

The Secretary

7th October 2025

An Coimisiún Pleanála

64 Marlborough St.

Rotunda

Dublin 1

Re: ACP-322958-25 Athlone Link Road Phase 2 – Westmeath County Council response to submissions received by An Coimisiún Pleanála

For Attention of Lauren Griffin,

Dear Ms Griffin,

I note receipt of your letter with reference number ACP-322958-25 dated 12th of September 2025 which outlines the submissions received by An Coimisiún Pleanála (ACP) regarding the proposed development of the Athlone Link Road Phase 2 (ALRP2). These submissions are from the following:

1. Anne Hanley
2. Barry Flannery
3. Noreen Flannery
4. Development Application Unit (DAU), Department of Housing, Local Government and Heritage
5. Louise Heavin
6. Turlough McCormack
7. Uisce Éireann
8. Thomas and Anne Curley
9. Eileen Gallagher
10. Joseph Gallagher
11. Tony and Elizabeth Lillis
12. Tim Curley

The following are Westmeath County Council (WCC) responses to each of the submissions which have been received, for your consideration.

1. Submission from Anne Hanley

1A Concern raised	Having reviewed Anne Hanley's submission and accompanying Engineer's Report, I note that her main concern is with regard to the attenuation measures proposed for the ALRP2 proposed development.
WCC response to 1A	Surface water runoff from the proposed ALRP2 will be limited to pre-development levels (i.e. to greenfield run-off). The underground attenuation tanks will incorporate discharge control (via Hydro-brake) to limit flows at the discharge points to those equivalent to greenfield run-off (see drawing number 120278501_Drainage). The Athlone Flood Alleviation Scheme (AFAS), which the submission refers to, is a separate scheme being carried out by the Office of Public Works.

2. Submission from Barry Flannery

2A Concern raised	"The Proposed Road duplicates an existing road less than 500m in length and serves no meaningful purpose."
WCC response to 2A	The proposed ALRP2 will be a replacement road for traffic currently using the Southern Station Road (SSR). The ALRP2 is a strategic part of the Orange Loop for the following reasons: • Junctions will be optimized to increase efficiency. • It enables a more efficient use of the Orange Loop. • It will contribute to improving journey times for public transport users. • It presents an opportunity to the Local Authority to reallocate road space in favour of public transport and Active travel Infrastructure. In addition to this the ALRP2 will provide an Active Travel two-way cycle track and pedestrian footpath for cyclist and pedestrians along a less circuitous route with a more favourable gradient making it a more attractive route. The link between the road and the train/bus station aligns with National Policy in the National Investment Framework for Transport in Ireland (NIFTI) modal hierarchy, National Mobility Sustainable Policy and the Climate Action Plan by integrating Active Travel with Public Transport to promote a modal shift.
2B Concern raised	"The project will be converting a 4-way intersection into a 5-way intersection."
WCC response to 2B	The junction will be increasing from a four-arm junction to a five-arm junction to provide for a dedicated public transport arm to and from the Railway and Bus Station, thus improving journey times.
2C Concern raised	"The proposed road will be Visually intrusive and will cause construction and traffic noise, light nuisance and trespass."
WCC response to 2C	While selecting a height for the boundary wall, the design team has made every effort to preserve residents' privacy and sense of security during the design process, while trying to balance this against creating a new streetscape that is not hostile to pedestrians and cyclists (especially after dark) and does not encourage speeding, as outlined on page 22 of the Design Manual for Urban Roads and Streets (DMURS). It was based on the above rationale that a wall height of 1.53m was selected.

	It is anticipated that if planning is granted by An Coimisiún Pleanála construction works will only be conditioned and only permitted to be carried out during certain times. The preliminary Construction Environmental Management Plan (CEMP) proposes the following: Work hours for weekdays of 08:00 hrs to 19:00hrs and Saturdays work hours of 08:00 hrs to 14:00hrs unless otherwise specified by approval conditions. The inclusion of a boundary wall and a noise reducing surface course pavement such as Stone Mastic Asphalt (SMA) would minimize the traffic noise impact on his dwelling house. The lighting design was carried out by Electric Skyline on behalf of WCC, to illustrate that residents will not be impacted by light nuisance or trespass as shown by the 1 lumen magenta light line adjacent to his boundary.
2D Concern raised	“Concern in relation to expansion of bus depot, may present a fire hazard.”
WCC response to 2D	The layout of the Bus depot has been carried out in accordance with current standards.
2E Concern raised	“Request for controlled signal at entrance to The Manse.”
WCC response to 2E	It is proposed that this will become a signal-controlled junction.
2F Concern raised	“Loss of habitat for wildlife as a result of the proposed development.”
WCC response to 2F	As proposed the development will be carried out in accordance with mitigation measures outlined in the Ecological Impact Assessment EcIA Report by Dr Niamh Burke Ecologist with Coiscéim Consulting Limited.
2G Concern raised	“That Vegetation to be removed drawing number 120278-5001 is not accurate. The document omits a significant number of trees and bushes [that include] native Irish hardwood species.”
WCC response to 2G	Coiscéim Consulting Ecologists have dealt with the matter within the EcIA report.
2H Issue raised	“Trees to be removed to construct a boundary wall.
WCC response to 2H	While every effort has been taken to minimize the number of trees that will need to be removed to construct the proposed development, some the trees located along the boundary wall will need to be removed to facilitate the construction of this boundary wall. It is proposed to plant new trees along the boundary, green areas and around the biodiversity pond on the west of the site.
2I Request raised	“Request for boundary wall height to be increased to 2.4m”
WCC response to 2I	While selecting a height for the boundary wall, the design team has made every effort to preserve residents’ privacy and sense of security during the design process, while trying to balance this against creating a new streetscape that is not hostile to pedestrians and cyclists (especially after dark) and does not encourage speeding, as outlined on page 22 of the Design Manual for Urban Roads and

