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Date: 06/01/2021

Dear Sir/Madam,

Re: Zoning Submission For Existing Lands At Cooleeny House, Cooleeny, Longford, Co. Longford Comprised Within Folio's LD4353 and LD10311 For Ardagh Demesne Limited

I refer to the above and I wish to inform the relevant parties that I as Chartered Engineer and Assigned Certifier am familiar with the above-mentioned property and I attach in *Appendix A* a screen shot from Land Direct which shows Ardagh Demesne Ltd. landholding at this location.

I wish to inform the relevant parties that the applicant wishes to make a submission in relation to the portion of lands shown to the north of the exiting railway track comprised within Folio No's LD4353 and LD10311 to be zoned "Industrial/Commercial/Warehousing". Please note that The Local Authority intend to carry out road improvement works as a Part 8 Planning Application along the north eastern corner of the landholding in the vicinity of Fallon's Hardware store. Please find attached in *Appendix B* a submission that ORS Consulting Engineers made to Longford County Council on behalf of Ardagh Demesne during the period for submissions which is self-explanatory. It is our professional opinion that safe access can be obtained at this location to service the lands in question. In addition to this by the rezoning of these lands to "Industrial/Commercial/Warehousing" will create significant industries and therefore employment for County Longford and the region as a whole.

Should you require any further clarity then please do not hesitate to contact me.

Yours sincerely,

Signed: 

Mark Cunningham, BEng, MSc, CEng, MIEI

Appendix A



The Property Registration Authority
An tÚdarás Clárúcháin Maoine

Folio: LD4353

This map should be read in conjunction with the folio.

Registry maps are based on OSI topographic mapping. Where registry maps are printed at a scale that is larger than the OSI published scale, accuracy is limited to that of the original OSI map scale.

For details of the terms of use and limitations as to scale, accuracy and other conditions relating to Land Registry maps, see www.pral.ie.

This map incorporates Ordnance Survey Ireland (OSI) mapping data under a licence from OSI. Copyright © OSI and Government of Ireland.

(centre-line of parcel(s) edged)

Freehold

Leasehold

SubLeasehold

Burdens (may not all be represented on map)

Right of Way / Wayleave

Turbary

Pipeline

Well

Pump

Septic Tank

Soak Pit



A full list of burdens and their symbology can be found at: www.landdirect.ie

The registry operates a

non-conclusive boundary system.

