otter and the lizard, being located immediately adjacent to the proposed site area, will not survive.

5. Views from Kilmacanogue to the Little Sugarloaf will be compromised:

The existing views from Kilmacanogue village out over the Little Sugarloaf Mountain will be greatly compromised by the proposed roadway. We have more than our fair share of traffic and roadways in Kilmacanogue & it seems extraordinary that Wicklow County Council would entertain the construction of additional roadways on these unspoilt and beautiful uplands.

6. Kilmacanogue is not a suburb of Bray:

Kilmacanogue has an identity in its own right and is not a suburb of Bray. The proposed roadway seeks to link the village to Bray in a manner which brings no advantages whatsoever to our town, but which places a great burden of disadvantage on all who live here in Kilmacanogue.

This proposal is an extraordinary lapse of judgement on the part of Wicklow county Council.

We would ask you to please think very carefully before you proceed further with these proposed "material alterations".

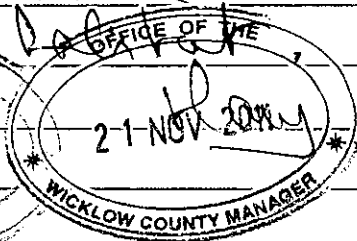
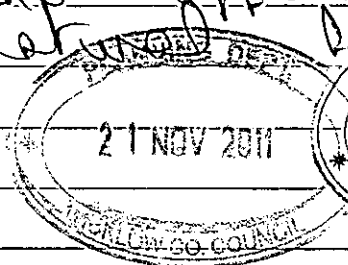
Yours sincerely,

Pamela Goodwin on behalf of Helen & Samuel Goodwin

Pamela Goodwin
Helen Goodwin
Samuel Goodwin

21.

We have find all our
lives at the bottom of the
little sugar loaf. We have
already suffered the havoc
of our village being destroyed
by the construction of the
NII motorway and our
community being totally
divided. We are greatly
troubled at the thought of
the proposed road way which,
if carried out would
destroy what remains of
the country people
who are the backbone of our
region.



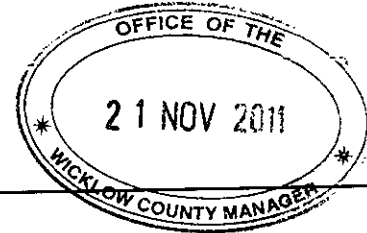
Greeno.

21.

Mary Mary Greene
Riverside
Kilmacanogue
Co Wicklow

Wicklow County Council.
County Buildings,
Wicklow Town,
Co Wicklow.

Attn: Mr Eddie Sheehy,
County Manager.



Dear Sir,

Re: Proposed material alteration to Development Plan for Kilmacanogue.

We are most upset to hear of Wicklow County Council's proposal to link the existing "Woodies" roundabout on the Southern Cross Road directly to the eastern roundabout at Kilmacanogue village. We believe that this proposal will greatly diminish the quality of life in the village for the following reasons:

1. Greatly increased levels of traffic.

We believe that the proposed roadway will bring greatly increased levels of traffic to Kilmacanogue village. Very large numbers of cars will route through both of the village's roundabouts every morning and every evening, making local journeys around our locality immensely difficult.

2. Relocating the traffic jam.

The proposed roadway will simply relocate the traffic jam from the Southern Cross Route directly to the Kilmacanogue area. The existing local roundabouts on both sides of the Kilmacanogue interchange will be inundated with vans and heavy goods vehicles, and will simply not be able to cope. Traffic will back-up along the new roadway and life in Kilmacanogue will never again be the same.

3. A valuable local amenity will be lost.

The lower slopes of Barchuilla Commons are an invaluable local amenity, and they are walked on a daily basis by many of the residents of Kilmacanogue village, as well as by large numbers of walkers from further afield. The proposed roadway will isolate the village from this important open space, and will make it greatly more difficult to access, and unattractive to walk.

4. Deer, pheasant, otter, and lizard.

The lower slopes to the east of Kilmacanogue village are a rich and diverse habitat which are home to successful and stable populations of deer, pheasant, otter, and lizard. The proposed roadway will devastate this habitat. The deer will move away from the area, while the otter and the lizard, being located immediately adjacent to the proposed site area, will not survive.

5. Views from Kilmacanogue to the Little Sugar Loaf compromised.

The existing views from Kilmacanogue village out over the Little Sugar Loaf mountain will be greatly compromised by the proposed roadway. We have more than our fair share of traffic and roadways in Kilmacanogue, and it seems extraordinary that Wicklow County Council would entertain the construction of additional roadways on these unspoiled uplands.

6. Kilmacanogue is not a suburb of Bray.

Kilmacanogue has an identity in its own right, and is not a suburb of Bray. The proposed roadway seeks to link the village to Bray in a manner which brings no advantage whatsoever to our town, but which places a great burden of disadvantage on all who live here.

This proposal is an extraordinary lapse of judgement on the part of Wicklow County Council.

Please think very carefully before you proceed further with this disastrous plan.



Mary Greene

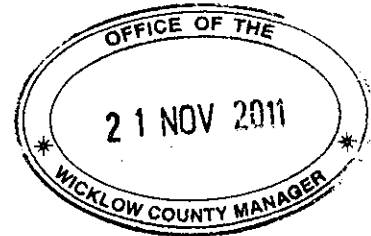
22.

18th November 2011

Glen Ridge,
Glencap Commons North,
Kilmacanogue,
Co. Wicklow.

Mr. Eddie Sheehy,
Wicklow County Council,
County Buildings,
Wicklow Town,
Wicklow.

Ph. 01 286 2476



Re: Kilmacanogue Settlement Plan - 2010 - 2016
Proposed Material Alteration No. 3 (MA3)
New Objective KM33

Dear Sir,

We notice from the proposed:-

Under Zoning Objectives - Tertiary Lands Peripheral Zone, that our house and site is included in this area marked green on the attached map.

On the additional Rural Place Map which we also attach, we have outlined our area in red.

This house was built on lands acquired in the 1930's and we have been in occupation since 1977.

We therefore ask that this area be excluded from the Material Alteration.

You might also note that our water supply comes from a spring high up on the Great Sugar Loaf and is piped to our home underground along the line again marked in red and has been in existence since the house was built.

We are asking the Council to agree to our proposal.

Yours faithfully

J. S. Gregg *Joan E. Gregg*
James S. Gregg and Joan E. Gregg



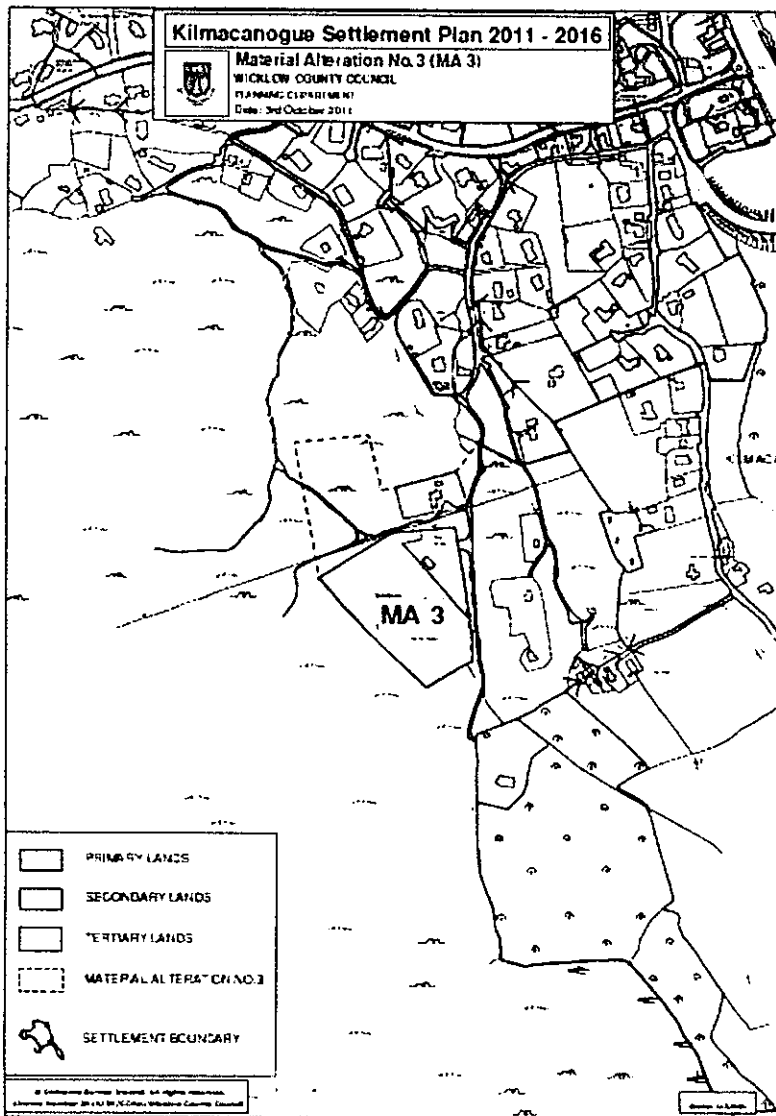
Proposed Material Alteration No. 3

Under 'Zoning Objectives'- 'Tertiary Lands: Peripheral Zone'

Add new objective **KM33**

KM33 To preserve lands at Kilmacanogue GAA identified as KM33 for recreational and active open space use only.

- Amend 'Kilmacanogue Settlement Plan' Map by extending the settlement boundary to the south to include c. 4.7ha of additional lands at Kilmacanogue GAA grounds and designating these lands 'Tertiary Lands: Peripheral Zone' - KM33



Surveyed 2000-2001
 Revised 2000-2004
 Levelled

Rural PLACE Map



214454
 ITM CENTRE PT. COO
 724149.7 58

DESCRIPTION:

MAP SHEETS
 1:2500
 3617-C 3673-A

A2
 ORDINANCE SURVEY
 IRELAND

PLANNING DEPT
 WICKLOW CO. COUNCIL
 FOR INFORMATIC
 PURPOSES ONLY



SITE NOTICE

Produced by
 National Map of
 Ireland
 Ordnance Survey
 Dublin 8

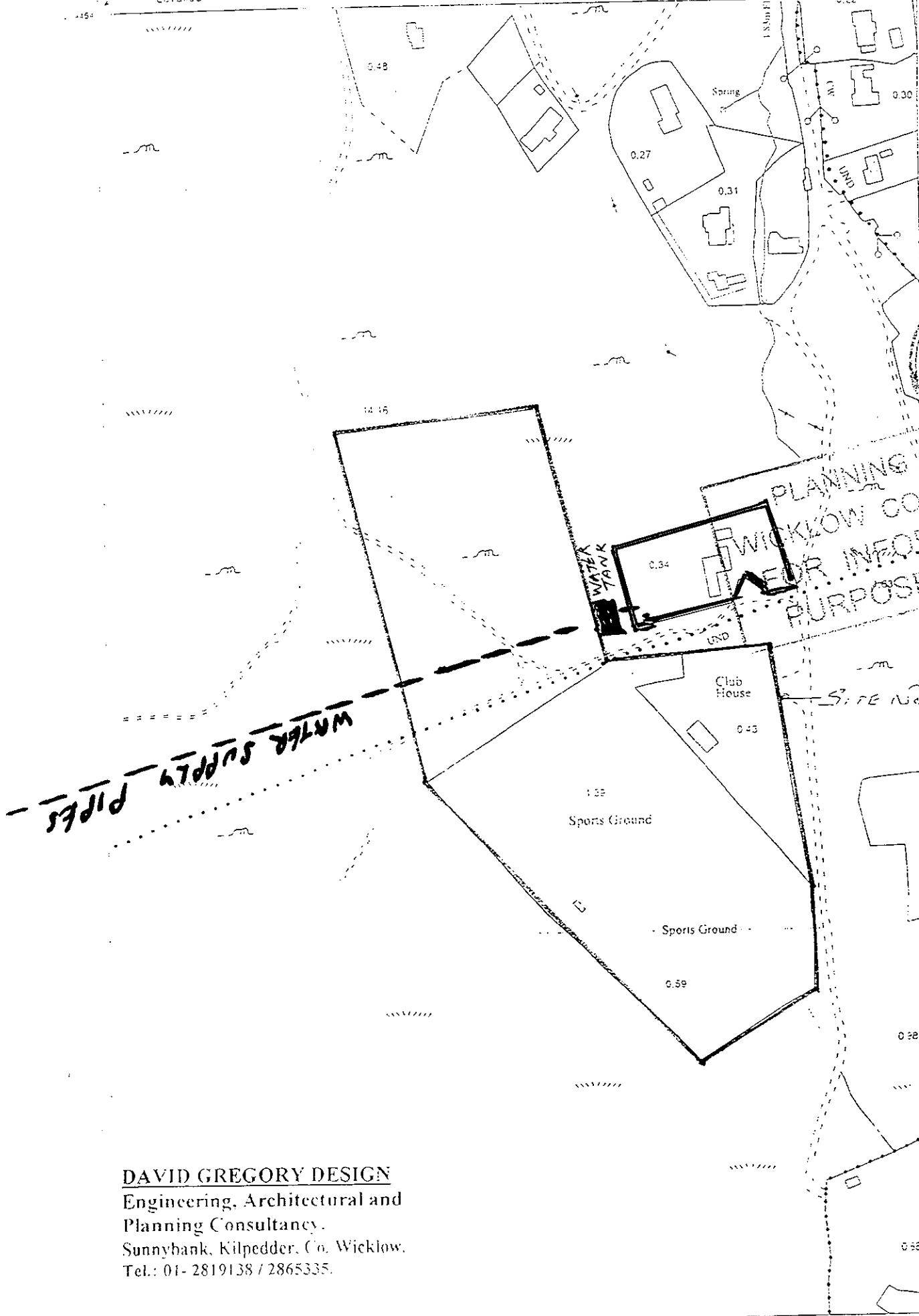
Siopa Airgeadaigh
 na hÉireann
 24, Wellington Quay
 Dublin 8

Siopa Airgeadaigh
 na hÉireann
 24, Wellington Quay
 Dublin 8

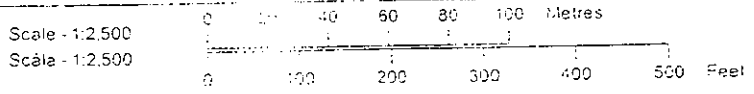
Siopa Airgeadaigh
 na hÉireann
 24, Wellington Quay
 Dublin 8

Siopa Airgeadaigh
 na hÉireann
 24, Wellington Quay
 Dublin 8

WATER SUPPLY PIPES



DAVID GREGORY DESIGN
 Engineering, Architectural and
 Planning Consultancy.
 Sunnybank, Kilpedder, Co. Wicklow.
 Tel.: 01- 2819138 / 2865335.



Plot Ref. No. 1054835_1_6
 Plot Date 14-OCT-2005

Drg. No

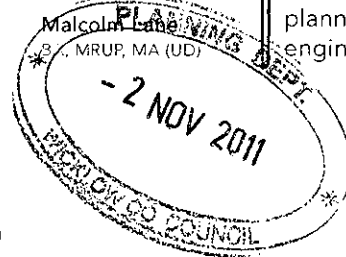
6. Ordnance Survey
 Ordnance Survey Map



Desmond Lane
BE, MIEI, EGS

Malcolm Lane
B.A., MRUP, MA (UD)

architecture
urban design
planning
engineering



**Proposed Variation No. 2(i)
Kilmacanogue Settlement Plan
Wicklow County Development Plan
2010-2016**

SUBMISSION TO:

Wicklow County Council

ON BEHALF OF:

**Holfeld Plastics Limited /
Edmund Holfeld
Kilmacanogue
Co. Wicklow**

BY:

**PD Lane Associates
Architecture & Planning
Urban Design & Engineering
1 Church Road, Greystones,
Co. Wicklow**

October 2011



1 Church Road
Greystones
Co Wicklow
Ireland

T +353 1 287 6697
F +353 1 287 0109
E info@pdlane.ie
W www.pdlane.ie

SUBMISSION ON PROPOSED MATERIAL ALTERATION NO.1

Wicklow County Council published Proposed Variation No. 2(i) of the Wicklow County Development Plan 2010-2016 in July 2011. And subsequently have made proposed Material Alterations in October 2011, which involve a proposed new Distributor Road traversing the Subject Lands to which this submission relates.

This submission is being made on behalf of Holfeld Plastics Limited/Edmund Holfeld in the context of the proposed Material Alteration No.1, currently on public display. With the location of the proposed new Distributor Road traversing the Subject Lands, it is contended that this area will become the best land for potential expansion of employment uses within the settlement of Kilmacanogue.

The attached map identifies the total landholding, at this location, in the ownership of Holfeld Plastics Limited/Edmund Holfeld outlined in red. The area of land to which this submission (and our original submission in July 2011) specifically relates is highlighted in orange ('the Subject Lands').

As stated in our original submission, the Subject Lands have full access to services inclusive of public roads, drainage and water supply and are adjacent to existing commercial development to the south along the N11. And should be included in the proposed Settlement Boundary and zoned accordingly as Secondary Lands, as per the remainder of the landholding which is being used for employment and light industrial purposes. Secondary Lands are designated as Mixed Use Zones: *'To provide for the sustainable development of a mix of uses including residential, employment, community and recreational uses that provide for the needs of the existing settlement and that allows for the future growth of the settlement.'*

We reiterated this proposal to include the Subject Lands within the Settlement Boundary, particularly given that proposed Material Alteration No.1 proposes a new Distributor Road straight down the middle of these lands. This further justifies our contention that the Subject Lands should be within the Settlement Boundary and designated for employment uses. Particularly, as access to the distributor road should be maximised from a sustainability viewpoint, and from a financial viability perspective.

It is contended that the Subject Lands are critical for the existing operators (on the remainder of the landholding) to expand their operations, without having to re-locate off-site in light of future potential expansions of their businesses.

Furthermore, the Subject Lands are located at Kilmacanogue North, which is within the 'Metropolitan Area' designated in the Regional Planning Guidelines for the Greater Dublin Area 2004-2016. The National Spatial Strategy ('NSS') advocates the importance of consolidation of growth within the Dublin Metropolitan Area.

Wicklow County Development Plan 2010-2016 sets out a settlement strategy policy which aims to locate population growth and channel development in line with the principles of the National Spatial Strategy and the Regional Planning Guidelines. This includes the promotion of local growth within the existing settlements of Co. Wicklow, particularly large and small settlements. The inclusion of the Subject Lands within the Settlement Boundary for Kilmacanogue will contribute positively to the achievement of this development plan policy.

Therefore, we respectfully request Wicklow County Council to include with the Settlement Boundary of the Kilmacanogue Settlement Plan the Subject Lands for the future potential expansion of employment/light industrial uses on the landholding, and to improve the use and delivery of the proposed new Distributor Road which is planned for the area.



Malcolm Lane

BA MRUP MA (UD)




PD Lane Associates

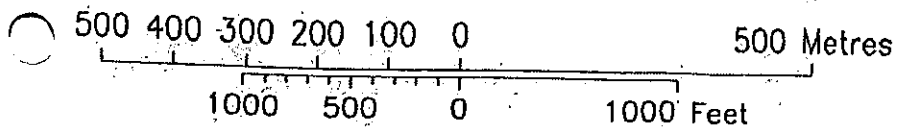
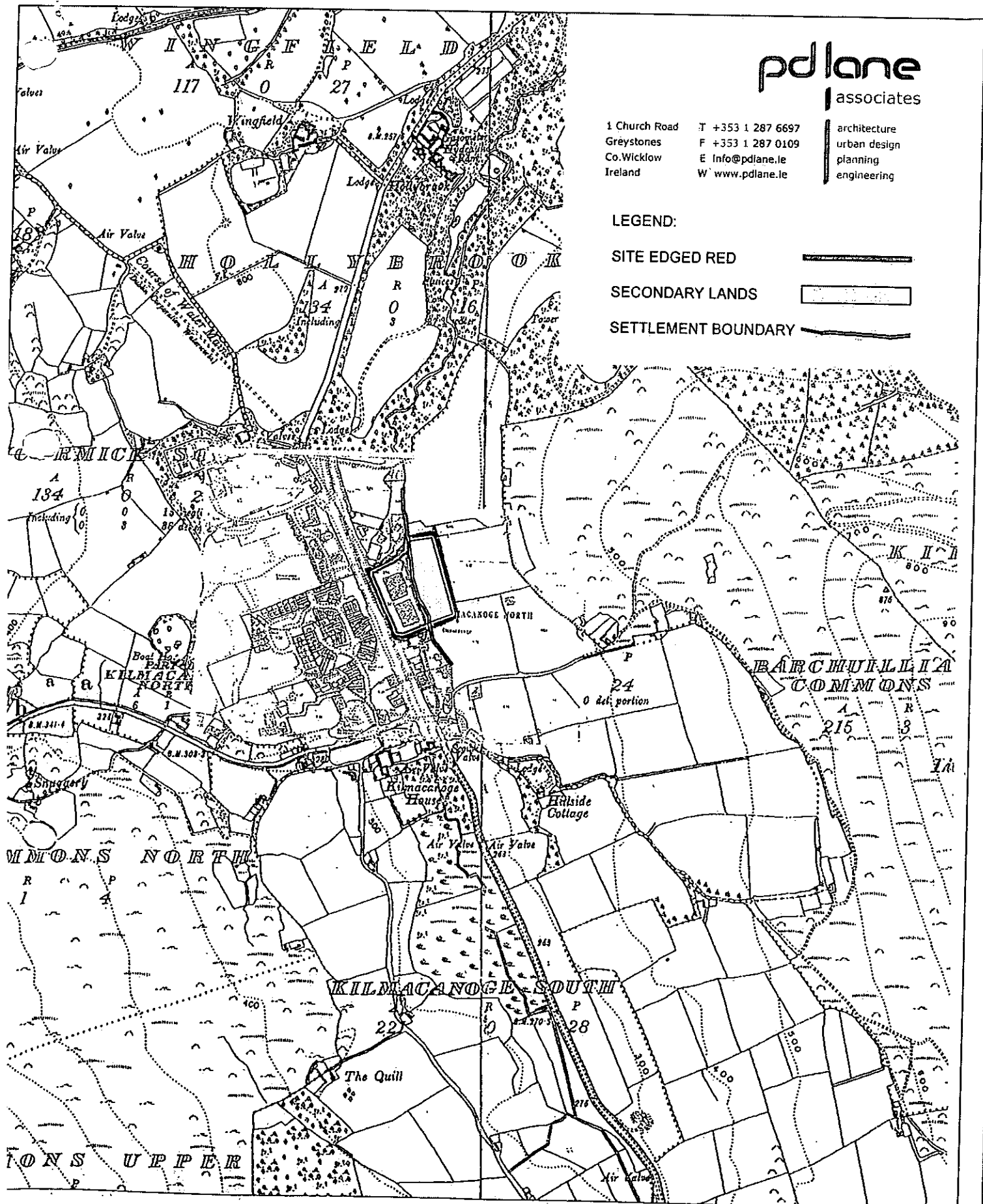
pd lane
associates