	Streets (DMURS). It was based on the above rationale that a wall height of 1.53m was selected.
2J Request raised	“Request for external insulation and triple glazed windows to reduce noise impact.”
WCC response to 2J	It is anticipated that the noise generated by traffic on the proposed ALRP2 will be mitigated by the boundary treatment and the road surface material and the proposed future reduction of urban speed limit.
2K Request raised	“Construction works to be carried out during daylight hours.”
WCC response to 2K	It is anticipated that if planning is granted by An Coimisiún Pleanála construction works will only be conditioned and only permitted to be carried out during certain times. The preliminary Construction Environmental Management Plan (CEMP) proposes the following: Work hours for weekdays of 08:00 hrs to 19:00hrs and Saturdays work hours of 08:00 hrs to 14:00hrs unless otherwise specified by approval conditions.
2L Request raised	“Request for comprehensive road construction programme to be agreed with residents before construction commences.”
WCC response to 2L	As outline on Section 12 Noise and Vibration (page 19) of the Preliminary Construction Environmental Management Plan “Adjacent Neighbours will be kept informed on the expected construction works programme”.
2M Request raised	“Request for pavement with reduced noise level – Stone mastic Asphalt.”
WCC response to 2M	If planning is granted for the proposed development, and the project progresses to the next phase of detailed design, the design Team will use a noise reducing Surface Course such as Stone Mastic Asphalt to minimize noise impact on residents.

3. Submission from Noreen Flannery.

Having reviewed the submission from Noreen Flannery, it is identical to Barry Flannery’s submission above.

3A Concern raised	“The Proposed Road duplicates an existing road less than 500m in length and serves no meaningful purpose.”
WCC response to 3A	The proposed ALRP2 will be a replacement road for traffic currently using the Southern Station Road (SSR). The ALRP2 is a strategic part of the Orange Loop for the following reasons: • Junctions will be optimized to increase efficiency. • It enables a more efficient use of the Orange Loop. • It will contribute to improving journey times for public transport users. • It presents an opportunity to the Local Authority to reallocate road space in favour of public transport and Active travel Infrastructure. In addition to this the ALRP2 will provide an Active Travel two-way cycle track and pedestrian footpath for cyclist and pedestrians along a less circuitous route

	with a more favourable gradient making it a more attractive route. The link between the road and the train/bus station aligns with National Policy in the National Investment Framework for Transport in Ireland (NIFTI) modal hierarchy, National Mobility Sustainable Policy and the Climate Action Plan by integrating Active Travel with Public Transport to promote a modal shift.
3B Concern raised	“The project will be converting a 4-way intersection into a 5-way intersection.”
WCC response to 3B	The junction will be increasing from a four-arm junction to a five-arm junction to provide for a dedicated public transport arm to and from the Railway and Bus Station, thus improving journey times.
3C Concern raised	“The proposed road will be Visually intrusive and will cause construction and traffic noise, light nuisance and trespass.”
WCC response to 3C	While selecting a height for the boundary wall, the design team has made every effort to preserve residents’ privacy and sense of security during the design process, while trying to balance this against creating a new streetscape that is not hostile to pedestrians and cyclists (especially after dark) and does not encourage speeding, as outlined on page 22 of the Design Manual for Urban Roads and Streets (DMURS). It was based on the above rationale that a wall height of 1.53m was selected. It is anticipated that if planning is granted by An Coimisiún Pleanála construction works will only be conditioned and only permitted to be carried out during certain times. The preliminary Construction Environmental Management Plan (CEMP) proposes the following: Work hours for weekdays of 08:00 hrs to 19:00hrs and Saturdays work hours of 08:00 hrs to 14:00hrs unless otherwise specified by approval conditions. The inclusion of a boundary wall and a noise reducing surface course pavement such as Stone Mastic Asphalt (SMA) would minimize the traffic noise impact on her dwelling house. The lighting design was carried out by Electric Skyline on behalf of WCC, to illustrate that residents will not be impacted by light nuisance or trespass as shown by the 1 lumen magenta light line adjacent to her boundary.
3D Concern raised	“Concern in relation to expansion of bus depot, may present a fire hazard.”
WCC response to 3D	The layout of the Bus depot has been carried out in accordance with current standards.
3E Concern raised	“Request for controlled signal at entrance to The Manse.”
WCC response to 3E	It is proposed that this will become a signal-controlled junction.
3F Concern raised	“Loss of habitat for wildlife as a result of the proposed development.”
WCC response to 3F	As proposed the development will be carried out in accordance with mitigation measures outlined in the Ecological Impact Assessment EcIA Report by Dr Niamh Burke Ecologist with Coiscéim Consulting Limited.