The Registry Map identifies properties

not boundaries meaning neither the

description of land in a register nor its

identification by reference to a

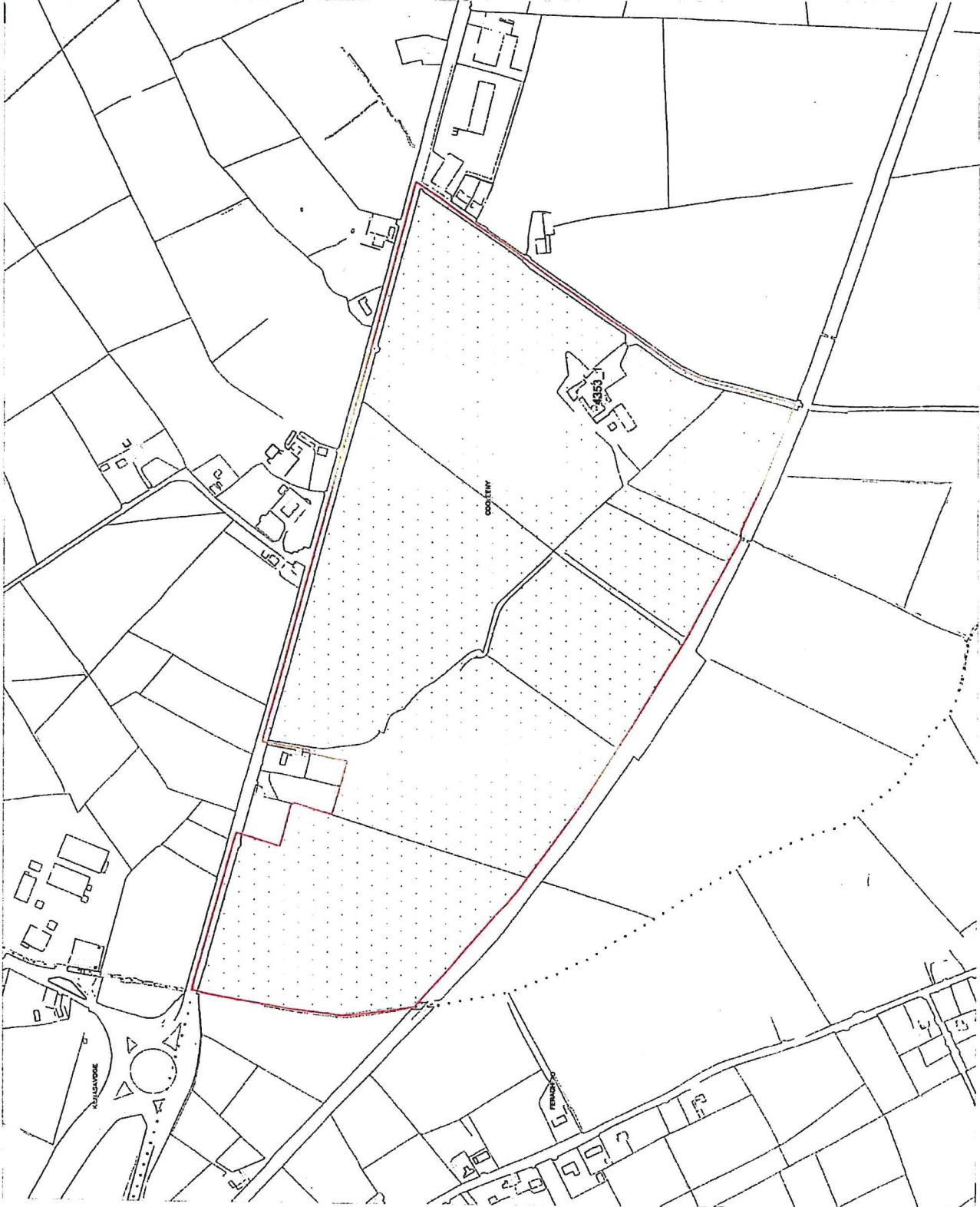
registry map is conclusive as to the

boundaries or extent. (see Section 85 of

the Registration of Title Act, 1964). As

inserted by Section 62 of the Registration of

Deed and Title Act 2006.



616570 mE, 774480 mN



The Property
Registration Authority
An tÚdarás
Clárúcháin Maolne

Folio: LD10311


This map should be read in conjunction with the folio.

Registry maps are based on OSI topographic mapping. Where registry maps are printed at a scale that is larger than the OSI published scale, accuracy is limited to that of the original OSI map scale.

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(centre-line of parcel(s) edged)

-  Freehold
-  Leasehold
-  SubLeasehold

Burdens (may not all be represented on map)

-  Right of Way / *Wegheave*
-  Turbary
-  Pipeline
-  Well
-  Pump
-  Septic Tank
-  Soak Pit



A full list of burdens and their symbology can be found at www.landdirect.ie

The registry operates a non-conclusive boundary system. The Registry Map Identifies properties not boundaries meaning neither the description of land in a register nor its identification by reference to a registry map is conclusive as to the boundaries or extent. (see Section 85 of the Registration of Title Act, 1964). As inserted by Section 62 of the Registration of Deed and Title Act 2006.



Appendix B



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Part 8 Planning Application Submission
Proposed Road Improvement Works at Shroid, Cooleeny, Co. Longford
March 11th, 2020.





Part 8 Planning Application Submission
Proposed Road Improvement Works at Shroid, Cooleeny, Co. Longford

Document Control Sheet

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1 Introduction

ORS Consulting Engineers have been commissioned by Ardagh Demesne to carry out a review of a Longford County Council Part 8 planning application in respect of proposed road improvement works at Shroid, Cooleeny, Longford. The proposal seeks to improve road safety on national road N4 by reducing the number of access points to/from the N4 along the south side of the route.

