

Submission to Roscommon Town Draft Local Area Plan 2024 -2030
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'Roscommon Town Draft Local Area Plan', Forward Planning Section,
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F42 VR98

1. The Green belt area in the vicinity of Loughnaneane Turlough should be retained in the Roscommon Town Draft LAP 2024 – 2030 (as shown in the Roscommon LAP 2014 – 2020), the draft on display excludes this area and needs to be amended in the interest of protecting this sensitive area (see map 1).
2. The protected views of Roscommon Castle and Roscommon Abbey (Dominican Abbey) as shown in the previous Roscommon Town LAP need to be shown on the Roscommon Town Draft LAP 2024 – 2030. It is not sufficient that they are referenced in the RCDP. The maps in the Roscommon Town Draft LAP 2024 – 2030 must show clearly these protected views (see map 1) to ensure there is no ambiguity about the need to protect these national monuments.



Map 1. Roscommon Town LAP 2014 – 2020 Variation No. 1
Used for illustrative purposes to show the extent of “green belt” area, and locations of “protected views” to be included in the Roscommon Town Draft LAP 2024 – 2030.

3. The Maps in the Draft Roscommon Town LAP 2024 – 2030 should be expanded to include the town boundary as per the CSO (town boundary), thus reflecting the actual town e.g. Ballingard Road, Sliabh Ban View etc. should be zoned as “existing residential” so that the Local Authority can plan accordingly for the needs of the people of the town e.g. services, transport.

4. Roscommon Town Draft LAP 2024 – 2030, 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) (outlined in red with red hatching on map 2).



Map 2. Proposed extended Architectural Conservation area (outlined in red with red hatching).

5. Land zoned as Outer core in the Roscommon Town Draft LAP 2024 - 2030, at Roscommon Military Barracks (Edenville House) (site including Military Barracks, ancillary buildings and grounds) should be zoned “Community Infrastructure” as per the zoning on previous Roscommon LAPs to enable social, cultural, educational and community uses for this building. It is a landmark building, built in c.1702. It is of Archaeological, Architectural, Historical and Social value and offers the potential to create an engaging tourism experience. Roscommon Town is now a Decarbonized Zone and Edenville House/Roscommon Military Barracks is the ideal location for a transformative sustainable community project on the train line (a green project in every respect), (with potential for circular economy and social enterprise development and community gardens). This can be realised with opportune European Funding coming on stream in 2024 to bring heritage buildings like this back into public use.



Map 3. Edenville House / Roscommon Military Barracks outlined in purple should be zoned “Community Infrastructure”.

6. The GRETB, Youthreach building and adjoining land in Lisnamult was zoned as community and education in the previous plan. It is currently used to deliver education and should thus be given a “Community Infrastructure” zoning in the Roscommon Town Draft LAP 2024 – 2030.



Map 4. GRETB, Youthreach outlined in purple with purple hatching should be zoned “Community Infrastructure” in the Roscommon Town Draft LAP 2024 – 2030.

7. The lands in Lisnamult shown in the Roscommon Town Draft LAP 2024 – 2030 as un-zoned (outlined and hatched in purple) should be zoned “Community Infrastructure” to reflect their use by the community. In 2023 Roscommon County Council entered into a lease with the local community development group for 25 years to further enhance community sports infrastructure on these lands, as such these lands should be zoned “community infrastructure”.



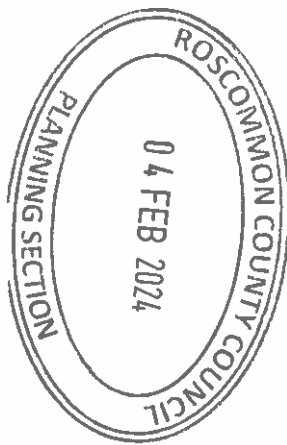
Map 5. Roscommon Community Sports Park, Lisnamult - (lands outlined in purple with purple hatching) should be zoned "Community Infrastructure".

8. The lands opposite Caseys Londis, Roscommon indicated as Residential Opportunity in the Roscommon Town Draft LAP 2024 – 2030 should be zoned "Town Core" to provide for all potential opportunities that this site presents to the town.



Map 6. Lands opposite Caseys Londis, Roscommon marked on Roscommon Town Draft LAP 2024 – 2030 as "residential opportunity" should be zoned "Town core" (outlined and coloured red on above map).

9. The lands in the Roscommon Town Draft LAP 2024 – 2030 marked “Residential Opportunity” Site, Castle Avenue should be zoned as “Town Core” as per the previous plan in the interest of protecting the character and integrity of Roscommon Castle. These lands provide an important buffer between buildings on Castle Street and Roscommon Castle and ensure that this built heritage is not compromised. Roscommon Castle is a National Monument (RO039-043001-) and as such a “residential opportunity” zoning in such proximity to Roscommon Castle should not be considered in the interest of heritage and tourism.



Map 7. Lands close to Roscommon Castle marked on Roscommon Town Draft LAP 2024 – 2030 as “residential opportunity” should be zoned “Town core” (outlined and coloured red on above map).

10. The Council should zone the lands marked unzoned in the Roscommon Town Draft LAP 2024 -2030 as “New Residential” (off the Athlone Road, to the East of the town, outlined and coloured yellow on the map) to provide serviced affordable sites at this location. The lands adjacent to this were developed by the Council for this purpose more than ten years ago.



Map 8. Lands outlined and coloured yellow and shown on draft Land Use Zoning Map as unzoned (on east of map) should be zoned “new residential”.

11. The Council should identify lands for serviced Industrial sites on Council land zoned as Strategic Industrial/Enterprise Zone in the Roscommon Town Draft LAP 2024 - 2030 as the previous serviced sites have been consumed.

12. A Local Transport Plan should be prepared for the town as part of the Roscommon Town Draft LAP 2024 – 2030 to show how people can get around the town, walking, cycling and with public transport and ensure access for all, in public transport and the streetscape. It should also specifically include linkages with public transport modes such as rail and bus services.

The integration of land use and transport planning has evolved significantly in Ireland, and is now recognised as a central element of the development planning and development management processes-

Source:https://www.nationaltransport.ie/wpcontent/uploads/2020/07/Area_Based_Transport_Assessment_ABTA.pdf

13. “Residential Opportunity Sites” have been identified by the Planning team at a number of locations around the town: have the owners of these sites been contacted by the Local Authority formally to establish if they are interested in developing these sites as residential? In my opinion, some of these sites include people’s private gardens and holdings and they are also in the possession of multiple owners making the proposition of “residential opportunity sites” highly questionable. A zoning of “residential opportunity sites” should not be determined without consultation with the property owners.

14. Finally, the lands recently zoned community and education off the Racecourse Road as part of a (2023) Material Contravention of the Roscommon LAP 2014 – 2020 should be zoned as “Community Infrastructure” in the Roscommon Town Draft LAP 2024 – 2030.

