

LONGFORD COUNTY COUNCIL

**SECTION 179 OF THE PLANNING AND DEVELOPMENT ACT 2000
(as amended)**

**PART 8 OF THE PLANNING AND DEVELOPMENT REGULATIONS 2001
(as amended)**

PROPOSAL TO CARRY OUT A DEVELOPMENT REFERRED TO AS –

PART 8 – NO. 122

N63 FARRANYOOGAN, LONGFORD, CO. LONGFORD

**REPORT IN ACCORDANCE WITH
SECTION 179 OF THE PLANNING AND DEVELOPMENT
ACT 2000 (AS AMENDED)**

AND

**PART 8 OF THE PLANNING & DEVELOPMENT
REGULATIONS 2001 (AS AMENDED)**

To: The Cathaoirleach and Members of Longford Municipal District.

Being satisfied that the requirements of subsections (1) and (2) of Section 179 of the Planning and Development Act 2000 as amended, and Articles 79 to 85 inclusive of the Planning and Development Regulations 2001 (as amended) have been fully complied with in relation to the above proposed development, I have prepared the attached report in accordance with the requirements of subsection (3) of Section 179 of the Planning and Development Act 2000 as amended and formally submit same to the Cathaoirleach and members of Longford Municipal District for consideration.

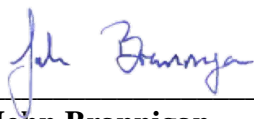
1. Introduction / Site Location of the proposed development.
2. The nature and extent of the proposed development and the principal features thereof are as set out in Section 2 of the Report.
3. Section 3 of the Report evaluates the consistency of the development with the proper planning and sustainable development of the area to which the development relates, having regard to the provisions of the development plan.

I am satisfied that all issues have been fully considered in the evaluation and that the proposed development is consistent with the proper planning and sustainable development of the area to which the development relates, having regard to the provisions of the Longford County Development Plan 2021-2027, for the reasons set out in the report.

4. The persons and bodies who made submissions or observations with respect to the proposed development in accordance with the provisions of the above Act and Regulations are listed at Section 4 and the issues raised detailed in Appendix 1.
5. Section 5 sets out details in relation to Appropriate Assessment.
6. Section 6 sets out the EIA Screening Determination.
7. Sets out the recommendation of the Planning Authority in relation to the proposed development regarding the planning considerations and submissions and observations received.

In accordance with the provisions of Section 179(3)(b)(v) of the Planning and Development Act 2000 (as amended) I recommend that the proposed development should be proceeded with subject to the modifications/amendments listed in Section 7 of the attached report.

Dated this the: 15th November 2024



**John Brannigan,
Director of Services.**

Note:

Planning and Development Act 2000 (as amended) – Subsection 4 of Section 179.

- (4) (a) The members of the local authority shall, as soon as may be, consider the proposed development and the report of the Chief Executive under subsection (3).
- (b) Following consideration of the Chief Executive's Report under paragraph (a), the proposed development may be carried out as recommended in the Chief Executive's Report, unless the local authority, by resolution, decides to vary or modify the development, otherwise than as recommended in the Chief Executive's Report, or decides not to proceed with the development.
- (c) A resolution under paragraph (b) must be passed not later than 6 weeks after receipt of the Chief Executive's Report.



**LONGFORD COUNTY COUNCIL
PLANNING DEPARTMENT**

PART VIII – NO. 122

N63 FARRANYOOGAN, LONGFORD, CO. LONGFORD

Report in Accordance with
Section 179 of the Planning and Development Act 2000
(as amended)
and
Part 8 of the Planning & Development Regulations 2001
(as Amended)

NOVEMBER 2024

1. INTRODUCTION/ SITE LOCATION

The subject lands are located in the Townland of Farranyoogan and within the development envelope of Longford Town as identified in the Longford County Development Plan 2021 – 2027. The application site relates to a 1.8km section of the National Road N63 in Farranyoogan and extends from the Canal Crossing southwest of Longford Town to the Railway Bridge heading north towards Longford town centre.

The proposed scheme will comprise of pavement improvement works for the active travel scheme of an approximate 1.8 km section of the N63 National Secondary Route, with the primary objective of enhancing safety and accessibility for all road users.

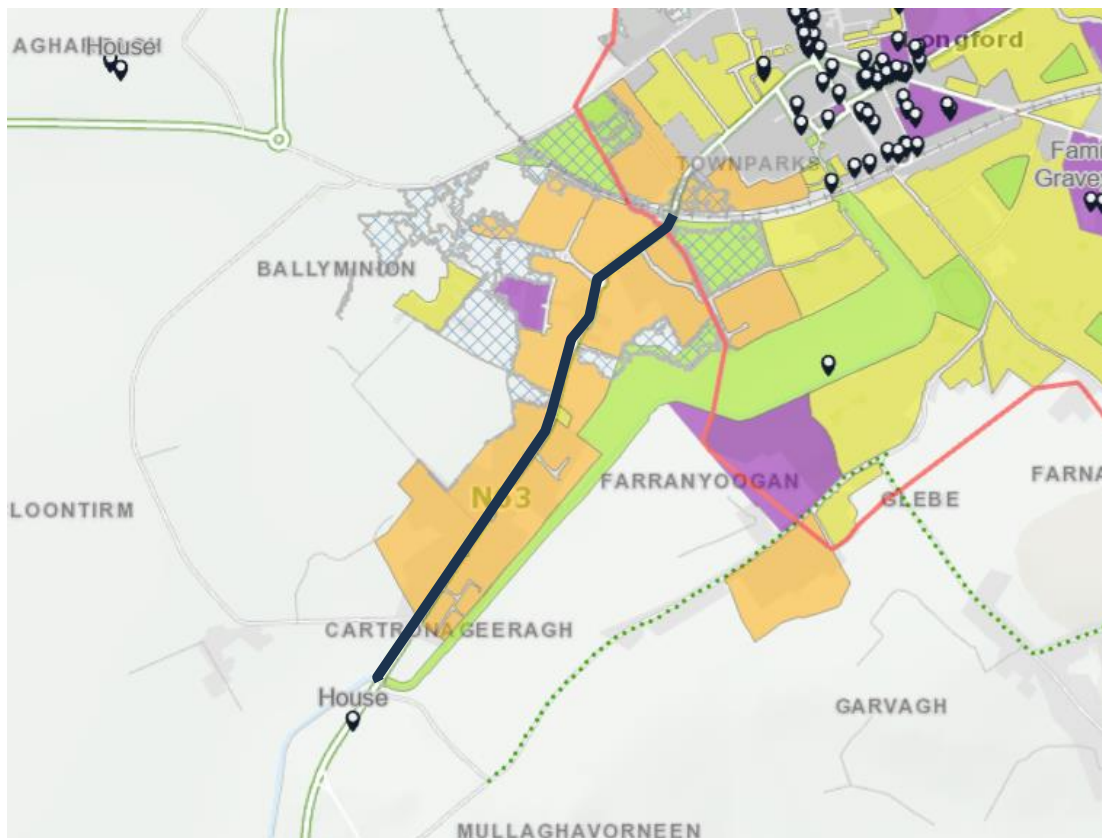


Figure 1 – Project Extent Highlighted in Black

2. NATURE AND EXTENT OF PROPOSED DEVELOPMENT

This proposed scheme will comprise four distinct sections, each with characteristics and infrastructure requirements. The overall carriageway width will be reduced where possible (existing hardstanding of 35,505m² to finished hardstanding of 33,636 m²) to allocate

dedicated lanes for pedestrians and cyclists. The four distinct sections of the project are detailed in Figure 2 below.



Figure 2 – The Proposed Scheme

The proposed scheme will comprise of pavement improvement works for the active travel scheme of an approximate 1.8 km section of the N63 National Secondary Route, with the primary objective of enhancing safety and accessibility for all road users. This proposed scheme will comprise four distinct sections, each with characteristics and infrastructure requirements. The overall carriageway width will be reduced where possible (existing hardstanding of 35,505m² to finished hardstanding of 33,636 m²) to allocate dedicated lanes for pedestrians and cyclists.

The principles, approaches and standards set out in the Design Manual for Urban Roads and Streets [DMURS], and also the National Cycle Manual [NCM] will apply to that part of the N63 within a 60km/h speed limit zone (which is the case for most of the Proposed scheme). Transport Infrastructure Ireland (TII) DN-GEO-03031 Road Link Design will apply to the short section of the N63 located in a 100 km/h zone.