There are a number of properties located in a cluster within an otherwise rural setting approximately 3km east of the town of Longford, as can be seen from Figure 2.1 below. At present, traffic to the existing businesses access the parking areas directly from national road N4 via several individual business access gateways.

The proposed works include relocation of the junction between national road N4 and local road L5167; realignment of a short section of L5167; installation of a separation barrier along the south side of N4 adjacent to several existing businesses; and a new access route and internal road layout for the existing businesses affected. See Figure 1.1 below for a location map of the proposed works.

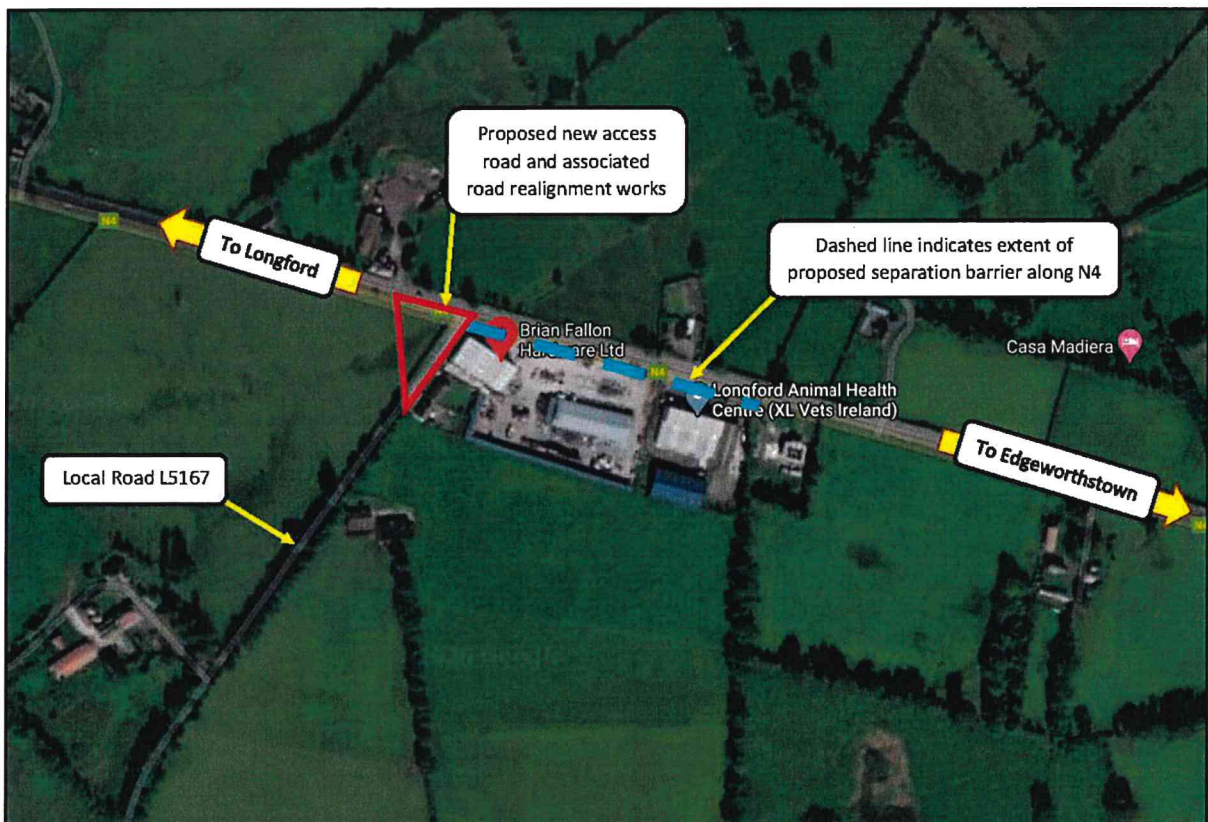


Figure 1.1 – Site Location Map (Source: Google Maps)

2 Existing Surrounding Road Network

2.1 Existing Road Layout

At present, there are several businesses located along the south side of the N4 at Shroid, Cooleeny, Longford. Vehicular access to these businesses is obtained directly from the N4 via a number of access gateways, as shown in Figures 2.1 to 2.3 below. Immediately to the west of this cluster of business premises, there is a junction with local road L5167, which provides access to various domestic and agricultural properties (see Figures 2.4 to 2.5). There is a dedicated right-turning lane provided along the N4 for vehicles accessing L5167 and the forecourt at Brian Fallon Hardware.



