**Amending Part 8 for Royal Canal Phase 4**

**Text Description of Drawings**

**Background**

A part 8 application was approved by Dublin City Council in 2015 at this location (ref. 2870/15). It is now proposed to amend this Part 8 application in order to remove the need to acquire lands outside the canal corridor and instead achieving the required northern bank towpath widening by reconfiguring the canal channel.

1. **Site Location Map – Total of 7 drawings (Drawing Numbers RCP4-RODA-GEN-4B\_AE-DR-CH-400000 - 4000006**

**Description**

This is a set of plan drawings at a scale of 1:1000 showing the original Part 8 location for Phase 4 between Ashtown and Cross Guns bridge. The original part 8 scheme is highlighted in blue with the proposed amending Part 8 sections shown in red. It is proposed to widen the towpath by realigning the northern bank of the canal at the following three locations:

1. West of Lock 6 for approximately 600 metres, realigning by up to 2.15 metres

2. West of Broombridge for approximately 345 metres, realigning by up to 1.4 metres

3. West of Lock 8 for approximately 85 metres, realigning by up to 1.75 metres

1. **Site Notice Location Maps – Total of 4 drawings (Drawing Numbers RCP4-RODA-GEN-4B\_AE-DR-CH-400200 – 4000203)**

**Description**

These are a set of plan drawings at a scale of 1:1000. These plans show the twelve locations of where the site notices are erected along the towpath.

1. **Site Layout Plan Drawings – Total of 5 drawings**

**Description**

The first drawing shows the location of the 4 site layout drawing sheets at a scale of 1:5000. Sheet 1 is located west of the 8th Lock, Sheet 2 shows the location west of Broombridge and sheets 3 and 4 show the location west of the Coke Oven Cottages to the 6th Lock.

**Site Layout Sheet 1 of 4 (Drawing number RCP4-ROD-HGN-4B\_AE-DR-CH-400001)**

This is a plan drawing at a scale of 1:500 and shows the subject site west of Lock 8 for a distance of approximately 85 metres. The site is outlined by a red line boundary. A legend is provided showing a number of illustrations. The drawing is divided into three sections showing the existing layout, the approved 2015 Part 8 layout and the current Amending Part 8 proposals

The existing plan is shows the existing layout which comprises of an existing footpath.

The approved 2015 Part 8 shows a blue line north of the towpath illustrating the extent of land acquisition proposed, a red hatched area north of the towpath illustrating the proposed widening with the existing wall to be moved to facilitate the land acquisition and the existing kissing gates onto Royal Canal Avenue to be removed. The existing path is shown to be reconstructed.

The current Amending Part 8 proposals shows a 4.5 metre wide greenway surface with the footpath and cycle path proposed to be separated by a 45 degree splay kerb (shown in yellow on the drawing). The 2 metre wide footpath is proposed to be located nearest the canal. A 0.5 metre strip of landscaping is proposed along the northern boundary with lighting columns proposed within this strip. The landscaping is separated from the greenway surface by a flush wooden kerb shown in a light blue line. The drawing illustrates the existing canal edge in a broken purple line and the new canal edge is shown in a broken orange line. The proposed new canal embankment verge is shown in orange fill.

Two cross sections are also provided on the drawing at a scale of 1:50. One refers to the 2023 amending Part 8, this cross section is viewed as if one is to face eastwards towards the 8th Lock. It illustrates a 2.5 metre wide cycleway, a 2 metre wide footpath, a 1 metre wide verge and the canal. The second cross section refers to the 2015 approved Part 8 and is also viewed as if one is to face eastwards towards the 8th Lock. It illustrates the wall along the northern boundary moved following land acquisition, the widening of the cycleway to 2.5 metres, a 2 metre wide footway and the existing canal bank and riparian strip to be retained.

**Site Layout Plan Sheet 2 of 4 (Drawing number RCP4-ROD-HGN-4B\_AE-DR-CH-400002)**

This is a plan drawing at a scale of 1:500 and shows the subject site from the junction of Broombridge westwards for a distance of approximately 345 metres. The site is outlined by a red line boundary. A legend is provided showing a number of illustrations. The drawing is divided into three sections showing the existing layout, the approved 2015 Part 8 layout and the current Amending Part 8 proposals

The existing plan shows the existing layout which comprises of an existing footpath.

