



Laois County Council

Portarlinton Permeability Schemes 2023 Scheme 01 – Ballymorris Road to Canal Road

Report of Particulars of Proposed Development

(In accordance with Section 179 3(b) of the Planning and Development Acts, 2000 – 2017 and Part 8 of the Planning and Development Regulations 2001 – 2017)



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REVISION HISTORY

Client	Laois County Council
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Title	Report of Particulars of Proposed Development

Date	Detail of Issue	Issue No.	Origin	Checked	Approved
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1. INTRODUCTION

In accordance with Part XI, Section 179 of the Planning and Development Act 2000 as amended, and Part 8, Articles 80 & 81 of the Planning and Development Regulations 2001 as amended, Laois County Council has given notice of its intention to carry out development comprising pathfinder improvement works and active travel measures in Portarlinton [‘the proposed development’] between Ballymorris Road and Canal Road.

This report is prepared for inclusion with the Plans and Particulars being made available for public inspection in accordance with the above Act and Regulations. It describes the need for and objectives of the Development and provides a detailed description of the Development.

This report is to be read in conjunction with the following drawings which show details of the proposed Development and which, along with this Report, will also be made available for public inspection:

Drawing Number	Title
22007-DR-PF01-100	Site Location Map
22007-DR-PF01-101	General Layout - Sheet 1 of 4 (Castle Gate – Whitefields)
22007-DR-PF01-102	General Layout - Sheet 2 of 4 (Ballymorris Court - Clanmalire Close - Canal Court – Whitefields)
22007-DR-PF01-103	General Layout - Sheet 3 of 4 (Whitefields – Station Road – Corrig Glen)
22007-DR-PF01-104	General Layout - Sheet 4 of 4 (Corrig Glen – Station Road)

Table 1-1 Drawings

2. SITE DESCRIPTION

The town of Portarlinton, which is identified in the Laois County Development Plan 2021~2027 as a Self-Sustaining Growth Town, is situated on the county boundary between Laois and Offaly. It has a railway station through which the Dublin-Cork and Dublin-Galway train lines run. Due in large part due to its proximity to the Greater Dublin Area and its location on the rail network, Portarlinton has experienced significant population growth from 4,001 persons in 2002 to 8,368 persons in 2016 and the latest 2022 census data shows a further increase to 10,450.

The results of Census 2016 provide the following breakdown of transport modes for Portarlinton:

- Private Transport 3,510 people (67.4%)
- Public Transport 774 persons (14.9%)
- Active Travel 632 persons (12.1%).

Most of the population reside within 1.5km of the town centre and so there is great potential for a modal shift from private modes of transport to walking and cycling in the town.

Portarlinton contains a number of key destinations that are critical to the success of measures to encourage a transition to active modes of travel:

- Presentation Primary School (548 Pupils) Station Road
- St. Patricks Primary School (569 Pupils) Canal Road
- Sandy Lane National School (88 Pupils) Sandy Lane
- Coláiste Íosagáin Secondary School (1092 Pupils) Kilmalogue, Co. Offaly
- McCann GAA Park Canal Road
- Portarlinton Train Station Station Road
- Portarlinton Leisure Centre Link Road.

The three Primary Schools are all situated in the southeast quadrant of the town in County Laois, while the only second level school is in Co. Offaly, located in the northwest quadrant of the town.

There are busy retail premises which would both benefit from and encourage a shift to active modes of travel.

3. NEED FOR THE PROPOSED DEVELOPMENT

The National Planning Framework (NPF) includes a National Policy Objective to prepare a Joint Local Area Plan where a town and its environs, such as Portarlington, lie within the combined functional area of more than one Local Authority.

The current Portarlington Joint Local Area Plan 2018~2024 (Joint LAP) was therefore prepared by Laois County Council and Offaly County Council in accordance with the requirements and provisions of the Planning and Development Act 2000, as amended. It sets out an overall strategy for the proper planning and sustainable development of Portarlington, in the context of the Laois County Development Plan 2017 – 2023, Offaly County Development Plan 2014 - 2020 and the Midland Regional Planning Guidelines 2010-2022.

The Strategic Aim of the Joint LAP is:

- To promote and facilitate a sustainable transport system that prioritises and provides for walking, cycling and public transport facilities while ensuring sufficient traffic management.