Figure 2.1 – View of access gates along south side of national road N4 (Source: Google maps)



Figure 2.2 - View of access gates along south side of national road N4 (Source: Google maps)

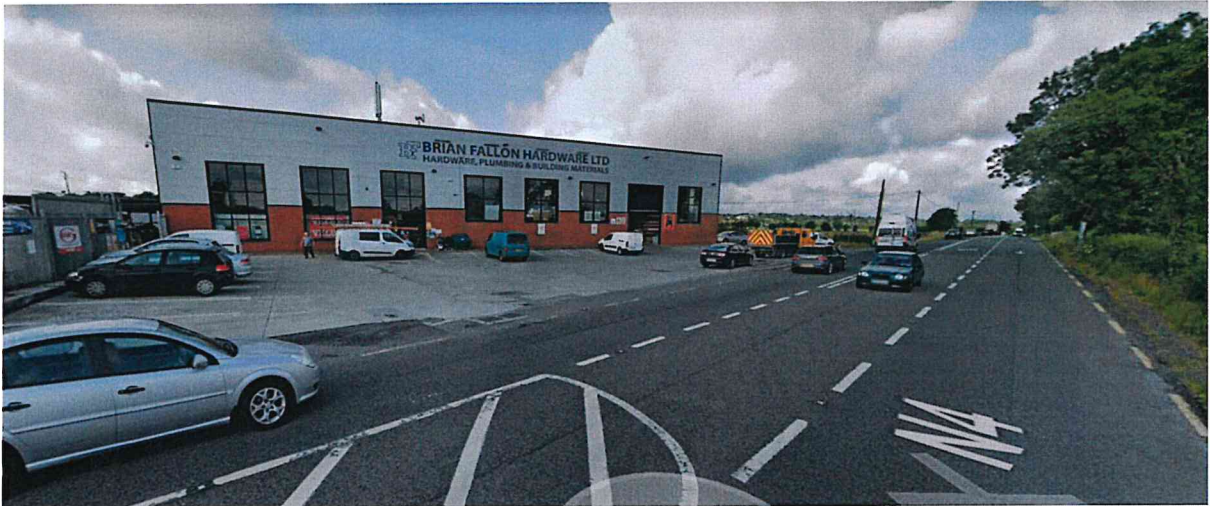


Figure 2.3 - View of parking area along south side of national road N4 (Source: Google maps)



Figure 2.4 - View of local road L5167 from national road N4 (Source: Google maps)



Figure 2.5 - View of junction with N4 on approach from local road L5167 (Source: Google maps)

2.2 Existing Traffic Conditions

The speed limit along national road N4 in the vicinity of the proposed works is 100kph. The road is very straight on approach to the junction from both directions and vehicles are generally travelling at or near the speed limit at this location. The N4 is a very busy road at this location with high volumes of traffic using the route.

2.3 Existing Road Safety Issues

Due to the alignment, traffic volume and speed of traffic along this stretch of the N4, as well as the number of business accesses and the junction with L5167, Longford County Council has received a number of complaints about the current road layout and the risk to motorists of collisions in the area.

There have been a number of incidents recorded by the Road Safety Authority, including one serious injury arising from a rear-end collision in 2015. Figure 2.6 shows a map of all incidents recorded in the vicinity between 2005 and 2016.