1 Church Road T +353 1 287 6697
Greystones F +353 1 287 0109
Co. Wicklow E Info@pdlane.ie
Ireland W www.pdlane.ie

architecture
urban design
planning
engineering

LEGEND:

- SITE EDGED RED 
- SECONDARY LANDS 
- SETTLEMENT BOUNDARY 



Plot Ref. 1
Plot Date

Section 2: Proposed 'Material Alterations'

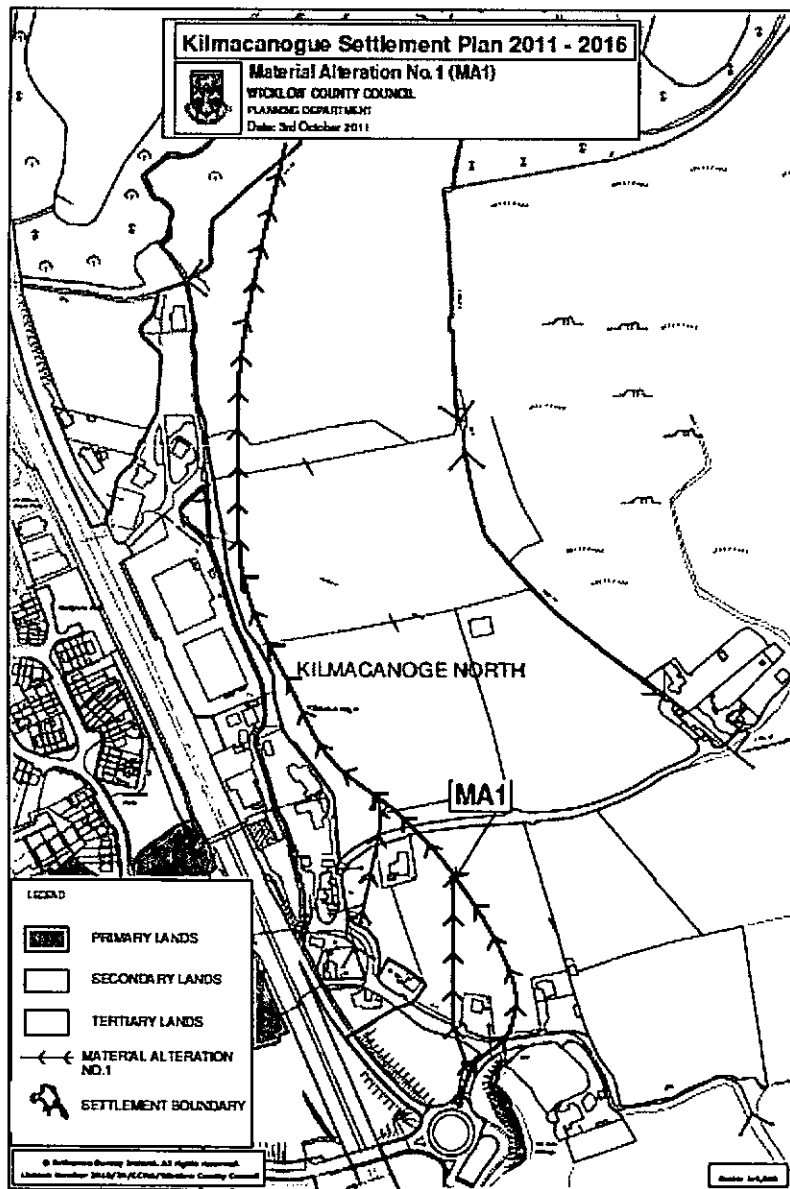
Proposed Material Alteration No. 1

Under 'Settlement Objectives'-

Add new objective KM 7

KM 7: To plan for a new distributor road, subject to a feasibility report, linking Kilmacanogue directly to Bray, along a line from the eastern roundabout of the Kilmacanogue N11 junction, across lands to the east of route N11, and to provide alternative access to properties currently accessed directly from route N11.

- Amend 'Kilmacanogue Settlement Plan' Map showing possible lines of this proposed road that should be reserved.

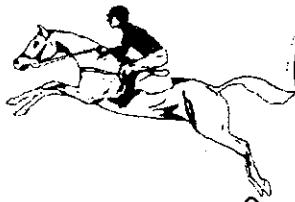


WICKLOW COUNTY COUNCIL
21 NOV 2011

24

WICKLOW COUNTY COUNCIL
21 NOV 2011
PLANNING & DEVELOPMENT

WICKLOW COUNTY COUNCIL
21 NOV 2011
OFFICE OF THE COUNTY MANAGER



BRENNANSTOWN RIDING SCHOOL LTD.

Hollybrook, Kilmacanogue, Bray, Co. Wicklow, Ireland
Telephone: (00 353 1) 2863778 Fax No. (00 353 1) 2829590
Telephone (01) 2863778: Fax (01) 2829590: email info@brennanstownns.ie

Mr. Eddie Sheehy
21/11/11

Mr. Eddie Sheehy
County Manager
Wicklow County Council
County Buildings
Wicklow

PLANNING DEPT.
21 NOV 2011
WICKLOW CO. COUNCIL

16th November, 2011

Dear Sir,

I am writing to object to the Proposed Variation No. 2(i) to the Wicklow County Development Plan 2010-2016, in particular the proposed Material Alteration No.1 or objective KM 7 thereof.

The proposed new distributor road, linking Kilmacanogue directly to Bray would cut across the lands at Brennanstown Riding School and would effectively isolate Brennanstown Riding School from the lands over which many tourists and clients have enjoyed riding and trekking for the last 38 years.

Brennanstown Riding School has been in business since 1973. From its base at the Hollybrook estate tourists and riders of all ages have enjoyed access to some of most scenic landscapes in the county comprising the lands at Hollybrook, The Little Sugarloaf and the Kilruddery estate from where views of Bray Head, the coastline to Dalkey Island and beyond to Howth, the Big Sugar Loaf and the area surrounding the Glen of the Downs Golf Club are some of the stunning sights taken in by our riders on a daily basis.

This area of unspoilt natural beauty to which we are privileged to have access is, without a doubt, what has attracted so many riders to the Riding School over the years. We believe that the proposed new distributor road would have a devastating effect on both the business and the surrounding landscape and habitat for the following reasons:

1. The Riding School will be cut off from its most valuable asset, constituting the lands to which it has access.

The proposed new distributor road will not only pass through the lands belonging to the riding school but will traverse the lands in their entirety resulting in the complete dissection of said lands and the isolation of the riding school yard and base from its lands in the Hollybrook estate via which access to the Little Sugar Loaf and Killruddery estate are gained.

2. Brennanstown Riding School is an important tourist amenity.

Tourists from around the world have for many years enjoyed the stunning scenery accessed via the lands which would be affected by the proposed new route. Many tourists return annually with Brennanstown their preferred riding location due to the exceptional beauty of the area over which we can ride. Unlike many other riding schools in the country there is no requirement to pass over roadways which incurs the obvious dangers and inherent risks to the safety of clients and members of the public as well the visual and audible pollution of any moderately busy roadway which detracts from the trekking experience. This is what sets Brennanstown alone from many other Riding Schools in the country and indeed it is this that has led to our reputation as one of the foremost riding and trekking destinations in Ireland. It is our belief that the proposed new roadway would quite simply have a devastating effect on the business which, due to the hard work and diligence of many employees, has survived through the current climate, which period has seen the closure of many other equestrian centres throughout the country.

It is our belief that part of the success of the business has been its proximity to Dublin as well as its accessibility from the dart line and Bray town making us easy to reach for many tourists coming from Dublin and the surrounding areas. However being located so close to a major town and indeed Dublin City has meant that, due to the sheer volume of traffic on the roadways and routes adjacent to the riding school, these routes are now impassable for riders (including children from the age of 6 upwards) on horseback and thus without immediate access to the lands in question, the Riding School simply could not operate.

3. FAS Placement Programmes and Instructor Examinations will not survive.

Over the years time and money has been invested in the building of cross country facilities and fences in the lands and forestry through which the proposed route would run. These facilities are utilised on a daily basis and Hunter Trials and competitions requiring these facilities are held at various stages throughout the year. Brennanstown Riding School also attains the status of a British Horse Society Examinations Centre. This is the leading body governing equestrian qualifications in the UK and Ireland, these qualifications being recognised internationally. Part of the criteria to host such examinations is the requirement of cross country facilities over which potential instructors must be examined before obtaining qualification. As a result of the excellent facilities and status as a B.H.S. Examinations Centre the riding school has been a popular choice for students seeking to attain qualifications in the industry through the FAS Scheme. If the aforementioned cross country facilities in the immediate vicinity of the proposed new route were lost then this would be detrimental to the Riding School's status as a B.H.S. Examinations Centre and FAS placement programmes would not survive.

4. Detrimental Impact on the Landscape and Scenery in the area.

The grounds and woodlands in the vicinity of the proposed route provide a natural habitat to pheasant, deer, badger, fox, owls, small birds and indeed many hawks all of which are seen on a regular basis. The proposed route and resulting noise and emission pollution would have a devastating impact on the various species to which these lands are a rich habitat. The stunning views obtained from the riding school's lands on the slopes of the Little Sugar Loaf, which are presently enjoyed by so many members of the public, would be destroyed. Further the history of these lands and the estate once owned by Sir Edward Hodson who resided at Hollybrook Hall, which was built in the mid 1800's, resulted in the planting of a diverse variety of specialist trees throughout the grounds and woodlands at Hollybrook and which must be preserved.

5. Immediate Proximity of proposed route to protected and listed structures.

There is also a fully intact 60ft Folly Tower dating from the mid 1800's which is located within the woodland approximately 200 metres from the location of the proposed route which we believe must be a protected structure. Hollybrook Hall, alongside which we ride, is also within the immediate vicinity of the proposed new route and is a listed building. The proximity of the proposed route to these structures would have a devastating impact on these historic structures and the environment in which they are enjoyed by members of the public.

6. Loss of grazing for the Riding School's 60 horses and Ponies.

The Riding School's fields, as aforementioned, are on the slopes of the Little Sugar Loaf and these fields, comprising approximately 43 acres, provide essential grazing to the 60 horses and ponies belonging to the riding school and to livery owners keeping their horses here. It is simply not possible to run a riding school and keep so many animals without access to sufficient grazing. The loss of these fields would result in the loss of almost all of the grazing belonging to the riding school, again making the operation of our business at its location for nearly 40 years, now impossible.

7. Proposed new route contrary to Objectives and Policies of the Wicklow County Development Plan 2010-2016.

Amongst the objectives of the Wicklow County Development Plan which are listed in the Proposed Variation No. 2(i) of the County Development Plan are the following:

- (a) To facilitate and encourage growth of employment, enterprise and economic activity in the county, across all economic sectors and in all areas.
- (b) To protect and enhance the County's rural assets.
- (c) To protect and enhance the County's diverse and natural built heritage.

Further the following policies of the Wicklow Development plan are also listed:

Further the following policies of the Wicklow Development plan are also listed:

'BD7': To protect non-designated sites from inappropriate development, where it is considered that such development would unduly impact on locally important natural habitats or wildlife corridors.

'AW1': To facilitate the use of natural areas for active outdoor pursuits, subject to the highest standards of habitat protection and management and all other normal planning controls.

It is submitted that the proposed new distributor route would be in contravention to the aforementioned objectives and policies of the County Development Plan. It is clear that the proposed route would result in the loss of employment for members of staff and students partaking in the FAS scheme, as the riding school would be forced to close.


It is believed that the lands in question do indeed constitute a rural asset of County Wicklow and due to the historic nature of the Hollybrook estate these lands are part of the natural heritage of the County. Any proposed new distributor road which would traverse these lands in their entirety, and running immediately adjacent to various structures of an historic nature would be clearly in contravention to objectives (b) and (c) above.

Although it is not clear as to whether these lands constitute a pNHA or proposed Natural Heritage Area as do the lands at Powerscourt and Bray Head as well as various other areas within the locality it was our understanding that there has recently been a proposal for these lands to be the subject of a designated Special Amenity Area Order which would seem to be in direct conflict with the proposed new distributor route running through these lands. In any event, it is submitted that even if these lands are presently a non-designated area, it is clear that any proposed new roadway at this location would constitute inappropriate development resulting in the destruction of a locally important natural habitat or wildlife corridor and would render impossible the use of a wonderful natural area for the use of 'active outdoor pursuits' in the form of outdoor riding and trekking in our Garden County for so many tourists and members of the Public in contravention to policies 'BD7' and 'AW1'.

Conclusion:

For the reasons outlined, we request that this proposed variation to the Development Plan be rejected.

Yours faithfully,


JANE KENNEDY

Alannuz

25

Foxhill, Quill Road, ~~Kilmacanogue~~, Co. Wicklow. Ireland.

Tel. 353 1 2867381.

Fax. 353 1 2865126

14 November 2011

Mr. Eddie Sheehy
Wicklow County Council
Council Buildings
Wicklow



Kilmacanogue Settlement Plan 2010-2016 variation No2.

Dear Sir,

I wish to comment on the proposals put forward and modified in October 2011 in respect of the above Settlement Plan.

In respect of Material Alteration 1. Km 7.

This appears to be a grandiose scheme which has not been thought out and aims to correct an existing and long term problem created by the WCC N11 planners themselves, namely the Kilcrouney interchange between the N11 and Southern Cross.

The Kilcrouney off ramp from the N11 is continuously blocked by traffic intending to access the Killarney Rd. and the Southern Cross. The sight lines for traffic intending to enter the roundabout from the ramp would fail any sensible standard. So instead of redesigning the whole interchange Wicklow planners now intend to build a road from the N11 interchange eastern roundabout of the Kilmacanogue fly-over to the "Woodies" roundabout.

From the maps shown it seems not possible to establish the length of this road but surely someone looked at the cost of building this road. Taking into account the actual road costs and the numerous CPO costs for land purchase and house/business removal it must be greater than the more simple solution of creatively redesigning the Kilcrouney off ramp and roundabout together with buying out Hills Garage to facilitate a better access to Killarney Rd. and the Southern Cross.

This proposal in the Settlement Plan will have the effect of diverting all northbound N11 traffic heading for Bray or Greystones off at Kilmacanogue Post Office, and then routing them via the slip road and across the Flyover to take the new route. The effect of this will be to increase vastly traffic through Kilmacanogue in front of the entrance to the church and school and a dramatic increase in the traffic using the slip road into which traffic from the Quill Rd enters. The objective should be to make Kilmacanogue a quiet and attractive place to live. This proposal will result in the complete opposite.

Proposed Material Alteration 3. KM33

I have to point out that the lands referred to in this amendment have been the subject of considerable controversy. In 1978 the GAA made a "land grab" by constructing a football pitch on what was clearly Commonage. In this respect I enclose a copy of my letter to the Council dated 12th January 1978 and a reply from the Council dated 2nd February 1978. Clearly my questions were not answered. But what was obvious was that the GAA had no title to the land, and the Council knew it.

This did not stop them trying to make a further "grab". In March 2006 an attempt was made to considerably increase the land they used, and an application was put in to undertake a substantial development (05/4320). Following a vigorous campaign by Glencap Road residents, whose lives were going to be made miserable by the traffic over this totally inadequate Glencap Road, the GAA withdrew their plans.

However one is now tempted to ask if this new proposal is not yet another attempt by the GAA. I attach a copy of the Rural Place map submitted by the GAA in 2006 with their application 05/4320. Please note that the outline and area of the development corresponds almost exactly to the outline and area shown in the map submitted by the Council to demonstrate alteration M3. I would be interested to learn what if any approach was made to the Council by the GAA, but I suppose this could always be established by means of an FOI application at a later date. The Council should also note that a number of houses have their water supply provided from the mountain and use the land in question to bring the water across to their houses.

However rather than be negative on the need for recreational facilities in Kilmacanogue this proposal could be allowed to go ahead but only on the basis of some clearly stated criteria for the increased hectarage which would ensure no one organisation has a monopoly of the commonage. The following criteria therefore should be noted in the final draft of Alteration 3. KM33

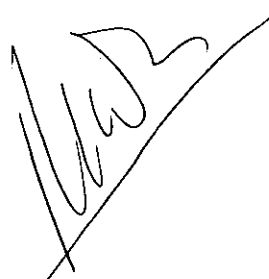
- (a) The increased hectarage is to remain Common Land and no title is to issued
- (b) The additional hectarage may be used by all sporting organisations and codes
- (c) No construction involving buildings or surfaces, either permanent or temporary, on the additional hectarage. This safeguards any existing water supply to neighbouring houses.
- (d) No fencing of the additional hectarage.
- (e) No use of the existing or additional land on a commercial basis. That is no charge may be levied for entrance or use.

I think the above is a sensible compromise and well within the Council's remit

I trust the Council will take into consideration the points raised in this letter

Yours faithfully

Patrick Lawlor



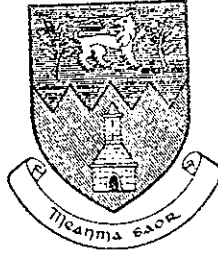
COMHAIRLE CHONTAE CHILL MHANTÁIN

WICKLOW COUNTY COUNCIL

Telephone: Wicklow 2324

Your Ref.

Our Ref. RO'0/BK/



Environmental Services Section,
Courthouse,
Wicklow.

2nd February, 1978.

Mr. P. J. Lawlor,
Hillyview House,
Kilmacanogue,
CO. WICKLOW.

Dear Mr. Lawlor,

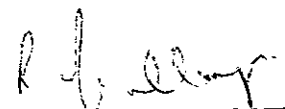
Thank you for your letter of 12th ultimo which the County Manager has referred to me for attention.

I understand from the Planning Section that it is a stated objective of the County Development Plan to preserve the open character of commons land and similar open hill land. It would appear that the area referred to in your letter would come within the scope of this objective.

Development of these lands consisting of the laying out and use of land for athletic or sports where no charge is made for admission for the public to land is exempted development and consequently would not require planning permission. The Planning Section is writing to the local G.A.A. Club in relation to the fencing referred to by you which is understood to be of a temporary nature to keep sheep off newly grassed pitches until such time as the grass has been established.

The road referred to is not a public road, and its maintenance is not the responsibility of the Council.

Yours faithfully,



(R. O'Seallaigh)
ADMINISTRATIVE OFFICER

Hillview House, Kilmacanogue, Co. Wicklow.

Tel. 867381

12 January 1978

The County Manager
Wicklow County Council
Kilmantin Hill
Wicklow

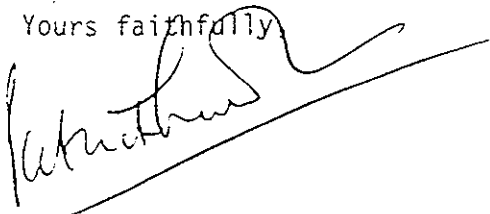
Dear Sir,

I refer to the construction of a football pitch on the Glencap Common, Kilmacanogue, Co Wicklow.

Without, at this stage, wishing to get involved in the legality of the such a construction I, as a resident on the Glencap road, would respectfully request certain clarification on the matter. The simplest way of detailing the information I would like to have is in the form of questions.

1. What title or lease, if any, has been granted to the GAA on this common land?
2. Is the football pitch for the exclusive use by the GAA or is it to be generally available as a local amenity to other sporting bodies and activities?
3. Was any permission given for the erection of either a temporary or permanent construction at the football pitch?
4. This pitch is now fenced. Is this fencing to be permanent?
5. In view of the width and fragile state of the Glencap road, is it envisaged that coaches or heavy vehicles will be using it?
6. Who will be responsible for disposing of litter and generally cleaning the area, in view of the fact that there is presently no council refuse collection in Glencap?

Yours faithfully



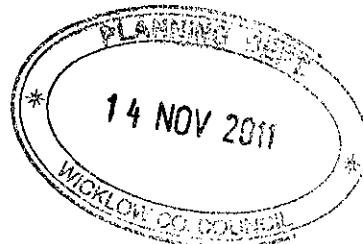
P J LAWLOR

26

51 Rockfield Pk,
Kilmacanogue,
Co, Wicklow.

Wicklow County Council
County Hall,
Wicklow
Co, Wicklow

Attn: Mr Eddie Sheehy.
County Manager



Dear Sir,

Re: Proposed Material Alteration to Development Plan for Kilmacanogue.

We are most upset to hear ~~to hear~~ of Wicklow County Council's proposal to link the existing "Woodies" roundabout on the Southern Cross Road directly to the eastern roundabout at Kilmacanogue village.

We believe that this proposal will greatly diminish the quality of life in the village for the following reasons:

The proposed roadway will simply relocate the traffic jam from the Southern Cross Route directly to the Kilmacanogue area. leaving both of the Villages Roundabouts blocked up with large numbers of traffic, which will make life immensely difficult for people living in Kilmacanogue.

The lower slopes of Barchuilla Commons are an invaluable local amenity, they are walked daily by residents and walkers from further afield.

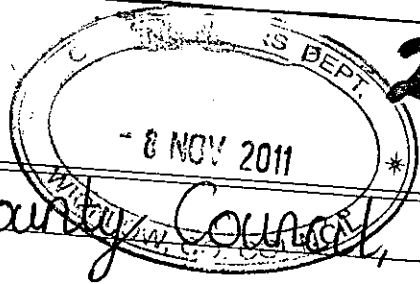
This proposed road will spoil our views out over the Sugar Loaf mountain changing the lives of the Kilmacanogue Residents for ever.

It seems extraordinary that Wicklow County Council would entertain the construction of additional roadways on these unspoiled uplands.

Please think very carefully before you proceed further with this disastrous plan.