The approved 2015 Part 8 shows a blue line north of the towpath illustrating the extent of land acquisition proposed, a red hatched area north of the towpath illustrating the proposed widening with an existing wall to be moved to facilitate the land acquisition. A total of 13 lighting columns are proposed and shown in blue. The existing canal bank and riparian strip is shown to be retained. A new retaining wall is shown along the northern boundary. The separation between the cycleway and footpath is outlined as a 0.25m delineator kerb.

The current Amending Part 8 proposals shows a 4.5 metre wide greenway surface with the footpath and cycle path proposed to be separated by a 45 degree splay kerb (shown in yellow on the drawing). The 2 metre footpath is located nearest the canal. A strip of landscaping is proposed along the northern boundary with 8 lighting columns proposed within this strip. The landscaping is separated from the greenway surface by a flush wooden kerb shown in a light blue line. The drawing illustrates the existing canal edge in a broken purple line and the new canal edge is shown in a broken orange line. The proposed new canal embankment verge is shown in orange fill.

Two cross sections are also provided on the drawing at a scale of 1:50. One refers to the 2023 amending Part 8, it is viewed as if one is to face eastwards towards Broombridge. It illustrates a 2.5 metre wide cycleway, a 2 metre wide footpath, a 1 metre wide verge and the canal. The second cross section refers to the approved 2015 Part 8, it is also viewed as if one is to face eastwards towards Broombridge. It illustrates a new retaining wall along the northern boundary, a 2.5 metres cycleway after widening following land acquisition, a 2 metre wide footway and the existing canal bank and riparian strip to be retained.

**Site Layout Plan Sheet 3 of 4 (Drawing number RCP4-RODA-GEN-4B\_AE-DR-CH-400003)**

This is a plan drawing at a scale of 1:500 and shows the subject site from approximately 70 metres west of the Coke Oven Cottages to a point 310 metres eastwards. The site is outlined by a red line boundary. A legend is provided showing a number of illustrations. The drawing is divided into three sections showing the existing layout, the approved 2015 Part 8 layout and the current Amending Part 8 proposals

The existing plan is shows the existing layout which comprises of an existing footpath.

The approved 2015 Part 8 shows a blue line north which illustrates the northern boundary there are a total of 12 lighting columns along the northern boundary. The existing canal bank and riparian strip is shown to be retained. An existing stone wall is proposed to be retained along the northern boundary. The width of the pathway is shown to be between 3.33 metres and 3.67 metres in places. The width of the existing canal is shown between 12.77 metres and 15.03 metres.

The current Amending Part 8 proposals shows a 4.5-5.5 metre wide greenway shared surface along this section. The shared surface in front of the Coke Oven Cottages is shown as a buff coloured surface and is shown in yellow. A strip of landscaping is proposed along the northern boundary with 8 lighting columns proposed within this strip. The existing calp wall east of the Coke Oven cottages is shown in a purple line and is to be retained. The landscaping is separated from the greenway surface by a flush wooden kerb shown in a light blue line. The drawing illustrates the existing canal edge in a broken purple line and the new canal edge is shown in a broken orange line. The proposed new canal embankment verge is shown in orange fill.

A cross section of the proposed Amending Part 8 is also provided on the drawing at a scale of 1:50 and is viewed as if one is located east of the Coke Oven Cottage facing eastwards towards Phibsborough. It illustrates a 0.5 metre wide landscaping strip, a 5.5 metre wide shared surface, a 1 metre wide verge along the canal.

**Site Layout Plan Sheet 4 of 4 (Drawing number RCP4-RODA-GEN-4B\_AE-DR-CH-400004)**

This is a plan drawing at a scale of 1:500 and shows the subject site from the point where Sheet 3 ended to a point 260 metres eastwards where the site ends at the 6th Lock. The site is outlined by a red line boundary. A legend is provided showing a number of illustrations. The drawing is divided into three sections showing the existing layout, the approved 2015 Part 8 layout and the current Amending Part 8 proposals

The existing plan is shows the existing layout which comprises of an existing footpath.