3G Concern raised	“That Vegetation to be removed drawing number 120278-5001 is not accurate. The document omits a significant number of trees and bushes [that include] native Irish hardwood species.”
WCC response to 3G	Coiscéim Consulting Ecologists have dealt with the matter within the EcIA report.
3H Issue raised	“Trees to be removed to construct a boundary wall.
WCC response to 3H	While every effort has been taken to minimize the number of trees that will need to be removed to construct the proposed development, some the trees located along the boundary wall will need to be removed to facilitate the construction of this boundary wall. It is proposed to plant new trees along the boundary, green areas and around the biodiversity pond on the west of the site.
3I Request raised	“Request for boundary wall height to be increased to 2.4m”
WCC response to 3I	While selecting a height for the boundary wall, the design team has made every effort to preserve residents’ privacy and sense of security during the design process, while trying to balance this against creating a new streetscape that is not hostile to pedestrians and cyclists (especially after dark) and does not encourage speeding, as outlined on page 22 of the Design Manual for Urban Roads and Streets (DMURS). It was based on the above rationale that a wall height of 1.53m was selected.
3J Request raised	“Request for external insulation and triple glazed windows to reduce noise impact.”
WCC response to 3J	It is anticipated that the noise generated by traffic on the proposed ALRP2 will be mitigated by the boundary treatment and the road surface material and the proposed future reduction of urban speed limit.
3K Request raised	“Construction works to be carried out during daylight hours.”
WCC response to 3K	It is anticipated that if planning is granted by An Coimisiún Pleanála construction works will only be conditioned and only permitted to be carried out during certain times. The preliminary Construction Environmental Management Plan (CEMP) proposes the following: Work hours for weekdays of 08:00 hrs to 19:00hrs and Saturdays work hours of 08:00 hrs to 14:00hrs unless otherwise specified by approval conditions.
3L Request raised	“Request for comprehensive road construction programme to be agreed with residents before construction commences.”
WCC response to 3L	As outline on Section 12 Noise and Vibration (page 19) of the Preliminary Construction Environmental Management Plan “Adjacent Neighbours will be kept informed on the expected construction works programme”.
3M Request raised	“Request for pavement with reduced noise level – Stone mastic Asphalt.”
WCC response to 3M	If planning is granted for the proposed development, and the project progresses to the next phase of detailed design, the design Team will use a noise reducing Surface Course such as Stone Mastic Asphalt to minimize noise impact on residents.

4. Submission from Development Application Unit (DAU) Department of Housing, Local Government and Heritage

4A concern raised	The DAU recommends that an Archaeological Impact Assessment be prepared to assess any impact on archaeological remains within the proposed development site.
WCC response to 4A	No archaeological screening of the proposed development site was carried out to date. From a desktop screening, the proposed development site is situated outside the old boundary walls of Athlone town and the first edition six-inch maps which were surveyed between 1829 and 1842 illustrate that the proposed development site as green fields. WCC would welcome a condition (if necessary) from ACP requiring that an Archaeological Impact Assessment be carried out and submitted to ACP prior to any construction works commencing.

5. Submission from Louise Heavin

Concern 5A	“Vegetation to be removed drawing number 120278-5001 is not accurate.”
WCC response to 5A	Coiscéim Consulting’s Ecologist has dealt with the matter within the Ecological Impact Assessment EclA report.
Concern 5B	“The increase in Bus depot capacity from 13 to 44 buses threatens elevated noise and air pollution near residential areas.”
WCC response to 5B	It is not proposed that the number of buses using this facility will increase and therefore there is not expected to be a negative impact in noise and air quality. The number of proposed bus parking spaces is 44, 20 of which are proposed to be electric bus charging spaces. There are currently up to 53 buses parked within this facility. The proposed reconfiguration of the bus depot is as a result of the location and footprint of the ALRP2.
Concern 5C	“Alternative brownfield locations within Athlone could accommodate the depot with far less environmental impact. The proposal contradicts the Athlone Town Development Plan objective to relocate the bus garage out of the town centre, preserve green spaces, and support sustainable connectivity.”
WCC response to 5C	The proposed link road at this location is a critical enabling infrastructure that directly supports the strategic regeneration and compact growth objectives for Athlone town centre. Rather than conflicting with sustainable development principles, this infrastructure is essential to unlock brownfield redevelopment opportunities and facilitate the orderly planning of the town centre, including any future relocation of the bus depot. The link road serves as a catalyst for regeneration-led investment by creating improved accessibility to underutilised and infill sites within the town centre area, directly supporting Policy P-OC1's objective to develop such sites where commercial or residential functions will be strengthened. The delivery of the project is essential in terms of enabling the preparation and implementation of detailed development briefs for opportunity sites (O-OC1) by ensuring adequate traffic infrastructure is in place to support

