2026

Proposed Development & Amendments to permitted residential development under SHD 318736-23 at Ballykeeran Gardens, Cornamaddy, Athlone, Co. Westmeath

Further Information Request Response

ORS

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Proposed Development & Amendments to permitted residential development under SHD 318736-23 at Ballykeeran Gardens, Cornamaddy, Athlone, Co. Westmeath

Civil Engineering Response to Request for Further Information

Document Control Sheet

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Introduction

ORS were commissioned by *Ballymore Station Walk Limited Ltd.* to respond to a further information request pertaining to a permitted Residential Development under SHD 318736-23 at Ballykeeran Gardens, Cornamaddy, Athlone, Co. Westmeath

These further information requests were noted under Planning Ref. 26/60435 as part of the resubmission for amendments to design and its amendment. ORS have been asked to provide particular response to requests five, six, seven and eight.

1 Further Information Requests Received 09.10.2026 under ref 26/60435

1.1 Request 1

Further to submissions received from the Westmeath National Roads Office (WNRO) and Transport Infrastructure Ireland (TII), concerns have been raised regarding the potential for the proposed development to impact upon and prejudice the future upgrade of the N55. Accordingly, the applicant is requested to liaise with the WNRO and submit a revised site layout which provides sufficient scope for the future N55 upgrade and omits or repositions any development that may conflict with the Preferred Route Corridor.

1.2 ORS Response

This item is addressed in the Cover Letter provided by Genesis Planning Consultants. In summary, a 5-metre strip has been incorporated into the revised layout plan as an area to be kept free from development alongside the N55 and the proposed duplex block. This revised layout was discussed with Shane Gill (WNRO) and deemed acceptable as per workshop meeting held on 19th October.

ORS have further liaised with the client's appointed Transport Engineers at SYSTRA to reflect requirements. Please refer to SYSTRA response submitted under separate title.

1.3 Request 2

Having regard to the proposed introduction of a temporary construction access onto the L5479 (Bullet Road), the applicant is requested to submit a Traffic Impact Assessment (TIA) in respect of the proposed use of this route by construction traffic. The assessment should consider the impact of such traffic on the operation, capacity and safety of the L5479, including its junction with the N55, and should identify the anticipated volume and nature of construction traffic associated with the development. The TIA should further clearly identify the timeframe and duration for which the temporary entrance is proposed to remain in use and the arrangements for its cessation and reinstatement thereafter.

1.4 ORS Response

The previously proposed temporary construction access onto the L5479 is now omitted from the proposal. Accordingly, no further Traffic Assessments are required in relation to this matter. An Updated CEMP is provided as part of the submission, which includes details showing removal of the construction traffic entrance off the L5479

ORS have liaised with the client's appointed Transport Engineers at SYSTRA to reflect amended requirements.

1.5 Request 3

You are requested to submit a report outlining the operation of the proposed creche in a

residential area having regard to trip generation, vehicular movements, staff parking, parent set down and all other matters having to regard to satisfactory operation of a creche in a residential area. The designer should consider devising traffic routes independent of adjacent home zones emphasising enhanced set down facilities to minimise the impact of residential impact for the proposed development. The applicant should also confirm the proposed number of staff that will require a parking space and the number of spaces required for peak times during drop off and pick up.

1.6 ORS Response

The proposed creche has been repositioned by the architect to avoid interaction with residential zones. The proposed creche is accessed off the distributor road on the western side of the site, rather than the internal residential roads. Access and egress to the creche is standalone and as such is suitable for the area and will not impinge on the vehicular movements of dwelling residents.

Further information regarding the expected staffing numbers is provided under separate title by the appointed Architect, Howells.

1.7 Request 4

Crèche Location, Design and Accessibility

The revised crèche proposal is not considered satisfactory in terms of either siting or architectural treatment. While capacity remains unchanged at 58 childcare spaces, the relocation of the building from the north-western portion of the site has significantly reduced its prominence within the development. Furthermore, the revised design closely replicates the scale, form and appearance of the adjoining semi-detached housing and fails to provide an appropriate architectural identity for a purpose-built childcare facility.
You are requested to submit revised proposals to significantly revise the siting and design of the crèche, including consideration of its relocation to the previously proposed north-western position, as raised at pre-planning stage. The revised building should provide a distinctive, dual-aspect architectural response which positively addresses the main approach road, strengthens the entrance to this phase of the wider large scale residential scheme and contributes to the legibility and character of the overall development.

1.8 ORS Response

The proposed creche has been repositioned by the architect to address these concerns. Please refer to Architectural response submitted under separate title and revised site layout plans.

1.9 Request 5

Site Layout
The applicant is requested to submit a revised site layout plan providing for an appropriate and direct access connection from the internal road network to the third-party lands located along the eastern boundary of the application site. As currently proposed, the layout would appear to enclose and effectively landlock these lands, thereby unduly constraining their future development potential.