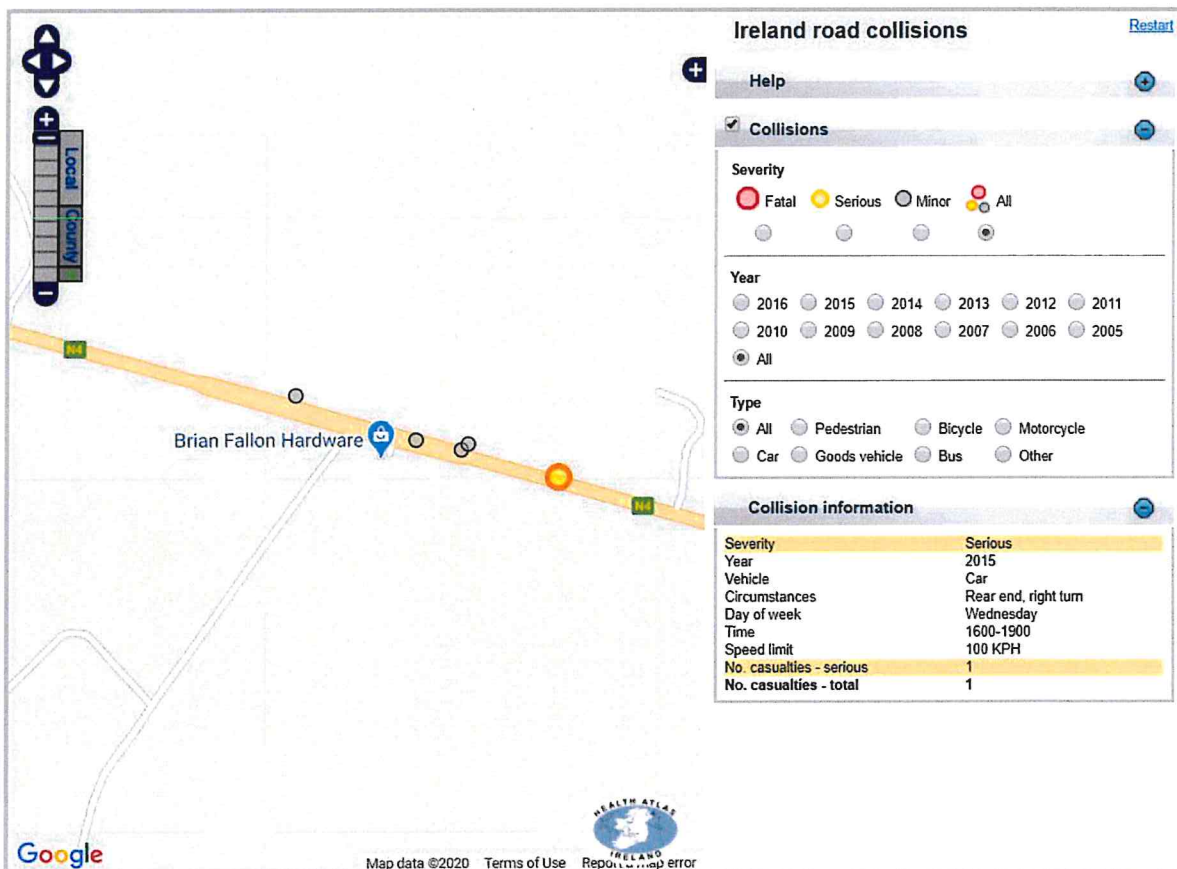


Figure 2.6 – Location map of recorded incidents 2005-2016 (Source: Road Safety Authority)

3 Description of the Proposed Road Safety Improvement Works

The proposal seeks to improve road safety on national road N4 at Shroid, Cooleeny, Longford, with proposed road improvement works to reduce the number of access points between the N4 and adjacent business premises at the site. The proposed works will include barrier separation of the existing parking area to the front of Brian Fallon Hardware, closure of several access points from all businesses onto the N4, the realignment of a short section of local road L5167 and the construction of a new access road from local road L5167 into the parking area of the business park.

The proposal includes the realignment of local road L5167 in order to allow turning space for vehicles exiting the N4 and wishing to access the business premises. The realignment will necessitate the compulsory purchase of a small area of farmland to the west of L5167 and the relocation of the existing farm access gate.