The Joint LAP contains the following objectives:

- TM 08: Develop a cycle network throughout the town linking population, town centre, schools, community facilities, green infrastructure and the train station in accordance with the principles set out in Design Manual for Urban Roads and Streets (2013) and the NTA National Cycling Manual principles and standards.
- TM 09: Provide a permeable pedestrian network within the plan area which links residential areas, the town centre, schools, community facilities, green infrastructure and the train station.

Portarlington currently provides limited facilities for cyclists, and with many key locations such as schools and sports clubs situated at different areas of the town, there is a general need to provide appropriate active travel facilities throughout the town.

The proposed development addresses this need by providing continuous a network of active travel facilities through the residential areas between Ballymorris Road and Canal Road which will greatly encourage sustainable active travel between these residential areas and St. Patrick's National School / McCann Park.

4. PROPOSED DEVELOPMENT

Details of the proposed development are shown on the drawings listed in Table 1-1. The main elements of the proposed development are described below.

Facilities being provided will comprise footways and cycle-tracks, where pedestrians and cyclists are segregated from one another, or shared surfaces, where pedestrians and cyclists shares the same facility.

4.1 Ballymorris Court to Canal Court

This link will significantly decrease the travel distances from Ballymorris Road to Station Road, mitigating the requirement to navigate primary traffic routes.



Plate 4.1 – Route for proposed link between Ballymorris Court and Canal Court

Proposals

Take down an existing blockwork boundary wall between Ballymorris Court and Canal Court, thereby creating a corridor through which a shared surface can be provided.

Carriageway widths in Canal Court will be reduced as required to provide sufficient width for the shared surface.

4.2 Canal Court to Whitefields

Canal Court and Whitefields are contiguous housing estates. Carriageway widths through both exceed that required and, in many cases, there are generous verge widths on both sides of the carriageway. Excessive carriageway widths detract from the general aspiration to reduce vehicle speeds through housing areas. There is therefore scope to reduce carriageway widths to provide appropriate active travel facilities, a measure which would have the secondary benefit of encouraging lower vehicle speeds.



Plate 4.2 – Canal Court from Whitefields

Proposals

Reduce carriageway widths to 5.5m and install a two-way cycle track and footway on the primary road through Whitefields from the boundary with Castle Gate and Station Road.

4.3 Permeability Link – Castle Gate to Whitefields

Take down an existing blockwork boundary wall between Castle Gate and Whitefields and connect the existing footways in these states and extend the proposed cycle track in Whitefields to the carriageway in Castle Gate.

4.4 Permeability Link – Clanmalire Close to Whitefields

Take down an existing blockwork boundary wall between Clanmalire Close and Whitefields, thereby creating a corridor through which a cycle track and footway can be provided.

4.5 Permeability Link - Station Road to Canal Road

The potential for an active travel link between Station Road and Canal Road, via Corrig Glen and the Lidl access road, has been identified. Implementation of this link will provide allow continuous active travel link to be provided between the residential areas west of Station Road and Canal Road, will serve the existing residences in Corrig Glen and will also provide an active travel option to the Lidl retail area.

Proposals

Remove section of existing palisade fencing at the boundary of Corrig Glen to Lidl access road.

Provide shared surfaces and a belisha beacon crossing on Station Road to connect the residential areas west of Station Road with Corrig Glen.

Provide a shared surface though Corrig Glen between Station Road and the Lidl boundary.

Reduce the carriageway width on the Lidl access road and provide a shared surface adjacent to the carriageway between the Corrig Glen Boundary and Canal Road.

4.6 Active Travel Facilities on Canal Road

Proposals

Provide shared surfaces and a belisha beacon crossing on Canal Road to connect the active travel facilities being provided on the Lidl Access Road with St. Patrick's National School and McCann Park.

5. LAND ACQUISITION AND RIGHTS- OF WAY

5.1 Land acquisition

The proposed development includes the following lands which are in private ownership:

- a grassed area adjacent to the access road through Corrig Glen;
- a verge between the Lidl access road and the Lidl car-park.

5.2 Rights of way

The proposed development does not require the extinguishment of any rights of way.