Rose Mahan

David Mahan



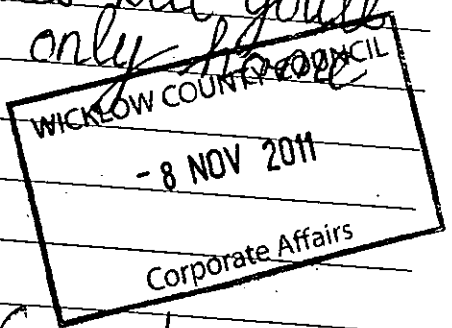
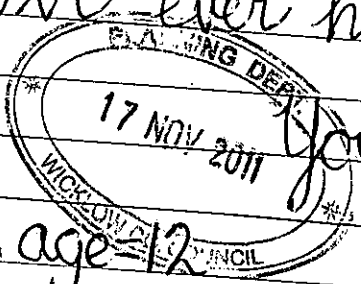
27
6/11/11

Dear Wicklow County Council,

My name is Aimee O Caoimh and I live on Barchuilla Commons and my Mum and Dad told me you are planning to build a motorway in front of our house on the farmers fields. I really hope your not going to go ahead and build it. I love where I live because of how unique Kilmacanogue is and a big thing like a motorway could completely destroy it. Not to mention destroying the animals habitats. There are so many animals on our road like bunny rabbits, pheasants, otters, deer and once I even saw a mother duck and her baby ducklings!!! Building a motorway here is like a crime to nature. Also, my Mum and Dad say if you do build it we may have to move. I can't imagine living anywhere else but here. So please think twice about it because if you do you ~~will~~ not only will you be destroying Kilmac and harming innocent animals but you'll also be taking away the only ~~place~~ I've ever had.

Yours Sincerely,

Aimee O Caoimh



age 12

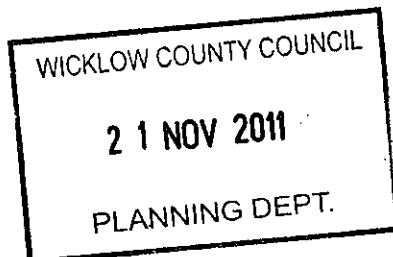
O Caoimh & Associates Architects
Architects, Planning Consultants, and Project Managers

28



Barchuilla Studios, ♦ Kilmacanogue, ♦ Co Wicklow.
Phone 353.1. 2723022. Fax 353.1. 2723872. Mobile 087 2542686. ISDN 2723872. E Mail: fia@ocaoimh.com
Web Site: www.ocaoimh.com

Wicklow County Council.
County Hall.
Wicklow,
Co Wicklow.



Attn: **Mr Eddy Sheehy.**
County Manager.

15th Nov 2011.

Dear Sir,

Re: Proposed material alteration to Kilmacanogue Development PLAN.

We write to express our deepest concern at the inclusion in the 2011 Draft Development Plan of a new roadway across large areas of scenic and so-far unspoiled lands at Kilmacanogue East.

We are greatly distressed and upset by this bizarre proposal for the following reasons:

An area with established colonies of deer, badger, otter, pheasant and lizard.

The lands through which the new roadway is proposed to pass is extraordinarily rich in wildlife. We see deer on the lower slopes of the hill on a daily basis, and we have been following the progress of a population of otter in the stream for the past ten years. The hill is also well known for its population of lizard, being one of just three places in Ireland where these unusual reptile colonies thrive. Lastly it is home to a very large population of pheasant and a smaller, but ever present, population of badger.

It seems extraordinary that Wicklow County Council propose to destroy this rich and diverse habitat. Undoubtedly this proposal will devastate these populations forthwith. The otter population, now surrounded on all sides by major roads will never survive. The badger population too, occupants of the lower slopes, will be lost. The deer and the pheasant will move off to other parts of the mountain, but the unique lizard population, will be unable to move far and will be extinguished.

Special Amenity Area Order.

At the time of preparing the last county development plan, Wicklow County Council proposed awarding these very lands with Special Amenity Area Order (SAAO) status. At that time Wicklow County Council argued that this special status should be awarded in order to recognize the area's unique views, to protect its character into the future, and to preserve its established walkways for use by all.

Now that same council proposes to desecrate the area, and to destroy it entirely with its reckless and insensitive roadway proposal.

Poorly thought-out plan.

The proposed roadway is a poorly thought-out reaction to local traffic issues elsewhere along the N11 roadway, and it arises in particular from the problems of the Southern Cross Route, where very high levels of traffic movement cause long delays every morning and every evening.

These issues should be dealt with locally at the Hills Garage Roundabout by addressing the outdated interchange which connects the Southern Cross Route to the main N11 roadway. These issues are local to the Southern Cross Route and must not be linked into Kilmacanogue.





Only very small numbers of cars route down Rocky Valley Road for Bray.

We understand that it is an aspiration of Wicklow County Council and the NRA that local traffic be kept off national routes wherever possible. One of the main purposes of the proposed roadway is, therefore, to allow traffic from Rocky Valley Road cross over the N11 when routing for Bray town. But, following days studying this junction, we can confirm that only very small numbers of cars cross over from Rocky Valley Road en route for Bray. The vast bulk of the cars emerging from Rocky Valley Road head directly towards Dublin.

We believe that the proposed cross-over provision is, therefore, a white elephant and a waste of taxpayers money.

Simply relocating the traffic jam.

The proposed roadway will simply relocate the traffic jam from the Southern Cross Route directly to the Kilmacanogue area. The existing local roundabouts on both sides of the Kilmacanogue interchange will be inundated with vans and heavy goods vehicles, and will simply not be able to cope. Traffic will back-up along the new roadway and life on the Eastern side of Kilmacanogue will never again be the same.

Proposed roadway will choke Kilmacanogue village during morning rush-hour.

The proposed roadway will cause large volumes of northbound traffic to exit the N11 at Kilmacanogue village as they route towards the industrial estates immediately to the south of Bray. Large volumes of cars and heavy goods vehicles will have to negotiate the tiny roundabout at Kilmacanogue Post Office, then route up to the small roundabout immediately adjacent to the church, before routing across the bridge, and on to Bray. The village will simply not be able to cope with all of this traffic, and the articulated trucks, in particular, will not be able to manage the village's compact roundabout arrangements. Add to this congestion the daily school-run rush-hour, and you get total chaos! Parents will not be able to exit back onto the roadway after dropping their children at the school, and the residents of Rockfield Park, queuing behind them, will have immense difficulty exiting their estate.

This proposed roadway displays an immense lack of forethought on the part of Wicklow County Council and must be removed from the plan.

Protected views.

The views from the upper slopes and the walkways on Bohilla Commons to the East of the N11 are expressly protected under the existing development plan. It seems bizarre that persons living in the area are greatly restricted in what they can build in order to protect these views, while the council itself can blaze a new roadway through it with scant regard to these same express restrictions.

Topography.

Kilmacanogue is surrounded by steep mountain slopes which rise up immediately adjacent to the village centre. Indeed only 27% of the valley is classed as lowlands, while the remaining 73% is classed as uplands. In the midst of this topography, it is unreasonable for Wicklow County Council and the NRA to impose standards which may be appropriate in other less undulating centres of population. A sensible and appropriate approach must be taken in the midst of this mountainous terrain.

Proposal creates an "island" surrounded by major roadways.

The proposed roadway causes the formation of an "island" between all of these major roadways. Those families unfortunate enough to be living in this precarious parcel of land will be isolated from the rest of the village, and will be destined to suffer greatly increased levels of noise and air pollution for the rest of their lives. For them this proposal is a travesty!

Health and Safety risk to Kilmacanogue Primary School.

The steeply sloped parking and set-down area at Kilmacanogue National School is already a most unfortunate and unsatisfactory arrangement, but it will be made greatly more dangerous by the proposed roadway. Parents will not be able to pull back out onto Rocky Valley Road after dropping their children, and



so chaos and congestion will result in the car park. Now the steep gradient of the car park will combine with its triangular shape, its inadequate turning area, and traffic originating in Rockfield Park, to create a dangerous mixture, an accident waiting to happen. Children, both attended and unattended, will find themselves walking through this chaos of stopped and slow moving vehicles as they walk up the hill into the school.

This chaotic situation will present a dangerous and constant health and safety hazard and must not be allowed.

Cost Benefit Analysis.

The proposal simply does not stand up to cost benefit analysis of any sort whatsoever. It is an extravagant and draconian solution to a problem that does not exist. It requires extensive and complex cutting, filling, and engineering on a steep mountainside, where simple upgrading of the existing N11/Southern Cross Road junction at the Hills Garage roundabout would perfectly suffice.

These are difficult and uncertain economic times for all of us, and it is therefore vital that Wicklow County Council's development plan, in its final form, reflects a sensible and responsible approach to the spending of hard earned tax payers money.

This material alteration was not displayed in Kilmacanogue.

The original draft development plan for Kilmacanogue was displayed in the Church Hall last January, and was widely viewed and discussed by residents of the village. The revised plan however, incorporating this poorly designed roadway, was never displayed in the village! We are not sure if this extraordinary omission was based on slight-of-hand, or incompetence, or perhaps both, but we are absolutely livid that such a massive change to our village was almost slipped through in this underhand way.

A valuable local amenity will be lost.

The lower slopes to the east of Kilmacanogue village are an invaluable local amenity, and are walked on a daily basis by many of the residents of Kilmacanogue village, as well as by large numbers of walkers from further afield. The proposed roadway will isolate the village from this important open space, make it greatly more difficult to access, and much less attractive to walk.

These slopes are essentially the "park" for the village, and they must be protected.

A poor history of roadway planning in the Kilmacanogue area..

Wicklow County Council's own planning history in the Kilmacanogue area has not been good, and their work on the original N11 upgrade project in particular was marked with an insensitivity which has single handedly destroyed the town.

The ugly concrete bollards in the central margin of the N11 are a monument to their incapacity to assimilate sensitively into the area. Despite our strongest objections at that time, Wicklow County Council insisted that an EU directive mandated the use of precast concrete units on the roadway median. Later it turned out that they were using stressed cable systems at other locations and so they were not telling the full truth. Meanwhile we in Kilmacanogue are left with an extraordinarily ugly roadway which will always be impossible to landscape.

And yet, despite all of this upheaval, the N11 roadway passing through Kilmacanogue is notoriously unsafe, particularly at the exit from the Topaz station and the southbound ramp exit. It seems extraordinary that all of those collected engineers could not develop a safe sensible solution to a routine set of problems.

We have little faith in the Council's ability to assimilate new elements of infrastructure into our environs, and we are greatly concerned that the council now aims to finish off that little part of the village which they missed the last time out.



Kilmacanogue is not a suburb of Bray.

Kilmacanogue has an identity in its own right and is not a suburb of Bray. The proposed roadway seeks to link the village to Bray in a manner which brings no advantage whatsoever to our town, but places a great burden of disadvantage on all who live here.

Joined up thinking please.

The proposed roadway is an extremely poorly thought-out reaction to local congestion at the outdated interchange which connects the N11 roadway to the Southern Cross Route at Hills Garage. It represents a massive waste of taxpayers money and it poses a threat of the most serious nature to the community and the wildlife of the Kilmacanogue area.

This proposal displays an extraordinary lack of judgment on the part of Wicklow County Council.

It is a ridiculous and shoddy solution to a problem that does not exist!

Again we ask that the proposal be summarily defeated.

Yours sincerely,

A large, stylized handwritten signature in black ink, appearing to read 'Fia & Carina'.

Fia & Carina O Caoimh.

A handwritten signature in black ink that reads 'Carina M. Clare'.

29.

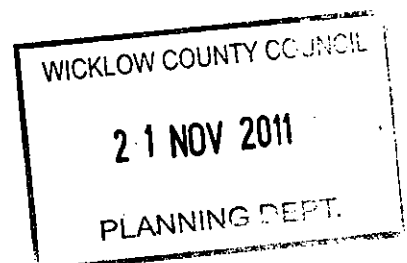
○ Dear Wicklow County Council

If you put that road inbetween our town you will destroy it, the deer will leave, the lovely views will be gone and instead of listening to the sheep we will be listening to cars racing by.

○ I love the views from my house and the way I can walk to my friends houses please dont ruin our town.

Josh O Coilmh

○
○
○
Barchuilla Lodge
Kilmacanogue
Co. Wicklow



AVOCA

30 

KILMACANOGUE, BRAY,
CO. WICKLOW, IRELAND.
Tel. +353-1-286 7466 / 286 6295
Fax. +353-1-286 2367

Mr Edward Sheedy,
The County Manager,
Wicklow Co. Co.
County Buildings,
Wicklow,
Co. Wicklow.

Mr D. O'Farrell
Die

OFFICE OF THE
18 NOV 2011
WICKLOW COUNTY MANAGER

[Signature]
15th Nov 11

Proposed alteration to road layout at Kilmacanogue.

Dear Mr Sheedy,

We wish to add our voice to those protesting against the proposed construction of a road linking the roundabout at Brennanstown with the one above Kilmacanogue Village. Naturally since we have four businesses in your county area and Wicklow is the heart of our whole operation we normally welcome with open arms all improvements to roads, services etc but to be quite frank we cannot see anything except disadvantages in the above proposal.

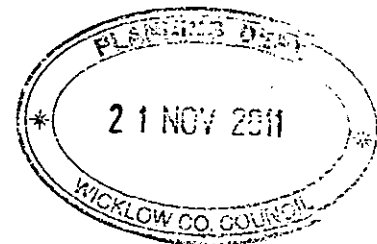
At all stages of the day and night our staff use the road system here and since what we call 'The new road' was built some years ago access and egress has been a pleasure and all hazards seem to have been eliminated by the low speed level fixed for the village (which I am glad to say is observed and enforced). We very seldom see what could be described as unreasonable traffic delays here and those that do occur are inflicted by nature and will not be improved by the above proposal. We therefore feel a new road is unnecessary and would be a waste of a great deal of money.

Apart from this fact it would be a crying shame to drive a road across The Little Sugarloaf, which is a beautiful mountain.

We suspect that the reasons for the proposed change are the petrol filling stations, both of which happen to be eyesores in their own right. If such be the case surely it would make more sense to relocate such stations at the expense of the well heeled owners.

Yours truly

Donald Pratt
Donald Pratt



'AVOCA' is the trading name of AVOCA HANDWEAVERS LTD.
Directors: D.M. Pratt, H.P.D. Pratt, A.A.S. Pratt, S.M.C. Pratt, I.D.V. Pratt, V.H. Pratt
Registered in Avoca, Co. Wicklow. Reg. No. 46720.
V.A.T. No. IE 9Z58602 V (MNFG) V.A.T. No. IE 2800509 R (Retail).
email: info@avoca.ie website: www.avoca.ie

16 Parklands Office Park,
Southern Cross Road,
Bray,
Co. Wicklow

- T 01 276 2512
- F 01 276 2516
- E info@fogassociates.com
- W www.fogassociates.com



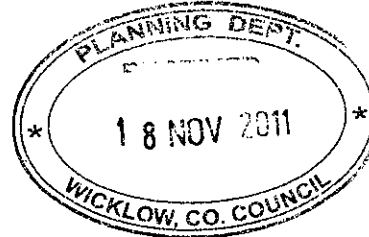
FRANK Ó'GALLACHÓIR
& Associates Ltd.

Planning & Development Consultants

31

Our Ref: J11-036

Senior Executive Officer
Kilmacanogue Settlement Plan Submission
Planning Department
Wicklow County Council
County Buildings, Wicklow



Date: November 21st 2011

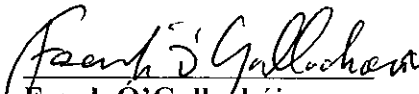
**RE: Kilmacanogue Settlement Plan Submission – Proposed Material Alteration 1-
New Distributor Road Linking Kilmacanogue to Bray**

Dear Madam,

We act on behalf of Mr. Darren Redmond of Inisfree, Kilfenora Road, Kilmacanogue, County Wicklow. We wish to make a submission regarding the Kilmacanogue Settlement Plan Submission – Proposed Material Alterations for the consideration of the Council. Our submission follows. Our client's submission refers to the proposed material alteration No. 1 regarding the reservation of a new road line for a new distributor road linking Kilmacanogue to Bray on the side of the Little Sugarloaf. Mr Redmond requests that this material alteration be removed from the Kilmacanogue Settlement Plan.

Please contact us if we can be of any further assistance on any of the matters raised. Please address all correspondence to the undersigned.

Yours sincerely,


Frank O'Gallachóir
Dip. T.C.P., M.Sc., M.I.P.I.

Enc: Kilmacanogue Settlement Plan Submission

*Page 2 of the Wicklow County Council -Kilmacanogue Settlement Plan -Proposed
Material Alterations Report, October 2011*

*Extracts from the Wicklow County Council Environmental Impact Statement -
Proposed Kilmacanogue to the Glen of the Downs Dual Carriageway, January 1991*

Frank O'Gallachoir & Associates Ltd

**KILMACANOGUE SETTLEMENT PLAN
SUBMISSION**

**PROPOSED MATERIAL ALTERATION 1
NEW DISTRIBUTOR ROAD KILMACANOGUE-BRAY
MR DARREN REDMOND**

21st November 2011



KILMACANOGUE SETTLEMENT PLAN SUBMISSION
PROPOSED MATERIAL ALTERATION 1
NEW DISTRIBUTOR ROAD LINKING KILMACANOGUE TO BRAY
MR DARREN REDMOND

1. INTRODUCTION & SUBMISSION OBJECTIVE

Our client Mr Darren Redmond has his family home at Kilfenora Road, Kilmacanogue North. He has lived there for many years and has enjoyed living in the Kilmacanogue community of which he has part. His family enjoy the quietness of the area and the residential and visual amenities that his home has.

The proposed settlement plan contains a new objective K M7 as follows.

Under 'Settlement Objectives' - Add new objective KM 7

KM 7: To plan for a new distributor road, subject to a feasibility report, linking Kilmacanogue directly to Bray, along a line from the eastern roundabout of the Kilmacanogue N11 junction, across lands to the east of route N11, and to provide alternative access to properties currently accessed directly from route N11.

Amend 'Kilmacanogue Settlement Plan' Map showing possible lines of this proposed road that should be reserved.

Unfortunately this proposed new objective KM7 in the Kilmacanogue Settlement Plan Proposed Variation would destroy the residential amenities of his home and destroy its monetary value and the financial stability of his family. The proposed road reservation runs on both sides of his home. Mr Redmond requests the Council to reconsider this objective KM7 and to remove it from the Kilmacanogue Settlement Plan.

2. EXISTING DEVELOPMENT PLAN PROVISIONS

Mr Redmond's home is currently located in the rural area outside of the village boundary of Kilmacanogue. It is located on the western slopes of the Little Sugarloaf Mountain. It is located to the north of the existing slipway and roundabout serving the eastern side of the Kilmacanogue overbridge interchange.

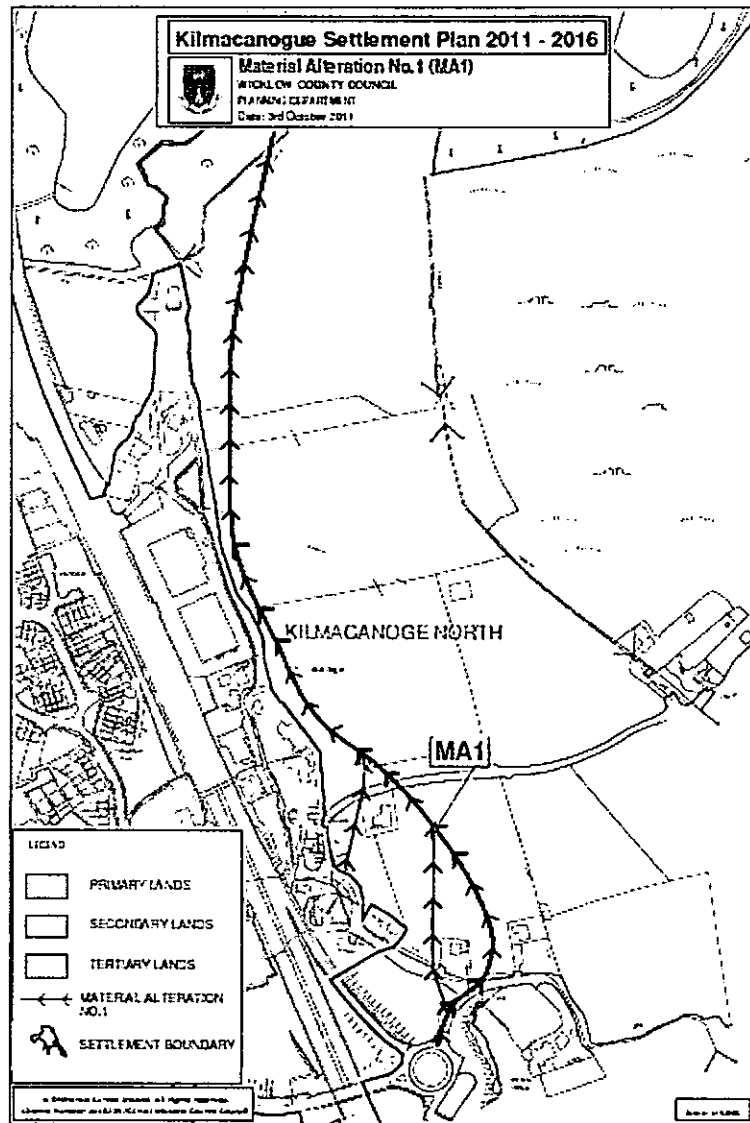
Section 2: Proposed 'Material Alterations'

Proposed Material Alteration No. 1
Under 'Settlement Objectives'-

Add new objective **KM 7**

KM 7: To plan for a new distributor road, subject to a feasibility report, linking Kilmacanogue directly to Bray, along a line from the eastern roundabout of the Kilmacanogue N11 junction, across lands to the east of route N11, and to provide alternative access to properties currently accessed directly from route N11.

- Amend 'Kilmacanogue Settlement Plan' Map showing possible lines of this proposed road that should be reserved.



The area in which Mr Redmond's home is located is classified as a rural Greenbelt Area between Kilmacanogue village and Bray in the Rathdown Number 2 District Plan. Wicklow County Council policy is to protect and enhance the open nature of this greenbelt land between Kilmacanogue and Bray.

Most importantly the proposed road reservation is located entirely within the area proposed for consideration as the Little Sugarloaf Area of Special Amenity in Map Number 17.08 of the Wicklow County Development Plan 2010. The proposed road would be located entirely in the Mountain Area of Outstanding Natural Beauty which is the highest category of Landscape Area in County Wicklow as defined in the Wicklow County Development Plan 2010.

The proposed road would be located in the foreground of view number 7 of the Little Sugarloaf Mountain when viewed from the N11 at Kilmacanogue which is a listed view for preservation in the Wicklow County Development Plan 2010.