The approved 2015 Part 8 illustrates a total of 14 lighting columns along the northern boundary shown in blue. The existing canal bank and riparian strip is shown to be retained. An existing stone wall is proposed to be maintained along the northern boundary. The width of the pathway is shown to be between 3.33 metres and 3.67 metres in places. The width of the existing canal is shown between 12.77 metres and 15.03 metres.

The current Amending Part 8 proposals indicates a 4.8 metre wide greenway shared surface along this section. A strip of landscaping is proposed along the northern boundary with 9 lighting columns proposed within this strip. The existing calp wall is shown in a purple line and is to be retained. The landscaping is separated from the greenway surface by a flush wooden kerb shown in a light blue line. The drawing illustrates the existing canal edge in a broken purple line and the proposed new canal edge is shown in a broken orange line. The proposed new canal embankment verge is shown in orange fill.

A cross section of the proposed Amending Part 8 is also provided on the drawing on the drawing at a scale of 1:50 and is viewed as if one is facing eastwards towards Phibsborough. It illustrates a 0.5 metre wide landscaping strip, a 4.8 metre wide shared surface, a 1 metre wide verge along the canal.

1. **Typical Cross Section Drawing (Drawing number RCP4-RODA-GEN-4B\_AE-DR-CH-400300)**

**Description**

This is a plan drawing showing the location of 4 elevation typical cross sections within the areas of canal realignment.

Section 1 is taken approximately 50 metres west of the 8th Lock, it is an elevation type drawing at a scale of 1:100 showing the proposed 2.5 metre wide cycleway, 2 metre wide footway, 1 metre wide embankment and 12.08 metre wide canal at surface. The existing navigable width of the canal is outlined as 13.8 metres. The existing canal profile is shown in a red and green broken line. The existing liner is shown in a broken purple line. The proposed embankment profile is shown in a continuous green line. The material to be dredged under the existing canal profile is shown in dark blue. The puddle clay layer is shown in hatched brown and the topsoil layer is shown in hatched green. The proposed liner is shown in a continuous purple line. The canal is proposed to be at a depth of 2.34 metres and will be 7.10 metres wide at ground level.

Section 2 is taken approximately 280 metres west of Broombridge, it is an elevation type drawing at a scale of 1:100 showing a proposed 2.5 metre wide cycleway, 2 metre wide footway, 1 metre wide embankment and 12.31 metre wide canal at surface. The existing navigable width of the canal is outlined as 14.71 metres. The existing canal profile is shown in a red and green broken line. The existing liner is shown in a broken purple line. The proposed embankment profile is shown in a continuous green line. The material to be dredged under the existing canal profile is shown in dark blue. The puddle clay layer is shown in hatched brown. The proposed liner is shown in a continuous purple line. The canal is proposed to be a depth of 2.16 metres and will be 7.78 metres wide at ground level.

Sections 1 and 2 illustrate the footway nearest the canal edge with the cycleway located furthest away from the canal along the northern boundary.

Section 3 is taken directly in front of the Coke Oven Cottages, it is an elevation type drawing at a scale of 1:100 showing a proposed 5.5 metre wide shared area, 1 metre wide embankment and 11.5 metre wide canal at surface. The existing navigable width of the canal is outlined as 13.37 metres. The existing canal profile is shown in a red and green broken line. The existing liner is shown in a broken purple line. The proposed embankment profile is shown in a continuous green line. The material to be dredged under the existing canal profile is shown in dark blue. The puddle clay layer is shown in hatched brown. The proposed liner is shown in a continuous purple line. The canal is proposed to be a depth of 2.23 metres and will be 8.08 metres wide at ground level.

Section 4 is taken approximately 150 metres east of the Coke Oven Cottages, it is an elevation type drawing at a scale of 1:100 and shows a proposed 4.8 metre wide shared area, 1 metre wide embankment and 13.6 metre wide canal at surface. The existing navigable width of the canal is outlined as 14.56 metres. The existing canal profile is shown in a red and green broken line. The existing liner is shown in a broken purple line. The proposed embankment profile is shown in a continuous green line. The material to be dredged under the existing canal profile is shown in dark blue. The puddle clay layer is shown in hatched brown. The proposed liner is shown in a continuous purple line. The canal is proposed to be a depth of 2.27 metres and will be 6.74 metres wide at ground level.