<p>South Section: Rural to Urban Transition</p>	<p>The South Section spans c. 190m between the Canal Crossing and the LR1151 Cloonatrim Road, where the road transitions from rural to urban context. The lands on both sides of the N63 are agricultural and the speed limit is 100kph for most part, suggesting a rural context. However, route lighting is present throughout and there is a footway on the east side of the N63, suggesting an urban context. The northbound carriageway is 3.25m wide and has no hard strip. The southbound carriageway is the same width but has a hard shoulder approximately 1.75m wide. Key infrastructural elements proposed include:</p> <ul style="list-style-type: none"> • Shared Surface Facility: Implementing shared surface facilities on both sides of the carriageway to accommodate pedestrians and cyclists safely while ensuring the road's functionality. • Footway Extension: Extending the footway and lighting beyond the town limits. • Crossing Facilities: Introducing defined crossing facilities for users of the canal towpath and enhancing connectivity to the town. • Cycle Facilities: Considering the addition of cycle facilities to bridge the gap between the Canal Crossing and the town.
<p>Middle Section: Segregated Pedestrian and Cycle Facilities</p>	<p>The Middle Section is c. 0.8km, characterised by a 6.5m wide carriageway within a 50kph zone and numerous accesses to commercial developments. The geometry of the commercial accesses varies but typically have wide mouths that are unsuited to pedestrian or cyclist crossing movements. The overall carriageway width will be reduced where possible to allocate dedicated lanes for pedestrians and cyclists. Infrastructure elements include:</p>

	<ul style="list-style-type: none"> • Segregated Facilities: Providing dedicated lanes for pedestrians and cyclists while reducing the carriageway width where possible. • Footways: Ensuring the presence of footways with varying widths on the east side and occasional sections on the west side. • Access Improvements: Addressing the challenges posed by wide-mouthed commercial accesses, making them more pedestrian and cyclist-friendly. • Crossing Points: Establishing safe crossing points for non-motorized road users.
Flancare South Section	<p>This section is c. 0.5km and exhibits changes in geometry compared to the Middle Section, including curved horizontal alignment, no hard shoulders and minimal hard shoulders. Flancare Roundabout is a notable feature, and the section lacks crossing facilities.</p> <p>This section includes Flancare Roundabout and specific infrastructure considerations include:</p> <ul style="list-style-type: none"> • Belisha Crossings: Introducing Belisha crossings on all approach arms to enhance pedestrian safety. • Continuation of Facilities: Continuing segregated pedestrian and cycle facilities on the west side, ensuring a secure pathway. • Shared Surface: Implementing a shared surface on the east side to accommodate various road users effectively.
Flancare North Section	<p>Similar to the Flancare South Section, this section maintains curved geometry except that a wide hard shoulder adjoins the southbound carriageway and lacks cyclist facilities. The verge adjoining the northbound carriageway is considerably narrower. The one-way shuttle system at the Railway Bridge</p>

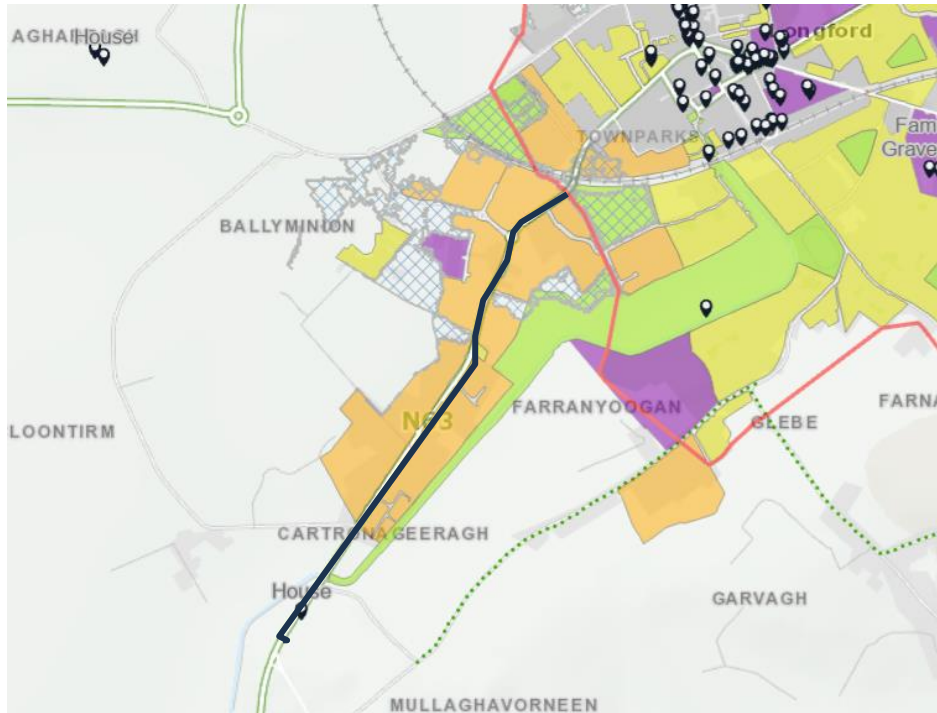
	<p>does not accommodate cyclists. This section is c. 0.3km. Infrastructural elements include:</p> <ul style="list-style-type: none"> • Segregated Facilities: Extending segregated pedestrian and cycle facilities to both sides of the carriageway. • Hard Shoulder: Maintaining a wide hard shoulder on the southbound carriageway. • Shared Surface: Providing shared surface facilities on the east side, tying into the footway immediately south of the railway bridge. • Railway Bridge Enhancement: Improving the one-way shuttle system at the Railway Bridge to ensure the safety of non-motorised road users.
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The proposed project includes additional infrastructural elements within the proposed scheme comprising and including the following:

- Tying into the existing drainage, as necessary utilising existing outfalls.
- Diversion of existing services and utilities as necessary to facilitate the works including but not limited to EIR, ESB, gas and water.
- Site and vegetation clearance including grassed verges, roadside vegetation and trees.
- Roadside hazards removed.
- The existing road markings and signage would be removed, and new signage and markings installed, as required.
- Lighting proposals from the town core; and
- Other consequential construction works necessary in order to complete the proposed scheme.

3. PLANNING CONSIDERATION/ EVALUATION

The site is located within the functional area of Longford County Council and lies within the Designated Development Envelope of Longford town. As such the provisions of the Longford County Development Plan 2021 – 2027 apply.



Subject site highlighted in black

Longford County Development Plan 2021-2027 Policy Objectives:

Chapter 5 – Infrastructure

CPO5.48 - Retrospectively provide public transport, walking and cycling infrastructure and facilities in existing development areas to achieve growth in sustainable mobility.

CPO5.49 - Provide suitable infrastructure on public transport corridors to improve safety and efficiency for public transport users.

CPO5.51 - Support the continued integration of national, regional and local bus and rail services to ensure the delivery of a fully integrated public transport service.

CPO5.52 - Improve access to public transport as part of road improvement projects, where possible.

CPO5.53 - Seek to address urban congestion, with particular emphasis on facilitating improved bus transport movement and reliability, and improved links to bus and railway stations.

CPO5.56 - Support bus priority measures on existing and planned road infrastructure, where appropriate, in collaboration with the National Transport Authority, Bus Éireann and the Transport Infrastructure Ireland.

CPO5.65 - Work with the relevant statutory bodies and other relevant stakeholders, to improve on the existing level of infrastructure and facilities for walking and cycling.

CPO5.66 - Identify and implement a strategic, coherent and high-quality cycling and walking network across the County that is integrated with public transport and interconnected with cultural, recreational, retail, educational and employment destinations and attractions.

CPO5.67 - Promote the organisation of traffic in towns and villages to separate motor vehicular, bicycles and pedestrian traffic in accordance with the National Manual for the provision of Cycle Facilities in Urban Areas, the Design Manual for Urban Roads and Streets and The National Cycle Manual.

CPO5.68 - Promote walking through the development and expansion of a network of safe walking trails within towns and villages and their environs. Such routes can link with existing walking trails, Sli na Slainte and the Green Infrastructure Network and existing or new public rights of way.

CPO5.69 - Adopt and implement the provisions of the Draft Longford Walking and Cycling Strategy and, where necessary and appropriate, reserve lands for the provision of off-road cycling tracks and cycling/pedestrian infrastructure as identified as part of any such cycling strategy prepared.

CPO5.70 - Seeks the development of effective cycling infrastructure along the key urban arterial routes to and from Longford Town, including N63 – Ballinalee Road.

Chapter 6 – Regeneration:

CPO6.25 - Promote access to sustainable transport and availability of alternative transport modes such as walking and cycling between strategic areas and services.

Enhance accessibility and sustainable mobility within the town centre by improving links between the core and surrounding areas through the further integration of public transport, walking and cycling facilities.

CPO6.70 - Enhance accessibility and sustainable mobility within the town centre by improving links between the core and surrounding areas through the further integration of public transport, walking and cycling facilities.

4. PUBLIC/ STATUTORY BODIES CONSULTATION, SUBMISSIONS, REPORTS, ETC.

The proposed works were duly and properly notified as required by Section 179 of the Planning and Development Act, 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended).

The plans and particulars for the proposed development of a 1.8km section of the National Road N63 in Farranyoogan and extends from the Canal Crossing southwest of Longford Town to the Railway Bridge heading north towards the town centre; were made available for public inspection at the offices of Longford County Council, Áras an Chontae, Great Water Street, Longford and during official public opening hours, excluding weekends and bank holidays, and online from Friday 16th of August 2024 up to and including Friday the 13th of September 2024.

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, were invited to be made in writing to the Planning Section, Longford County Council, Áras an Chontae, Great Water Street, Longford, Co. Longford to arrive not later than 4pm on Friday the 27th of September 2024.

