

Our Case Number: ACP-322958-25



An
Coimisiún
Pleanála

Turlough McCormack
The Manse
Northgate Street
Athlone

Date: 29 August 2025

Re: Athlone link road phase 2. Proposed link road, joining the Crescent Junction (R915) to Southern Station Road Junction
Athlone, County Westmeath

Dear Sir / Madam,

An Coimisiún Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

Please note that the proposed development shall not be carried out unless the Commission has approved it with or without modifications.

If you have any queries in relation to the matter please contact the undersigned officer of the Commission at laps@pleanala.ie

Please quote the above mentioned An Coimisiún Pleanála reference number in any correspondence or telephone contact with the Commission.

Yours faithfully,

Lauren Griffin
Executive Officer
Direct Line: 01-8737244

AA02

Teil
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

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64 Sráid Maoilbhríde
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D01 V902

64 Marlborough Street
Dublin 1
D01 V902

An Coimisiun Pleanála
64 Marlborough Street,
Rotunda,
Dublin 1 D01V902

AN COIMISIÚN PLEANÁLA	
LDG-	_____
ACP-	_____
25 AUG 2025	
Fee: €	Type: _____
Time: 9:15	By: reg post

20th of August 2025

To whom it may concern,

RE: Athlone Link Road Phase 2

I would like to make several observations on Westmeath County Council wish for approval to An Coimisiun Pleanála under section 177 (AE) of the planning and development act 2000 to construct a proposed new (railway) link road in Athlone.

I would like to bring to the attention of An Coimisiun Pleanála the following:

- Our house and site are on the entrance to the private laneway as **outlined in black** on the attached map (Appendix A). **Please note** corner shaded orange on entrance to private road on the attached map does not belong to Westmeath County Council and is part of my site boundary. This area includes several mature trees which borders the CIE Railway field with boundary wall.
- On the 31st 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. A second letter dated 9th of August 2007 from Athlone Town Council agreed to provide space for a turning bay for vehicles when current entrance from Manse onto Northgate Street to busy junction was closed with wall. It was also agreed to move the entrance onto the new road for health and safety reasons further down the Manse private laneway as **Marked Yellow** on attached map - Appendix B.
- The current junction from the Manse private road onto Northgate Street has become incredible busy following Athlone Town link road upgrades as part of phase 1. Elderly family members cars were hit on exit and reared ended on entry to the Manse laneway. In the past we were able to use front driveway and roadway on Northgate Street to park cars, the Council put double yellow lines on the main road outside our front gate and put traffic calming measures in place. We now can only use the side entrance on the private laneway to park cars.
- Accord provides marriage counselling services at Alverna, The Manse, Northgate Street (N37 W329) on this laneway, house marked yellow on Appendix C. This adds additional traffic in and out of this private laneway onto already busy junction on Northgate Street. The relocation of this entrance / exit in front of this house was agreed for road safety reasons.

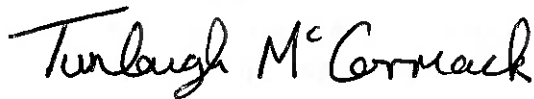
- Please note this problem identified by the 'Combined Road Safety Audit Report' page 19/20 on the planning file.
- **'The private access lane opposite St. Vincent's Care Centre on Northgate Steet, restricted visibility for vehicles emerging from private access located at or near junction stop line with limited visibility of approaching traffic from Coosan Point Road' and from the Railway Station Road, where there is limited visibility as you exit private laneway.**
- This did lead to vehicles exiting the private access laneway unsafely, causing side-impact collisions to two members of my family, and one rear impact collision on entry to private access lane from current stop junction on Northgate Street opposite St. Vincent's Care Centre.

Recommendation from – Hoy Dorman Combined Road Safely Audit Report (3.4.3 Problem - p. 19/20), dated 2nd of June 2025, Report No. RSA ST1.2 001

'Where feasible, the access should be relocated to avoid direct interaction with the stop line'. This relocation was agreed with Athlone Town Council on previous engagements, as per attached map Appendix B and on Athlone Town Council letters (see attached). It was agreed to close this laneway onto Northgate Street and move entrance / exit to a safer location, onto the new road with better sight lines to the left / right on exit and away from an already seriously busy junction. The current WCC proposal makes no sense and puts residents at risk, relocation is possible and was agreed.

In principle we do not object to this link road which is important for Athlone Town Centre however we were surprised to see this application in its current form after consultation with WCC.