1. **Energy Resilience Infrastructure drawing (Drawing number RCP4-ROD-UES-4B\_AE-DR-CH-400500)**

This is a plan drawing at a scale of 1:2500 showing the indicative location of 4 proposed joint bays. The fourth indicative location is approximately 50 metres east of Broom bridge. The third indicative location is between the seventh lock and the rail overpass. The second indicative location is approximately 60 metres northwest of the Coke Oven Cottages. The first indicative location is in an area approximately 230 metres to 420 metres west of Cross Guns bridge, however, this location is to be agreed with Eirgrid/ESB, Waterways Ireland and Transport Infrastructure Ireland.

1. **Joint Bay typical cross section Sheet 1 of 2 (Drawing number RCP4-RODA-HML-4B\_AE-DR-CH-400101)**

This drawing at a scale of 1:50 shows the cross section of the ESB joint bay locations 3 and 4. Joint bay 3 will measure 2.1 metres in width to a depth of 1.85 metres and will be located within the 4.8 metre wide shared area. Joint bay 4 will measure 2.1 metres in width to a depth of 1.85 metres and will be located within the 2.5 metre wide cycleway and 2 metre wide footway.

1. **Joint Bay typical cross section Sheet 2 of 2 (Drawing number RCP4-RODA-HML-4B\_AE-DR-CH-400102)**

This drawing at a scale of 1:50 shows the cross section of joint bay locations 1 and 2. Joint bay 1 will measure 2.1 metres in width to a depth of 1.85 metres and will be located within the 4.8 metre wide shared area. It will be located along the northern boundary of the towpath. Joint bay 2 will measure 2.1 metres in width to a depth of 1.85 metres and will be located within the 4.5 metre wide shared area, also along the northern boundary of the towpath.

1. **Landscaping drawings**

There are 13 drawings as part of this pack. A legend is provided detailing the following illustrations; proposed greenway, proposed buff area, Royal Canal channel, area provided by the employer, proposed retaining wall, proposed root barrier, grass area, planting hedge, trees to be retained, proposed trees and trees to be removed.

**Sheet 1 of 13 (Drawing number RCP4-ROD-ELS-4B\_AE-DR-CH-403101)**

This plan drawing is at a scale of 1:250 and details the proposed landscaping works from the end of the route at Ashtown where it meets the junction of The Tallow to approximately 350 metres eastwards in front of the Rathborne Court apartments. No trees are proposed to be removed in this section. A root barrier is proposed to be installed along the side wall of the service trench or to the external edge of the cycle path on the northern end of the pathway. On the canal side, any disturbance to the canal bank will be minimised. If disturbed then existing growth is to be lifted in a sod or turf with sufficient root zone, stored on site locally in a wet bed situation and replaced as soon as works to the bank are completed.

**Sheet 2 of 13 (Drawing number RCP4-ROD-ELS-4B\_AE-DR-CH-403102)**

This plan drawing is at a scale of 1:250 and details the proposed landscaping works from in front of the Rathborne Court apartments to approximately 370 metres eastwards to south of Rathborne Walk. No trees are proposed to be removed in this section. A total of 16 existing trees will be retained in this section and a further 5 trees are proposed. All existing verge trees will have their crown lifted to ensure a 2.5/3 metre clear stem and maintain clear line of sight. A root barrier is proposed to be installed along the side wall of the service trench or to the external edge of the cycle path on the northern end of the pathway. On the canal side, any disturbance to the canal bank will be minimised. If disturbed then existing growth is to be lifted in a sod or turf with sufficient root zone, stored on site locally in a wet bed situation and replaced as soon as works to the bank are completed.

**Sheet 3 of 13 (Drawing number RCP4-ROD-ELS-4B\_AE-DR-CH-403103)**

This plan drawing is at a scale of 1:250 and details the proposed landscaping works from south of Rathborne Walk to approximately 360 metres eastwards to the access point to Pelletstown Train Station (north of the canal). It is proposed to remove 1 tree within this section, the existing tree nearest the access point to Pelletstown train station. A total of 35 existing trees will be retained in this section and a further 5 trees are proposed. All existing verge trees will have their crown lifted to ensure a 2/2.5 metre clear stem and maintain clear line of sight. A root barrier is proposed to be installed along the side wall of the service trench or to the external edge of the cycle path on the northern end of the pathway. On the canal side, any disturbance to the canal bank will be minimised. If disturbed then existing growth is to be lifted in a sod or turf with sufficient root zone, stored on site locally in a wet bed situation and replaced as soon as works to the bank are completed. The area around the 9th Lock will be made good – a new area seeded with amenity grass.