4.1 - Submissions:

71 (seventy one) no. submissions were received during the consultation timeframe, 58 of the total 71 had the same format letter and objected to the proposed scheme. The 58 submissions included the following businesses and commercial companies:

1. Anna Corboy, Sotax – Gem Park, Athlone Rd Longford (30/08/2024)	2. Edviwas Kulbokas, Longford Window Tinting, Heatherview Business Park, Athlone Rd, Longford (30/08/2024)
3. Thelma Garvey, Masterlink Solutions, Ballyminion, Athlone Rd, Longford (30/08/2024)	4. Johnston Farm Equipment Ltd, Athlone Rd, Longford (30/08/2024)

5. Michael Shaw, Mikat Ltd, Athlone Rd, Longford (30/08/2024)	6. Rioch Warde, Toppart Motor Factors, Masterlink Business Park, Athlone Rd, Longford (30/08/2024)
7. Airbag Ireland, Johnson Business Park, Athlone Rd, Longford (30/08/2024)	8. Katie Quinn Euro Car Parts (IKQ) Cartrangeeragh Business Park, Athlone Rd, Longford (30/08/2024)
9. Francis Charles, FC Spares, Royal Canal, Business Park, Longford (30/08/2024)	10. Niall Nerney, Longford Fireplaces & Stove Solutions, Athlone Rd Longford (30/08/2024)
11. Longford Sign Ltd, Johnson Business Park, Athlone Rd, Longford (30/08/2024)	12. Eamon Donohoe Transport Ltd, Heatherview Business Park, Athlone Rd, Longford (30/08/2024)
13. M. Romanowski, Mac Tech, Royal Canal, Business Park, Longford (30/08/2024)	14. Breege Quinn, Master Developments Ltd. Mastertech Business Park, Athlone Rd, Longford (30/08/2024)
15. C McGregor, McGregor Trading Johnson Business Park, Athlone Rd, Longford (30/08/2024)	16. Darren Quinn, D Quinn Memorials, Athlone Rd, Longford (30/08/2024).
17. Michal Mai Xuan, The Iron Kingdom Gym. Athlone Rd Longford (30/08/2024)	18. Smart Logistics Ltd, Heatherview Business Park, Athlone Rd, Longford (30/08/2024)
19. Enda McKeon, McKeon Pallets, Athlone Rd, Longford (30/08/2024)	20. Everest Height Hire, Mastertech Business Park, Athlone Rd, Longford (30/08/2024)
21. Seamus Quinn, Master Consultancy Bureau Ltd, Mastertech Business Park, Athlone Rd, Longford (30/08/2024)	22. Paul Hegarty Supersavers, Mastertech Business Park, Athlone Rd, Longford (30/08/2024)
23. Patrick Whelan, Whelan Oil, Inver Service Station, Athlone Rd, Longford (30/08/2024)	24. Miriam O'Reilly, Bewell Yoga & Pilates, Mastertech Business Park, Athlone Rd, Longford.

25. Kieran Kelly Gem Park Management CLG, Athlone Rd, Longford (30/08/2024)	26. Longford Medical Park, Ballyminion, Athlone Rd, Longford (30/08/2024)
27. Anta O'Neill – Baltic Amber Ltd, European Café & Bistro, Mastertech Business Park, Athlone Rd, Longford (30/08/2024)	28. Breda Murphy, EDI Centre, Mastertech Business Park, Athlone Rd, Longford (30/08/2024)
29. Enda McManus, Revamp 3R Store, Mastertech Business Park, Athlone Rd, Longford (30/08/2024)	30. Unit B Auto Body, Johnson Business Park, Athlone Rd, Longford (30/08/2024)
31. Anne Mulleady, Mulleady, Athlone Rd, Longford (30/08/2024)	32. Ciaran McGrath, Protrans, Athlone Rd, Longford (30/08/2024)
33. Specialist Home Furniture Ltd, Mastertech Business Park, Athlone Rd, Longford (30/08/2024)	34. Cillian Cox, Celtic Coatings, Heatherview Business Park, Athlone Rd, Longford (30/08/2024)
35. Roy Davis, Davis Supervalu, Hazelwood Shopping Centre, Athlone Rd, Longford (30/08/2024)	36. Darren Benney – DB Strength & Performance, Cartrangeeragh Business Park, Athlone Rd, Longford (30/08/2024)
37. Pat Hussey – Direct Heating & Plumbing, Athlone Rd Longford (30/08/2024)	38. Louis Fearon, Equip Eng Supplies Ltd. Athlone Rd, Longford (30/08/2024)
39. John Nugent Fuchsia Home, Gem Park, Athlone Rd, Longford (30/08/2024)	40. Glancy Enviro, Gem Park, Athlone Rd Longford (30/08/2024)
41. Edgars Zarous, Horse Power Gym, Mastertech Business Park, Athlone Rd, Longford (30/08/2024)	42. A. Breycis – KSB Greenhouse Ltd, Johnson Business Park, Athlone Rd, Longford (30/08/2024)
43. Laura Thompson Health, Mastertech Business Park, Athlone Rd, Longford. (30/08/2024)	44. Henry McCann – Longford Electrical Wholesale, Cartrangeeragh Business

	Park, Athlone Rd, Longford (30/08/2024)
45. Longford Expert Hardware, Mastertech Business Park, Athlone Rd, Longford (30/08/2024)	46. Longford Hire, Athlone Rd, Longford (30/08/2024)
47. Denis Smyth LTB Tiles and Bathroom, Royal Canal Business Park, Athlone Rd, Longford (30/08/2024)	48. NG Motors/ NG Car Parts, Johnson Business Park, Athlone Rd, Longford (30/08/2024)
49. Ross O'Dowd – O'Dowd Storage, Mastertech Business Park, Athlone Rd, Longford. (30/08/2024)	50. Neill Haven – Petstop Discount Warehouse, Mastertech Business Park, Athlone Rd, Longford. (30/08/2024)
51. Precision Customs Heatherview Business Park, Athlone Rd, Longford (30/08/2024)	52. Colin O'Hara – Rapid Print, Athlone Rd, Longford (30/08/2024)
53. Patrick Reilly, Reilly Brothers Kitchens Ltd, Athlone Rd, Longford (30/08/2024)	54. Graham Castigen, Screwfix, Athlone Rd, Longford (30/08/2024)
55. Sealtec Ltd, Athlone Rd, Longford (30/08/2024)	56. Stakelam Pharmacy – Templemichael Glebe, Mastertech Business Park, Athlone Rd, Longford. (30/08/2024)
57. Ivan Ledwith, The 5 th Wheel Truckstyling, Royal Canal Business Park Longford (30/08/2024)	58. Thomas Redmond, Toy Town Toys, Johnson Business Park, Athlone Rd, Longford (30/08/2024)
59. Kestrel Kitchens, Churchlands, Longford (16/09/2024)	

Their objections included the following:

- Identified works of a similar nature along the Ballinalee Rd and Battery Rd have been ongoing for over 18 months and have resulted in major traffic delays. Traffic through the area was greatly reduced and many people avoided the area finding

other routes into and out of town. Both of these schemes were in residential areas with only limited business operating.

- The Athlone Road N63 Farannyoogan Rd is a predominantly commercial area with 90 businesses. 2 years of road works would be devastating for the businesses in the area.
- Should the works go ahead there could be a potential 70% drop in through traffic as lanes are reduced, stop go systems and people opting for other routes to avoid delays.
- Logistics companies operate in the area and HGVs would be much more evident during the works.
- In the other schemes HGVs were diverted to avoid the works, this will not be the case in this area. This scheme will cause customers and clients to avoid the area and take their business to other parts of the town. The impact will vary but will be as high as 70% drop in turnover for some. This will close some businesses and dramatically impact the viability of others.
- For businesses not so customer dependant it will cause delays, higher operating costs and extra time lost in travel/delivery of goods.
- During and after the works access to parking along the road will be impossible – while some businesses have parking others do not.
- Was an alternative scheme considered – re-surfacing and re-marking not considered, which would take less time and cost less.
- Planning legislation in Ireland seeks to ensure in the interest of the common good – the proper planning and sustainable development of urban and rural areas, and one of the 10 National Strategic Outcomes as set out in the NPF is strengthened Rural Economies and Communities. The impact of this project is considered to not be in the common good and it will weaken rather than strengthen the local economy and community.

60. Colm Ryder of – Irish Cycling Campaign 26/09/2024 - supports the proposed 1.5km proposed scheme including cycling and walking facilities linking the railway bridge

(N63) to the Royal Canal Way – the new active travel link will also facilitate safer movements of all traffic.

Submission identifies a lack of connecting cycle facilities from Longford town centre along the N63 to the railway bridge and see this as a missed opportunity.

Shared Active Travel - The separation of cycling and pedestrians is preferred and note the identified shared sections in the scheme – it is considered that these should work well in the location and lessen the need for increased land take.

Raised Side Road Crossings - these are noted and welcomed and will help to provide greater priority for pedestrians and cyclist users.

Flancare Roundabout – design changes include new zebra crossings which will provide priority crossings for pedestrian and cyclists. While welcomed disappointed that large, curved radii on the exits have not been tightened to slow traffic speeds and ensure safety of crossing pedestrians.

Traffic signal at railway bridge – recommend a redesign of the cyclist entry on to the roadway stop box from cycle track heading north – the entry from the cycle track on to the road should facilitate an easy access and not as shown a sharp right-angle turn. Recommend the traffic signals on both sides of the bridge include an advance green light for detected cyclists to provide extra safety.

N63 Road Crossings – welcome the redesign of the Royal Canal Way crossing which will give greater protection to users, the inclusion of the zebra crossing at Shaw's Car Sales. Urge more zebra crossings along the proposed stretch of road.