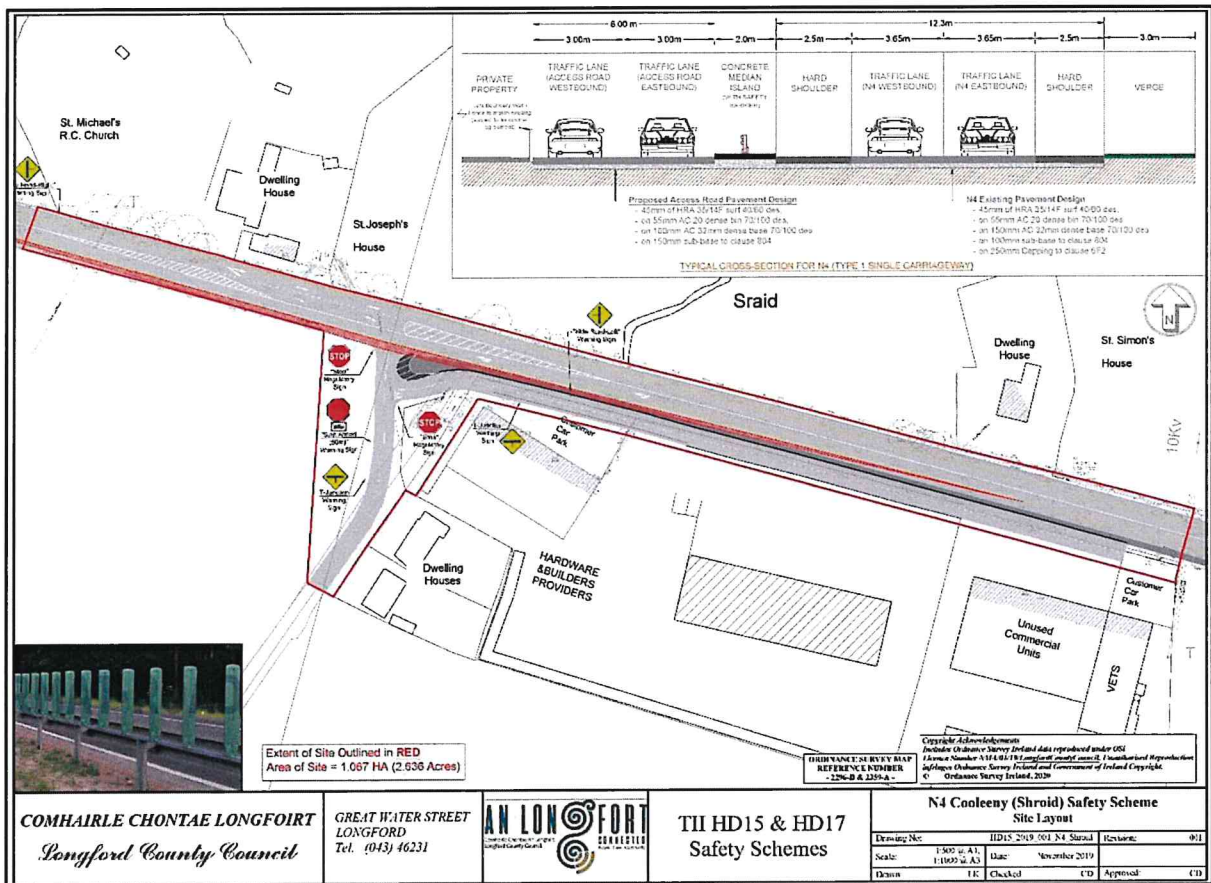


Figure 3.1 – Site plan showing proposed new road layout (Source: Longford County Council)

4 Review of Proposed Road Safety Improvement Works

ORS have reviewed the proposal put forward by Longford County Council and submit the following observations:

- The proposed new access road from local road L5167 to the existing businesses is located too close to the national road N4 and does not comply with TII Standard DN-GEO-03060: *“The provision of new priority junctions or direct accesses on minor roads shall not be permitted within 90m of a roundabout or priority junction on national roads; this may be reduced to 50m as a relaxation on Regional and Local roads.”*