3. PROPOSED KILMACANOGUE SETTLEMENT PLAN

The County Manager's report regarding submissions made to the proposed Kilmacanogue Settlement Plan contained the following summary of National Roads Authority submissions.

- *The access to and from the Topaz and Texaco station needs to be realigned and access barriers should be erected to restrict vehicles from entering and exiting the local service stations directly onto the N11.*
- *Cognisance should be taken of the following two reports prior to the preparation of the plan - "M11/N11 Merging Study Report" and the "N11 Corridor Review-Fassaroe Junction to Kilmacanogue".*

Arising from these NRA submissions, the County Manager in his report for the October 3rd meeting proposed the following material alteration to the plan. See copy attached of page 2 of the County Manager's Report including map showing the proposed alignment of new road.

Proposed Material Alteration No. 1- Under 'Settlement Objectives'- Add new objective KM 7

KM 7: To plan for a new distributor road, subject to a feasibility report, linking Kilmacanogue directly to Bray, along a line from the eastern roundabout of the Kilmacanogue N11 junction, across lands to the east of route N11, and to provide alternative access to properties currently accessed directly from route N11.

Amend 'Kilmacanogue Settlement Plan' Map showing possible lines of this proposed road that should be reserved.

4. SUBMISSION PROPOSAL

4.1 Submission Request

Our client Mr Redmond requests Wicklow County Council to remove the proposed new objective KM7 which provides for and reserves a new distributor road between Kilmacanogue and the Bray Southern Cross Road.

4.2 Submission Summary

We believe that the proposed new objective KM7 reserving a route for a new distributor road on the side of the Little Sugarloaf is premature, unnecessary and environmentally unsustainable. The inclusion of this proposed objective within the Kilmacanogue Settlement Plan is legally dubious and maybe open to legal challenge.

4.3 Premature Road Reservation

We consider that the proposed road reservation is premature given that its feasibility has not even been satisfactorily established. The County Manager's Report to the Members dated the 29th of August 2010 stated at page 9 that this proposal "*was only as feasibility stage*".

The feasibility issue refers to the complexity of building such a road on an exposed mountainside and the cost and availability of lands for purchase particularly where this proposed road would cut through zoned lands with existing developments on them on the Bray Southern Cross Road.

Pending the satisfactory conclusion of technical, financial and environmental assessment reports and appropriate public consultation, the proposed road reservation should be removed from the Kilmacanogue Settlement Plan.

4.4 Lack of Funding and Financial Viability

The funding of the development of the proposed road would be especially problematic. The National Roads Authority has clearly stated that this road would be part of the local road network. Therefore funding will be required from local resources. As there would be little development served by this proposed road network; it could not be funded by adjacent private developments. Therefore this road is unlikely to be funded in the short, medium or long terms. This road reservation would be a blight on existing property affected by it, the value of which would be seriously depreciated.

There is a danger that this proposed now road network would attract development zonings and new development adjoining it; because this is the only way this road could be developed

i.e. funded by private developments. This would be contrary to greenbelt, environmental and visual policies set out in the Wicklow County Development Plan 2010.

4.5 Unnecessary Road Reservation

The reservation of the proposed road in addition to being premature is unnecessary. This is because the greenbelt zoning and the classification of this area in the highest landscape category Area of Outstanding Natural Beauty means that it is practically impossible to get planning permission to carry out any developments in this area.

Therefore because of the absence of road frontage and very restrictive planning policies; it is extremely unlikely that planning permission would be granted for any developments along this road reservation. Therefore this road alignment is likely to continue to be available if funds were ever to be made available to construct this road. It is therefore unnecessary to blight the properties in the vicinity of this road reservation.

Oddly where land reservation for a new road would be necessary i.e. along the zoned frontage of the Bray Southern Cross Road, no road reservation has been proposed by the Council.

4.6 Environmentally Unsustainable Road Reservation

The proposed road along the western slopes of the Little Sugarloaf Mountain clearly contravenes Wicklow County Development Plan policies in relation to the protection of this amenity area. The following policies require strict control of new developments in this area including roads.

- Greenbelt Zoning
- Area of Outstanding Natural Beauty Landscape Zone
- The classification as an Area of Special Amenity suitable for the making of a Special Amenity Area Order
- The proposed road would be in the forefront of views listed for preservation from the N11 at Kilmacanogue.

The following quotes from the Rathdown No 2 District Plan at page 120 of the Wicklow County Plan clearly illustrate the sensitivity of this area:

"There are a number of noted areas within the Rathdown No.2 Rural District which may be subject to irreparable and unsustainable change/alteration due to their vulnerability, use and location vis-à-vis Dublin/Bray unless properly managed. These areas include The Great and Little Sugarloaf Mountains, Bray Head and the Dargle Glen."

4.7 Kilmacanogue to Glen of the Downs EIS 1991 Precedent

Wicklow County Council previously considered this matter in 1991 when consideration was given to an eastern bypass of Kilmacanogue as part of the Kilmacanogue to Glen of the Downs Dual Carriageway Improvement Scheme following the carrying out of an environmental impact assessment. See attached extracts from the Environmental Impact Statement.

The EIS non-technical summary concluded that a road to the east of the village in a similar location to that currently proposed *"failed to meet some of the fundamental criteria regarding severance and demolition of existing buildings as well as being unacceptable because of visual intrusion into the landscape."* The drawbacks referred to in the environmental impact statement include the following:

- It would create a severe scar on the landscape
- It would make a very obvious man-made intrusion into the foothills of the Little Sugarloaf, no matter how designers tried to camouflage or landscape it
- It would be particularly obtrusive when approaching the village from Glendalough.

4.8 Legal Standing of KM7 Objective


We consider that the inclusion of this roads objective in the Kilmacanogue Settlement Plan is legally suspect and clearly open to legal challenge because of the following:

- The proposed reservation and objective refer to lands outside of the settlement boundary which has been the subject of this variation and its statutory public consultations. Therefore members of the public would not be aware that such a development objective outside of the settlement boundary is now proposed.
- The public notice advising of these material alterations does not refer to the fact that a new material alteration KM7 to the County Development Plan outside of the Kilmacanogue settlement boundary is now proposed.
- The full intent of this road reservation also affects Bray Environs and members of the public and landowners of that area have not been informed or given their statutory rights of consultation.
- Wicklow County Council is well aware that local area plan or variation objectives must comply with other County Development Plan objectives. This road reservation proposal clearly contravenes many existing objectives of the Wicklow County Development Plan 2010. It cannot be adopted in isolation and without the amendment of the various zoning and amenity objectives (already referred to) materially contravened by this proposal.

5. CONCLUSION

We request Wicklow County Council to take this submission into account and to remove proposed objective KM7 from the Kilmacanogue Settlement Plan. If the Council is to continue to consider this matter, it should do so in the context of amending the Rathdown No. 2 District Plan which encompasses the area between Kilmacanogue and Bray Environs.

Before the Council damages the residential amenities of the residents and the visual amenities of the area and destroys property values, it should be satisfied of the financial, environmental and legal viability of this proposal.


Frank Ó'Gallachóir
Dip. T.C.P., M.Sc., M.I.P.I.

21st November 2011

Comhairle Chontae Chill Mhantain



Wicklow County Council

**N11
Proposed Kilmacanogue to Glen of the Downs
Dual Carriageway**

Environmental Impact Statement

**Extracts from EIS
Kilmacanogue-Glen of Downs
Dual Carriageway
January 1991**

Michael J. Looby, B.E., C.Eng., M.I.E.I
County Engineer
County Buildings
Wicklow

January 1991

ARUP

1.3 Provision for Pedestrians

Provision for pedestrians has been identified as an important matter which needs careful planning especially in the Kilmacanogue area and at Moorpark.

1.4 The Role of The Consultant

The Consultant has interpreted his role in carrying out this study as being that of querying the origin and validity of all assumptions which contribute in any way to decisions on form or line for the new roadway. This attitude of helpful query extends from seeking a justification for a dual carriageway at this location in the first instance, to the choice of design parameters, and the exact location and elevation of the alignment throughout its route. Ove Arup & Partners Ireland feel it is necessary to examine, in detail, every element of the engineering design, and to temper engineering desirability with environmental necessity, in order to ensure that the recognised need for uniformity of road standards and safety of road users is balanced by a proper concern for the protection of the environment.

1.5 Public Consultation

When the study commenced, an advertisement was placed in the Wicklow People and the Irish Independent seeking submissions from members of the public. In the event submissions were received from ten individuals and groups. Meetings were held with all of these people, and their representations were compared and evaluated.

The consultants were pleased that a number of residents and interested groups took the time to make representations on their own behalf or on behalf of the community. In preparing this Statement the Consultant has taken cognisance of the representations of all those who have expressed a viewpoint. The County Council Engineering Staff arranged a public display of the preferred scheme, and the alternatives considered, in Kilmacanogue Village Hall in early December 1990. This two day exhibition allowed the public to examine the proposals and discuss them fully with the Council's Engineers. Following the exhibition, a public meeting was held on Wednesday, 5th December 1990, when Ove Arup and Partners explained the contents of the Draft Environmental Impact Statement to those who attended and invited contributions to the debate from the public. These contributions are recorded in this document in Appendix C.

1.6 Consideration of Alternative Schemes

The County Council had indicated at the initial briefing that they were anxious to establish the best scheme for the Kilmacanogue area. The Consultants initially concentrated their efforts on an examination of the original 5 schemes put forward by the County Council and on two further schemes put forward by the Council following discussion. In the end one scheme emerged as being clearly superior to the others, if a grade separated interchange was adopted as the best solution.

A scheme was developed for a by-pass to the east of Kilmacanogue and this was also evaluated, but found not to be the optimum scheme, since it failed to meet some of the fundamental criteria regarding severance and demolition of existing dwellings, as well as being unacceptable because of visual intrusion in the landscape.

many will be devastated.

For the two roundabout option very considerable interference will be inevitable in the area of Kilmacanogue Marsh, with consequent destruction of important flora and fauna.

The introduction of roundabouts increases noise levels from vehicles considerably, due to gear changes, deceleration and acceleration. Such noise increases would have a serious deleterious affect on the residents of Kilmacanogue. Vehicle emissions would also seriously increase.

At a meeting of the County Council held on Monday, 8th October 1990, concern was expressed by the elected members that not all possible schemes or approaches to the provision of the proposed dual carriageway at Kilmacanogue, had been properly or adequately explored, by the Council officials on the one hand or by their Consultants on the other.

The Councillors requested the County Engineer to seek a supplementary report of the impacts of the following :-

- (a) A scheme at Kilmacanogue, having a single roundabout south of the village, large enough to cater for the predicted traffic and having branches to Glendalough and to the East, and coupled with a pedestrian overbridge at the centre of the village.
- (b) All other feasible roundabout schemes, to deal with the traffic requirements in the area of Kilmacanogue Village.

These options were examined in detail and the results are described in Appendix O.

4.3.2 Traffic Signals

A number of residents of the Kilmacanogue area expressed concern that the option of introducing traffic signals had not been considered. The Consultant had discussions with Wicklow County Council and the Department of the Environment on this issue. The Consultant also had discussions with Local Authority Officers with experience of traffic signals on dual carriageways. From these deliberations the conclusion was reached that while traffic signals would be advantageous from the point of view of the Kilmacanogue residents, they would have a serious affect on the traffic capacity of the main N11. Unfortunately they have been found to be less than perfect in terms of safety and efficiency where they have been used elsewhere in the country. In several instances where they were introduced, on main routes and in particular on rural or semi-rural dual carriageways, it is now planned to have them removed as soon as practicable and replaced by grade separation. Traffic signals are not a suitable medium to long term option for this junction and cannot be recommended.

4.3.3 The Eastern By-Pass (see Fig. 4.16)

The route of an eastern by-pass leaves the existing main route at Glencormack, with an underpass allowing for ease of access to Kilmacanogue and Glencormack along the existing carriageway. The route passes over the valley of the Kilmacanogue Stream and rises along the footpaths of the Little Sugarloaf. It passes over a new house and behind the Holfeld factory. It must pass through a house behind the village, or intrude on the goat farm in Kilmacanogue.

The Eastern By-Pass has a number of advantages, in that it diverts the N11 traffic flows away from the most densely populated areas of the Village; also, it would open up new and interesting views of the Kilmacanogue Marsh and the Sugarloaf to motorists.

However, it has a number of severe drawbacks. It would create a very severe scar on the landscape, and would be very obvious as a manmade intrusion into the foothills of the Little Sugarloaf, no matter how the designers try to camouflage it or landscape it. It would be particularly offensive when approaching the village from Glendalough. It necessitates the acquisition and demolition of three houses, one new, and two others in good condition. It would not solve the problem of severance, because there would still be some 12 homes east of the route, and these would now be more isolated than they would be with any of the schemes which pass through the Village. Several properties would be severed, with areas of land remaining isolated and without access to the west of the new road and with very difficult access to the remaining areas east of the road.

Finally, a detailed cost exercise was undertaken. The results are shown in Appendix O. From these calculations it can be seen that the additional cost of the Eastern By-Pass over that of the preferred line through the Village is £5.0m.

Having examined and identified the drawbacks noted above, coupled with the very substantial additional costs involved, we are unable to recommend adoption of the Eastern By-Pass.

4.3.4 Overbridge/grade separated junctions

Wicklow County Council presented a number of schemes to the residents of Kilmacanogue at a public meeting late in 1989. These included a possible underpass, roundabout schemes, and three types of overbridge schemes. The underpass option was seen not to be feasible as a result of the slope of the existing topography, and the prohibitive costs. The three overbridge schemes were considered and after discussions with the County Council three further overbridge schemes, which were variants on the first three were considered. This detailed examination of all options available including the roundabout and by-pass options is discussed in Appendix A. From this detailed examination of ten possible options an overpass scheme emerges as the best option, meeting virtually all of the desirable features and possessing the minimum number of undesirable features on all counts.

4.3.5 The Recommended Scheme

The recommended scheme to facilitate traffic turning in and out of Kilmacanogue Village and for vehicles and pedestrians wishing to cross the N11 is shown on Fig. 4.7. It takes the form of an overbridge approximately 220m south of the present Kilmacanogue junction, with a roundabout on the eastern side on the minor road serving the entry and exit slip roads as well as the road over the little Sugar Loaf to Greystones. On the western side of the road, a link road supported by an embankment connects to the Roundwood road in Kilmacanogue Village opposite the church entrance. The roundabout on the east will be constructed mainly in the disused sandpit and will be merged into the hillside necessitating the use of retaining walls in some areas. On the western side of the N11 the link road will be on an embankment approximately 6.3m high at its highest point and with sides sloping at 1:2. A pedestrian overbridge will be provided at the junction with the Roundwood Road in Kilmacanogue.

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

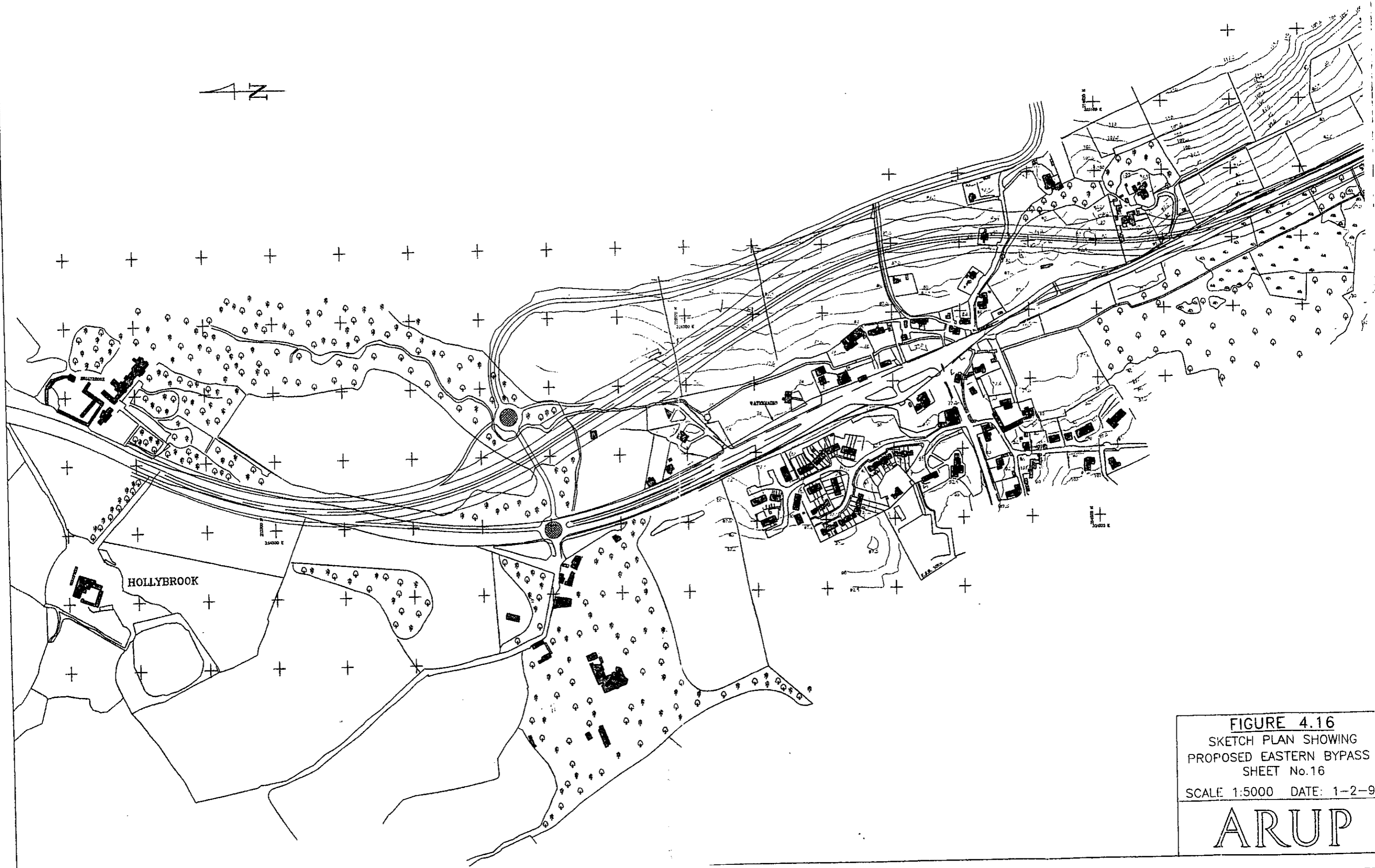


FIGURE 4.16
SKETCH PLAN SHOWING
PROPOSED EASTERN BYPASS
SHEET No.16
SCALE 1:5000 DATE: 1-2-9
ARUP

32

Leonora Earls

From: Dave Coakley [dave@coakleyoneill.ie]
Sent: 21 November 2011 16:48
To: Planning - Development Plan Review
Cc: Brendan Dunne
Subject: Submissions to Proposed Variation No 2(i) of Wicklow County Development Plan

Dear Sir / Madam,

Please find a submission to the **Proposed Material Amendments to the Draft Kilmacanogue Settlement Plan (Proposed Variation No. 2 (i) to the Wicklow County Development Plan 2010-2016)**.

It is made on behalf of **Resource Property Investment Fund (RPIF) Plc, C/O Mr. Dermot Crowley, ION Equity Ltd, Huguenot House, St. Stephen's Green, Dublin 2.**

Please forward all correspondence in relation to same to this office.

Please acknowledge receipt of same by return.

Regards,

Dave Coakley,
Director,
Coakley O'Neill Town Planning,
Building 1000,
City Gate,
Mahon,
Cork



T: 021 240 9000 (switch)
T: 021 240 9142 (direct)
F: 021 240 9009
M: 087 616 9807
E: info@coakleyoneill.ie
E: dave@coakleyoneill.ie
W: www.coakleyoneill.ie

*Acknowledged.
J.C.
21/11/2011*



Submission to Wicklow County Council

on the

**Proposed Material Amendments to the
Draft Kilmacanogue Settlement Plan
(Proposed Variation No. 2 (i) to the
Wicklow County Development Plan 2010-2016)**

**Prepared and Submitted on behalf of
Resource Property Investment Fund (RPIF) Plc**

**Regarding
Glen Fuels Fuel Depot, Kilmacanogue**



In November 2011 by

**Coakley O'Neill Town Planning
Building 1000,
City Gate,
Mahon,
Cork**

1.0 Introduction

Our clients, **Resource Property Investment Fund (RPIF) Plc, C/O Mr. Dermot Crowley, ION Equity Ltd, Huguenot House, St. Stephen's Green, Dublin 2**, welcome the opportunity to make this submission to the proposed material amendments to proposed Variation No.2 (i) of the Wicklow County Development Plan, 2010.

The submission is made in response to the first of the proposed material alterations: the addition of a new development objective KM7 for a new distributor road linking Kilmacanogue with Bray.

The Glen Fuels Fuel Depot site, accessed from the southbound lanes of the N11 and situated between the N11 and this proposed distributor road, is in our client's ownership.

On this basis, the purpose of this submission is to ensure that the final development objective, if adopted by Council, does not compromise the current use of our client's property, does not diminish their entitlement to the future use of their property and does not devalue their property.

We acknowledge section 7 of the Planning and Development Acts 2000 -2010. In this regard, the proposed amendment specifically addressed in this submission is the following:

Proposed Material Alteration No. 1

Under 'Settlement Objectives' - Add new objective KM 7

***KM 7:** To plan for a new distributor road, subject to a feasibility report, linking Kilmacanogue directly to Bray, along a line from the eastern roundabout of the Kilmacanogue N11 junction, across lands to the east of route N11, and to provide alternative access to properties currently accessed directly from route N11.*

Amend 'Kilmacanogue Settlement Plan' Map showing possible lines of this proposed road that should be reserved.

This Material Amendment comprises alteration to the draft plan map and an inclusion of a new objective for the maintenance of a line free from development to the east of the settlement along a route commencing at the N11 interchange eastern roundabout for the purpose of retaining options in the event that it is decided to provide a new road linking Kilmacanogue directly to Bray to the east of the existing N11.

2.0 Draft Kilmacanogue Settlement Plan, 2011 (Variation No.2 (i) of the Wicklow County Development Plan)

We note the purpose of this plan is to put in place a structure that will guide the future sustainable development of Kilmacanogue. The plan, in conjunction with the County Development Plan (CDP) 2010-2016 will inform and manage the future development of the settlement. The fuel depot is located within what are termed 'Secondary Lands' (also identified as a mixed use zone) as illustrated below. The proposed policy for these lands is as follows:

To provide for the sustainable development of a mix of uses including residential, employment, community and recreational uses that provide for the needs of the existing settlement and that allows for the future growth of the settlement.