Speed limits – Recommend that the 60kph speed limit area be extended out to the junction with the R397 to provide greater protection to users of the Royal Canal Way – and to slow traffic entering Longford to slow down before reaching the crossing point. R397 is a natural transition point for the speed limit change.

61. Damien O'Neill TFI Local Link, submission received 09/09/2024. Supportive of the scheme and requests an investment of bus stop infrastructure along the proposed route at suitable locations – the submission identifies Environmental, Community & Social Benefits as well as Economic Benefits of this investment.

62. Johnston Farm Equipment and Derek Johnston submission received 26/09/2024.
Objects to the proposed scheme.

Design - Plans and the project appear to be designed for a residential area rather than a commercial/industrial area. Over 70 commercial premises existing onto the road including HGV and traffic – if the aim of the scheme is to reduce traffic it will create more hazards – no. of accidents occurred over the past 10 years.

Parking – their company uses the forecourt to advertise the business with machine stock parked in the area. Many customers visit when business is closed and pull into the roadside verge to look at equipment. Customers in large cattle trucks and HGV park on the road edge – it is considered that several sales opportunities will be lost when this space is removed.

Properties and landholding – the design appears to take lands from owners in order to complete the scheme. No mention of Council purchasing this land. Land certificate shows the lands extend to the roadside and included in subsequent planning permission. If the council wishes to install a footpath/cycleway on the property the Council will have to negotiate with the landowners.

Business entrance – the plans identify that the splayed entrance to Johnston's Farm Equipment is to be reduced from 18m at the roadside down to 9m and then further reduced to 8m at the security barrier. The entrance as is, was built following a road safety audit completed in 2005. Number of articulated HGV enter and exit the properties each day and the redesign would impact road safety. Access to the business premises is important they cannot and will not allow the entrance to be restricted.

Construction – high levels of dust and grime will be generated if project is progressed. Company has a large volume and value of machinery stored facing the roadside. Who will be responsible for cleaning their equipment – how long will the construction phases take – will there be a time limit on the contract??

Longford County Council gave planning permission to all of the commercial properties along this route. If the proposed scheme in anyway curtails profitability they will be seeking compensation.

63. Kevin Smith, The West Wing, Lisduff Longford (06/09/2024) – Supportive of the scheme and identifies some additional improvements on the submitted plan drawing. Includes pedestrian access points into Mastertech Business Park, additional pedestrian crossing point, EV charging point for the car park and for the cycle way to link through from the N63 into Mastertech and onto the Canal directly.
64. Mel Kilrane Submission (18/09/2024) Strongly objects to the proposed development. Works are unnecessary and merely cosmetic and not justified under the heading essential infrastructure.
65. Michael Shaw Cars – submission (25/09/2024). Objects to the proposed development. Access to their site for the unloading of vehicles 48-50ft long usually parks on the hard shoulder outside the premises. The removal of this space will impact the operations and running of the business. The width of the existing site entrance is 41ft and will expect this to be maintained as it is at the moment. Requests information about streetlights along the stretch of the road. Timelines for the development. Reduction in business rates during the development. Wish to be consulted and about the amount of land and ground to be taken. Reconstruction of the wall with a barrier on top, area for a car display and viewing ramp. Planning permission for a sign which is currently down to be retained.
66. Nerney's Fireplaces and Stone Solutions (23/09/2024) – Business has been actively using the space allocated for the cycling/pedestrian lane for deliveries since October 1st 1997. There is insufficient space in the grounds for the safe and efficient movement of large vehicles. Request that provisions be made to accommodate deliveries to our property – can a loading bay be provided.
67. Kevin O'Reilly – O'Reilly & Sons Van Centre (25/09/2024) – Broadly supportive of the development and consider it will provide a long-term lift to the area. However, while it is an industrial/commercial area – rely on customer visits to the premises for sales and service and request that minimal impact occurs to hinder these regular visits.

Company relies on deliveries of new cars and vans to the site via HGV transporter vehicles – delivery access will be required 24 hours a day and 365 days a year. Company request that a loading bay within 50m of the entrance. As an alternative an off-road delivery area could be provided on their private ground, but this will require the upgrading of the entrance facility and internal roadway to handle the weight of loaded HGV Transporters – can this work be facilitated.

68. Paul Diffley – Heatherview Business Park (27/09/2024). Welcome the upgrades and enhancements to the roads and this area of the town. But based on the proposed design object to the works. This area is a commercial business area, there are a number of businesses within Heatherview Business Park that rely on the ease of access to their business – the proposed works and development will see a reduction in visitors, and some will close. Large number of trucks arriving and departing each day, how will these vehicle movements be facilitated during construction works.

The proposed narrowing of the road and site entrances will have a negative impact on traffic flow – has the movement of HGVs been considered – the parking of vehicles and turning lanes.

Existing road is wide and there are clear lines of sight from moist entrances – has a resurfacing of the existing carriageway and the existing shared footpath/cycleway been considered?

It is unclear how pedestrians and cyclists along the route and into and out of business premises will be managed during the construction phase. The road is popular for recreational uses – has the safety of these people been considered.

Roadworks on this route will cause traffic to take alternative routes, Clonterm Lane, The Park and the narrow L5268 – this will have a negative impact to these roads and the residences along them.

Project timeline has not been included, request that a project duration be provided.

Detailed traffic management plan needed given the multiple business entrances along the route and length. Traffic signals will not work.

Due to the large number of submissions on the project proposal it is evident that many businesses are opposed to the development. Further consultation needed before the project progresses further.

69. Connellan Solicitors on behalf of Royal Canal Business Park Management Ltd (27/09/2024). Identified that it is intended/proposed to reduce the current width of the turn in from the road (N63) into the client's property from the existing 32m to 8m and further envisages that the entrance then be reduced from 30m to 7.5m. The reductions are entirely unacceptable.

The current width entrances presently in place are pursuant to and compliant with Planning Permission and Property Rights. The proposed reductions would have a devastating consequence for the client's property in terms of heavy goods vehicles entering and exiting the development.

The proposed works constitute an unlawful interference with the client's property rights and will be resolutely opposed.

70. Uisce Éireann submission received 04/09/2024. No objections in principle subject to the proposed following conditions:

71. Eugene Mulcaire c/o ITC Ltd Submission received 25/09/2024. Supportive of the scheme – however amend the proposal in order to facilitate vehicular ingress and egress into the 4 sites owned by the Company title BGR08, BGR22, BC6XB and BC6XC. The as designed scheme will prohibit any future development of these sites – therefore in order to avoid devaluation and render the sites unsustainable additional vehicular access should be accommodated.

4.2 Internal Reports

- Roads Design Section – Report received providing a detailed response to all matters raised – see Appendix 1
- Area Engineer – No report received.

5. APPROPRIATE ASSESSMENT

The proposed development was the subject of a Stage 1 Appropriate Assessment Screening, a report was undertaken by Deborah D'Arcy Ecology and Caoife D'Arcy (Ms. Noreen McLoughlin) in which it was noted that the nearest Natura 2000 sites are as follows:

- Brown Bog SAC 002346 – 2.6km north-west of the site, screened out.
- Mount Jessop Bog SAC 002202 2.6km south-east of the site, screened in.
- Ballykenny – Fisherstown Bog SPA 004101 – 4.6km north-west and downstream via the River Camlin, screened in.
- Lough Forbes Complex SAC 001818 – 4.6km north-west and downstream via the River Camlin, screened in.
- Clooneen Bog SAC 002348 9.5km north-west of the site screened out.

The Source-Pathway-Receptor model was used for detailed assessment. The potential impact has been considered in the context of the Conservation objectives of the Qualifying Interests and Special Conservation Interests of the following European sites within the potential zone of influence of the project.

- Ballykenny Fishertown Bog SPA
- Lough Forbes Complex SAC
- Mount Jessop Bog SAC

Due to the small scale and short-term nature of the proposed scheme and the potential low risk of minor pollution or sediment release, and the remote hydrological distance it is considered very unlikely that the project would result in significant effects on any European site alone or in combination with other plans and projects.

In undertaking the construction phase, best practice construction methods will be used but these are not required to avoid or reduce any effects on a European site. It is concluded that the proposed scheme, individually or in-combination with other plans or projects is not predicted to result in likely significant effects on the European sites identified to be within the potential zone of influence, or any other European sites, in view of their respective conservation objectives.

Therefore, on the basis of the detailed report and the assessment undertaken by the Planning Authority and given the nature and extent of the proposed development, as well

as its location, it is not considered that the development would result in any significant impacts on the Natura 2000 network.

Having reviewed the qualifying interests (habitats and species related interests) of the Natura 2000 sites closest to the proposed development, it is considered that there are no likely adverse impacts arising from the proposed development on the integrity of the Natura 2000 network. Accordingly, it is considered that there is no requirement to progress to a full Appropriate Assessment in this case.

6. EIA SCREENING

Deborah D'Arcy was commissioned by Longford County Council to carry out a Screening for Environmental Impact Assessment (EIA) in relation to the proposed N63 Farranyoogan Active Travel Scheme, on the N63 south of Longford town.

The Screening report concludes that the proposed scheme is not a type of development listed in Schedule 5 of the Planning and Development Regulations 2001, as amended. Longford County Council, under section 38 of the Road Traffic Act 1994 and the Planning and Development Regulations, in considering local authority own development, must have regard to whether or not such a development is likely to have a significant effect on the environment. While the section 38 procedures under the Road Traffic Act 1994 does not include procedural requirements in respect of EIA and AA screening, a local authority has obligations under other statute to satisfy itself that EIA / AA is not required.