All the best,



Turlough McCormack / McCormack family,

The Manse, Northgate Street,

Athlone

APPENDIX A





APPENDIX

3

PROPOSED WETLAND
ATTENUATION AREA

ATHLONE TOWN → AGREED NEW ENTRANCE

Council ONTO NEW ROAD

TIE INTO EXISTING
WIDENED FOOTPATH
he Manse

GOOSAN POINT ROAD

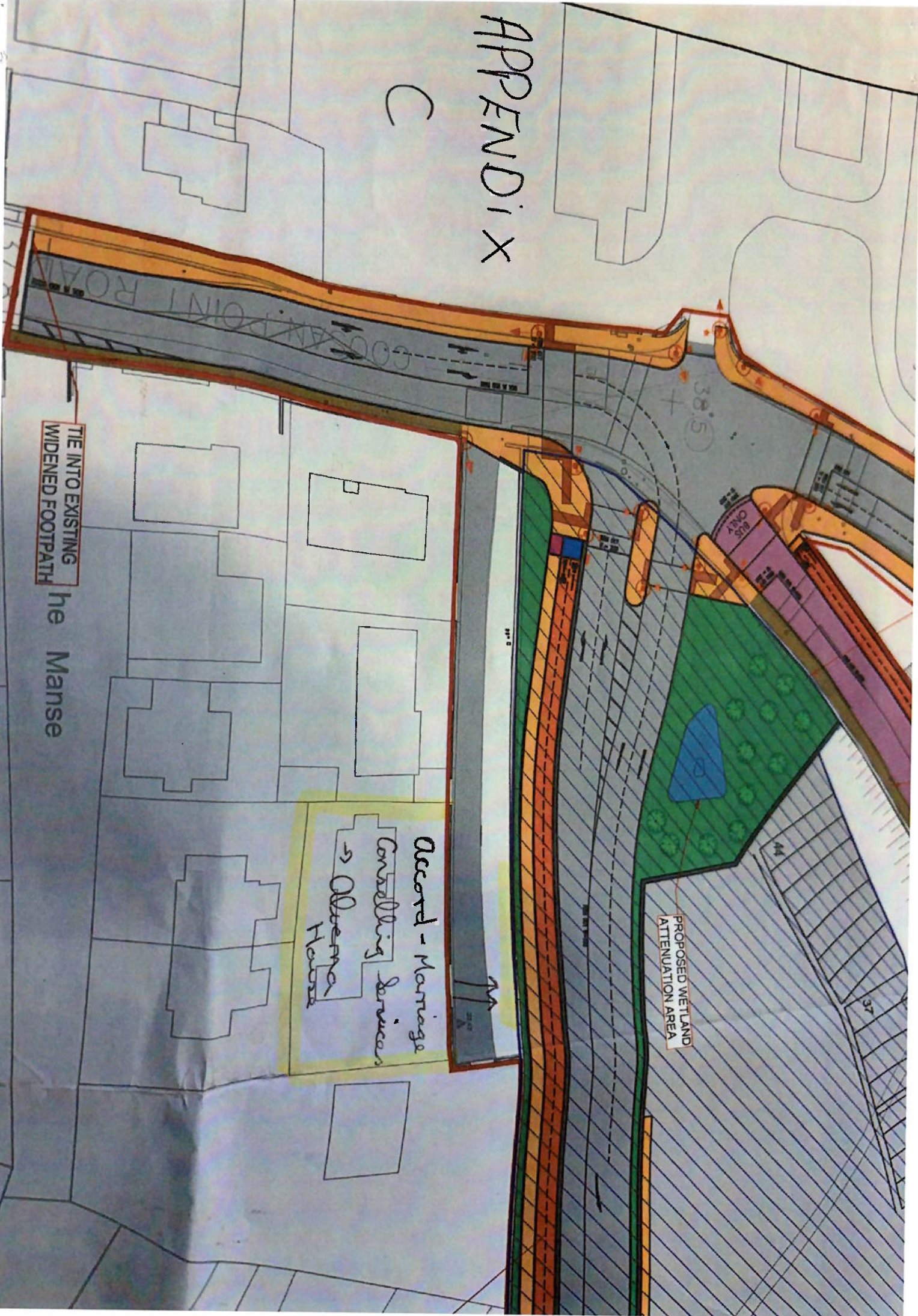
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APPENDIX

C



TIE INTO EXISTING
WIDENED FOOTPATH

he Manse

Accord - Marriage
Counselling Services
→ Oberon
House

PROPOSED WETLAND
ATTENUATION AREA



Comhairle Bhaile Átha-Luain Athlone Town Council

OIFIGÍ AN BHAILE, AN CORRÁN, ÁTHA-LUAIN
CIVIC OFFICES, THE CRESCENT, ATHLONE

Telephone (090) 6442100 Facsimile (090) 6472100 Email: tcclerk@athlonetc.ie

31st March 2004

Mr. J McCormack
The Manse
Athlone

RE: Proposed Railway Field Link Road and associated works in Athlone.