	intensified development. In this regard, this site is identified as an opportunity site in Section 5.19 of the Athlone Town Plan (Site No 6 Existing Bus Garage and Adjoining lands) and the proposal in this instance will facilitate the designation and development of regeneration areas by providing the necessary circulation infrastructure. The link road is also explicitly identified in the Athlone Town Plan as a committed road improvement scheme. Table 6.1, O-TM19 specifically lists the "Rail Link Road" with the objective of completing the new road between Coosan Road and Crescent Junction. This designation under Objective O-TM2 demonstrates that the road has been subject to proper planning assessment and is recognised as necessary infrastructure for the town's development. The link road is necessary to cater for existing and future traffic associated with town centre compact development by providing essential circulation and ventilation of the town centre area from a traffic perspective; preventing traffic congestion that would otherwise constrain the ability to intensify development on brownfield sites; supporting high-quality urban design standards by enabling traffic to be appropriately distributed, reducing pressure on existing streets and allowing for enhanced public realm improvements. This proposal does not undermine efforts to relocate the bus depot or predetermine the location of any relocated bus depot. Alternative brownfield or suburban sites remain viable options for depot relocation, with the infrastructure creating the traffic capacity necessary to accommodate town centre development that may eventually occupy the existing bus depot site, should relocation proceed in the future. The concern regarding environmental impact must be viewed in the context of sustainable urban development principles. For example, compact growth supported by the link road reduces urban sprawl and promotes efficient use of existing infrastructure. Facilitating town centre development on brownfield and infill sites (P-OC1) represents the most sustainable development pattern and the road, which is assessed in line with environmental and habitats protection requirements (O-TM2), will enable rather than prevent the achievement of sustainability objectives and create the conditions for quality urban development by allowing for traffic rationalisation that can free up space in the town centre for enhanced public realm (supporting P-OC2's streetscape enhancement objectives). As such, it is considered that the proposed link road is not merely a traffic solution, but is a strategic enabler of sustainable town centre regeneration fully aligned with the Development Plan's policies and objectives. As an explicitly identified committed infrastructure project (O-TM19), it represents an essential investment that will act as a catalyst for regeneration-led growth, facilitate compact development on brownfield sites, and create the conditions necessary for high-quality urban design outcomes. The road complements rather than conflicts with the objective to relocate the bus depot and preserves rather than undermines the Council's sustainable development ambitions for Athlone.
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Concern 5D	“There has been no traffic impact assessment carried out as part of the proposal.”
WCC response to 5D	The basis for this Link Road is set out in the Part 10 Report. The background to the scheme is that, in 1998 a Traffic Management plan for Athlone was prepared. Part of the plan was to make Church Street (the Main Street in Athlone) one-way westbound. As a result, diverted traffic would have to travel north along Northgate Street to go east along Southern Station Road (SSR). To shorten the diversion and ease traffic congestion at the junctions at either end of SSR, a new Link Road was proposed a part of the plan. Phase 1 of the Link Road was completed in 2007 to form the eastern end of the Link Road. WCC obtained Part 8 approval in 2017 for a new Traffic Management Scheme for the town centre, which restricts traffic on Church street to going westbound only. Eastbound traffic now travels east via SSR. The works include junction improvements at the Coosan point road/SSR junction and the SSR/St. Francis Terrace junction. This Scheme is referred to as the Orange Route town Traffic management scheme (see Appendix A of Part 10 Report). The council are now currently progressing completion of the ALRP2 which will provide a more direct route between the Coosan point road and the Crescent St. Francis Terrace Junction. The proposed development includes the Active Travel, Public Transport, Junction, Vehicular Network elements proposed in the Athlone Area Based Transport Assessment (ABTA). There is no requirement to carry out a Traffic and Transport assessment where traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists or the location is sensitive. (Table 2.1 of the Traffic Management Guidelines Thresholds for Transport Assessments. (DoT 2003).
Concern 5E	“The current drop-off and pick-up system, at the train/bus station, although not best practice works well with many cars stopping briefly on the road adjacent to the car park and taxi rank. Delay is limited. The new proposal alters this considerably. There is no detailed study or drawing of how or where quick drop offs or pick-ups from the station will happen. There is potential for traffic to and from the station to be congested as cars will need to turn to come back down from the station.”
WCC response to 5E	It is proposed to reduce the level of traffic using the SSR and that only vehicles associated with the Train and Bus station will use this road. The current drop-off and pick-up system will remain largely unchanged and significantly safer because there will be a reduction in the level of traffic as set out above.
Concern 5F	“It is not clear how the Bus only system will work. If Buses meet at the single lane section of the road, will this cause access issues for cars trying to enter or exit the carpark ? “
WCC response to 5F	It is proposed that the Buses will use a fob system to access the Bus lane, which will run seamlessly. There is existing technology in place to cater for this system. It is not anticipated that buses accessing the bus lane will cause issues for cars entering or exiting the train station carpark.