7. RECOMMENDATION

Having regard to the above-mentioned planning considerations and to the submissions and observations received, it is considered that the proposed development would be in accordance with the proper planning and sustainable development of the area and that the proposals align with the policy objectives and the development management standards of the Longford County Development Plan 2021-2027.

It is therefore recommended that the proposed development now be proceeded with, subject to the attachment of the following modifications/amendments set out below.

PART VIII – NO. 118

1. The proposed Part 8 shall be in accordance with the plans and particulars placed on public display on 16th of August 2024 except where amended by the modifications/amendments set out below.
2. A Consulting Engineer shall be employed to carry out the final detailed design of the works, to prepare tender documents and drawings, to assist in the procurement of a Contractor and to assist in the supervision of the works on site.
3. The detailed design shall take into full consideration the submissions and comments received during the consultation process and included within this report – see Appendix 1.
4. The project shall include the following:
 - (a) A detailed street lighting design shall be completed for the entire length of the proposed works in order to improve public safety of pedestrians and cyclists.
 - (b) The provision of bus stops and bus shelters in appropriate locations along the length of the proposed improvement works.
 - (c) Traffic signals on both sides of the railway bridge shall include an advance green light for detected cyclists to provide extra safety.
5. Given the nature of the proposed works it is advised that landowners and business operators impacted by the proposed works shall be consulted, notified and informed in advance about the proposed works, including the commencement dates, duration of work activities and any potential impacts likely during the implementation and phasing of the works.

Given the nature of the proposed works it is suggested that a dedicated named project liaison officer be engaged in order to provide a single point of contact for the project.

6. Uisce Éireann requests the following modifications:

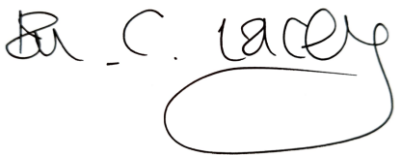
(a) The Applicant shall sign a connection agreement with Uisce Éireann prior to the commencement of the development and adhere to the standards and conditions set out in that agreement.

All development shall be carried out in compliance with Uisce Éireann Standards codes and practices.

(b) The Applicant is to Liaise with Uisce Éireann regarding existing water services infrastructure in the vicinity of the works. All existing infrastructure is to be identified and marked before work commences to prevent them being covered over by the works. All Uisce Éireann infrastructure affected by the works is to be reinstated in accordance with Uisce Éireann Standards.

(c) Particular attention is required to the works in the vicinity of the Wastewater Pumping Station and associated rising main located at the Mastertech Business Park. The Applicant is required to show the pumping station on drawings and its proximity to the proposed work.

7. All measures shall be taken by the works contractor to prevent muck, dirt, debris or other materials being deposited on the adjoining footpaths and public roads by machinery or vehicles travelling to and from the site during the construction phase. The works contractor shall arrange for vehicles leaving the site to be kept clean.

A handwritten signature in black ink, appearing to read 'Ian Lacey', with a large, stylized loop at the end.

Date: 13/11/2024

Ian Lacey - Executive Planner



Date: 13/11/2024

Rita Connaughton
Senior Planner

Appendix 1 : - Road Design comments on the submissions received

Sub No.	Company Name(s)	Submission Details	Summary of problem	Road Design Final response for planner's report
1-59	Airbag Ireland Auto Body Bewell Yoga & Pilates Celtic Coating David Supervalu DB Strength & Performance Direct Heating & Plumbing Eamon Donoghue Transport EDI Equip Euro Car Parts (LKQ) European Café & Bistro Everest Height Hire FC Spares Fuchsia Home Glancy Enviro Global Home (Specialist Home Ltd) Horsepower Gym Johnston Farm Equipment Ltd KSB Greenhouse Laura Thompson LBT Longford Tiles & Bathroom Longford Electrical Wholesale Longford Expert Hardware Longford Fireplaces & Stove Solutions Longford Hire Longford Medical Park Longford Sign Company Longford Window Tinting M Shaw Car Sales (Mikat Ltd) Mac Tech Master Consultancy Bureau Ltd Master Developments Ltd	We the businesses listed below, that operated on the Athlone Road, Longford, would like to object in the strongest possible terms to the proposed N63 Farranyoogan road works.	Objecting to works proceeding	Noted
		We have watched the council carry out similar works on the Ballinalee Rd and Battery Rd (still ongoing) resulting in major traffic delays for over 18 months each. Traffic passing through these areas was reduced dramatically by only one lane and most people avoided the areas using other routes in the town. Both of the schemes were in residential areas. Almost no business operates in those areas.	Referencing previous scheme lengths and the delay caused by same	Construction of the scheme will be carried out on a phased basis to reduce the impact on business operations and minimise the duration of the works insofar as the need to deliver the Scheme in a safe way will allow. Temporary traffic management operations and travel times will be monitored and revisions to temporary traffic management will be made where practicable to minimise delay. Two-way traffic management will be maintained where it is safe to do so.. When one-way shuttle traffic is required, it will be carried out under traffic management designed to current standards. Access to all properties will be maintained throughout the works.
		The Athlone Road is a predominantly commercial area with approximately 90 businesses operating there. 2 years road works along the road will have a devastating effect on them. Our objections are mostly linked to the impact that 2 years of road works would have on our business.	Primary reason for objection is the impact these works would have on businesses during the works	
		Should the works go ahead as planned there could be as high as 70% drop in through traffic as lanes are reduced, necessitating stop go systems, and people opting for other routes to avoid the delays. There are also a lot of logistics companies in the area, as well as normal deliveries to businesses, so HGVs will be much more evident during the works. Unlike the previous 2 projects where HGVs could be diverted, this won't be the case here as it is a commercial area, so they will compound the delays. These delays will cause customers and clients to avoid the area, taking their business to other parts of the town, or to other towns. The impact of this will vary for each business but will be as high as 70% drop in turnover for some. This will close some businesses, and dramatically impact the viability of others, now and in the longer term. Lost customers are very hard to get back.		

Sub No.	Company Name(s)	Submission Details	Summary of problem	Road Design Final response for planner's report
	Masterlink Solutions McGregor Trading McKeon Pallets Mulleadys NG Car Parts O'Dowd Storage Pet Stop Discount Warehouse Precisions Customs Protrans Quinn Memorials Rapid Print Reilly Bros Kitchen Ltd Revamp Screwfix Sealtec Ltd Smart Logistic Ltd Sotax Stakelum Pharmacy Supersavers The 5th Wheel The Iron Kingdom Top Park Toy Town Toys Whelan Oil (Inver Service Station) Gem Park Management Kestrel Kitchens	During and after the works, access to parking along the road will be impossible. While some have their own parking others don't, so the immediate and long-term impacts will be severe for them.	Scheme will prevent parking along the road edge, which will have a severe impact on businesses	The scheme provides active travel facilities for non-motorised road users and a reduction in carriageway width that is consistent with the speed limit that applies. Designed to the current standards, these facilities leave no space available for on-street parking. Furthermore, it is noted there are currently no dedicated parking facilities on the N63, and all businesses along the N63 have off-street parking.
		Was a simple resurfacing and remarking not considered for this commercial area? It would take 90% less time, maybe not as comprehensive but still very effective	Why was this road not just resurfaced and new road markings installed. Would take 90% less time	Facilities for non-motorised road users on the existing N63 are either below standard or non-existent. The Scheme is necessary to provide an appropriate environment for all road users that complies with current policies and standards.
		Planning legislation in Ireland seeks to ensure, in the interest of the common good, the proper planning and sustainable development of urban and rural areas. One of the 10 National Strategic outcomes set out in the National Planning Framework is "Strengthened Rural Economies and Communities". The impact of these works on the 90 businesses in a town the size of Longford is not in the common good, it will weaken rather than strengthen our local economy and community	Referencing National Planning Framework and indicating that these works would not be in keeping with same	
60	Colm Ryder (Irish Cyclist Campaign)	The Irish Cycle Campaign broadly welcomes these proposals for this section of the N63 at Farranyoogan in Longford. We welcome in particular the high standard of the proposed design in line with national guidelines, such as footway and cycle track widths, raised side road crossings, and the inclusion of zebra crossings.	Statement in support of the scheme	Noted

Sub No.	Company Name(s)	Submission Details	Summary of problem	Road Design Final response for planner's report
		We urge a design review of the Flancare roundabout, to reduce traffic speeds through it by reducing the radii of the entry and exit curves.	Reduce corner Radii on Flancare roundabout to reduce traffic speeds	Raised pedestrian crossings are provided on all arms of Flancare roundabout. The turning movements that must be accommodated at the roundabout will not allow a reduction in existing entry and exit radii. It is expected that raised crossings will reduce traffic speeds.
		We recommend the inclusion of advance green lights for cyclists on both sides of the railway bridge, to increase levels of safety.	Upgrade Traffic Signals to provide advanced green light for cyclists.	This will be considered at detailed design stage.
		We recommend the extension of this active travel 1.5km section on the N63 to link into Longford Town Centre, to make the route more viable, and provide a direct safe link to the Royal Canal Way.	Recommending extending active travel facilities in Longford Town to Royal Canal Way	This is beyond the scope of the proposed scheme.
		We recommend the consideration of moving the 60kph speed limit boundary out beyond the Royal Canal Way crossing point, and ideally to the R397 junction, to provide extra protection for users of the Royal Canal Way, and to slow traffic on entry to Longford Town.	Recommending extending 60km/h speed limit as far as Ballymacormack Junction (R397)	Noted but this is beyond the scope of this scheme. The speed limit at this location will be considered in a future speed limit review.
		We look forward to the development of this route section and would welcome any feedback to our submission.	Welcoming feedback on submission	Noted
61	Damien O'Neill (TFI Local Link)	I am writing to express my request for the inclusion of bus stops along the N63 between Railway bridge at Town parks Industrial Estate and the Royal canal at Cartrongeeragh at suitable locations, as part of the 2024 Application 'No. 122 - N63 Farranyoogan'. This addition is crucial for several reasons, particularly in terms of environmental sustainability and community benefits. Investing in bus stop infrastructure is a forward-thinking approach that aligns with environmental goals and enhances the quality of life for residents. I strongly urge the planning authority to consider this proposal for the benefit of our community and the environment.	Request for bus stops along the N63	The provision of bus stops will be considered at detailed design stage.