The general objectives for these areas include not allowing any development which would undermine the newly defined town core. While retail is not generally permitted, consideration will be given to the improvement / expansion of existing retail facilities. Other relevant objectives include Objective KM 22 which seeks to protect and enhance existing employment areas to reach their full employment potential.

Section 2.1 identifies that the N11 has come to dominate the town, effectively acting as a barrier between properties on the east side and the majority of services that are located on the west side. Section 2.3 states that there is a high volume of traffic using the N11 and the layout of the R755 junction results in conflicting traffic movements at some locations.

The Draft Settlement Plan's accompanying Flood Risk Assessment has placed the subject site within a Flood Zone A flood risk zone and Kilmacanogue itself is identified as an area for possible future assessment in the recently published National preliminary Flood Risk Assessment. Flooding policy objective KM 10 of the Settlement Plan refers:

It is an objective of the Council to restrict the types of development permitted in Flood Zone A and Flood Zone B to the uses that are 'appropriate' to each flood zone, as set out in Table 3.2 of the Guidelines for Flood Risk Management (DoEHLG, 2009).

3.0 Existing Fuel Depot Site – Description, Planning History and Policy

The Fuel Depot the subject of this submission is located immediately adjoining the Topaz Service Station on the eastern southbound side of the N11 and within the settlement of Kilmacanogue in County Wicklow, approximately 5km south of Bray town centre.

The N11 is a dual carriageway at this location with a central median restricting movement between southbound and northbound lanes. It is characterised by high traffic volumes. There are two southbound lanes with an additional slip lane that provides access to the fuel depot, a number of residences and adjoining commercial properties. A 60kmph speed limit applies. A bus stop located on this slip lane. Past the site, the slip lane merges into the exit lane for the R775 junction.



Several planning permissions were granted by Wicklow County Council for the development of the Fuel Depot site including Reg Refs: 98/9423, 87/3085, 97/6661 and 91/6717. Under Planning Register Reference Number: 97/ 6661 planning permission was granted in January 1998 to Irish Shell Ltd for an extension to the existing depot office building and one additional 100,000 litre overground storage tank at the depot site.

Kilmacanogue is designated a "rural town" in the Wicklow County Development Plan 2010-2016. Policy PF1 deals with Petrol filling stations in the context of retail provision and states that "Notwithstanding the sequential approach, a shop of up to 100sqm of net retail sales area may be allowed when associated with a petrol filling station."

The Plan states that while the N11 has undergone significant upgrading over the past number of years, works are still required in order to fully upgrade this national road. Strategic Road Objective B provides for:

- *Upgrading (including widening to three lanes) between the County boundary and Kilmacanogue / Glen Of The Downs and the provision of free flow junctions at the Killarney Road interchange (Road objective (B) Map 11.01);*
- *Removal of Herbert Road and Silver Bridge junctions by the provision of a collector road between Dargle Road and Killarney Road (Road objective (B) Map 11.01).*

5.0 Submission Context

We understand the inclusion of Material Alteration No.1 is partially as a result of submissions made by the NRA during both the Plan preparation process and to the proposed variation itself.

In particular, the NRA submissions make reference to two recent reports on the area's national road network: "**M11/N11 Merging Study Report**" and the "**N11 Corridor Review-Fassaroe Junction to Kilmacanogue**" and requests that cognisance is taken of both reports prior to the preparation of the plan and adoption of the variation.

After review of these submissions, our clients are extremely alarmed at the final proposed wording of the proposed Plan objective KM7, particularly given that they have not been consulted on any studies or reports that have been completed recently by any agency or body, either statutory or not, that directly address the current access arrangements on the N11 within the settlement of Kilmacanogue.

The inference in the wording of the objective is that the purpose of the distributor road is, among other things, to provide alternative access to properties currently accessed directly from route N11

This does not reflect the conclusions and recommendations contained in the NRA reports referred to above which propose the introduction of a service road to replace the existing slip lane on the N11. The service road is to be designed to enhance traffic flow and safety while maintaining access onto the N11 in a similar manner to the service road concept that has been adopted along the N4 Lucan bypass in South County Dublin.

This inconsistency threatens to undermine any future proposals our clients may have for the redevelopment of their site.

Further, it should be noted that the studies undertaken by the NRA were not prepared in consultation with either the Local Authority or other stakeholders. On this basis, it is important that the recommendations put forward should be considered as preliminary proposals as to what is required and what may be appropriate. Indeed, the language used in the reports would indicate this is the case. These proposals should also be subject to additional study, assessment and importantly, consultation with stakeholders, to further confirm their feasibility and appropriateness.

In the meantime any development proposals for the Fuel Depot site should not be hindered pending the outcome of these further studies.

6.0 NRA Reports

The NRA has completed reports focused on traffic safety and junction improvements on the N11. To our knowledge, these reports were prepared by a consultancy appointed by the NRA and were completed without consultation with other statutory bodies, including Wicklow County Council, other relevant stakeholders or landowners in the area.

The first of these reports, **The M11/N11 Merging Study Report**, does not focus on traffic arrangements in the settlement of Kilmacanogue. It is the **N11 Corridor Review-Fassaroe Junction to Kilmacanogue Report** that addresses both the option of a new distributor road between Kilmacanogue and Bray and access arrangements within Kilmacanogue itself. The report was prepared to identify a range of necessary road improvements that may be required to appropriately manage the strategic function of the national route. It states in its introduction:

The study examines existing conditions at Fassaroe Junction, Kilcorney Junction and Kilmacanogue Village and identifies potential upgrade measures. Provision of parallel services roads is also considered as a means to safety manage frontage access where no alternative route corridors are available, and as a means of overcoming weaving problems between closely spaced junctions where local access needs to be retained.

In section 2.5 the report highlights the unusually low speed limit of 60km/h through Kilmacanogue Village to address a safety problem caused by extensive frontage development accessing directly onto the N11 mainline. The report goes on to state:

While the current arrangements at Kilmacanogue address the safety risks to a certain degree through the imposition of reduced speed limits, a more robust and dependable solution should be implemented, such as the provision of service roads on each carriageway to separate through traffic from a variety of local traffic movements.

Section 5.2 of the report describes the nature of the Service Roads on southbound and northbound lanes on the N11 through Kilmacanogue. Section 7.2 states that:

Traffic from the service stations, commercial units etc wishing to continue southbound along the N11 will do so by using the existing merge slip to the N11 south of the roundabout.....Typical widths available along the N11 through Kilmacanogue vary from 31m to 34m therefore it is anticipated that no 3rd party land acquisition is necessary.

On the proposed Kilmacanogue – Bray Distributor Road, the key objective identified in the report is to reduce the number of short hop on – hop off local trips currently using the N11. Both the proposed service road and link road are illustrated in figure 1.12 of the Report.

Another linked report, **The N11 Killarney Road Interchange Traffic Management Improvement Options Report**, which was prepared to describe the design options investigated for the Kilcorney interchange further explains both the rationale and purpose behind the proposed Kilmacanogue – Bray Distributor Road. Figure 5.3 of this Report identifies the route that is now proposed as Material Alteration No.1.

This report states, in relation to the distributor road:

In due course the full capacity increase at Killarney Road Roundabout provided by option 1A would need to be complemented by additional upgrades to the road network in order to accommodate longer term traffic growth at this junction. Figure 5.3 shows a suggested solution, being the provision of a new regional road link from Kilmacanogue to the Bray SCR. Such a link road would:

- *remove from the N11 any short distance movements from the R755 to Bray;*
- *enable northbound traffic on the N11 to Bray to exit earlier at Kilmacanogue;*
- *restrict traffic on the Kilcorney off-slip to left-turn only which would remove 90% of the flow;*
- *provide a pedestrian and cycle links between Kilmacanogue and Bray where none exist at present.*

7.0 Submission

Our clients strongly object to the inclusion of any objective in the plan that threatens to undermine the fuel depot's current access arrangements onto to the N11 route or the station's future development potential.

They do so on the basis that the Fuel Depot and its associated services is an established commercial use, with the benefit of planning permissions, located within the development boundary of a designated settlement which is a specified growth centre in the County Development Plan. Further, it is an employment generating use. It is zoned 'Secondary Lands' (also identified as a mixed use zone) in the Draft Settlement Plan and has an established access point onto the N11.

The use is inextricably linked to the availability of this access point. Further, without this access point the depot becomes landlocked with no existing or potential alternative road access. The site is bounded to the south by a channelled stream and residential property to the rear, by the Topaz Service Station and pedestrian overbridge to the south and by factory buildings in separate ownership to the north.

Our clients should expect therefore that the outcome of the planning process will not compromise the current use of the station, its current access arrangements or its potential for redevelopment and expansion in the future.

In this regard, we note that the proposed wording of the objective as set out in Material Alteration No.1 (which is set out below) differs from the recommendations of the NRA reports referenced above, particularly in relation to this new link road providing alternative access to properties currently access from the N11:

KM 7: To plan for a new distributor road, subject to a feasibility report, linking Kilmacanogue directly to Bray, along a line from the eastern roundabout of the Kilmacanogue N11 junction, across lands to the east of route N11, and to provide alternative access to properties currently accessed directly from route N11. (Our Emphasis)

Any reasonable interpretation of the NRA reports would lead one to the conclusion that the purpose of the distributor road is to provide an alternative for short distance trips along this section of the N11. The proposed preliminary design set out in Figure 1.12 of the Corridor Review Report provides for no such accesses between the distributor road and properties along the N11.

It is therefore clear that the purpose of proposing a new link between Bray and Kilmacanogue (which finds its way into the variation as Material Alteration No.1) is not to provide an alternative access for properties currently accessed from the N11. Rather, the NRA reports discuss revised and enhanced access options through the consideration of providing service roads within Kilmacanogue.

Our clients are therefore concerned that the wording of the objective goes further than the purpose of the distributor road outlined in the NRA Reports.

On this basis, our clients object to the proposed wording of the objective and request that an amended version of it is included in the variation.

Furthermore, while it is acknowledged that the objective is focused on the reservation of lands rather than the development of the road to a detailed design, we submit that it should be made clearer in the wording of the objective that the design and route of the distributor road and other road improvements in the Plan area will be subject to detailed studies and a full consultative process with relevant stakeholders including landowners.

It should be noted that the NRA reports which appear to be the genesis of Material Alteration No.1 were not subject to consultation with either statutory bodies or landowners. Nor were they subject to public scrutiny or assessment through the planning process.

The wording of the proposed material alteration should therefore be clear so as not to have the unintended consequence of undermining development proposals in the Plan area in the short or longer terms.

On the basis of the above, we respectfully request that the wording of the objective be amended to remove reference to the provision of alternative access to properties currently accessed directly from route N11 and to include a clear statement that road improvement schemes in the Plan area will be subject to further detailed study and full consultation with relevant stakeholders and that in the meantime any development proposals for the Fuel Depot site should not be hindered pending the outcome of these further studies.

8.0 Conclusion

Our clients, Resource Property Investment Fund (Plc.), welcome the opportunity to make this submission to the proposed material amendments to proposed Variation No.2 (i) of the Wicklow County Development Plan, 2010.

This submission is made with respect to proposed Material Alteration No.1 and in the context of our client's ownership of the existing Glen Fuels Depot site accessed from the southbound lanes of the N11 as it proceeds through Kilmacanogue.

While our client supports the preparation of a Settlement Plan for Kilmacanogue which will form part of the Wicklow County Development Plan (CDP) 2010-2016, they are conscious that the proposed material alteration to the proposed variation will form the basis upon which all development management decisions are made on planning applications over the next number of years.

In this regard, we submit that our clients have a right to expect the outcome of the planning process in this instance will not compromise the current use of their property, will not diminish their entitlement to the future use of their property and will not devalue their property.

We understand that the reason for proposing Material Alteration No.1 at this stage of the variation process is partially, if not fully, premised on the submissions from the NRA concerning improvements to the N11 national route as it travels through north Wicklow to connect to the Dublin Metropolitan road network at the M50. We also understand that these proposed improvements, which include the Distributor Road from Kilmacanogue to Bray, are based on two separate reports prepared for the NRA in 2010.

The proposed wording of the objective infers, whether intended or not, that the purpose for the proposed distributor road is, inter alia, to provide an alternative means of access for properties that are currently access directly onto the N11.

This is at odds with the conclusions and recommendations of both NRA reports, particularly the ***N11 Corridor Review-Fassaroe Junction to Kilmacanogue Report*** which sees the purpose of the distributor road as taking local short distances in the area off the N11. The report also presents an entirely different and separate design solution in relation to frontage development and access onto the N11.

The wording of the final objective should not, in our view, confuse the two.

We therefore request that the wording of the objective be revised to better reflect the conclusions of the NRA reports and to further state, given the preliminary nature of these reports, that all final road improvements in the Plan area will be subject to further detailed study and full and proper engagement and consultation with all relevant stakeholders. The wording should not state (or infer) that the road is to provide alternative access for properties currently accessed directly from the N11.

Submission to Wicklow County Council

on the

**Proposed Material Amendments to the
Draft Kilmacanogue Settlement Plan
(Proposed Variation No. 2 (i) to the
Wicklow County Development Plan 2010-2016)**

Prepared and Submitted on behalf of

Resource Property Investment Fund (RPIF) Plc

Regarding

Topaz Service Station in Kilmacanogue



In November 2011 by

**Coakley O'Neill Town Planning
Building 1000,
City Gate,
Mahon,
Cork**

1.0 Introduction

Our clients, **Resource Property Investment Fund (RPIF) Plc, C/O Mr. Dermot Crowley, ION Equity Ltd, Huguenot House, St. Stephen's Green, Dublin 2**, welcome the opportunity to make this submission to the proposed material amendments to proposed Variation No.2 (i) of the Wicklow County Development Plan, 2010.

The submission is made in response to the first of the proposed material alterations: the addition of a new development objective KM7 for a new distributor road linking Kilmacanogue with Bray.

The existing Topaz Service Station, accessed from the southbound lanes of the N11 and situated between the N11 and this proposed distributor road, is in our client's ownership.

On this basis, the purpose of this submission is to ensure that the final development objective, if adopted by Council, does not compromise the current use of our client's property, does not diminish their entitlement to the future use of their property and does not devalue their property.

2.0 Proposed Amendment Relevant to this Submission

We acknowledge section 7 of the Planning and Development Acts 2000 -2010 which states:

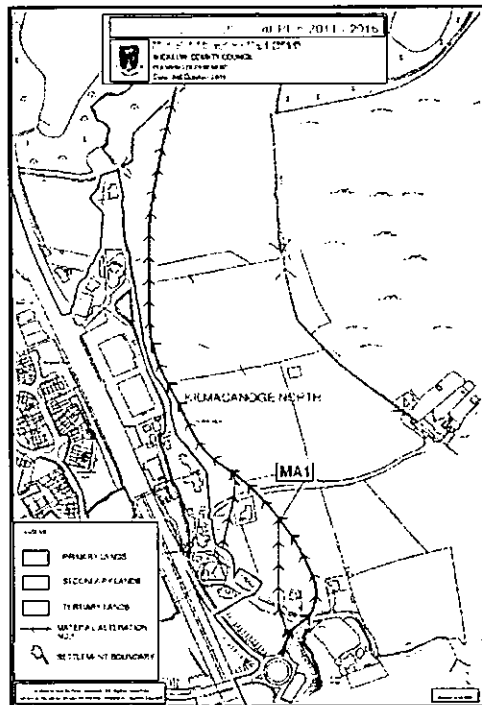
(7) (a) In case the proposed amendment would, if made, be a material alteration of the draft concerned, the planning authority shall, not later than 3 weeks after the passing of a resolution under subsection (6), publish notice of the proposed amendment in at least one newspaper circulating in its area.

(b) A notice under paragraph (a) shall state that—

(i) a copy of the proposed amendment of the draft development plan may be inspected at a stated place and at stated times during a stated period of not less than 4 weeks (and the copy shall be kept available for inspection accordingly), and

(ii) written submissions or observations with respect to the proposed amendment of the draft made to the planning authority within the stated period shall be taken into consideration before the making of any amendment

In this regard, the proposed amendment specifically addressed in this submission is the following:



Proposed Material Alteration No. 1

Under 'Settlement Objectives'-

Add new objective KM 7

KM 7: To plan for a new distributor road, subject to a feasibility report, linking Kilmacanogue directly to Bray, along a line from the eastern roundabout of the Kilmacanogue N11 junction, across lands to the east of route N11, and to provide alternative access to properties currently accessed directly from route N11.

Amend 'Kilmacanogue Settlement Plan' Map showing possible lines of this proposed road that should be reserved.

This Material Amendment comprises alteration to the draft plan map and an inclusion of a new objective for the maintenance of a line free from development to the east of the settlement along a route commencing at the N11 interchange eastern roundabout for the purpose of retaining options in the event that it is decided to provide a new road linking Kilmacanogue directly to Bray to the east of the existing N11.

3.0 Existing Service Station – Description, Planning History and Policy

The subject Topaz Service Station comprising a Topaz Express convenience store and associated services is located on the eastern southbound side of the N11 and within the settlement of Kilmacanogue in County Wicklow, approximately 5km south of Bray town centre.

The N11 is a dual carriageway at this location with a central median restricting movement between southbound and northbound lanes. It is characterised by high traffic volumes. There are two southbound lanes with an additional slip lane that provides access to the service station, a number of residences and adjoining commercial properties. A bus stop located on this slip lane. Past the service station, the slip lane merges into the exit lane for the R775 junction.

The service station has separate entry and exit points onto the road. A 60kmph speed limit applies. Beyond the station, the R755 interchange provides access to Kilmacanogue, Roundwood and Glendalough. A Glen Fuels Depot which is also accessed from the N11 adjoins to the station to the north. To its rear, the station is bounded by a channelled stream and a residential property that also has an access onto the N11. This boundary is defined by a two metre high timber board fence and tall trees.



Under **Planning Register Reference Number: 92/7782, Appeal Ref PL 27.096621** planning permission was granted to Irish Shell Ltd to redevelop the existing service station to self-service filling station incorporating shop selling motor goods, newspapers, confectionary, groceries, convenience goods, installation of ATM & retention of car wash facility. In 1982 permission was granted for signage under **Planning Register Reference Number: 87/3064**.

Several planning permissions were granted by Wicklow County Council for the development of the Fuel Depot site adjoin the service station including Reg Refs: **98/9423, 87/3085, 97/6661** and **91/6717**. Most recently under **Register Reference Number: 09/637** permission was granted to Bus Éireann for a bus shelter on the southbound slip lane just north of the service station's entrance.

Kilmacanogue is designated a "rural town" in the Wicklow County Development Plan 2010-2016. Policy PF1 deals with Petrol filling stations in the context of retail provision and states that "Notwithstanding the sequential approach, a shop of up to 100sqm of net retail sales area may be allowed when associated with a petrol filling station."

The Plan states that while the N11 has undergone significant upgrading over the past number of years, works are still required in order to fully upgrade this national road. Strategic Road Objective B provides for:

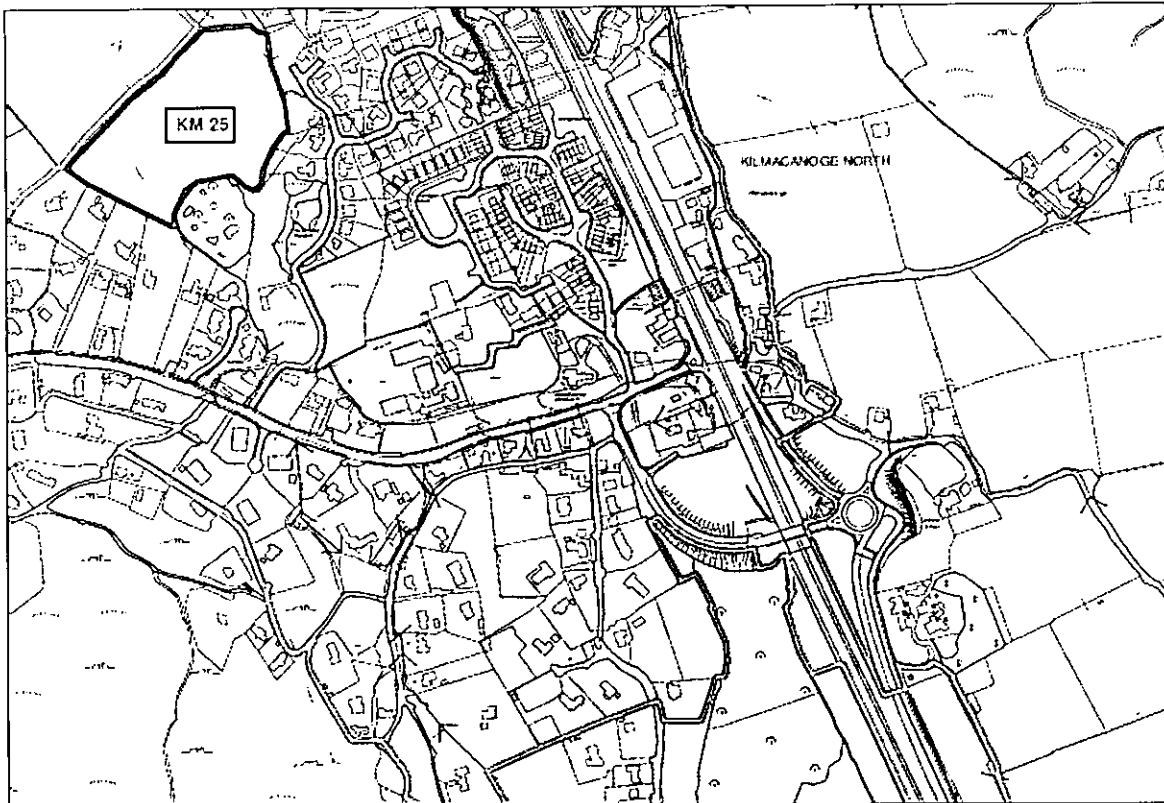
- *Upgrading (including widening to three lanes) between the County boundary and Kilmacanogue / Glen Of The Downs and the provision of free flow junctions at the Killarney Road interchange (Road objective (B) Map 11.01);*
- *Removal of Herbert Road and Silver Bridge junctions by the provision of a collector road between Dargle Road and Killarney Road (Road objective (B) Map 11.01).*

4.0 Draft Kilmacanogue Settlement Plan, 2011 (Variation No.2 (i) of the Wicklow County Development Plan)

We note the purpose of this plan is to put in place a structure that will guide the future sustainable development of Kilmacanogue. The plan, in conjunction with the County Development Plan (CDP) 2010-2016 will inform and manage the future development of the settlement. Unless objectives and policies are not covered directly by this plan, the objectives and policies of the Wicklow County Development Plan 2010-2016 apply.