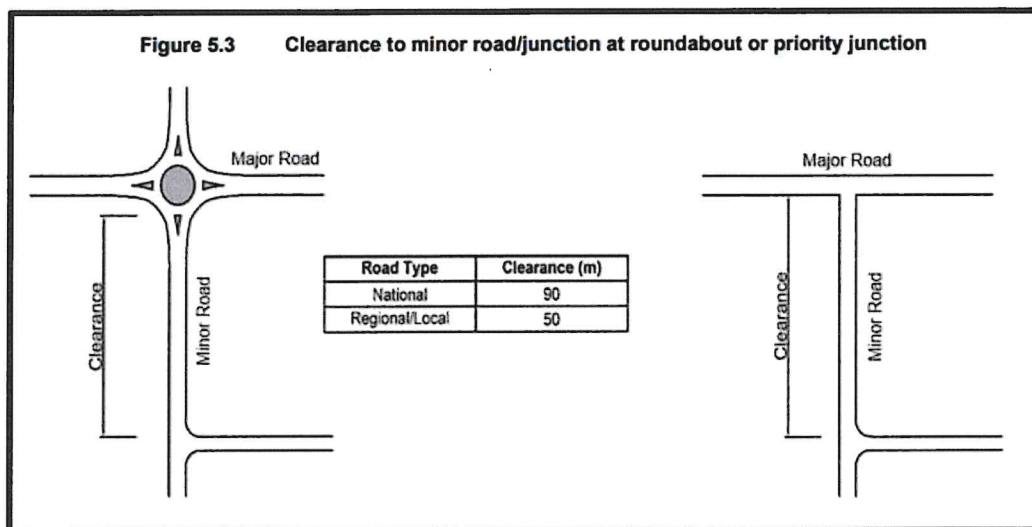


Figure 4.1 – Clearance to minor road/junction at priority junction (Source: DN-GEO-03060)

- The revised junction layout between L5167 and N4 provides for a very tight bend for traffic turning off N4 and seeking to access the existing businesses. ORS are of the opinion that all vehicles, and HGV's in particular, will not be able to safely make the turn without straying across the median line of L5167 and/or having the rear section of the vehicle projecting onto the main carriageway of N4 while navigating the turn or waiting for clear space to complete the turn.
- ORS are of the opinion that the proximity of the new access on the L5167 and the N4 will give rise to a high risk of collision between vehicles turning off N4 and vehicles exiting the proposed access road to/from the existing businesses.
- In the proposed new layout, L5167 does not connect to N4 at a right angle, as is best practice, which may impede visibility and sightlines, particularly the view of traffic approaching from the east for traffic exiting L5167.
- The existing gate access into the field to the west which provides access to our client's lands off the L5167 will be removed to facilitate the proposed relocation of L5167-N4 junction. ORS notes that the submitted drawings do not indicate a new location for the field access gate.

Having considered the above, ORS propose that the design of the junction between L5167 and N4 should be revised to provide adequate sightlines at all junctions and to provide sufficient turning



room to allow all vehicles entering and exiting the junction to do so safely and in accordance with recommended road design criteria.

A suggested alternative layout is shown on the drawing in Appendix A. This layout will require a longer section of L5167 to be realigned and may also require additional lands to the west to be incorporated; however, this layout or similar will be a significant improvement in terms of road safety for road users on the N4 while protecting the existing road safety provided to users of L5167.

5 Conclusions and Recommendations

It is clear that the current road layout and numerous direct access points in close proximity to one another heightens the risk of serious high-speed collisions in the area. The route is a national road and as such is heavily trafficked with vehicles travelling at high speeds.

However, following review and as detailed in Section 4 above, ORS submit that the proposed design does not comply with TII Standard DN-GEO-03060, will not achieve the desired road safety improvements and may instead create significant new road safety issues at this location along the N4 and along the L5167.

The suggested road layout shown on the drawing in Appendix A while not achieving the recommended clearance to the N4 given the site constraints, would significantly improve road safety to all N4 road users while also offering greater protection in terms of safety to users of the L5167.

We respectfully submit the above observations for the consideration of the scheme design team.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'A. Price'.

Adam Price

Chartered Engineer

For and on behalf of ORS

Email: a.price@ors.ie



Appendix A – Suggested Alternative Road Layout