Concern 5G	“At the moment, many people from the east of the town use the western end of the southern station road to get to the train station. As this access is now blocked off for Buses only, this may encourage people coming from the east to use the Ballymahon road. This is already a hugely congested road and a big cause of delay for people looking to access the town centre.”
WCC response to 5G	It is anticipated that road users that use the SSR that are destined for the train station will continue to approach from the same (Coosan Point Road) direction but instead use the ALRP2, as the travel time will be similar.
Concern 5H	“The design of the road should also take into account the objective in the Athlone Area Based Transport Study to reduce speed limits in the town core to 30kph and be designed as such.”
WCC response to 5H	Consideration will be given to the alteration of speed limits in this area as part of the Urban Speed Limit Review process.
Concern 5I	“The people of St. Francis terrace also deserve the green space they were promised as part of the previous part 8 planning.”
WCC response to 5I	Any previous commitments given to the residents group will be honoured.

6. Submission from Turlough McCormack

Issue 6A	“Please note the corner shaded orange on entrance to private road on the attached map does not belong to WCC and is part of my site boundary”
WCC response to 6A	The matter of land acquisition will be dealt with post planning consent.
Issue 6B	“On the 31 st of March 2004 after consultation with my family Athlone Town Council agreed to close off this private road, please note point 9 on attached Council letter which was signed by John Walsh, Town Clerk.”
WCC response to issue 6B	The letter referred to in the submission relates to the previous Part 8 planning consent. The current proposal has changed the road layout and for safety reasons it is not considered appropriate to close the Northgate St. access because this would require an alternative access off the proposed link road which is considered unsafe.
Issue 6C	“A second letter dated 9 th of August 2007 from Athlone Town Council agreed to provide space for a turning bay for vehicles when current entrance from the Manse onto Northgate Street to busy junction was closed with wall.”
WCC response to issue 6C	It is not proposed to close off the Northgate St. access in the current scheme.
Issue 6D	Stage 1 & 2 Road Safety Audit highlights issue of access and exit from the Manse laneway.
WCC response to issue 6D	As indicated on the Site Layout drawing 120278-4001 the existing layout of the entrance and its location, will not change in the proposed scheme, other than it will become signal controlled. This is considered to be an improvement on the existing situation, and relocation is not considered possible for safety reasons.

7. Submission from Uisce Eireann

Having reviewed Uisce Eireann's submission, regarding the proposed development, it is noted that they have raised no issues or concerns and note the information provided.

8. Submission from Thomas and Anne Curley

8A Concern raised	"The Road duplicates an existing road and serves no meaningful purpose."
WCC response to 8A	The proposed ALRP2 will be a replacement road for traffic currently using the Southern Station Road (SSR). The ALRP2 is a strategic part of the Orange Loop for the following reasons: • Junctions will be optimized to increase efficiency. • It enables a more efficient use of the Orange Loop. • It will contribute to improving journey times for public transport users. • It presents an opportunity to the Local Authority to reallocate road space in favour of public transport and Active travel Infrastructure. In addition to this the ALRP2 will provide an Active Travel two-way cycle track and pedestrian footpath for cyclist and pedestrians along a less circuitous route with a more favourable gradient making it a more attractive route. The link between the road and the train/bus station aligns with National Policy in the National Investment Framework for Transport in Ireland (NIFTI) modal hierarchy, National Mobility Sustainable Policy and the Climate Action Plan by integrating Active Travel with Public Transport to promote a modal shift.
8B Concern raised	"Light and noise pollution will increase as new road results in us losing all trees in front of the house. These trees act as a sound barrier, thus noise from the train station will also be more pronounced."
WCC response to issue 8B	While every effort has been taken to minimize the number of trees that will need to be removed to construct the proposed development, some the trees located along the boundary wall will need to be removed to facilitate the construction of this boundary wall. It is proposed to plant new trees along the boundary, green areas and around the biodiversity pond on the west of the site. The inclusion of a boundary wall and a noise reducing surface course pavement such as Stone Mastic Asphalt (SMA) would minimize the traffic noise impact on their dwelling house. The lighting design was carried out by Electric Skyline on behalf of WCC, to illustrate that residents will not be impacted by light pollution as shown by the 1 lumen magenta light line adjacent to their boundary.
8C Concern raised	"The proposed bus depot with 44 bays is being moved up opposite house which will result in buses being parked up close to one another and may present a fire risk as has been seen in other bus depots, and it is not clear from the documentation submitted if a fire risk assessment has been done, also it is unclear what restrictions will be in place that all washing and charging will be done during daylight hours."
WCC response to	The layout of the Bus depot has been carried out in accordance with current standards. It is anticipated that the Bus garage and depot will maintain their existing operating hour if planning is granted for the proposed development.