Sub No.	Company Name(s)	Submission Details	Summary of problem	Road Design Final response for planner's report
62	Derek Johnston	This plan appears to have been designed, according to your drawings more for a residential area than for a commercial / industrial area. There are in excess of seventy commercial premises exiting onto this road. In addition to the volume of small vehicle activity the amount of heavy traffic (HGV's) entering and exiting each property is vast. If the aim of this scheme is to reduce hazards it is in fact going to create more hazards than currently exist. In the last ten years how many accidents have occurred with vehicles entering or exiting commercial properties?	Suggesting scheme design not suitable for area with high industrial activity, and changes will make road more dangerous. Queried how many accidents have occurred in last 10 years.	The scheme is designed to current standards to provide a safe environment for all road users. It is noted that a road safety inspection report carried out by Transport Infrastructure Ireland and Longford County Council identified numerous road safety issues on this part of the N63. The majority of these relate to the undefined and overly wide accesses and the absence of appropriate facilities for pedestrians and cyclists.
		<u>Parking:</u> Our shop window is our display of tractors and machinery facing the road and within our compound and that of Derek Johnston. This is extremely important to our business and is evidenced by the fact that we get many enquiries from potential customers who have seen our stock either in the evenings or over the course of a weekend when we are closed. Currently these potential customers can pull in on our property which is outside our fencing. We also have many customers who visit us in large cattle trucks and HGV's both rigid and articulated. They also park on our property which (as above) is outside our perimeter fencing. Where will they now park when the works in the drawings are carried out? On the roadside of the carriageway? These will remove an important part of our sales opportunities leading to a serious loss to our business.	Potential customers currently use roadside to stop and look at machinery for sale outside of business hours. Many customers arrive in large vehicles such as Cattle Trucks, HGV's Rigid and Articulated and park along roadside. Where will these current parking practices be catered for after works? Indicates that scheme will result in loss of sales opportunities.	The scheme will not restrict visibility of the premises from the N63. The Scheme is necessary to provide an appropriate environment for all road users that complies with current policies and standards. The provision of cycle and pedestrian facilities leaves no space for on-street parking. Furthermore, it is noted there are currently no dedicated parking facilities on the N63, and all businesses along the N63 have off-street parking.

Sub No.	Company Name(s)	Submission Details	Summary of problem	Road Design Final response for planner's report
		<p><u>Our properties.</u></p> <p>Regarding our properties which are outside our fencing / walls. From your drawings it appears you are proposing to construct a cycle way and a footpath on these properties. At what point will you negotiate with us a monetary sum for the purchase of these properties. That they belong to us is evidenced by the numerous times we asked Longford County council to cut the grass on the grassed over section only to be told by the said council that they would not do so as this area was private property belonging to ourselves. We have cut it ourselves for years.</p> <p>Equally on the other side of our entrance a new watermain was installed. The contractor left that surface in a terrible condition. When we asked Longford County council to repair this surface the council said they would not do so as this area was ours. Consequently, we filled in and made good the damaged areas ourselves.</p> <p>The land certificate for our property clearly shows that the area purchased by us extends to the then existing roadside. There was a wire mesh fence supported in its entire length with a galvanised tubular bar along the existing roadside. As stated above the area outside our current fence/wall has always been maintained by ourselves. This in fact was a condition of the original grant of planning permission. I quote "the area between the fence and the road shall be backfilled approximately level with the nearer edge of the carriageway and left in a neat and tidy condition free from obstruction" This area was clearly then and now still remains our property. If the council wishes to install a footpath and cycle way on our properties, we will give consideration to entering negotiations with the council for the purchase of same.</p>	<p>The lands outside property boundary fence are owned by Johnstons, where LCC proposed to install footpath and cycleway. When will LCC negotiate purchasing this land?</p>	<p>Longford County Council accept that the lands on which the N63 is situated is not in the ownership of Longford County Council. Longford County Council note that the N63 National Secondary Road is a Public Road and in accordance with the provisions of the Roads Act 1993, Longford County Council as the Roads Authority is responsible for the maintenance of public roads and may provide any amenity or structure necessary for the safety or convenience of road users.</p>

Sub No.	Company Name(s)	Submission Details	Summary of problem	Road Design Final response for planner's report
		<p><u>The entrance.</u></p> <p>The plans indicate that Johnston Farm Equipment Ltd.'s splayed entrance is to be reduced from 18m at the roadside down to 9m and is to be further reduced to 8m at our security barrier.</p> <p>A considerable number of articulated HGV's enter and exit our properties each day. The result of the proposed change means that an articulated HGV entering from the west would be required to commence its manoeuvre completely on the wrong side of the road meeting the oncoming traffic and then swing at 90° to the traffic from the west. A similar manoeuvre has to be taken by a similar articulated HGV exiting. In order to exit, it has to move across to his wrong side of the road also meeting oncoming traffic. These manoeuvres are highly dangerous if not illegal.</p> <p>The entrance at the moment allows an exit and an entrance to take place at the same time. This is because of its current width. Your proposal would not allow this. Our customers to a large degree enter and depart with tractors many of which are towing long/wide/heavy/large equipment and the proposed restriction would cause a dangerous situation on the carriage way. This equipment is a major part of our daily business and has been for the last forty-two years. There has never been any accident or problem in all that time.</p>	<p>Scheme proposes to reduce entrance dimensions. Submission suggests HGV's will need to make dangerous/illegal manoeuvres to enter and exit new layout. New layout will also prevent large vehicles from entering and exiting at the same time.</p>	<p>A reduction in the access width where it meets the carriageway is necessary to provide an appropriate environment for pedestrians and cyclists</p> <p>The proposed access arrangements have been modelled to ensure that HGV's can safely use the access. Note that the access width at the property boundary will be maintained.</p>
		<p>We have HGV vehicles arriving and departing outside of normal hours -during the hours of darkness and when our security barrier is locked. To exit, the driver will have to park his vehicle on the carriageway while he goes back on foot to lock the gate. When arriving the opposite applies. The driver will have to park on the carriageway in order to open the barrier. As stated, these manoeuvres will generally take place in darkness. These manoeuvres are highly dangerous if not illegal. What is the position if an accident takes place - will the council accept responsibility for these illegally parked vehicles?</p>	<p>Barriers to property are locked outside of business hours, however HGV's arrive and depart outside of these hours. Driver will have to park on the carriageway to open & close barrier. Will LCC take responsibility for these vehicles parking illegally on the road in these situations in the event of an accident</p>	<p>There is currently no existing dedicated parking facilities on this section of the N63, and it is not proposed to provide any dedicated on-street parking in this scheme.</p> <p>Notwithstanding this, it is envisaged that arrangements for issues specific to the property will addressed as part of any Accommodation Works, which will be agreed at detailed design stage.</p>

Sub No.	Company Name(s)	Submission Details	Summary of problem	Road Design Final response for planner's report
		If this construction goes ahead, it would be inevitable that high levels of dust and grime will be generated. As can be seen from the attached photographs we have a large amount of equipment facing onto the road - approximately €3 million euro in new tractors and n.s million in new machinery in our yards. All this equipment is displayed in pristine condition and is cleaned and valeted before display. If this dust and/or grime is allowed remain on the equipment for any prolonged period it will have a detrimental effect on the paintwork resulting in the equipment having to be mechanically polished. Some of the tractors on display are valued in the region of €150,000 and any deterioration is very serious. We need to know who will be responsible for keeping this equipment clean? Will it be the council or the construction contractors? We will need confirmation of who this will be in writing.	Works will result in dust and grime on stock. Who will be responsible for keeping this equipment clean during construction?	The management of dust during the construction process will be carried out in accordance with required standards and all practical measures will be taken to prevent or minimise undue impact on properties.
		The duration of this construction process is also a serious issue for our business. How long will the construction take? Will there be a time limit on the contract? If not why not?	How long will works take to complete?	The duration of the construction phase will be determined during the detailed design phase. Construction of the scheme will be carried out on a phased basis to reduce the impact on business operations and minimise the duration of the works insofar as the need to deliver the scheme in a safe way will allow. In addition, the works will be managed to minimise impact on through traffic and access to properties will be maintained at all times.
		Main motive for this scheme is to facilitate pedestrians and cyclists. No regard is given to all the employers and rate payers along the route. Have you done a survey on the number of people employed from the railway bridge to the Clontrim Rd? Do you really care about these people?	Motivation for scheme is to facilitate pedestrians and cyclists. What about people working along this road?	Scheme is in accordance with national policies and standards, and serves to enhance the N63 Athlone Road approach to Longford and provide enhanced facilities for pedestrians and cyclists, reduced traffic speeds and reduced risk of road collisions.
		A feature of the scheme should be to get traffic off the road as quickly as possible and on to business properties. Instead, the design proposed will mean traffic entering and exiting the carriage way will be delayed giving rise to the potential for accidents.	Suggests scheme should be designed to get traffic off the road as quickly as possible. Layout proposed will result in delays on road and potentially result in accidents	The proposed scheme is designed in accordance with national standards. The reduced carriageway width and access geometry will encourage a lower speed environment that will be safer for all road users. The junction tightening measures proposed act to contribute to the lower speed environment. Studies show that a 1% reduction in traffic speeds will result in a 2.5% reduction in collisions.