**Sheet 4 of 13 (Drawing number RCP4-ROD-ELS-4B\_AE-DR-CH-403104)**

This plan drawing is at a scale of 1:250 and details the proposed landscaping works at the start of the towpath at Phibsborough canoe polo club to approximately 260 metres eastwards to the 8th Lock. It is proposed to remove 17 trees along this section of the route. A total of 23 trees are proposed as replacements. A root barrier is proposed to be installed along the side wall of the service trench or to the external edge of the cycle path on the northern end of the pathway. Any disturbance to the grass land or verges is to be minimised. If disturbed then existing growth is to be lifted in a sod or turf with sufficient root zone, stored onsite locally and replaced as soon as works to the area are completed. In residential areas, any disturbed grass verges are to be made good to match existing retained. The existing swale landscaping along Royal Canal Avenue is to be protected and retained during works. A retaining wall is proposed along the northern end of the pathway next to Royal Canal Avenue. On the canal side, any disturbance to the canal bank will be minimised. If disturbed then existing growth is to be lifted in a sod or turf with sufficient root zone, stored on site locally in a wet bed situation and replaced as soon as works to the bank are completed. The existing landscape around the Phibsborough canoe polo club will be retained and made good on completion of works.

A section is also illustrated from the perspective of facing eastwards towards the 8th Lock detailing the proposed retaining wall between Royal Canal Avenue and the pathway. The existing post is to be repositioned and bedded into concrete pockets with high strength grout, a proposed plinth will be cast in situ to match existing plinth on existing wall.

**Sheet 5 of 13 (Drawing number RCP4-ROD-ELS-4B\_AE-DR-CH-403105)**

This plan drawing is at a scale of 1:250 and details the proposed landscaping works from the 8th Lock to approximately 360 metres eastwards (on the towpath south of the industrial units). Lands to the northern end of the pathway between the 8th Lock/bridge and Ratoath Road (New Bridge) are landscaping works proposed by others as part of a separate development. 2 trees will be retained within this section with 8 trees to be removed. A total of 12 trees are proposed to be planted. A number of existing dead trees will be removed, logged in 2 metre lengths and stacked along the boundary in order to enhance invertebrate habitat. Existing boundary brambles and briars will be removed. Boundary planting to enhance biodiversity and to provide green foraging routes are proposed as a replacement.

A root barrier is proposed to be installed along the side wall of the service trench or to the external edge of the cycle path on the northern end of the pathway. Any disturbance to the grass land or verges is to be minimised. If disturbed then existing growth is to be lifted in a sod or turf with sufficient root zone, stored onsite locally and replaced as soon as works to the area are completed. On the canal side, any disturbance to the canal bank will be minimised. If disturbed then existing growth is to be lifted in a sod or turf with sufficient root zone, stored on site locally in a wet bed situation and replaced as soon as works to the bank are completed.

In the area where the canal bank will be relocated and reshaped, existing growth is to be lifted in a sod or turf with sufficient root zone, stored on site locally in a wet bed situation and replaced as soon as works to the bank are completed.

**Sheet 6 of 13 (Drawing number RCP4-ROD-ELS-4B\_AE-DR-CH-403106)**

This plan drawing is at a scale of 1:250 and continues on from where Sheet 5 ended for approximately 380 metres eastwards, passes Broom bridge where it finishes on the towpath north of Broom Bridge station. There are no existing trees in this section and it is proposed to plant 20 new trees along this section. Along the northern boundary the existing scrub is to be cut back to allow for hedging/new fencing works to be installed along the existing fence line. A new hedgerow is proposed along the entire northern boundary of this section. Existing scrub plant will be allowed to regrow after instalment of the proposed boundary hedge. A root barrier is proposed to be installed along the side wall of the service trench or to the external edge of the cycle path on the northern end of the pathway. Any disturbance to the grass land or verges is to be minimised. If disturbed then existing growth is to be lifted in a sod or turf with sufficient root zone, stored onsite locally and replaced as soon as works to the area are completed.