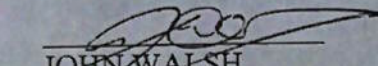
A Chara

I wish to refer to previous correspondence re-above and I am to inform you that the Council has by resolution decided to carry out the above works and develop the Railway Field Road and associated works subject to the modifications / variations as set out hereunder;

1. The drain in the railway field will be piped
2. All boundaries will be replaced or restored as appropriate.
3. Access will be provided to St. Mary's National School and the Doctors Surgery.
4. Traffic lights will be provided at the junction of the road with the Grove Park/Town Centre site access road. A yellow box junction will be provided in the Western lane of the Grove Park/ Town Centre access road opposite the Rice residence.
5. Noise suppression and abatement measures will be provided along the road where necessary.
6. Appropriate planting, screening and landscaping will be provided where necessary.
7. A railing will be provided along the footpath at the Mixed National School from the set down area to the entrance.
8. Public lighting will conform with the standards and guidelines of the E.S.B.
9. The Northgate Street entrance to the Manse will be closed with a wall to the residents satisfaction.
10. Details of works will be discussed with interested parties.

11. The requirements of the Department of the Environment, Heritage & Local Government in regard to archaeology will be conformed with.
12. The Mixed National School and Teachers house will be acquired and it's relocation facilitated with a site in Clonbrusk.

Mise le meas


JOHN WALSH
TOWN CLERK



Comhairle Bhaile Átha-Luain

Athlone Town Council

LÁRIONAD CATHRACH, SRÁID NA HEAGLAISE, BAILE ÁTHA LUAIN
CIVIC CENTRE, CHURCH STREET, ATHLONE
Telephone (090) 6442100 Facsimile (090) 6479020 Email: tcclerk@athlonetc.ie

9th August, 2007

Our Ref: JW/PM

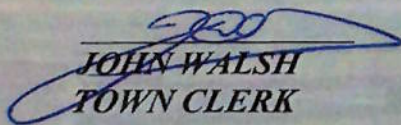
Ms. Lily McCormack
The Manse
Northgate Street
Athlone
Co. Westmeath

Re: Railway Field Road, Athlone

Dear Ms. McCormack,

I wish to refer to our meeting and I confirm that the Town Engineer will examine the area to the ~~front~~ ^{Side} of your house with a view to providing a turning bay for vehicles.

Yours faithfully,


JOHN WALSH
TOWN CLERK

Please Address All Correspondence to JOHN WALSH, TOWN CLERK



HoyDorman

Athlone Link Road Phase 2 Athlone, Co. Westmeath

Report No. RSA ST1.2 001

Stage 1/2 Combined Road Safety Audit Report

02 June 2025

Hoy & Dorman Limited
Moina Lakes
32B Old Church Lane
Aghalee
BT67 0EY

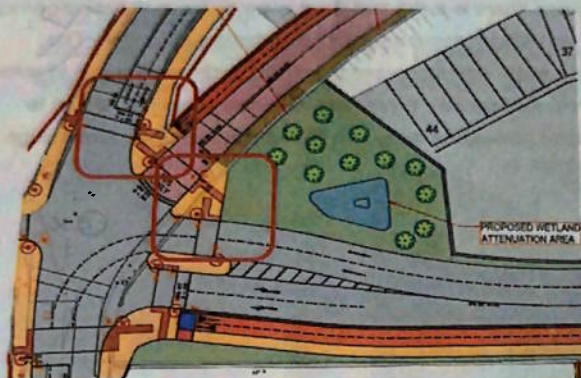
t. +44 (0) 28 9694 9524
e. info@hoy-dorman.com
w. www.hoy-dorman.com

3.4.2 PROBLEM

Location: Right-turning movement for bus at junction with Southern Station Road and Coosan Point Road and left turn for bus to proposed link road from Southern Station Road.

Summary: Inadequate swept path provision for bus may result in vehicle conflict and overrun.