concern 8C	
8D Issue raised	“In the interest of Safety and wellbeing of residents and visitors to the area a controlled signal crossing needs to be provided for the Manse also”
WCC response to 8D	It is proposed that this will become a signal-controlled junction.
8E Concern raised	Loss of habitat for wildlife as a result of the proposed development.
WCC response to 8E	As proposed the development will be carried out in accordance with mitigation measures outlined in the Ecological Impact Assessment EcIA Report by Dr Niamh Burke Ecologist with Coiscéim Consulting Limited.
8F Concern raised	“We will be more visible from the proposed road, cycleway, path, making us feel less secure with an increased risk of anti-social behaviour”
WCC response to 8F	The design team has made every effort to preserve residents’ privacy and sense of security during the design process, while trying to balance this against creating a new streetscape that is not hostile to pedestrians and cyclists (especially after dark) and does not encourage speeding, as outlined on page 22 of the Design Manual for Urban Roads and Streets (DMURS). It was based on the above rationale that a wall height of 1.53m was selected. It is proposed that the ALRP2 will have public lighting which was designed by Electric Skyline on behalf of WCC.
8G Concern raised	“We suggest that all works be carried out between 8am and 5pm. Absolutely no night works.”
WCC response to 8G	It is anticipated that if planning is granted by An Coimisiún Pleanála construction works will only be conditioned and only permitted to carried out during certain times. The preliminary Construction Environmental Management Plan (CEMP) proposes the following: Work hours for weekdays of 08:00 hrs to 19:00hrs and Saturdays work hours of 08:00 hrs to 14:00hrs unless otherwise specified by approval conditions.
8H request raised	“Request for external insulation and triple glazed windows to reduce noise impact.”
WCC response to 8H	It is anticipated that the noise generated by traffic on the proposed ALRP2 will be mitigated by the boundary treatment and the road surface material and the proposed future reduction of urban speed limit.
8I Request raised	“Request for comprehensive road construction programme to be agreed with residents before construction commences.”
WCC response to 8I	As outlined on Section 12 Noise and Vibration (page 19) of the Preliminary Construction Environmental Management Plan “Adjacent Neighbours will be kept informed on the expected construction works programme”.
8J Request raised	“Request for pavement with reduced noise level – Stone mastic Asphalt.”
WCC response to 8J	If planning is granted for the proposed development, and the project progresses to the next phase of detailed design, the design Team will use a noise reducing Surface Course such as Stone Mastic Asphalt to minimize noise impact on residents.

9. Submission from Eileen Gallagher.

9A Concern raised	"I object to the planning application of the proposed New Railway Link Road, as there is a road in place already."
WCC response to 9A	The proposed ALRP2 will be a replacement road for traffic currently using the Southern Station Road (SSR). The ALRP2 is a strategic part of the Orange Loop for the following reasons: • Junctions will be optimized to increase efficiency. • It enables a more efficient use of the Orange Loop. • It will contribute to improving journey times for public transport users. • It presents an opportunity to the Local Authority to reallocate road space in favour of public transport and Active travel Infrastructure. In addition to this the ALRP2 will provide an Active Travel two-way cycle track and pedestrian footpath for cyclist and pedestrians along a less circuitous route with a more favourable gradient making it a more attractive route. The link between the road and the train/bus station aligns with National Policy in the National Investment Framework for Transport in Ireland (NIFTI) modal hierarchy, National Mobility Sustainable Policy and the Climate Action Plan by integrating Active Travel with Public Transport to promote a modal shift.
9B Concern raised	"I'm concerned about my security in the area with all of extra traffic and footfall"
WCC response to Concern 9B	The design team has made every effort to preserve residents' privacy and sense of security during the design process, while trying to balance this against creating a new streetscape that is not hostile to pedestrians and cyclists (especially after dark) and does not encourage speeding, as outlined on page 22 of the Design Manual for Urban Roads and Streets (DMURS). It was based on the above rationale that a wall height of 1.53m was selected. It is proposed that the ALRP2 will have public lighting which was designed by Electric Skyline on behalf of WCC.
9C Concern raised	Loss of habitat for wildlife as a result of the proposed development.
WCC response to Concern 9C	As proposed the development will be carried out in accordance with mitigation measures outlined in the Ecological Impact Assessment EcIA Report by Dr Niamh Burke Ecologist with Coiscéim Consulting Limited.
9D Concern raised	"The extra lighting in the area and the proposed 44 Bus bays will be very near my house, I'm concerned about the noise impact and night time sleep for everyone in the area. ie, - noise from buses worked on through the night, near my house."
WCC response to Concern 9D	The lighting design was carried out by Electric Skyline on behalf of WCC, to illustrate that residents will not be impacted by light nuisance as shown by the 1 lumen magenta light line adjacent to The Manse boundary. The inclusion of a boundary wall and a noise reducing surface course pavement such as Stone Mastic Asphalt (SMA) would minimize the traffic noise impact on her dwelling house.