In the area where the canal bank will be relocated and reshaped, existing growth is to be lifted in a sod or turf with sufficient root zone, stored on site locally in a wet bed situation and replaced as soon as works to the bank are completed.

To the east of Broom bridge, existing dead trees are to be felled to ensure no safety risk and can be logged and stacked to degrade locally at the base of the existing hedge row along the northern boundary.

**Sheet 7 of 13 (Drawing number RCP4-ROD-ELS-4B\_AE-DR-CH-403107)**

This plan drawing is at a scale of 1:250 and continues on from where Sheet 6 ended for approximately 360 metres eastwards where it finishes approximately 60 metres west of the 7th lock. There are 10 existing trees within this section which are to be retained. No trees are to be removed. A total of 5 new trees are to be planted. New hedging is proposed along a significant portion of the northern boundary. Any disturbance to existing grass land or verges is to be minimised. If disturbed then existing growth is to be lifted in a sod or turf with sufficient root zone, stored onsite locally and replaced as soon as works to the area are completed. A root barrier is proposed to be installed along the side wall of the service trench or to the external edge of the cycle path on the northern end of the pathway. A section of root barrier is also proposed on the southern end of the pathway between the canal, next to the existing tree. On the canal side, any disturbance to the canal bank will be minimised. If disturbed then existing growth is to be lifted in a sod or turf with sufficient root zone, stored on site locally in a wet bed situation and replaced as soon as works to the bank are completed.

**Sheet 8 of 13 (Drawing number RCP4-ROD-ELS-4B\_AE-DR-CH-403108)**

This plan drawing is at a scale of 1:250 and continues on from where Sheet 7 ended for approximately 360 metres eastwards/south-eastwards. The existing grass area around the 7th lock will not be impacted. 4 new trees are proposed to be planted within this section. Any disturbance to existing grass land and verges on the northern side of the pathway is to be minimised. If disturbed then existing growth is to be lifted in a sod or turf with sufficient root zone, stored onsite locally and replaced as soon as works to the area are completed. On the canal side, any disturbance to the canal bank will be minimised. If disturbed then existing growth is to be lifted in a sod or turf with sufficient root zone, stored on site locally in a wet bed situation and replaced as soon as works to the bank are completed.

On the bridge under the railway, the bridge walls will be cleared of all ivy and scrub growth, cleaned and repointed as required as a result of ivy removal.

East of the railway bridge, existing scrub on the northern boundary is to be pruned back to 1500mm behind the wall to allow a clear strip to establish and to protect the visual line edge of the shared surface. A root barrier is proposed to be installed along the side wall of the service trench or to the external edge of the cycle path on the northern end of the pathway.

**Sheet 9 of 13 (Drawing number RCP4-ROD-ELS-4B\_AE-DR-CH-403109)**

This plan drawing is at a scale of 1:250 and continues on from where Sheet 8 ended for approximately 360 metres south-eastwards to in front of the Coke Oven Cottages. A total of 3 trees are proposed along this section. Any disturbance to existing grass land and verges on the northern side of the pathway is to be minimised. If disturbed then existing growth is to be lifted in a sod or turf with sufficient root zone, stored onsite locally and replaced as soon as works to the area are completed. A root barrier is proposed to be installed along the side wall of the service trench or to the external edge of the cycle path on the northern end of the pathway. On the canal side, any disturbance to the canal bank will be minimised. If disturbed then existing growth is to be lifted in a sod or turf with sufficient root zone, stored on site locally in a wet bed situation and replaced as soon as works to the bank are completed. Existing boundary brambles and briars are to be removed if over encroaching on the safe walking width of the shared surface.

Within the area just west of the Coke Oven cottages and continuing eastwards, in the area where the canal bank will be relocated and reshaped, existing growth is to be lifted in a sod or turf with sufficient root zone, stored on site locally in a wet bed situation and replaced as soon as works to the bank are completed. The start of the share with care area is highlighted in a buff colour. An example of share with care signage is also illustrated. The sign will be orange in colour and will state “Share with Care” “Roinn Le Cúran” “Greenway” “Slí Glass”. Images of a cyclist, an elderly couple, a wheelchair user, children playing and a dog walker are illustrated on the signage.