While the proposed controlled access arrangement is noted, it is considered that the development should revert to the approach permitted under the parent permission, whereby adequate frontage and direct access to the internal road network was provided. Revised proposals shall ensure that the future development potential of the adjoining lands is not prejudiced and shall have due regard to the requirements set out under Item No. 2 above.

1.10 ORS Response

The proposed road layout has been revised to address these concerns. Please refer to revised drawing pack submitted alongside this response document.

The Cover Letter response provided by Genesis Planning Consultants also sets out how the operational assessment of the Creche was assessed under the parent permission and how operational impact of the Creche is settled by virtue of the parent permission or roads matters.

1.11 Request 6

Athlone District Municipal Engineer
The applicant is requested to address the following matters raised by the Athlone District Municipal Engineer:

a) Provide dimensions for all road widths, footpath widths and home zone widths, having regard to the requirements of DMURS.
b) Review all pedestrian crossings to ensure they are located on desire lines, as identified under Item 3.2 of the Road Safety Audit, in accordance with DMURS.
c) Review all junctions within the development to ensure pedestrian priority is appropriately incorporated throughout the scheme in accordance with DMURS.
d) Submit proposals addressing Item 3 of the Road Safety Audit, with all measures designed in accordance with DMURS.
e) Provide details of the footpath and kerb arrangement at residential entrances, as a representative sample for the development, in response to Item 6 of the Road Safety Audit, demonstrating compliance with DMURS.
f) Review the parking layout where parking manoeuvrability concerns have been identified under Item 7 of the Road Safety Audit. Revised layouts and supporting drawings are requested demonstrating compliance with Figure 4.81 of DMURS.
g) Examine all private parking spaces where potential conflict may arise between vehicles and pedestrians at pedestrian crossings and priority junctions, as identified under Items 8 and 9 of the Road Safety Audit, and provide revised details demonstrating compliance with DMURS.

1.12 ORS Response

a) The dimensions, for roads, footpaths and ‘homezones’ are supplied and in compliance with the requirements of DMURS. Please refer drawing 251416-ORS-Z1-00-DR-TR-700 for further detail and 251416-ORS-Z1-00-DR-TR-701 for kerbing proposals.
b) All crossings have been reviewed and revised as part of this submission to align with the requirements of the Road Safety Audit. Crossings to be provide are dedicated crossings on desire lines and avoid parking movements.
c) All junctions have been reviewed and provided with raised pedestrian priority crossings per detail NTA-TCD-0700-005 to calm traffic and reinforce a self-regulating environment.
d) Item 3 of the Road Safety Audit has been reviewed and addressed in the revised design

in compliance with DMURS.

e) A proposed kerbing layout is provided as drawing 251416-ORS-Z1-00-DR-TR-701 for review. Kerbing proposals align with DMURS recommendations.
f) The overall layout has been revised and the parking areas identified have been autotracked for compliance. These are presented as part of drawings 251416-ORS-Z1-00-DR-TR-730-734
g) The overall layout has been revised and the parking areas identified have been autotracked for compliance. These are presented as part of drawings 251416-ORS-Z1-00-DR-TR-730-734

1.13 Request 7

Flood Risk
The applicant is requested to submit an updated Site-Specific Flood Risk Assessment, or an addendum to the Flood Risk Assessment prepared for the parent permission, completed by a suitably qualified person. The assessment should have regard to the revised site layout and assess the implications of the proposed site levels, road levels, finished floor levels, and the surface water drainage and attenuation strategy.

1.14 ORS Response

The site is not at risk of flooding from the fluvial or pluvial flood extents detailed by national mapping resources. The proposed amendment to the permitted scheme does not fundamentally alter the nature of flood risk on-site or off-site compared to the parent permission. Consequently, as the residential development is already permitted, a site-specific flood risk assessment is not provided.

For completeness a copy of the Flood Risk Assessment which accompanied the parent permission is enclosed under separate cover. In summary, all design levels and infrastructure design remain as granted.

1.15 Request 8

Surface Water Drainage
The applicant is requested to review the proposed surface water drainage strategy and submit revised proposals demonstrating greater integration of nature-based SuDS measures, where feasible. Consideration should be given to measures such as swales, rain gardens and bioretention areas, with the objective of reducing reliance on piped drainage infrastructure and underground attenuation. Revised proposals should demonstrate how surface water can be managed through appropriate nature-based solutions within the site.

1.16 ORS Response

The subject site has already been permitted with a piped surface water network under the parent application. The amendment submitted proposes to retain the same approach to surface water management that has already been permitted for the parent permission. As such, a revised SuDS integrated scheme is not proposed.