The service station is located within what are termed 'Secondary Lands' (also identified as a mixed use zone) as illustrated below. The proposed policy for these lands is as follows:

To provide for the sustainable development of a mix of uses including residential, employment, community and recreational uses that provide for the needs of the existing settlement and that allows for the future growth of the settlement.



The general objectives for these areas include not allowing any development which would undermine the newly defined town core. While retail is not generally permitted, consideration will be given to the improvement / expansion of existing retail facilities. Other relevant objectives include Objective KM 22 which seeks to protect and enhance existing employment areas to reach their full employment potential.

Section 2.1 identifies that the N11 has come to dominate the town, effectively acting as a barrier between properties on the east side and the majority of services that are located on the west side. Section 2.3 states that there is a high volume of traffic using the N11 and the layout of the R755 junction results in conflicting traffic movements at some locations.

The Draft Settlement Plan's accompanying Flood Risk Assessment has placed the subject site within a Flood Zone A flood risk zone and Kilmacanogue itself is identified as an area for possible future assessment in the recently published National preliminary Flood Risk Assessment. Flooding policy objective KM 10 of the Settlement Plan refers:

It is an objective of the Council to restrict the types of development permitted in Flood Zone A and Flood Zone B to the uses that are 'appropriate' to each flood zone, as set out in Table 3.2 of the Guidelines for Flood Risk Management (DoEHLG, 2009).

5.0 Submission Context

We understand the inclusion of Material Alteration No.1 is partially as a result of submissions made by the NRA during both the Plan preparation process and to the proposed variation itself.

In particular, the NRA submissions make reference to two recent reports on the area's national road network: "**M11/N11 Merging Study Report**" and the "**N11 Corridor Review-Fassaroe Junction to Kilmacanogue**" and requests that cognisance is taken of both reports prior to the preparation of the plan and adoption of the variation. Their pre draft submission notes:

The Authority has carried out some analysis on the level of inter action between the national and non national road network along this route with a view to suggesting integrated road proposals for consideration.

The objective of the reports concerned is to identify a range of necessary road improvements, including walking and cycling facilities that may be required to appropriately manage the strategic function of the national route in the context of associated local and regional road network needs between Fassaroe Junction and Kilmacanogue.

The Authority request that the Town Plan acknowledges and is reviewed in the context of the reports and that development plan objectives and zoning proposals do not compromise any identified opportunities for improvements contained within the reports..

We also note that Material Alteration No.1, as proposed, may also have reference to the request made at the non statutory consultation stage, and referenced in the Council summary report of issues raised, that

The access to and from the Topaz and Texaco station needs to be realigned and access barriers should be erected to restrict vehicles from entering and exiting the local service stations directly onto the N11.

To which the Council replied in the evaluation section (Pg. 3) of that same report:

The access arrangements to and from the service stations are on the N11 and the NRA has carried out studies recently on improving the road network on the N11; however no firm plan has been formulated by the NRA at this time. The Local Authority will facilitate any works being proposed by the NRA that would improve the access arrangements to the service stations.

In the case of Kilmacanogue there are no new zonings proposed along the N11 and the objectives contained in the Settlement Plan will facilitate the promotion of safe and accessible pedestrian and traffic routes (objective KM6). If the National Roads Authority (NRA) are proposing relief works or traffic calming measures (namely in close proximity to the Service Stations) on the N11, the Council will facilitate these works.

Our clients are extremely alarmed at the above commentaries and the final proposed wording of the proposed Plan objective KM7, particularly given that they have not been consulted on any studies or reports that have been completed recently by any agency or body, either statutory or not, that directly address the current access arrangements on the N11 within the settlement of Kilmacanogue.

The inference in the wording of the objective is that the purpose of the distributor road is, among other things, to provide alternative access to properties currently accessed directly from route N11

This does not reflect the conclusions and recommendations contained in the NRA reports referred to above which propose the introduction of a service road to replace the existing slip lane on the N11. The service road is to be designed to enhance traffic flow and safety while maintaining access onto the N11 in a similar manner to the service road concept that has been adopted along the N4 Lucan bypass in South County Dublin.

This inconsistency threatens to undermine any future proposals our clients may have for the redevelopment of this important service station.

Further, it should be noted that the studies undertaken by the NRA were not prepared in consultation with either the Local Authority or other stakeholders. On this basis, it is important that the recommendations put forward should be considered as preliminary proposals as to what is required and what may be appropriate. Indeed, the language used in the reports would indicate this is case. These proposals should also be subject to additional study, assessment and importantly, consultation with stakeholders, to further confirm their feasibility and appropriateness.

In the meantime any development proposals for the Topaz Service Station should not be hindered pending the outcome of these further studies.

6.0 NRA Reports

The NRA has completed reports focused on traffic safety and junction improvements on the N11. To our knowledge, these reports were prepared by a consultancy appointed by the NRA and were completed without consultation with other statutory bodies, including Wicklow County Council, other relevant stakeholders or landowners in the area.

The first of these reports, *The M11/N11 Merging Study Report*, does not focus on traffic arrangements in the settlement of Kilmacanogue. It is the *N11 Corridor Review-Fassaroe Junction to Kilmacanogue Report* that addresses both the option of a new distributor road between Kilmacanogue and Bray and access arrangements within Kilmacanogue itself. The report was prepared to identify a range of necessary road improvements that may be required to appropriately manage the strategic function of the national route. It states in its introduction:

The study examines existing conditions at Fassaroe Junction, Kilcroney Junction and Kilmacanogue Village and identifies potential upgrade measures. Provision of parallel services roads is also considered as a means to safety manage frontage access where no alternative route corridors are available, and as a means of overcoming weaving problems between closely spaced junctions where local access needs to be retained.

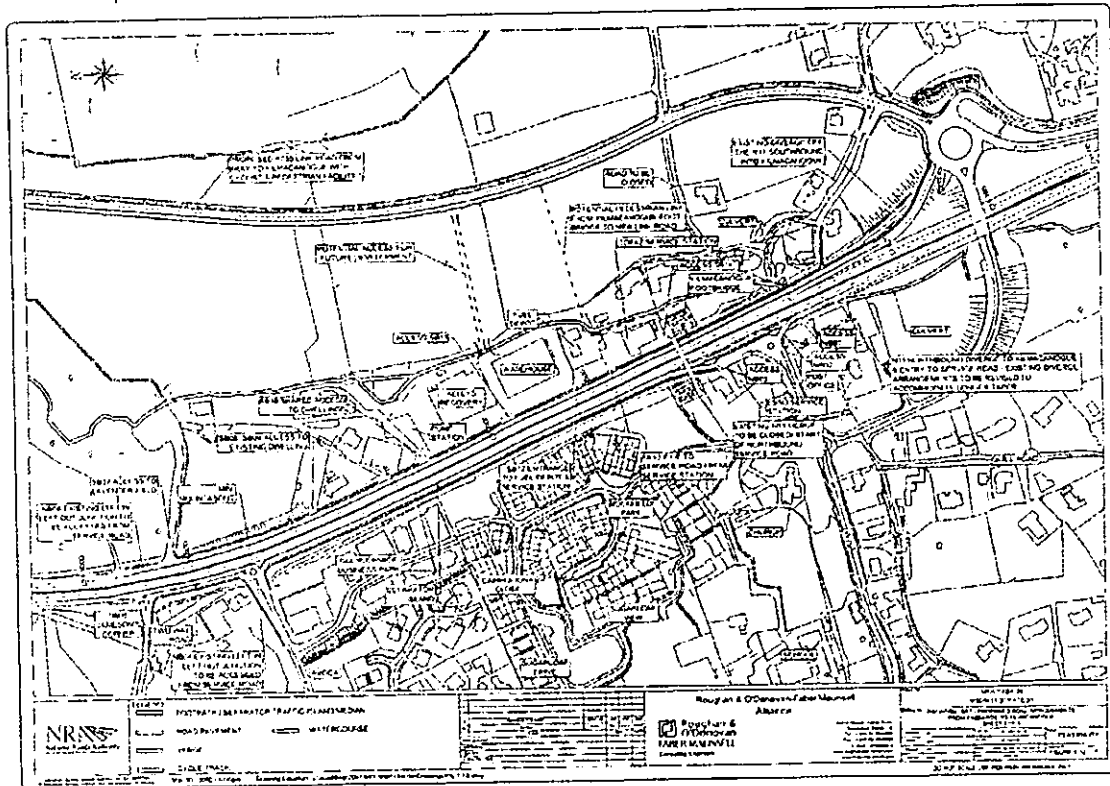
In section 2.5 the report highlights the unusually low speed limit of 60km/h through Kilmacanogue Village to address a safety problem caused by extensive frontage development accessing directly onto the N11 mainline. The report goes on to state:

While the current arrangements at Kilmacanogue address the safety risks to a certain degree through the imposition of reduced speed limits, a more robust and dependable solution should be implemented, such as the provision of service roads on each carriageway to separate through traffic from a variety of local traffic movements.

Section 5.2 of the report describes the nature of the Service Roads on southbound and northbound lanes on the N11 through Kilmacanogue. Section 7.2 states that:

Traffic from the service stations, commercial units etc wishing to continue southbound along the N11 will do so by using the existing merge slip to the N11 south of the roundabout.....Typical widths available along the N11 through Kilmacanogue vary from 31m to 34m therefore it is anticipated that no 3rd party land acquisition is necessary.

On the proposed Kilmacanogue – Bray Distributor Road, the key objective identified in the report is to reduce the number of short hop on – hop off local trips currently using the N11. Both the proposed service road and link road are illustrated in figure 1.12 of the Report as shown below:



Another linked report, *The N11 Killarney Road Interchange Traffic Management Improvement Options Report*, which was prepared to describe the design options investigated for the Kilcorney interchange further explains both the rationale and purpose behind the proposed Kilmacanogue – Bray Distributor Road. Figure 5.3 of this Report identifies the route that is now proposed as Material Alteration No.1.

This report states, in relation to the distributor road:

In due course the full capacity increase at Killarney Road Roundabout provided by option 1A would need to be complemented by additional upgrades to the road network in order to accommodate longer term traffic growth at this junction. Figure 5.3 shows a suggested solution, being the provision of a new regional road link from Kilmacanogue to the Bray SCR. Such a link road would:

- *remove from the N11 any short distance movements from the R755 to Bray;*
- *enable northbound traffic on the N11 to Bray to exit earlier at Kilmacanogue;*
- *restrict traffic on the Kilcorney off-slip to left-turn only which would remove 90% of the flow;*
- *provide a pedestrian and cycle links between Kilmacanogue and Bray where none exist at present.*

7.0 Submission

Our clients strongly object to the inclusion of any objective in the plan that threatens to undermine the service station's current access arrangements onto to the N11 route or the station's future development potential.

The M11 / N11, which forms part of EuroRoute EO1, is the principal transport corridor serving County Wicklow and is one of the busiest radial routes into and out of Dublin, providing a strategic radial corridor to the southeast of the country and linking the hub town of Wexford and the Rosslare ferry port to the capital.

It is acknowledged that the existence of services at appropriate locations is fundamental to delivering a high-quality national road network. The requirement for service facilities on motorways and other national routes also recognises European Road Safety Directives. The purpose of these is to provide facilities to road users, to break longer journeys within easy and safe access to the road network. Such facilities are therefore in the interest of driver safety, to prevent driver fatigue and associated accidents.

The existing Topaz service station accessed from the southbound lanes of the N11 is one of the first stations arrived at as one travels south from Dublin. The proposed NRA motorway service area at Gorey is a further 50km to the south. This Gorey MSA is the only one identified for the N11 in current NRA policy on motorway service areas. The existing service stations at Kilmacanogue therefore currently fulfil an important function in terms of the provision of services on the national road network.

This is similar to several existing service stations on the M7 between Dublin and Naas, where the NRA considered that the service and rest needs of drivers on this section of road were adequately served by the existing on-line facilities, and accordingly this section of route was not considered for provision of a service area with respect to the M7/M8 corridor.

The general location and the actual stations, similar to those service stations outside Dublin off the southbound lanes of M7, therefore have significant role in terms of the provision of necessary services on the national road network.

It should further be noted that the service station is an established commercial use, with the benefit of planning permissions, located within the development boundary of a designated settlement which is a specified growth centre in the County Development Plan. Further, it is an employment generating use. It is zoned 'Secondary Lands' (also identified as a mixed use zone) in the Draft Settlement Plan and has two established access points onto the N11.

The use is inextricably linked to the availability of these access points. Further, without these access points the service station becomes landlocked with no existing or potential alternative road access. The site is bounded to the south by a channelled stream and residential property to the rear, by access to this property from the N11 and the pedestrian overbridge to the south and by Glens Fuel Depot to the north.

Our clients should expect therefore that the outcome of the planning process will not compromise the current use of the station, its current access arrangements or its potential for redevelopment and expansion in the future.

In this regard, we note that the proposed wording of the objective as set out in Material Alteration No.1 (set out below) differs from the recommendations of the NRA reports referenced above, particularly in relation to this new link road providing alternative access to properties currently access from the N11:

KM 7: To plan for a new distributor road, subject to a feasibility report, linking Kilmacanogue directly to Bray, along a line from the eastern roundabout of the Kilmacanogue N11 junction, across lands to the east of route N11, and to provide alternative access to properties currently accessed directly from route N11. (Our Emphasis)

Any reasonable interpretation of the NRA reports would lead one to the conclusion that the purpose of the distributor road is to provide an alternative for short distance trips along this section of the N11. The proposed preliminary design set out in Figure 1.12 of the Corridor Review Report provides for no such access between the distributor road and properties along the N11.

It is therefore clear that the purpose of proposing a new link between Bray and Kilmacanogue (which finds its way into the variation as Material Alteration No.1) is not to provide an alternative access for properties currently accessed from the N11. A revised and enhanced access option is discussed through the consideration of providing service roads within Kilmacanogue.

Our clients are therefore concerned that the wording of the objective goes further than the purpose of the distributor road outlined in the NRA Reports.

On this basis, our clients object to the proposed wording of the objective and request that an amended version of same is included in the variation.

Furthermore, while it is acknowledged that the objective is focused on the reservation of lands rather than the development of the road to a detailed design, we submit that it should be made clearer in the wording of the objective that the design and route of the distributor road and other road improvements in the Plan area will be subject to detailed studies and a full consultative process with relevant stakeholders including landowners.

It should be noted that the NRA reports which appear to be the genesis of Material Alteration No.1 were not subject to consultation with either statutory bodies or landowners. Nor were they subject to public scrutiny or assessment through the planning process.

The wording of the proposed material alteration should therefore be clear so as not to have the unintended consequence of undermining development proposals in the Plan area.

On the basis of the above, we respectfully request that the wording of the objective be amended to remove reference to the provision of alternative access to properties currently accessed directly from route N11 and to include a clear statement that road improvement schemes in the Plan area will be subject to further detailed study and full consultation with relevant stakeholders and that in the meantime any development proposals for the Topaz Service Station should not be hindered pending the outcome of these further studies.

8.0 Conclusion

Our clients, Resource Property Investment Fund (Plc.), welcome the opportunity to make this submission to the proposed material amendments to proposed Variation No.2 (i) of the Wicklow County Development Plan, 2010.

This submission is made with respect to proposed Material Alteration No.1 and in the context of our client's ownership of the existing Topaz service Station accessed from the southbound lanes of the N11 as it proceeds through Kilmacanogue.

While our client supports the preparation of a Settlement Plan for Kilmacanogue which will form part of the Wicklow County Development Plan (CDP) 2010-2016, they are conscious that the proposed material alteration to the proposed variation will form the basis upon which all development management decisions are made on planning applications over the next number of years.

In this regard, we submit that our clients have a right to expect the outcome of the planning process in this instance will not compromise the current use of their property, will not diminish their entitlement to the future use of their property and will not devalue their property.

We understand that the reason for proposing Material Alteration No.1 at this stage of the variation process is partially, if not fully, premised on the submissions from the NRA concerning improvements to the N11 national route as it travels through north Wicklow to connect to the Dublin Metropolitan road network at the M50. We also understand that these proposed improvements, which include the Distributor Road from Kilmacanogue to Bray, are based on two separate reports prepared for the NRA in 2010.

The proposed wording of the Variation's objective (KM7) infers, whether intended or not, that the purpose for the proposed distributor road is, inter alia, to provide an alternative means of access for properties that are currently access directly onto the N11.

This is at odds with the conclusions and recommendations of both NRA reports, particularly the **N11 Corridor Review-Fassaroe Junction to Kilmacanogue Report** which sees the purpose of the distributor road as taking local short distances in the area off the N11.

This report proposes an entirely different design solution in relation to frontage development and access onto the N11.

The wording of the final objective should not, in our view, confuse the two.

We therefore request that the wording of the objective be revised to better reflect the conclusions of the NRA reports and to further state, given the preliminary and unrepresentative nature of these reports, that all final road improvements in the Plan area will be subject to further detailed study and full and proper engagement and consultation with all relevant stakeholders.

The wording should not state or infer that the road is to provide alternative access for properties currently accessed directly from the N11.

33

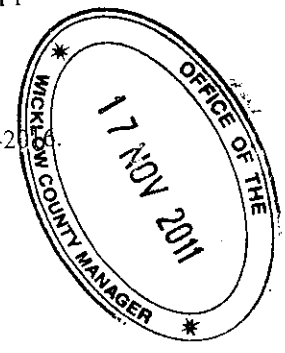
Drishcoora Cottage
Little Sugar Loaf
Kilmacanogue
Bray
Co. Wicklow
Tel: (01) 286 7549
keithwrobinson@eircom.net



Wicklow County Council
County Buildings
Wicklow Town
Co Wicklow
FAO: Mr. Eddie Sheehy; County Manager

16th November 2011

Re Kilmacanogue Settlement Plan
Proposed Variation No. 2(i) to the Wicklow County Development Plan 2010-2016
Proposed Material Alterations, October 2011.
Material Alteration no. 1; add new objective KM7



Dear Mr. Sheehy,

We would wish to make an informed, objective submission to Wicklow Council on 'Proposed Material Alteration no. 1', but as the proposal is merely a statement, without a single reasoned argument as to its necessity or validity, we find ourselves unable to do so.

Nonetheless, we note that it has been concluded that *'No significant environmental impacts resulting from the proposed 'material alterations' or developments that arises (sic) from it have been identified' (Kilmacanogue Settlement Plan Proposed Variation No. 2(i) to the Wicklow County Development Plan 2010-2016. Proposed Material Alterations, October 2011 (page 15)).*

Please be absolutely clear that in relation to the proposed MA no.1, for us, as residents of the Little Sugar Loaf for more than 40 years, the potential development arising from the proposal – a new north-south road, close to and parallel to the N11 - would result in very significant environmental and other impacts. It would have a serious negative economic impact on us, on our family and on our quality of life.

The Impact of MA No.1

The outcome the proposed MA no.1 could have serious negative impacts in the area northwards from Kilmacanogue towards Bray, but in the present instance these have been ignored, as the blue line on the map does not continue more than 0.5km north of Kilmacanogue (*Kilmacanogue Settlement Plan Proposed Variation No. 2(i) to the Wicklow County Development Plan 2010-2016, Proposed Material Alterations October 2011, page 2*)

Is it not of concern, that the proposal for a road 'linking Kilmacanogue directly to Bray', which is entirely outside the defined 'Kilmacanogue Settlement Area' and covers just 0.5km of the 5km between Kilmacanogue and Bray, is included in the 'Kilmacanogue Settlement Plan' and is completely silent as regards 90% of its possible route? (Although we note another dotted line (red in this case) on Fig 5.3 of the *N11 Killarney Road Interchange Traffic Management Improvement Options Report, June 2010, page 35*)

Direct and serious impacts on the people of Kilmacanogue and particularly on those of us living east of the N11, would include:

Social: Enhancement of our separation, and our sense of separation from the core of our community, as such a new road would be located so as to form yet another physical barrier across the means of access between our house and the centre of Kilmacanogue village. You are aware of this; *'the properties on the east side of the N11 have become somewhat cut-off from the .. services .. on the west side .. post office, public house, church, primary school .. [GAA and soccer clubs]'* (Kilmacanogue Settlement Plan Proposed Variation No. 2(i) to the Wicklow County Development Plan 2010-2016, July 2011, page 1+)

Economic: Yet further 'creeping urbanization' in an area of which the principal asset is its *'.. rural environment, where natural surroundings are protected and enhanced; where people [are allowed] to enjoy the benefits of rural living ..'* (Kilmacanogue Settlement Plan Proposed Variation No. 2(i) to the Wicklow County Development Plan 2010-2016, July 2011, page 2).

This will not just erode further Kilmacanogue's rural nature, but will destroy the very qualities intrinsic to Wicklow's 'Garden of Ireland' identity, at what used to be the visitor's first, breathtaking view at the gateway to the County. All property in Kilmacanogue, our own included, would be seriously diminished in value.

Health and Environmental: Additions to the existing high levels of

- . Noise pollution;
- . Light pollution;
- . Destruction of flora and fauna and their habitat
- . Degradation of spectacular views

And increase in the risk of serious flooding as a result of replacement of many acres of grassland and woodland by concrete and tarmac immediately adjacent to the Kilmacanogue river.

Development and Industrialisation. A new road as proposed would effectively move the eastern limit of the Kilmacanogue Settlement Area eastwards. It would be a catalyst for housing and industrial development along its entire length, with a negative impact on all of Kilmacanogue, most specifically for those unfortunate enough to be 'walled in' between the new road and the N11. No planner or developer will be able to resist the urge to 'in-fill' and then Kilmacanogue would be just part of Bray!

The Proposed MA no.1

It is not clear from the document of October 2011 what exactly the elected members of the Council are being asked to decide.

On page 5, Material Alteration no.1, is described as a new objective *'.. for the maintenance of a line free from development ... for the purpose of retaining options in the event that it is decided to provide a new road ..'*

On page 2 the new objective is *'.. to plan for a new distributor road ..'*

So what is it? Are Councillors being asked to agree the **planning of a new road which has already been decided upon**, or are they being asked to **keep the option open for a decision on a new road to be made sometime in the future?**

And as there is already a 'KM7' in the document of July 2011, what will this proposed 'new KM7' be doing? Will it supplant the existing KM7, be additional to it, or what?