**Sheet 10 of 13 (Drawing number RCP4-ROD-ELS-4B\_AE-DR-CH-403110)**

This plan drawing is at a scale of 1:250 and continues on from where Sheet 9 ended in front of the Coke Oven Cottages to a point approximately 380 metres eastwards. No existing trees are located within this section and no new trees are proposed. In the area where the canal bank will be relocated and reshaped, existing growth is to be lifted in a sod or turf with sufficient root zone, stored on site locally in a wet bed situation and replaced as soon as works to the bank are completed. Any disturbance to existing grass land and verges on the northern side of the pathway is to be minimised. If disturbed then existing growth is to be lifted in a sod or turf with sufficient root zone, stored onsite locally and replaced as soon as works to the area are completed. The plans illustrated two vehicles using the pathway, one travelling in an easterly direction and one in a westerly direction.

**Sheet 11 of 13 (Drawing number RCP4-ROD-ELS-4B\_AE-DR-CH-403111)**

This plan drawing is at a scale of 1:250 and continues on from where Sheet 10 ended for approximately 460 metres eastwards where it passes the 6th Lock and ends at the 5th Lock (Cross Guns bridge). No existing trees are located within this section and 10 new trees are proposed. This drawing shows vehicles travelling in an easterly and westerly direction. Any disturbance to existing grass land and verges on the northern side of the pathway is to be minimised. If disturbed then existing growth is to be lifted in a sod or turf with sufficient root zone, stored onsite locally and replaced as soon as works to the area are completed. A root barrier is proposed to be installed along the side wall of the service trench or to the external edge of the cycle path on the northern end of the pathway. The brick edge of the proposed pathway on the boundary of the canal is to be reinforced and made good as required during works. An example of share with care signage is also illustrated near the junction with Cross Guns bridge. The sign will be orange in colour and will state “Share with Care” “Roinn Le Cúran” “Greenway” “Slí Glass”. Images of a cyclist, an elderly couple, a wheelchair user, children playing and a dog walker are illustrated on the signage.

**Sheet 12 of 13 (Drawing number RCP4-ROD-ELS-4B\_AE-DR-CH-403112)**

This drawing illustrates the landscaping works proposed outside the area of the Coke Oven Cottages. The text of the drawing indicates that the canal bank is to be relocated and reshaped with existing growth to be lifted in a sod or turf with sufficient root zone, stored on site locally in a wet bed situation and reinstated as soon as works to the bank are completed. Indigenous marginal planting will be used to enhance the re-established canal bank and sweet reed grass and reed canary grass will be planted to provide movement to the planting on the re-established canal bank. Illustrations of these plants are also provided. Further text on the drawing states that the share with care section will be comprised of a hard material selection to promote a change in the space, granite setts will mark the change in function from shared surface to private access. An image of an example of this hard material is provided and is buff in colour. The text of the drawing also states that disturbance of the existing grass land and verges on the same side of Coke Oven Cottages will be minimised. If disturbed then existing growth is to be lifted in a sod or turf with sufficient root zone, stored on site locally and replaced as soon as works to the area are completed.

An indicative section of the share with care cycleway is also illustrated from the perspective of facing eastwards towards Cross Guns bridge. The section drawing illustrates the 5.5 metre wide shared path allowing for two cars to pass side by side and a passing service van and a bicycle. A 0.5 metre wide grass verge is also shown on the same side as the Coke Oven Cottages.

An example of share with care signage is also illustrated. The sign will be orange in colour and will state “Share with Care” “Roinn Le Cúran” “Greenway” “Slí Glass”. Images of a cyclist, an elderly couple, a wheelchair user, children playing and a dog walker are illustrated on the signage.

**Sheet 13 of 13 (Drawing number RCP4-ROD-ELS-4B\_AE-DR-CH-403113)**

This is a drawing which provides general notes on the protection of trees during construction. Images are provided illustrating the use of handheld tools for excavation in order to protect tree routes and the use of scaffolding for ground protection. A section drawing at a scale of 1:50 illustrating geocell no dig construction is also outlined on the drawing.