Sub No.	Company Name(s)	Submission Details	Summary of problem	Road Design Final response for planner's report
		The removal of the parking facilities which currently exist along the roadside will create another serious problem. Is there any provision being made for alternative parking? What are people supposed to do if they want to park and visit a business?	What provision is being made for parking along the Athlone Road?	Currently, there are no dedicated parking facilities provided along the N63. It is also noted that all business along the N63 have off-street parking for customers and staff.
		Similar schemes carried out on behalf of Longford County Council e.g. the Ballinalee Road and the Battery Road have taken ridiculous lengths of time. What steps if any are the council going to take to ensure that this scheme is not a similar fiasco?	What are LCC going to do to ensure works complete within a reasonable length of time?	The duration of the construction phase will be determined during the detailed design phase. Construction of the scheme will be carried out on a phased basis to reduce the impact on business operations and minimise the duration of the works insofar as the need to deliver the scheme in a safe way will allow. Temporary traffic management operations and travel times will be monitored and revisions to temporary traffic management will be made where practicable to minimise delay. Two-way traffic management will be maintained where it is safe to do so. When one-way shuttle traffic is required, it will be carried out under traffic management designed to current standards. In addition, the works will be managed to minimise impact on through traffic and access to properties will be maintained at all times.
63	Kevin Smith	Request for additional pedestrian connection points to Mastertech business park	Request for additional pedestrian connection points to Mastertech business park	This will be considered at detailed design stage.
		Requested the provision of an electric vehicle charging point	Requested the provision of an electric vehicle charging point	This is beyond the scope of the proposed scheme.

Sub No.	Company Name(s)	Submission Details	Summary of problem	Road Design Final response for planner's report
		Requested relocation of proposed pedestrian crossing in Mastertech business park and upgrade of junction to raised junction with contrasting colour	Requested relocation of proposed pedestrian crossing in Mastertech business park and upgrade of junction to raised junction with contrasting colour	This will be considered at detailed design stage.
		Expressed desire to see cycleway continued through Mastertech to link up with the canal	Expressed desire to see cycleway continued through Mastertech to link up with the canal	This is beyond the scope of the proposed scheme.
64	Mel Kilrane	<p>I am the owner of lands at Farranyhoogan affected by these proposals and strenuously object to same proceeding.</p> <p>I consider that they are totally unnecessary and merely cosmetic in nature and cannot be justified under the heading of essential infrastructure.</p> <p>There is adequate pedestrian access on the other side of the road and taking a piece of my land to put in a footpath and grass verge and possible cycle way is totally unnecessary and unwarranted interference with my property rights and would never stand up to the legal requirements for compulsory purchase, furthermore Longford County Council took substantial land from me already for footpaths and grass margins that were totally excessive and unnecessary in width and never gave me 1 cent in compensation. I have estimated that the amount of ground taken from me already is approx. 1500 ft long and averaging 10ft wide you can work out the area yourself.</p> <p>This proposal at Farranyhoogan is just another similar proposal to get land for nothing and carry out cosmetic works that benefits no one only the contractors employed. It is a total waste of rate payer and taxpayers money</p>	Objection to works going ahead.	<p>The scheme is in accordance with national policies and standards and is necessary to provide an appropriate environment for all road users, and serves to enhance the N63 Athlone Road approach to Longford and provide enhanced facilities for pedestrians and cyclists, reduced traffic speeds and reduced risk of road collisions.</p> <p>Subject to the part 8 being successful Longford County Council will engage with Mr Kilrane to address the concerns raised in this submission.</p>

Sub No.	Company Name(s)	Submission Details	Summary of problem	Road Design Final response for planner's report
65	Michael Shaw	<p>We've been at this location for 25 years</p> <p>During this time we've been able to receive a truck load of cars with considerable ease by simply pulling up outside our current barrier. Average delivery car transporter is 48-50 ft. long. It takes a considerable length of time to unload a delivery truck.</p> <p>Cars booked in every day for routine repairs and maintenance. These customers leave their cars outside the barrier in the early morning and when we arrive we collect these cars and take them in for the repairs. Also, sometimes there might be a car left outside the barrier for a customer to pick up after hours.</p> <p>This area at the front of our site is our shop window with people at the moment being able to comfortably view our selection of cars in the front line by parking safely just outside our barrier.</p> <p>Proposed development by Longford Co. Council will negatively impact our business as we cannot stress the importance of being able to continue as we have been doing for the past 25 years.</p> <p>We definitely will need serious consideration and positive resolution regarding any works which will inhibit us from running our business.</p> <p>The width of our entrance is 41 feet and so we'd be expecting to retain this with any new development.</p>	<p>Car delivery transporters currently park and unload along the N63. Cars also dropped off for service outside boundary along N63. How will these practices be facilitated?</p>	<p>The Scheme is necessary to provide an appropriate environment for all road users that complies with current policies and standards.</p> <p>The provision of cycle and pedestrian facilities leaves no space for on-street parking. All businesses along the N63 have existing off-street parking.</p> <p>There is currently no existing dedicated on-street parking facilities on this section of the N63, and it is not proposed to provide any dedicated on-street parking in this scheme. Notwithstanding this, it is envisaged that arrangements for issues specific to the property will be addressed as part of any Accommodation Works, which will be agreed at detailed design stage.</p>
		Can you advise are there going to be streetlights along our stretch of road?.	Street lighting provided in the scheme?	Public lighting will be upgraded as part of this scheme. Infill lighting will also be provided where required.
		What are the timelines for this development?	What are the timelines for this development?	<p>We envisage that if Part 8 planning permission is approved, the detailed design for the scheme will take place in 2025, with construction to commence in 2026.</p> <p>The duration of the construction phase will be determined during the detailed design phase.</p> <p>Construction of the scheme will be carried out on a phased basis to reduce the impact on business operations and minimise the duration of the works insofar as the need to deliver the scheme in a safe way will allow.</p>
		Will there be a reduction of our rates during development?	Will LCC reduce rates during development?	Beyond the scope of the project

Sub No.	Company Name(s)	Submission Details	Summary of problem	Road Design Final response for planner's report
		Can we agree on a figure for the ground being taken?	Compensation for lands being acquired	Subject to the part 8 being successful Longford County Council will commence negotiations to acquire lands.
		Reconstruction of wall with barrier on top, plus area for car display viewing ramp, right side of site TSO. Planning permission for a sign which is currently down to be retained.	Request new boundary be a wall with barrier on top. Submitter has planning for an advertisement sign that he wants retain.	This will be considered at detailed design stage.
66	Niall Nerney	Our current business operation has been using the space proposed for the cycle trust for deliveries since October 1st 1997. There is insufficient space in our grounds for the safe and efficient movement of large vehicles. I request that a provision is made to accommodate deliveries safely to our property. Can a loading bay on similar be provided? Our business will not be able to operate without such a provision.	There is inadequate space in our grounds for safe movement of large vehicles. Can a loading bay be provided?	The Scheme is necessary to provide an appropriate environment for all road users that complies with current policies and standards. The provision of cycle and pedestrian facilities leaves no space for on-street parking. There is currently no existing dedicated parking facilities on this section of the N63, and it is not proposed to provide any dedicated on-street parking in this scheme. Notwithstanding this, it is envisaged that arrangements for issues specific to the property will be addressed as part of any Accommodation Works, which will be agreed at detailed design stage.
67	O'Reilly & Sons	We welcome the proposed development generally, and we feel it will provide a long-term lift to an often neglected industrial side of Longford town.	Statement in support of the scheme	Noted