Detail: The junction layout does not appear to adequately accommodate the swept path of a standard or articulated bus making a right or left turn manoeuvre. A bus may encroach into adjacent lanes, opposing traffic lanes, or mount kerbs and footways while completing the turn. This creates a risk of conflict with oncoming vehicles, stationary traffic, or pedestrians at the kerb edge. Repeated overrunning of the kerb may also damage footway surfaces and increase maintenance requirements.



RECOMMENDATION

It is recommended that swept path analysis be carried out using appropriate design vehicles (e.g. 12m rigid or 18m articulated bus) to verify the adequacy of the junction geometry. If the current layout does not accommodate bus movements safely, revisions should be made to widen the turning radius, adjust kerb lines, or provide additional lane width. The revised design should ensure that buses can turn without entering opposing lanes or over-running pedestrian areas.

3.4.3 PROBLEM

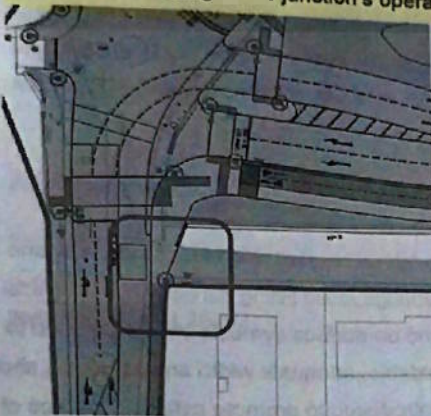
Location: Private access lane opposite St Vincent's Care Centre on Northgate Street.

Summary: Restricted visibility for vehicles emerging from private access located at or near the junction stop line.

Detail: A private access/egress is located immediately adjacent to the signalised junction stop line (on the opposite side of the carriageway), with limited visibility of approaching traffic from Coosan

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Point Road. Due to the presence of signal poles, street furniture, boundary fencing, or queuing vehicles, drivers emerging from the private access may have insufficient sight distance to safely assess traffic conditions or signal phases. This could lead to vehicles exiting the access unsafely into live traffic or conflicting with vehicles approaching the stop line. The problem is exacerbated during peak periods or where access demand is high, creating an increased risk of side-impact collisions or blocking of the junction's operational area.



RECOMMENDATION

The location and operation of the private access should be reviewed in the context of the signalised junction layout. Where feasible, the access should be relocated or restricted to avoid direct interaction with the stop line. If relocation is not possible, mitigation measures such as improved visibility splays, controlled access (e.g. entry-only or timed operation), mirror installations, or advanced warning signage should be considered.

3.4.4 PROBLEM

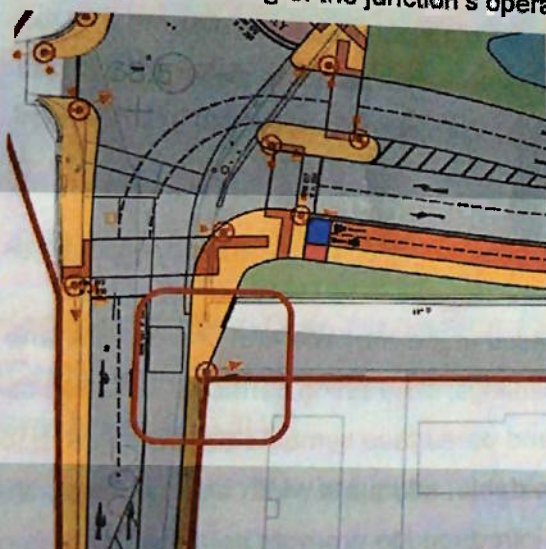
Location: Start / end of proposed cycleway at western side of proposed link road.

Summary: Unclear start and end of cycle lane in footway area creates confusion and risk of conflict.

Detail: The cycle lane begins and terminates within a pedestrian footway area without clear delineation, signage, or transition markings to guide cyclist and pedestrian movements. The absence of defined start and end points results in a lack of clarity regarding cyclist priority, direction of travel, or expected behaviour at the interface. This may lead to conflicts between pedestrians and cyclists and increases the risk of collisions or near misses. The arrangement may also cause uncertainty for visually impaired users, as tactile guidance is not continuous or clearly aligned with cycle movements.

Point Road. Due to the presence of signal poles, street furniture, boundary fencing, or queuing vehicles, drivers emerging from the private access may have insufficient sight distance to safely assess traffic conditions or signal phases. This could lead to vehicles exiting the access unsafely into live traffic or conflicting with vehicles approaching the stop line. The problem is exacerbated during peak periods or where access demand is high, creating an increased risk of side-impact collisions or blocking of the junction's operational area.

*McGormack
house +
site*



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