By way of background, the same SuDS principles and design approach are incorporated into the amendment application hereby proposed. We would also refer the Planning Authority to the

parent permission and in particular the Engineering Services report which sets out why the SuDS methodology is appropriate for the site; appended for reference.
As set out in section 6 therein: "*Based on the site Investigation there is poor permeability on site (refer to Appendix F) and this limits us in respect of our stormwater disposal options to retention and attenuation. It is therefore proposed that we use permeable paving or porous asphalt and bio retention either tree pits or shrubbery to retain and attenuate flows. It is noted the overburden locally is a Fen and is not suitable for swales or other overland flow measures'. (page 16)*

For the LRD amendment, given the same site conditions are applicable, the same SuDS strategy is applicable; ORS address same in section 3 of the Engineering Services report. On this basis point 8 is addressed.

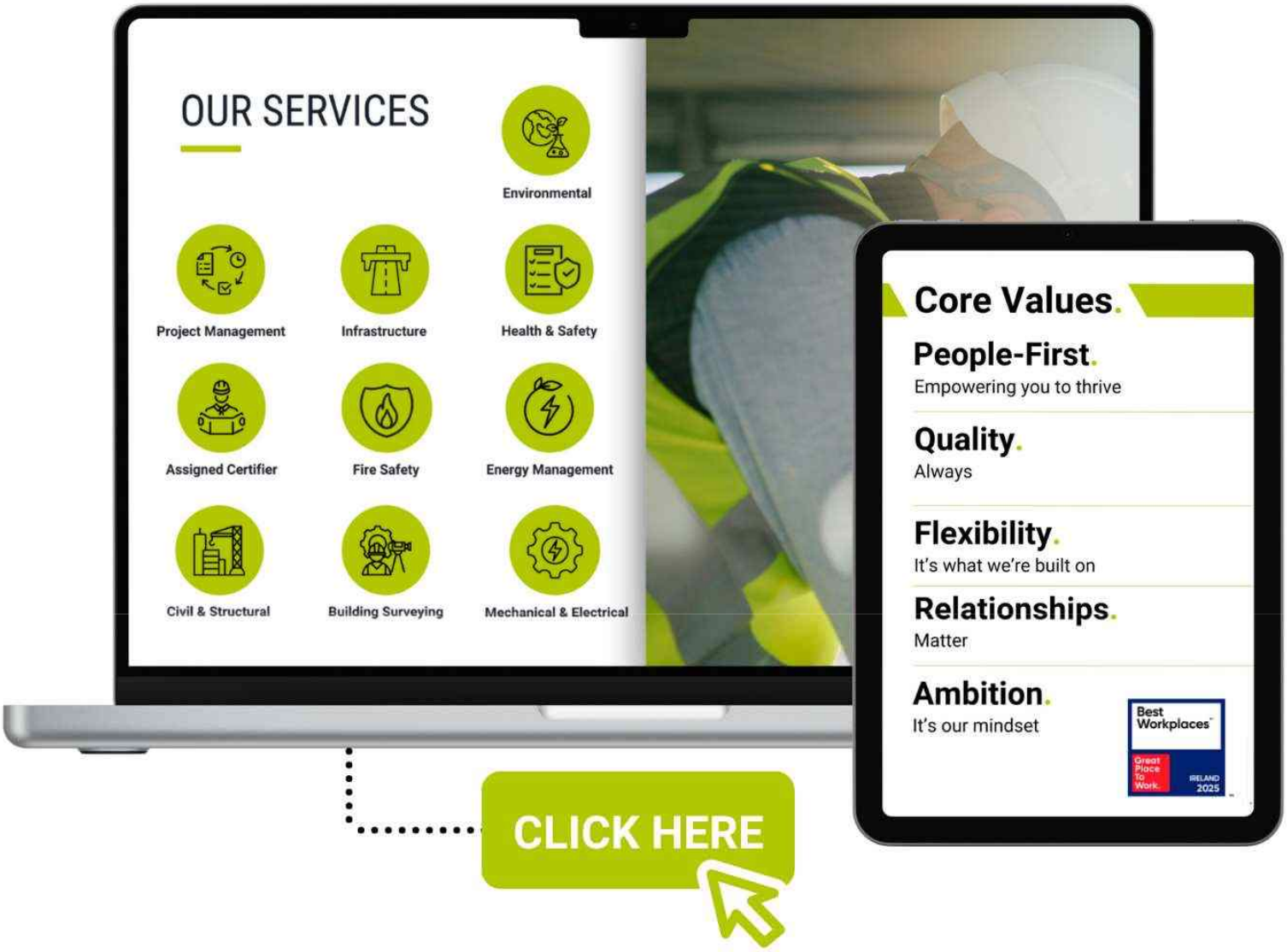
Appendix A – Revised Road Layout Drawings and Autotracking

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