9E Concern raised	“If this planning is granted I want any works in the field to be normal working hours only.”
WCC response to Concern 9E	It is anticipated that if planning is granted by An Coimisiún Pleanála construction works will only be conditioned and only permitted to be carried out during certain times. The preliminary Construction Environmental Management Plan (CEMP) proposes the following: Work hours for weekdays of 08:00 hrs to 19:00hrs and Saturdays work hours of 08:00 hrs to 14:00hrs unless otherwise specified by approval conditions.

10. Submission from Joseph Gallagher.

10A Concern raised	“I object to the planning application of the proposed New Railway Link Road, as there is a road in place already.”
WCC response to 10A	The proposed ALRP2 will be a replacement road for traffic currently using the Southern Station Road (SSR). The ALRP2 is a strategic part of the Orange Loop for the following reasons: • Junctions will be optimized to increase efficiency. • It enables a more efficient use of the Orange Loop. • It will contribute to improving journey times for public transport users. • It presents an opportunity to the Local Authority to reallocate road space in favour of public transport and Active travel Infrastructure. In addition to this the ALRP2 will provide an Active Travel two-way cycle track and pedestrian footpath for cyclist and pedestrians along a less circuitous route with a more favourable gradient making it a more attractive route. The link between the road and the train/bus station aligns with National Policy in the National Investment Framework for Transport in Ireland (NIFTI) modal hierarchy, National Mobility Sustainable Policy and the Climate Action Plan by integrating Active Travel with Public Transport to promote a modal shift.
10B Concern raised	“I’m concerned about my security in the area with all of extra traffic and footfall”
WCC response to Concern 10B	The design team has made every effort to preserve residents’ privacy and sense of security during the design process, while trying to balance this against creating a new streetscape that is not hostile to pedestrians and cyclists (especially after dark) and does not encourage speeding, as outlined on page 22 of the Design Manual for Urban Roads and Streets (DMURS). It was based on the above rationale that a wall height of 1.53m was selected. It is proposed that the ALRP2 will have public lighting which was designed by Electric Skyline on behalf of WCC.
10C Concern raised	Loss of habitat for wildlife as a result of the proposed development.
WCC response to Concern 10C	As proposed the development will be carried out in accordance with mitigation measures outlined in the Ecological Impact Assessment EcIA Report by Dr Niamh Burke Ecologist with Coiscéim Consulting Limited.

10D Concern raised	“The extra lighting in the area and the proposed 44 Bus bays will be very near my house, I’m concerned about the noise impact and night time sleep for everyone in the area. ie, - noise from buses worked on through the night, near my house.”
WCC response to Concern 10D	The lighting design was carried out by Electric Skyline on behalf of WCC, to illustrate that residents will not be impacted by light nuisance as shown by the 1 lumen magenta light line adjacent to The Manse boundary. The inclusion of a boundary wall and a noise reducing surface course pavement such as Stone Mastic Asphalt (SMA) would minimize the traffic noise impact on his dwelling house.
10E Concern raised	“If this planning is granted I want any works in the field to be normal working hours only.”
WCC response to Concern 10E	It is anticipated that if planning is granted by An Coimisiún Pleanála construction works will only be conditioned and only permitted to carried out during certain times. The preliminary Construction Environmental Management Plan (CEMP) proposes the following: Work hours for weekdays of 08:00 hrs to 19:00hrs and Saturdays work hours of 08:00 hrs to 14:00hrs unless otherwise specified by approval conditions.
10F Concern raised	“There is also a big potential for litter to be discarded over into residents gardens”
WCC response to Concern 10F	Litter control will be dealt with in the usual way by the Local Authority.

11. Submission from Tony & Elizabeth Lillis

11A Concern raised	“I object to the planning application of the proposed New Railway Link Road, as an existing road serves this purpose already.”
WCC response to 11A	The proposed ALRP2 will be a replacement road for traffic currently using the Southern Station Road (SSR). The ALRP2 is a strategic part of the Orange Loop for the following reasons: • Junctions will be optimized to increase efficiency. • It enables a more efficient use of the Orange Loop. • It will contribute to improving journey times for public transport users. • It presents an opportunity to the Local Authority to reallocate road space in favour of public transport and Active travel Infrastructure. In addition to this the ALRP2 will provide an Active Travel two-way cycle track and pedestrian footpath for cyclist and pedestrians along a less circuitous route with a more favourable gradient making it a more attractive route. The link between the road and the train/bus station aligns with National Policy in the National Investment Framework for Transport in Ireland (NIFTI) modal hierarchy, National Mobility Sustainable Policy and the Climate Action Plan by integrating Active Travel with Public Transport to promote a modal shift.