The Data and Analysis on which the proposed MA no.1 is based

We would really like to be able to address the proposal in a constructive, informed way and be able to participate in a reasoned debate on the issue at stake. But we are unable to do that due to the total lack of data/information in the Council's documents. If the Councillors too have no information, then they too are not in a position to make a reasoned, informed decision.

So, in order to participate meaningfully, and to ensure that an effective, appropriate solution to the problem is found, fully documented answers to the following questions are needed:-

1. What problem relating to traffic-flow, current or projected, is being addressed by the proposal?
2. What data has been acquired and what analysis has been carried out to establish that there is/might be a problem that needs to be addressed?
3. What reason is there to suppose that the proposed MA no.1 will lead to resolution of the problem?
4. What basis is there for knowing that the proposal will not create serious negative consequences?
5. What alternative solutions to the problem have been considered, and what are the pros and cons to each of them?
6. Is the proposed MA no.1 the best of the options for solving the problem?

In the circumstances in which we find ourselves, with the above questions not addressed, we can only observe that for the reasons set out in this letter, the Proposed Material Alteration no. 1 for a new objective KM7 to be added to Wicklow County Council 'Kilmacanogue Settlement Plan' 2011, is entirely unacceptable to us. Moreover we believe that it must be unacceptable to all persons living in Kilmacanogue and especially to those living east of the N11 on the Little Sugar Loaf.

Yours sincerely

Kevin Robinson
Kevin Robinson

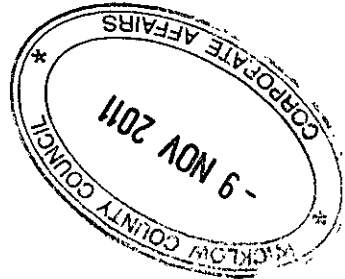
34

Mr David Ryan.
78 St Alban's Park.
Ballsbridge,
Dublin 4.

01 2693101
daveryan1@eircom.net

Wicklow County Council.
County Buildings.
Wicklow Town.
Wicklow.

Attn: Mr Eddie Sheehy.
County Manager.



4th Nov 2011.

Dear Sir/ Madam,

Ref: Proposed material alteration to Kilmacanogue Development Plan.

I am absolutely horrified to hear that Wicklow County Council have proposed the building of a roadway through Barchuilla Commons. Surely it is the duty of our Local Authorities to protect our uplands and to guard them for future generations.

The open fields and the lower slopes of Barchuilla Commons are an invaluable local amenity, and they are walked on a daily basis by many of the residents of Kilmacanogue, as well as by a very large number of visitors from further afield. Although I live in Ballsbridge, it is one of three walks which I dearly enjoy, and I walk it on a near-weekly basis. I am particularly intrigued with the abundance of wildlife alongside the roadways and, of course, the presence of large numbers of lizards either side of the steep concrete access road. I know of no other place in Ireland where this species has managed to survive so successfully.

Your proposal to construct a busy road through this unique amenity displays an extraordinary lack of forethought on the part of Wicklow County Council.

Please think very carefully before you proceed further with the destruction of this very beautiful area.

Yours sincerely,



~~35~~ 35

Leonora Earls

From: Sean & Therese Sutton [suttonsean@eircom.net]
Sent: 16 November 2011 14:43
To: Planning - Development Plan Review
Subject: Proposed variation No.2 (1) - Kilmacanogue Settlement Plan



Kilmacanogue Settlement Plan -...

Dear Sirs,

I have attached a submission on the variation to the Kilmacanogue Settlement Plan, with particular reference to the proposed Distributor Road.

I am making this submission on my own behalf as a householder directly located on the N11, just north of the village.

All my contact details are noted in the attachment.

I remain,

Yours sincerely,

Sean Sutton

*acknowledged
16/11/2011*



Re: Proposed variation No.2 (1) – Kilmacanogue Settlement Plan

Submission on behalf of Sean Sutton on the **Proposed Distributor Road** east of the N11

Note: This is a personal submission exclusively on my own behalf and not on behalf of any organisation or other interested group.

I would like to submit my support for the above Distributor Road proposed in the alteration to the Kilmacanogue Settlement Plan under the following points:-

- I am the owner of a house, 'Massabielle', Main Road, Kilmacanogue which lies directly on the N11, just north of the village on the southbound carriageway, approximately opposite Avoca Handweavers.

- We share an entrance on to the N11 with the Lavender Field owned by Fragrances of Ireland.

- This access to the N11 was developed by Wicklow County Council during the Kilmacanogue/Glen of the Downs Road Improvement Scheme to replace an original extremely unsafe entrance to the house.

- The present entrance, however, is still extremely dangerous to both life and limb to those who use it.

- We do not have the appropriate sight-line along the N11 we were promised and cannot gauge the oncoming traffic.

- We have to use the hard shoulder to merge with oncoming traffic. The hard shoulder at this point is very narrow and merging can be a very dangerous manoeuvre.

- Many vehicles wishing to pull into the service station just south of our house or access the bridge for the Roundwood or Glendalough road, use the hard shoulder outside our house as a de-acceleration lane.

- The traffic volumes on the N11 are very great, and many of the vehicles travel at speeds well above the speed limit for the village.

- A new Distributor Road would give us safe access to all routes in and out of the Village, and to the N11.

- Judging from the line of the proposed Distributor Road as it appears on the plan, several properties along our stretch of the N11 could be easily linked to it.

Yours sincerely,

Sean Sutton

Contact Details:- Landline: [01] 286 7154 Mobile: 087 6455 190

Email: suttonsean@eircom.net

Group C: Group submissions (36- 458)

No.	Surname	Forename	No.	Surname	Forename
36	Agnew	Michael	90	Conway	Harry
37	Aherne	Joe	91	Cooke	Helen
38	Alvey	John	92	Cormick	Patrick
39	Barr	Seamus	93	Cotter	Sean
40	Barrett	Mr. & Mrs.	94	Cotter	Carmelette
41	Barry	Marie	95	Cotter	Julie
42	Behan	Colm & Audrey	96	Cotter	Emily
43	Bennett	Mary	97	Cotter	Billy
44	Blackbyrne	Angela	98	Coughlan	Mary
45	Bolger	S	99	Coughlan	Aoife
46	Bownes	Niamh	100	Cowell	Jessica
47	Bradshaw	Kathleen	101	Cowell	Paulene
48	Bradshaw	M	102	Cox	Elizabeth
49	Brady	Fiona	103	Cox	Edward
50	Brady	Christopher	104	Cox	Edward
51	Brown	Jackie	105	Cox	Peter
52	Bushe	C	106	Cox	Jane
53	Bushe	Lucy	107	Camp	Theresa
54	Bushe	Graham	108	Creegan	Ursula
55	Busher	Kevin	109	Creegan	Luke
56	Butler	Geraldine	110	Creegan	Pat
57	Butler	Betty	111	Creegan	David
58	Byrne	Trish	112	Crimmins	Sinead & Martin
59	Byrne	Tracy	113	Cronin	Colin
60	Byrne	Oliver	114	Crowe	Deirdre
61	Byrne	Nancy	115	Cullen	Elaine
62	Byrne	Francis	116	Cullinann	Bernard
63	Byrne	Arthur	117	Curran	Aine
64	Byrne	Edward	118	Cullen	Richard
65	Byrne	Ed	119	Curran	M
66	Byrne	Una	120	Curtin	Joanne & Pat
67	Byrne	Peter	121	Curtis	Diane
68	Byrne	Alison	122	Curtis	David
69	Byrne	Marcella	123	Cusack	Una
70	Byrne	Jane	124	Dalton	David
71	Byrne	Ruth	125	Dalton	Michelle
72	Byrne	C	126	Daly	Katie
73	Byrne	Mary	127	Darcy	Philip
74	Cahill	Sandra	128	Davis	James
75	Cahill-Ward	Margaret	129	Davitt	Madge
76	Campion	Jill	130	Davitt	Katie
77	Carstairs	Christine	131	Delaney	Mike & Mary
78	Cash	Robert	132	Dempsey	Hugo
79	Cassidy	Susan	133	Dempsey	Lisa
80	Cassidy	Fiona	134	Devine	David
81	Cassidy	Barbara	135	Devlin	Caroline
82	Cassidy	Carol	136	Devlin	Tommy
83	Clare	Joseph	137	Devlin	John & Margaret
84	Clarke	Niall	138	Devlin	Sean & Peggy
85	Cleary	Carmel	139	Digby	June
86	Conniffe	Aoife & Derek	140	Doherty	Conal & Nuala
87	Condren	Charlotte	141	Dolan	Helen
88	Connolly	Collette	142	Donnelly	Angela
89	Colin	Norman	143	Donohoe	Jackie

No.	Surname	Forename	No.	Surname	Forename
144	Donohue	Michele	197	Gregory	David
145	Dooley	Pat	198	Griffin	Sean
146	Dooley	Pauline	199	Griffith	Colm & Rosie
147	Doran	Nancy	200	Hall	Anne & PJ
148	Dowling	Fearghal & Marie	201	Hammond	B
149	Dowling	Pat	202	Hanna	Maire
150	Downes	Margaret	203	Hardwick	Victoria
151	Doyle	Baba	204	Hay	Maryrose
152	Doyle	Catherine	205	Hayes	Conor
153	Doyle	Mary	206	Hayes	Martin
154	Duggan	Bernie	207	Healy	Geoffrey
155	Duggan	Brendan	208	Hind	Jane
156	De Meo	Marilena	209	Hind	David
157	Duivnan	Carol	210	Hind	Ruth
158	Dunne	Janet & Colin	211	Hind	Christien
159	Dunne	Ann	212	Hogan	Margaret
160	Dunphy	Jack	213	Holly	Noelle
161	Dwyer	P.O	214	Holmes	Danny
162	Eadaoin	Pierse	215	Horn	Sally
163	English	Dave	216	Horne	Junius & Sallyanne
164	Evans	Stephen	217	Houlihan	Kerry
165	Fahy	Joseph & Ann	218	Howley	M
166	Fahy	Joseph	219	Hynes	Gerard
167	Fair	John & Ann Marie	220	Jackson	Joan
168	Fanning	Clare	221	Jones	Kyra
169	Fanning	Bernard	222	Kavenagh	David
170	Farland	Annie	223	Keane	Justine
171	Farrar	Valerie	224	Kearnes	Denise
172	Farrell	Jessica	225	Keaveney	Shane & Anne
173	Farrell	Kim	226	Kelly	Bronagh
174	Fawsit	Anne	227	Keenan	C
175	Finnegan	Julie	228	Kelly	R
176	Fisher	Donal	229	Kelly	Colin
177	Flynn	James	230	Kelly	Shane
178	Flynn	Rosaleen	231	Kelly	Eddie
179	Forde	Diana	232	Kelly	S
180	Fortune	Jeanne	233	Kelly	Anthony & Clare
181	Fox	Pat	234	Kelly	Joshua
182	Friel	Jane	235	Kelly	Theresa
183	Gahan	Valerie	236	Kelly	James
184	Gallagher	Georgia	237	Kelly	John
185	Gallagher	Georgia	238	Kennedy	Tyrone
186	Gallagher	Hugh	239	Kennedy	Alvara
187	Gallagher	Sandra	240	Kennedy	Adrian
188	Galvin	Olivia	241	Kennedy	Jack
189	Gavin	Diarmuid	242	Kennedy	Margaret
190	Healy	Pottery Ltd	243	Kennedy	Noreen
191	Goodwin	Mr & Mrs	244	Kennedy	Liz
192	Gorman	Ray	245	Kenny	Susie
193	Gorman	Susan	246	Kenny	Michael
194	Goulding	Ham	247	Keogh	Michael
195	Greene	Maighraed	248	King	Dymhna
196	Greene	Margaret	249	King	Guy

No.	Surname	Forename	No.	Surname	Forename
250	Kingston	Ian	302	McNulty	Ann
251	Kingston	Sally	303	McNulty	Ann
252	Kingston	Brian	304	McQuillan	A
253	Kingston	Alison	305	McSwiney	Deirdre
254	Kinlan	Patrick	306	McTeman	M
255	Kinnelly	Edna	307	Mifrane	Don
256	Kompa	Jim	308	Mitchell	Teilim & Clare
257	Kompa	Leszek	309	Mitchell	Eddie
258	Lacey	Grainne	310	Molloy	Patricia
259	Lamb	Francis	311	Molloy	C
260	Lavery	Ann-Marie	312	Moloney	Moirra
261	Lavery	Mary & Gerry	313	Moloney	Bernard
262	Lawlor	E	314	Mongan	P
263	Lawlor	Mary	315	Mooney	Sinead
264	Lawlor	A	316	Mooney	John
265	Lawlor	Jane	317	Mooney	Teresa
266	Ledder	Alison	318	Moore	Esther
267	Ledder	Vivienne	319	Moore	Yvonne
268	Lenehan	Frank	320	Moore	Acton
269	Lenehan	Frank	321	Moore	Acton
270	Linnane	John	322	Moore	Monica
271	Long	Martina	323	Moore	Rebecca
272	Longstaff	Jill	324	Morgan	Barry
273	Loughlin	Hazel	325	Mosse	L
274	Lynch	Rodie	326	Mulligan	Lenka
275	Mahan	Fred & Cheryl	327	Mullins	John
276	Maher	A	328	Murnane	Ruth
277	Mahon	Seamus	329	Murnane	Ben
278	Maher	L	330	Murphy	Donal
279	Marr	Barbara	331	Murray	W
280	Malone	Susan	332	Murray	J
281	Martin	Tess	333	Murray	Laura
282	Mason	James	334	Murray	Siobhan
283	Mason	Evan	335	Neary	Richie
284	McAlister	Sheila	336	Ni Chaoimh	Maura
285	McCabe	Monica	337	Nic Reaniainn	Marilyn
286	McCann	E	338	Nolan	Marie
287	McCarthy	Joe	339	Nolan	Rose
288	McCarthy	John	340	Nolan	Karen
289	McCarthy	Lucy	341	O'Brien	Dearbhla
290	McCormack	John	342	O'Connor	W
291	McCormack	Monica	343	O'Brien	Francis
292	McDonnell	E	344	O'Callaghan	Brendan
293	McEvoy	Hilda	345	O'Caomh	Fia
294	McGahon	Sarah	346	O'Connell	Sarah
295	McGrath	Mary	347	O'Connell	Sarah
296	McGrath	Jim	348	O'Connor	Daragh
297	McGrory	Neil	349	O'Connor	Alma
298	McKenna	Justin	350	O'Connor	Rebecca
299	McLoughlin	John	351	O'Connor	Mr. & Mrs.
300	McNamara	Brendan	352	O'Connor	Debbie
301	McNamara	Maura	353	O'Donnell	Bob

No.	Surname	Forename	No.	Surname	Forename
354	O'Donnell	Amy	408	Saul	Teresa
355	O'Donnell	Phil	409	Saul	Harry & Theresa
356	O'Donnell	Gregory	410	Seery	Oliver
357	O'Donnell	Greg	411	Seery	Barbara
358	O'Donovan	Anita	412	Seery	Patrick
359	O'Farrell	Ken	413	Seery	Valerie
360	O'Farrell	Caralosa	414	Seery	Allan
361	O'Farrell	Eileen	415	Sheehy	Mena
362	O'Flynn	Patricia	416	Shortt	Deirdre
363	O'Grady	B	417	Sinnott	Angela
364	O'Keefe	Brendan	418	Sinnott	Glenn
365	O'Keefe	Ray	419	Sinnott	Glenn
366	O'Keefe	Maura	420	Smith	Lorraine
367	O'Loughlin	June	421	Smith	Aisling
368	O'Loughlin	Barry	422	Smith	Alan
369	O'Meadhra	Cian	423	Smith	Sinead
370	O'Neill	Margaret	424	Smith	John
371	O'Rourke	Luke	425	Smortar	Richard
372	O'Sullivan	Finbarr	426	Spendlove	Julie
373	O'Sullivan	Charlotte	427	Stack	Catherine
374	O'Sullivan	Niall	428	Stephenson	David
375	O'Sullivan	Karen	429	Sweeney	Michael
376	O'Toole	Rebecca	430	Sweeney	J
377	O'Toole	Sarah	431	Tallant	T & G
378	O'Toole	Laura	432	Tallant	Geraldine
379	O'Toole	Lesley	433	Taylor	Keith
380	O'Toole	Fergus	434	Taylor	Barbara
381	O'Toole	Cathy	435	Taylor	Tom
382	O'Toole	Shane	436	Teehan	Michael
383	Oudart	Jean-luc	437	The Watts Family	
384	Phillips	Louis	438	Thomas	Paula
385	Phillips	Pat	439	Tobin	S
386	Phillips	Joan	440	Treacy	Susan
387	Pierse	Emily	441	Uigh Uidhir	Suzanne
388	Prendergast	Veronica	442	Walsh	Y
389	Reall	Anne	443	Veale	Maurice
390	Redmond	Darren	444	Wainwright	Jean
391	Redmond	Holly	445	Waldron	Therese
392	Redmond	B	446	Walsh	Rita
393	Redmond	Sharon	447	Walsh	Noel
394	Redmond	P	448	Walsh	Fiona
395	Redmond	V.E	449	Ward	Mary
396	Pierse	Naornai	450	Waters	M
397	Repers	Colin	451	Waters	Andrea
398	Rice	James	452	Whelan	Sheila
399	Robinson	Mary	453	Wood	Karen
400	Roche	David	454	Woodcock	Anne
401	Roe	Sandra	455	Woodcock	Thomas
402	Ronan	Michael	456	Mojnar	Burschi
403	Rooney	David	457	Wojnar	Patricia
404	Russel	Joan	458	Ellis	Ann-Marie
405	Ryan	Helen			
406	Ryan	Andrew			
407	Ryder	Liam			

WICKLOW COUNTY COUNCIL

Copy of Submissions (36-458)

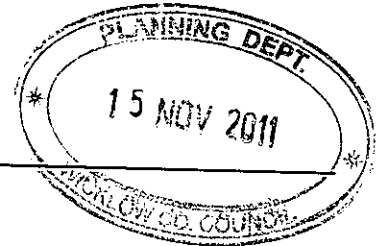
15 NOV 2011

**Submissions (36-458) held on file in
Planning Office**

City Council Affairs

Wicklow County Council,
County Buildings,
Wicklow Town,
Co Wicklow.

Attn: Mr Eddie Sheehy,
County Manager.



Dear Sir,

Re: Proposed material alteration to Development Plan for Kilmacanogue.

We are most upset to hear of Wicklow County Council's proposal to link the existing "Woodies" roundabout on the Southern Cross Road directly to the eastern roundabout at Kilmacanogue village. We believe that this proposal will greatly diminish the quality of life in the village for the following reasons:

1. Greatly increased levels of traffic.

We believe that the proposed roadway will bring greatly increased levels of traffic to Kilmacanogue village. Very large numbers of cars will route through both of the village's roundabouts every morning and every evening, making local journeys around our locality immensely difficult.

2. Relocating the traffic jam.

The proposed roadway will simply relocate the traffic jam from the Southern Cross Route directly to the Kilmacanogue area. The existing local roundabouts on both sides of the Kilmacanogue interchange will be inundated with vans and heavy goods vehicles, and will simply not be able to cope. Traffic will back-up along the new roadway and life in Kilmacanogue will never again be the same.

3. A valuable local amenity will be lost.

The lower slopes of Barchuilla Commons are an invaluable local amenity, and they are walked on a daily basis by many of the residents of Kilmacanogue village, as well as by large numbers of walkers from further afield. The proposed roadway will isolate the village from this important open space, and will make it greatly more difficult to access, and unattractive to walk.

4. Deer, pheasant, otter, and lizard.

The lower slopes to the east of Kilmacanogue village are a rich and diverse habitat which are home to successful and stable populations of deer, pheasant, otter, and lizard. The proposed roadway will devastate this habitat. The deer will move away from the area, while the otter and the lizard, being located immediately adjacent to the proposed site area, will not survive.

5. Views from Kilmacanogue to the Little Sugar Loaf compromised.

The existing views from Kilmacanogue village out over the Little Sugar Loaf mountain will be greatly compromised by the proposed roadway. We have more than our fair share of traffic and roadways in Kilmacanogue, and it seems extraordinary that Wicklow County Council would entertain the construction of additional roadways on these unspoiled uplands.

6. Kilmacanogue is not a suburb of Bray.

Kilmacanogue has an identity in its own right, and is not a suburb of Bray. The proposed roadway seeks to link the village to Bray in a manner which brings no advantage whatsoever to our town, but which places a great burden of disadvantage on all who live here.

This proposal is an extraordinary lapse of judgement on the part of Wicklow County Council.

Please think very carefully before you proceed further with this disastrous plan.

Group D: Brennanstown Riding School submissions (459 - 507)

No.	Surname	Forename
459	Bergin	Brendan
460	Bernet	Lara
461	Bloomer	Louise
462	Boyle	Priscilla
463	Bradley	A
464	Butler	Kay
465	Callinan	Mary
466	Cahill	Eloise
467	Clare	Julian
468	Carter	Louise
469	Cairns	Mary
470	Daly	Aoife
471	Doyle	Aisling
472	Earle	Sharon
473	Fannin	Claire
474	Finch	Arwen
475	Fitzgibbon	N
476	Glynn	Dervilla
477	Hanrahan	Laura
478	Hislip	Gordan
479	Hudson	Colette
480	Irvine	Ashlea
481	Irwin	Patricia
482	Keating	Holly
483	Kelly	W
484	Kelly	Rachel
485	Kelly	Susan
486	Kelly	L
487	Leijbrock	Ruth
488	Madden	Anne
489	Martin	Lucy
490	Massey	Sarah
491	McCarroll	Brigid
492	Mclan	Maurice
493	McNeill	Natasha
494	Moroney	Jemma
495	Ni Chaoimh	Eadaoin
496	Neil	Mona
497	McBrama	
498	O Caoimh	Aimee
499	O'Hanlon	Eithne
500	O'Keefe	Maura
501	O'Keefe	B
502	Simpson	Mark
503	Tracey	Siobhan
504	Vaiderwerff	Lisa
505	Warrington	J
506	Whitford-Smith	Dr. C.A
507	Williams	John

BRENNANSTOWN RIDING SCHOOL

Hollybrook, Kilmacanogue, Co Wicklow.