Sub No.	Company Name(s)	Submission Details	Summary of problem	Road Design Final response for planner's report
		While it is an industrial area, we rely on regular customer visits to our premises for sales and service requirements, and we request that where possible minimal impact occurs to hinder these regular visits.	Request to minimise impact on access for customers during construction	<p>Construction of the scheme will be carried out on a phased basis to reduce the impact on business operations and minimise the duration of the works insofar as the need to deliver the Scheme in a safe way will allow.</p> <p>Temporary traffic management operations and travel times will be monitored and revisions to temporary traffic management will be made where practicable to minimise delay.</p> <p>Two-way traffic management will be maintained where it is safe to do so..</p> <p>When one-way shuttle traffic is required, it will be carried out under traffic management designed to current standards.</p> <p>Access to all properties will be maintained throughout the works.</p>
		<p>We also rely on deliveries of new cars and vans to our site. We have had to move our deliveries from our Dublin road site to the Athlone road as it became unsuitable. With increased traffic volumes and no specific loading bay, deliveries became too dangerous for delivery drivers, our own staff, and other road users. These come on HGV transporter vehicles and can be as regular as three times per week. Delivery access will be required 24 hours a day 365 days a year.</p> <p>In order to ensure safe deliveries can continue, we will require a loading bay on our side of the road within 50 metres of our entrance. Alternatively, we can provide an off-road delivery area within our own private ground. However this would require the upgrading of our entrance facility and internal roadway in order to handle the weight of fully loaded HGV Transporters. Can these necessary upgrading works be facilitated?</p>	Request for loading bay along the N63. Alternatively, request that LCC carry out upgrade works within their property to facilitate deliveries to site	<p>The Scheme is necessary to provide an appropriate environment for all road users that complies with current policies and standards.</p> <p>The provision of cycle and pedestrian facilities leaves no space for on-street parking.</p> <p>There is currently no existing dedicated parking facilities on this section of the N63, and it is not proposed to provide any dedicated on-street parking in this scheme.</p> <p>Notwithstanding this, it is envisaged that arrangements for issues specific to the property will be addressed as part of any Accommodation Works, which will be agreed at detailed design stage.</p>
68	Paul Diffley (Heatherview Business Park)	We the owners and operators of Heatherview Business Park welcome upgrades and enhancements to the roads around Longford and in general to this area of the town, however based on the proposed design and on information included in the planning notice, we object to the works proposed by Longford County Council.	Welcome upgrades to road but object to layout as proposed	Noted

Sub No.	Company Name(s)	Submission Details	Summary of problem	Road Design Final response for planner's report
		<p>This area of the town is a business area. These proposed works will have an overall negative impact on business operations during the construction phase and when completed.</p> <p>The businesses operating along the Athlone Road rely on passing traffic to display their trade, and to the ease of movement to facilitate visitors and deliveries and collections to their premises. We have a number of businesses operating in Heatherview that rely on this ease of access to their business. If these proposed works go ahead, these businesses will see a dramatic reduction in visitors, and I can confidently say that some will be forced to close as a result. The trade will simply go elsewhere.</p>	Consider that the proposed works will have a negative impact on businesses both during and after construction	<p>Construction of the scheme will be carried out on a phased basis to reduce the impact on business operations and minimise the duration of the works insofar as the need to deliver the Scheme in a safe way will allow.</p> <p>Temporary traffic management operations and travel times will be monitored and revisions to temporary traffic management will be made where practicable to minimise delay.</p> <p>Two-way traffic management will be maintained where it is safe to do so..</p> <p>When one-way shuttle traffic is required, it will be carried out under traffic management designed to current standards.</p> <p>Access to all properties will be maintained throughout the works.</p>
		We have a large number of articulated trucks arriving and departing day and night, our businesses trade 24/7. We have over 100 vehicle movements per day. How will these heavy goods vehicles and cars and trade vehicles be facilitated during the construction works?	How will HGVs and car movements be facilitated during works?	Access to properties will be maintained throughout the construction phase.
		The proposed narrowing of the road and the narrowing of existing entrances to premises will have a negative impact on traffic flow on the entire length of the road and into and out of premises along the entire route once complete.	Narrowing of road and entrances will have a negative impact on traffic flows	<p>The proposed scheme is designed in accordance with national standards. The reduced carriageway width and access geometry will encourage a lower speed environment that will be safer for all road users.</p> <p>The junction tightening measures proposed act to contribute to the lower speed environment. Studies show that a 1% reduction in traffic speeds will result in a 2.5% reduction in collisions.</p>
		Has consideration been taken for the movement of HGVs into and out of premises along the route?	Has HGV movements been considered?	The proposed access arrangements have been modelled to ensure that HGV's can safely use the access. Note that the access width at the property boundary will be maintained.
		Has it been considered where vehicles will park?	Where will vehicles park?	All businesses along the N63 Athlone Road have off street parking for customers and staff.
		Turning lanes have not been considered into premises, is there a reason for this?	Why have turning lanes not been provided?	Additional turning lanes are not proposed as these are not necessary in a reduced speed environment.

Sub No.	Company Name(s)	Submission Details	Summary of problem	Road Design Final response for planner's report
		The existing road is wide and there is a clear line of sight from most if not all entrances. Has a resurfacing of the existing carriageway and the existing shared footpath/cycleway been considered?	Has a scheme been considered to just resurface existing road and VRU facilities?	Facilities for non-motorised road users on the existing N63 are either below standard or non-existent. The Scheme is necessary to provide an appropriate environment for all road users that complies with current policies and standards.
		It is also unclear from the application how pedestrians and cyclists along the route and into and out of business premises will be managed during the construction phase. This road is popular during the day and in particular in the evenings and weekends for recreational use. It is used as a regular walking and cycling loop from the town to the canal walk for individuals and families. It is also popular with younger visitors to the facilities on the road who walk or cycle out from the town. Has the safety of these people been considered?	How will pedestrian and cyclist safety be managed during construction along the route and accessing the businesses?	Pedestrian and Cyclist safety will be managed by implementing a high standard of temporary traffic management for the duration of the scheme. Traffic management proposals are considered at detailed design stage of a project.
		Roadworks on this route will cause traffic to take alternative routes through Clontrim Lane, the Park Road route from the Town via Mullaghavorneen and Ballymacormack and the narrow L5268. This will have a detrimental impact to these roads and the residences along them.	Traffic will divert onto local roads and will have a detrimental impact on these communities	Temporary traffic management operations and travel times will be monitored and revisions to temporary traffic management will be made where practicable to minimise delay on the N63. This will aid in minimising the impact on adjacent roads. Traffic patterns and driver behaviours will also be monitored throughout the works.
		A project timeline has not been included in the application. Based on the lengthy durations of previous recent road upgrades to the road network around Longford Town, we request that a project duration be provided for the application. It is not enough to say that it will take 12 months. It has been proven from the previous recent road enhancement projects around the town that these timelines are never met, with these going over twice the proposed durations and some still ongoing.	How long will the works take?	The duration of the construction phase will be determined during the detailed design phase. Construction of the scheme will be carried out on a phased basis to reduce the impact on business operations and minimise the duration of the works insofar as the need to deliver the scheme in a safe way will allow.
		If works go ahead on this route, it must be a part of the conditions of contract that traffic signal (Traffic Lights) are not permitted at any time during the works. They simply won't work, there are too many entrances and exits along the route for traffic lights to effectively works	No traffic signals during construction, use stop and go	Traffic Lights will not be permitted during business operating times. The use of traffic lights will only be accepted at night during phases where it is not possible to re-open the road to two-way traffic at the end of the work day.

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		Due to the large number of submissions to this application it is clear that the majority of businesses that are against these proposed works, if the council look to proceeding, it is necessary that a consultation with business owners be arranged before a further planning application is submitted for this project	Large opposition to this scheme, consultation with business owners before any further planning applications.	
69	Royal Canal Business Park Management Limited - Solicitors letter from Mark Connellan	We act for the above named and have been provided with the Notice served on them pursuant to Part 8 of the Planning and Development Regulations 2001. We are instructed that as part of the proposal it is intended/proposed to reduce the current width of the turn in from the road into our client's property from its current 32 metres to 8 metres. It further envisages that the entrance itself be reduced from 30 metres to 7.5 metres. Those reductions are entirely unacceptable. The width/ entrances which are presently in place are pursuant to and compliant with Planning Permission. They are compliant with our clients Property Rights. The proposed reductions would have a devastating consequence for our client's property in terms of heavy goods vehicles entering and exiting the development. They constitute an unlawful interference with our client's property rights and will be resolutely opposed.	Opposed to the alterations to their entrance.	The proposed scheme is designed in accordance with national standards. The reduced carriageway width and access geometry will encourage a lower speed environment that will be safer for all road users. The junction tightening measures proposed act to contribute to the lower speed environment. Studies show that a 1% reduction in traffic speeds will result in a 2.5% reduction in collisions. The concerns about the proposed alterations to the development access are noted. However, the dimensions referred to in this submission are inaccurate and do not reflect the actual alterations proposed as part of this scheme. The width of the internal roadway will be maintained at the business park gateway. It is proposed to reduce the entrance width at the road edge, but not to the extent quoted in the submission. The proposed access arrangements have been modelled to ensure that HGV's can safely use the access.
70	Uisce Eireann	No Objection in Principle. Number of conditions included should planning permission be granted		Noted
71	ITC Limited	Whilst fully in support of the scheme, we would ask that Longford County Council, amend the proposal, in order to facilitate vehicular ingress and egress into the three site which, autonomously, can only be accessed from the N63. The proposal in its current form will prohibit any future development of these sites. Consequently, in order to avoid devaluation and render the sites unsustainable, can the scheme incorporate additional vehicular access facilities, which we understand can be readily accommodated in line with the Cycle Design Manual 2023.	Request for LCC to include the provision of a direct access point to the site from the N63	As this site does not currently have planning permission for a development, it is not possible to incorporate a direct vehicular access from this site to the N63 as part of this scheme. The construction of this scheme will not prevent any direct accesses connecting to the N63 in the future, subject to the grant of planning permission. Any access granted would need to be appropriate to the type and scale of development proposed.