11B Concern raised	“security in the area will be a major factor”
WCC response to Concern 11B	The design team has made every effort to preserve residents’ privacy and sense of security during the design process, while trying to balance this against creating a new streetscape that is not hostile to pedestrians and cyclists (especially after dark) and does not encourage speeding, as outlined on page 22 of the Design Manual for Urban Roads and Streets (DMURS). It was based on the above rationale that a wall height of 1.53m was selected. It is proposed that the ALRP2 will have public lighting which was designed by Electric Skyline on behalf of WCC.
11C Concern raised	Loss of habitat for wildlife as a result of the proposed development.
WCC response to Concern 11C	As proposed the development will be carried out in accordance with mitigation measures outlined in the Ecological Impact Assessment EcIA Report by Dr Niamh Burke Ecologist with Coiscéim Consulting Limited.
11D Concern raised	“The extra lighting in the area and the proposed 44 Bus bays will be very near my house, I’m concerned about the noise impact and night time sleep for everyone in the area. ie, - noise from buses worked on through the night, near my house.”
WCC response to Concern 11D	The lighting design was carried out by Electric Skyline on behalf of WCC, to illustrate that residents will not be impacted by light nuisance as shown by the 1 lumen magenta light line adjacent to The Manse boundary. The inclusion of a boundary wall and a noise reducing surface course pavement such as Stone Mastic Asphalt (SMA) would minimize the traffic noise impact on her dwelling house.
11E Concern raised	“If this planning is granted I want any works in the field to be normal working hours only.”
WCC response to Concern 11E	It is anticipated that if planning is granted by An Coimisiún Pleanála construction works will only be conditioned and only permitted to carried out during certain times. The preliminary Construction Environmental Management Plan (CEMP) proposes the following: Work hours for weekdays of 08:00 hrs to 19:00hrs and Saturdays work hours of 08:00 hrs to 14:00hrs unless otherwise specified by approval conditions.
11F Concern raised	“There is potential for litter to be discarded over the wall into residents gardens”
WCC response to Concern 11F	Litter control will be dealt with in the usual way by the Local Authority.
11G Concern raised	“The local character of the area as we know it, will be gone forever, as it is part of the Heritage of the town”
WCC response to Concern 11G	The Local Authority considers this to be infrastructure development required for the development of the town.

12. Submission from Tim Curley, 4 Sally Grove, Ballycullen, D24F291.

Having reviewed Tim Curley's submission, he has raised several issues and concerns relating to the proposed development of the ALRP2 .I note that this submission was received from a member of the public who has provided an address at 4 Sally Grove, Ballycullen, Dublin 24, D24F291.

12A Concern raised	"Existing road is sufficient in providing access"
WCC response to 12A	The proposed ALRP2 will be a replacement road for traffic currently using the Southern Station Road (SSR). The ALRP2 is a strategic part of the Orange Loop for the following reasons: • Junctions will be optimized to increase efficiency. • It enables a more efficient use of the Orange Loop. • It will contribute to improving journey times for public transport users. • It presents an opportunity to the Local Authority to reallocate road space in favour of public transport and Active travel Infrastructure. In addition to this the ALRP2 will provide an Active Travel two-way cycle track and pedestrian footpath for cyclist and pedestrians along a less circuitous route with a more favourable gradient making it a more attractive route. The link between the road and the train/bus station aligns with National Policy in the National Investment Framework for Transport in Ireland (NIFTI) modal hierarchy, National Mobility Sustainable Policy and the Climate Action Plan by integrating Active Travel with Public Transport to promote a modal shift.
12B Concern raised	Loss of habitat for wildlife as a result of the proposed development.
WCC response to Concern 12B	As proposed the development will be carried out in accordance with mitigation measures outlined in the Ecological Impact Assessment EcIA Report by Dr Niamh Burke Ecologist with Coiscéim Consulting Limited.
12C Concern raised	"Trees currently provide shade and removing them would open up to more noise and light pollution"
WCC response to Concern 12C	The lighting design was carried out by Electric Skyline on behalf of WCC, to illustrate that residents will not be impacted by light nuisance as shown by the 1 lumen magenta light line adjacent to the boundary. The inclusion of a boundary wall and a noise reducing surface course pavement such as Stone Mastic Asphalt (SMA) would minimize the traffic noise impact dwelling houses.
12D Concern raised	"New road is too close to existing housing and dangerously adjacent to property line."

WCC response to Concern 12D	The proposed ALRP2 was designed in accordance with Design Manual for Urban Roads and Streets.
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If you require any further information, please do not hesitate to contact

**Damien Grennan,
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Yours faithfully,



**Damien Grennan
Senior Engineer,
Westmeath County Council**