Copy of Submissions(459-507) Submissions(459-507) held on file in Planning Office

Wicklow County Council,
County Buildings,
Wicklow Town,
Co Wicklow.

Attn: *Mr Eddie Sheehy,*
County Manager.

Dear Sir,

Re: **Proposed material alteration to the Kilmacanogue Development Plan.**

We are deeply shocked to hear of Wicklow County Council's proposal to link the existing "Woodies" roundabout on the Southern Cross Road directly to the eastern roundabout at Kilmacanogue village. This proposal would devastate the business of Brennanstown Riding School, and would bring with it an immense loss in terms of local amenity space and outdoor recreational activity.

We believe that this proposal is a disaster for the area for the following reasons:

1. Riding school will be cut off from its vital trekking areas.

The proposal will cut Brennanstown Riding School off from the vital trekking areas which have been enjoyed by its pupils and patrons for so many years. The imposition of a new roadway to accommodate heavy goods vehicles and fast moving cars is entirely incompatible with the activities of the riding school, and particularly with the business of tutoring younger horseriders. The provision of an underpass or a link bridge will not address this matter. The proposal is simply outrageous!

2. An important tourist amenity.

We are happy to note that Wicklow County Council propose the provision of a new tourist office in Kilmacanogue village, but we can not reconcile this noble aspiration with their careless attitude to this existing successful tourist amenity. Brennanstown Riding School attracts large numbers of tourists to this area from both the surrounding areas and from much further afield. They come to enjoy the very best of horseriding in the most beautiful and unspoiled of surroundings. This proposal will destroy this wonderful setting and set all of our efforts to naught!

3. FAS placements programmes will not survive.

Brennanstown Riding School has been associated with FAS placement programmes for many years, and has contributed to the successful training of large numbers of candidates. This proposal by Wicklow County Council will devastate these important programmes and make them entirely unworkable!

4. Scenery and wildlife.

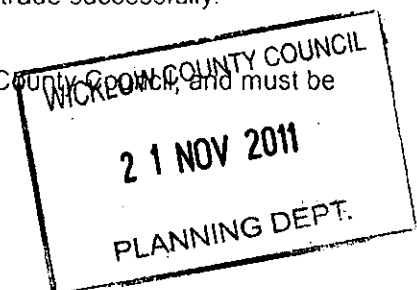
The wonderful trekking grounds in the vicinity of the riding school provide a rich and diverse habitat for large populations of deer and pheasant, as well as for a wide array of small birds and wild flowers. This proposal by Wicklow County Council will simply destroy these good things in return for traffic chaos!

5. Another hurdle to surviving these austere times.

Running any business in these austere economic times is difficult indeed, and outrageous proposals like this from Wicklow County Council do not help. We suggest that the business of our local authorities should be to support and to nourish conditions in which our existing businesses can trade successfully!

This proposal is an extraordinary lapse of judgement on the part of Wicklow County Council, and must be defeated!

Signed



Group E: Glencap Residents submission (508)

No.	Surname	Forename
508	Lewis	Gordon



508.

Glencap
Kilmacanogue
Co Wicklow

17th November 2011

Director of Services
Planning Department
Wicklow County Council
Council Buildings
WICKLOW

Kilmacanogue Settlement Plan 2010-2016 variation No 2

Dear Sir

These comments relate to the proposals in relation to the above which were modified in October 2011.

Material Alteration 1

This proposal appears to have little merit in that it will greatly increase the traffic flow, particularly at peak times through what remains of the village. Northbound traffic bound for Bray or Greystones will have the choice of being held up at the Kilcronee roundabout or at the 'Woodies' roundabout. Surely the money involved in acquiring the land and constructing the road would be better spent on improving the approach to and exit from the Kilcronee roundabout, perhaps even widening the bridge. This comment does not address the negative effect of the proposed new road on wildlife, existing dwellings - one in particular - and further erosion of the Little Sugarloaf landscape.

Material Alteration 2

I have no particular comment to make here except to wonder why it should be necessary.

Material Alteration 3

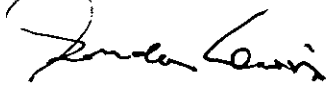
I believe that this should not proceed: there does not seem to be any purpose in designating the area described for recreational use: it already has that status by ordinary usage and there are ample opportunities for the public to engage in recreational activities appropriate to the tranquillity of the area. The access is totally inadequate for more vehicular traffic. It would be advantageous to develop a route for walkers to climb the Great Sugarloaf mountain, but surely that would not require a Material Alteration. The shape of the proposal bears a striking resemblance to the application in 2006 by the GAA to build an all-weather pitch etc. (05/4320) and one

can only surmise that that body is exercising influence in order to lay the groundwork for another application. It should not be forgotten that the Council set down as a condition of approval to its earlier application (2349/86) that there was to be **no further development** of the site, which presumably remains common land. We rely on our Council to enforce the conditions which it prescribes.

It would be helpful to provide parking spaces in the village to facilitate visiting walkers, perhaps on the little-used grass areas opposite the church gate.

The persons named below by their signatures indicate that they are in general agreement with the above comments, and we would be grateful if they can be regarded as separate submissions in view of the restricted time allowed for comment.

Yours truly



Gordon Lewis

As a resident of the Glencap area of Kilmacanogue, I confirm my general agreement to the above submissions in relation to:

Material Alteration 1

Material Alteration 2

Material Alteration 3

~~nothing~~, SILVER SPRINGS, GLENCAP RD, KILMACANOGUE.

~~ORR~~ Horse Lodge Glencap Kilmacanogue.

Elizabeth Cooney "Henbarr", Glencap, Kilmacanogue.

Maev O'Siadhain Bowen Hill Glencap Kilmacanogue.

Marieel Muddock, Glencap Cottage, Kilmacanogue.

Stephen Cooney "Four Winds", Glencap Commons N. Kilmacanogue.

Marina Clune Glencap Kilmacanogue.

John Cox, Cloona, Glencap Rd, Kilmacanogue

Ivan Clancy, Glencap Lane, Kilmacanogue.

Brian E. Jean Hayden, Radharc Alainn, Glencap, Kilmacanogue
Co. Wicklow.

Bill Nelson Whitgate, Kilmacanogue.

~~John~~ Glencap Kilmacanogue Wicklow

Proposed Variation No. 2 (i) to the Wicklow County Development Plan 2010-2016
Kilmacanogue Settlement Plan-Material Alterations

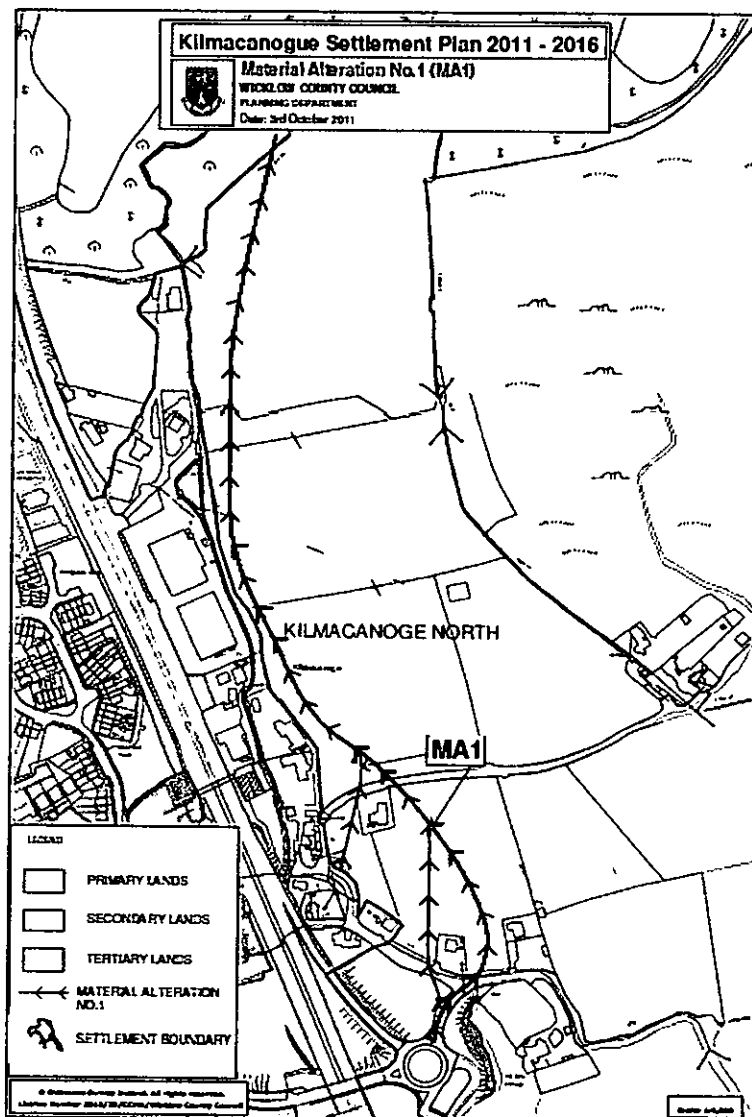
Section 2: Proposed 'Material Alterations'

Proposed Material Alteration No. 1
Under 'Settlement Objectives'-

Add new objective **KM 7**

KM 7: To plan for a new distributor road, subject to a feasibility report, linking Kilmacanogue directly to Bray, along a line from the eastern roundabout of the Kilmacanogue N11 junction, across lands to the east of route N11, and to provide alternative access to properties currently accessed directly from route N11.

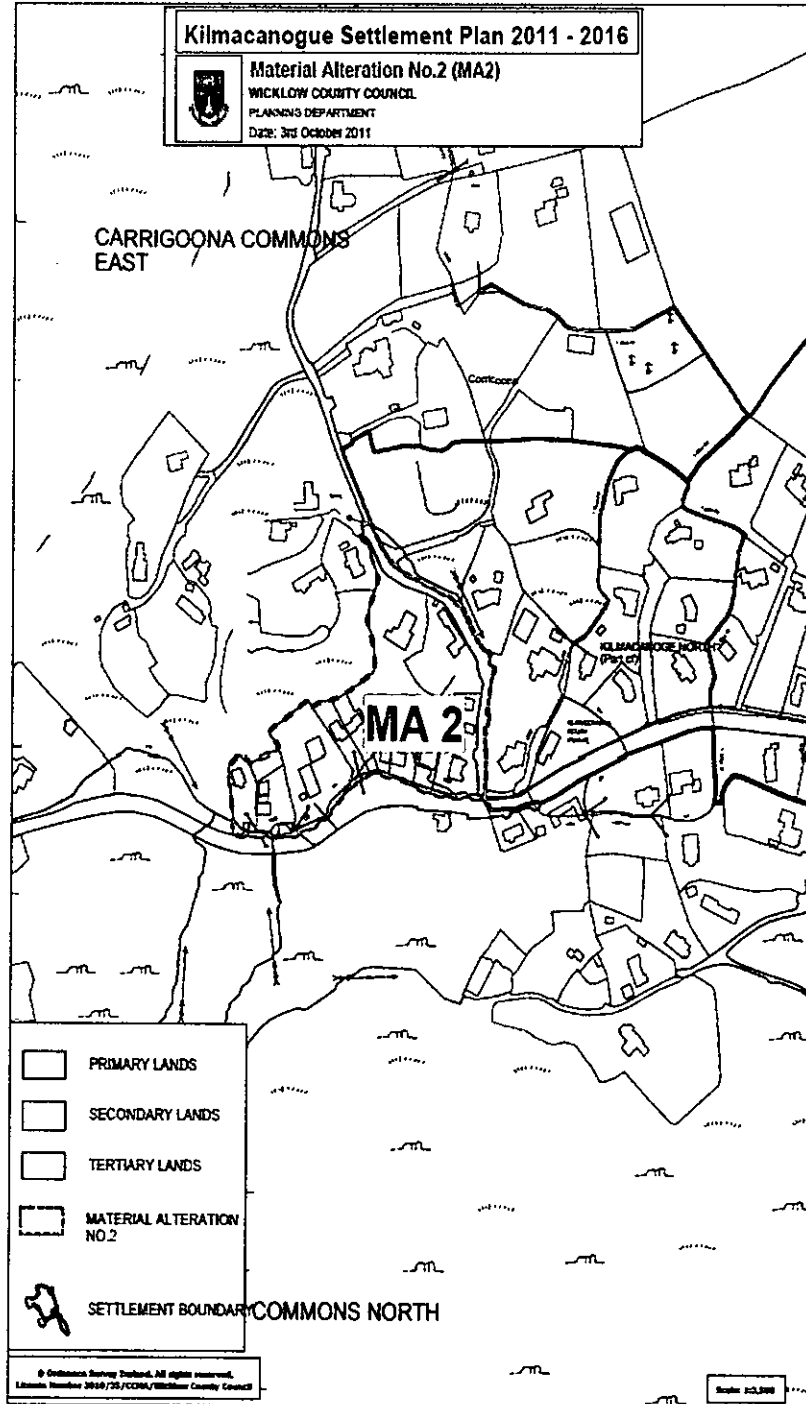
- Amend 'Kilmacanogue Settlement Plan' Map showing possible lines of this proposed road that should be reserved.



Proposed Variation No. 2 (i) to the Wicklow County Development Plan 2010-2016
Kilmacanogue Settlement Plan-Material Alterations

Proposed Material Alteration No. 2

Amend 'Kilmacanogue Settlement Plan' Map by extending the settlement boundary to the west to include c. 2.5ha of additional lands and designating these lands 'Secondary Lands: Mixed Use Zone'



Proposed Variation No. 2 (i) to the Wicklow County Development Plan 2010-2016
Kilmacanogue Settlement Plan-Material Alterations

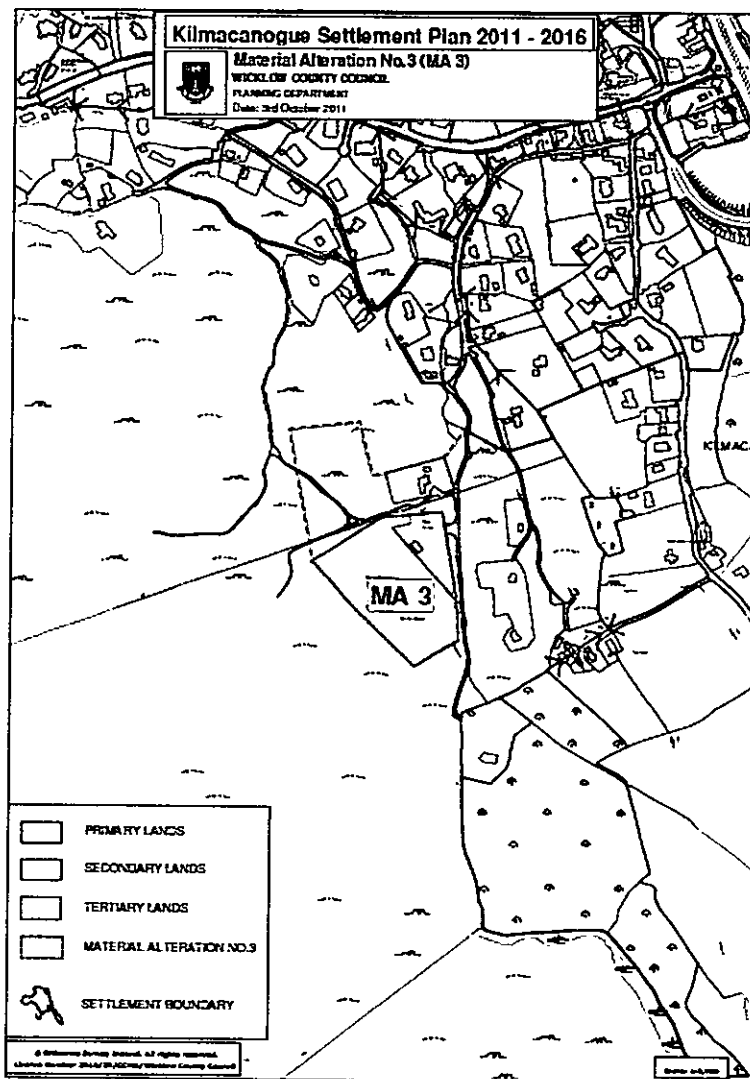
Proposed Material Alteration No. 3

Under 'Zoning Objectives'- 'Tertiary Lands: Peripheral Zone'

Add new objective **KM33**

KM33 To preserve lands at Kilmacanogue GAA identified as KM33 for recreational and active open space use only.

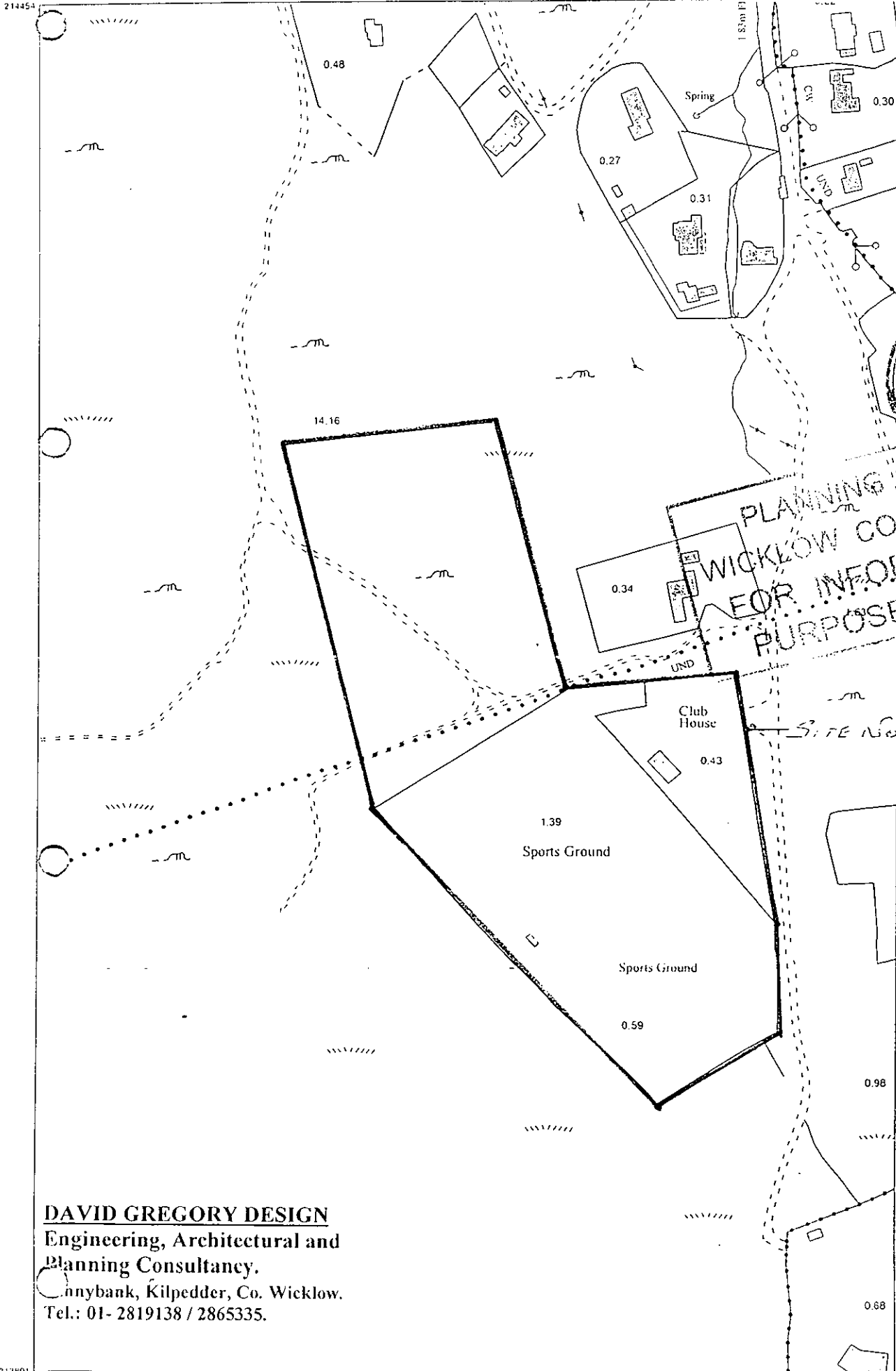
- Amend 'Kilmacanogue Settlement Plan' Map by extending the settlement boundary to the south to include c. 4.7ha of additional lands at Kilmacanogue GAA grounds and designating these lands 'Tertiary Lands: Peripheral Zone' - KM33



[Map with application 05/4320]

Surveyed 2000-2001
Revised 2000-2004
Levelled

Rural PLACE Map

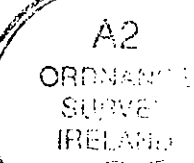


ITM CENTRE PT. COORDS.
724149,714158

DESCRIPTION

MAP SHEETS

1:2500
3617-C 3673-A



PLANNING DEPT.
WICKLOW CO COUNCIL
FOR INFORMATION
PURPOSES ONLY



Produced by
National Map Centre,
34 Aungier Street,
Dublin 2
On behalf of Ordnance
Survey Ireland,
Phoenix Park, Dublin 8

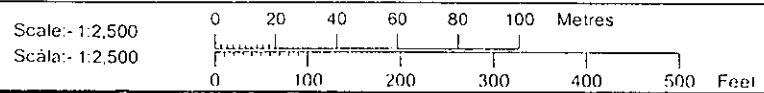
Saothair airdgeandth
neamhdara na c6rpaist
Suaireacht Ord6nais
Eireann agus
Rialas na hEireann.
Unauthorized reproduction
infringes Ordnance Survey
Ireland and Government
of Ireland copyright.

Gach ceart coisneamh
Ni ceadm6ach don chuid den
thaisc6n seo a ch6p6al,
a i6dgh6d n6 a tharctur
in aon fh6rm n6 ar aon
bhealach gan cead i scr6bhr6
n6mh re 6 uaire, 6n
ch6pcheit.
All rights reserved.
No part of this publication
may be copied, reproduced
or transmitted in any form
or by any means without the
prior written permission
of the copyright owners.

Drg. No. A8

© Suirtheacht Ord6nais Eireann, 2
© Ordnance Survey Ireland, 2005

DAVID GREGORY DESIGN
Engineering, Architectural and
Planning Consultancy.
Connybank, Kilpedder, Co. Wicklow.
Tel.: 01- 2819138 / 2865335.



Plot Ref. No. 1054835_1_6
Plot Date 14-OCT-2005

