



Sarah Browne



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Roscommon County Council

Re: Submission / observations on Draft Roscommon Town Local Area Plan 2024-2030

Chapter 2

Would like to see broader inclusion of social, community, open space, sporting etc facilities and amenities and categorised correctly. Train station doesn't seem to fit as a 'social and community' facility – would it be better framed as transport and connection infrastructure? Likewise, the primary care centre is a healthcare facility. It would be beneficial to see early education listed - e.g. local ECCE providers, a sector that requires additional support for providers and families at present.

Chapter 5

Policy objective RN12, can 'social enterprise' be included, which gives direct opportunities to support and incentivize community owned enterprises to take up vacant / existing properties. Links to sustainable development and just transition goals.

Opportunity site number 4 – Castle Lane. Residential development here would affect views of Roscommon Castle, have potential implications for community access to Loughnaneane Park and Roscommon Castle and impact further recreational / community / education development in future.

Chapter 7

The LAP needs to explicitly strive for a local transport plan for Roscommon town to demonstrate a commitment to enhancing access for all and in direct support of sustainable development and decarbonisation of transport as per goals and objectives. The plan should incorporate cycle lane facilities for accessing the town from hinterlands and support town centre cycling, pedestrian walking facilities (e.g. include ramps for easy access), and infrastructure to ensure access for all needs are being met across the town (e.g. those in wheelchairs, mobility challenges, family friendly - buggies/prams). A well functioning, local transport infrastructure that meets the needs of those living in and near town, as well as those

living in the hinterlands and local villages is essential to progress sustainable transport objectives.

RN30 - charging points are insufficient to support individuals and organisations to transition to lower carbon transport. In support of transition to electric vehicles with specific reference to a 'just transition', whole community access to electric vehicles could be supported through innovation, for example, by a small fleet for community hire (where active or public transport not possible) and/or reliable local transport system.

Chapter 8

Roscommon Town Draft LAP Architectural Conservation Area should be extended to include Roscommon Railway Station (built in 1860) and ancillary buildings, Railway Station Master's house and Roscommon Military Barracks / Edenville House, ancillary buildings and grounds (built in c. 1702).

Chapter 9 Climate change and adaptation

How do we address and make provision to support energy efficiency and transition for those who find it most difficult to do so (for economic reasons)?

Recommend that allocation of local authority land for community growing and permaculture and demonstrate the local economy in action, supporting sustainable food systems and fair trade. This could be done alongside an existing or future community infrastructure / initiative.

Chapter 10 Community infrastructure

Recommend provision of outdoor community spaces designed for older children and adolescents who have unique social needs not currently being met - for example development of the community skatepark and climbing / adventure play space.

Chapter 11

It is important that maps in the Roscommon LAP 2024-2030 clearly articulate/illustrate the protected views of Roscommon Castle and Roscommon Abbey (as included in the previous plan).

Roscommon Military Barracks (Edenville House) should be zoned Community Infrastructure as per past zoning in Roscommon LAPs to enable social, cultural, educational and community uses for this building which different groups in the local community have identified and continue to support.

