

# ROSCOMMON TOWN LOCAL AREA PLAN 2014 - 2020

Effective from 15<sup>th</sup> December 2014



*Roscommon County Council  
Comhairle Chontae Ros Comáin*





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# 1 INTRODUCTION

The main aim of this Local Area Plan is to set out a framework for the physical development of Roscommon town so that growth may take place in a coordinated, sensitive and orderly manner, while at the same time being sensitive to the environment.

Policies and objectives outlined in this LAP are in addition to the policies and objectives contained in the Roscommon County Development Plan (RCDP) 2014-2020. It is acknowledged that not all strategic objectives will be achieved during the six year LAP timeframe; however it is important to identify these objectives to ensure commitment to achieving them in the longer term.

In the interests of clarity, any reference to a goal, aim, policy and objective in the text of this Local Area Plan, shall be construed as an 'objective' of this Plan for the purposes of the Planning and Development Acts 2000-2014 and the Planning and Development Regulations 2001-2013.

## 1.1 STATUTORY CONTEXT

This LAP has been prepared in accordance with Sections 18 to 20 of the Planning and Development Acts 2000-2014, and replaces the Roscommon Area Plan 2008-2014. It is required to be consistent with the regional planning guidelines for the area as well as the policies and objectives of the RCDP and its Core Strategy, which set out the overarching development strategy for the county. The LAP should be read in conjunction with the RCDP 2014-2020. Where any provisions of the LAP conflict with the provisions of the RCDP, the RCDP will take precedence.

## 1.2 ENVIRONMENTAL ASSESSMENTS

### 1.2.1 Strategic Environmental Assessment (SEA)

Strategic Environmental Assessment (SEA) is the formal systematic evaluation of the likely significant environmental effects of implementing the LAP and must be carried out prior to the adoption of any plan or programme. SEA is undertaken in accordance with the EU SEA Directive 2001/42/EC. The findings of the SEA are outlined in the Environmental Report published alongside the LAP.

### 1.2.2 Appropriate Assessment (AA)

An appropriate assessment is an assessment, based on best scientific knowledge, by a person with ecological expertise, of the potential impacts of any plan or project on the conservation objectives of any Natura 2000 site i.e. Special Areas of Conservation (SACs) or Special Protection Areas (SPAs). All land use plans proposed under the Planning and Development Acts 2000-2013, including Local Area Plans, must be screened for any potential impact on areas designated as Natura 2000 sites. Appropriate Assessment is carried out under Article 6(3) and 6(4) of the Habitats Directive. A Stage 2 Appropriate Assessment report has been prepared for the Roscommon Town LAP 2014 - 2020 and is published alongside the LAP.

### 1.2.3 Strategic Flood Risk Assessment (SFRA)

A Strategic Flood Risk of the LAP was carried out in accordance with *The Planning System and Flood Risk Management* (DEHLG, 2009). The guidance recommends a staged approach to flood risk assessment, which covers both the likelihood of flooding and the potential consequences. Stage 1 Flood Risk Identification and Stage 2 Initial Flood Risk Assessment were carried out on the LAP. Screening, scoping and appropriate flood risk assessments are key steps. The Stage 2 Strategic Flood Risk Assessment contains several recommendations which have been included in this Plan.

### 1.3 PUBLIC CONSULTATION

In accordance with Section 20(1) of the Planning and Development Acts 2000-2014, prior to preparing a draft local area plan, the local authority must take whatever steps it considers necessary to consult with the public, including public bodies, non-governmental agencies, residents' associations, community groups, and business interests in the area.

The following pre-draft consultation was undertaken:

- An **Information Stall** at the Farmers Market in Roscommon town on the 7<sup>th</sup> Feb 2014.
- A **Public Meeting** at the Quad in Roscommon town on the 11<sup>th</sup> Feb 2014.
- A **Youth Meeting** at the Quad in Roscommon town on the 19<sup>th</sup> Feb 2014.

Pre-draft consultations were advertised in a number of ways including on the Roscommon County Council website and Comhairle Na NÓg Facebook page; in the local newspapers, the Roscommon Herald and the Roscommon People; in the parish newsletter; and through interviews on Ros FM and Shannonside FM.

The main issues raised during pre-draft consultation included the following:

- **Infrastructure** including roads, public transport, pedestrian and cycle network, walking and cycle routes, parking and signage in the town.
- **Services** including water quality, flood risk and protection, waste management and telecommunications particularly broadband.
- **Community Facilities** including educational facilities, social inclusion and access to facilities, and healthcare including the loss of facilities at Roscommon Hospital.
- **Open Space and Sporting Provision** including additional landscaping and tree planting needed in the town, as well as indoor sports facilities.
- **Tourism** including the need for a tourist information office, better promotion of local tourist facilities, better tourism signage, a dedicated civic/amenity space and coach parking facilities in the town.
- **Built and Natural Heritage** including the protection of existing heritage and views as well as promoting the use of vacant protected structures in the town.
- **Industrial, Business, Commercial and Retail development** including promoting industry in the town, providing better broadband, encouraging more shops into the town centre, and promoting the use of vacant buildings and sites.
- **Residential Development** including promoting the use of vacant residences and dealing with unfinished estates.

Further details of issues raised through public consultation can be found in Appendix 2 of this Plan.

## 2 POLICY CONTEXT

A wide variety of international, national, regional and local government policy documents have been reviewed in the preparation of this LAP.

### 2.1 NATIONAL AND REGIONAL CONTEXT

The **National Spatial Strategy 2002-2020** (NSS) is a planning framework for Ireland that aims to achieve a better balance of social, economic and physical development across Ireland, supported by effective planning.

The **Regional Planning Guidelines for the West Region 2010-2022** (RPGs) provide the strategic regional mechanism for the implementation of the NSS. They set out the vision for the West Region identifying strategic goals, policies and objectives which establish a framework for lower level plans including this LAP.

### 2.2 COUNTY CONTEXT

The **Roscommon County Development Plan 2014-2020** (RCDP) sets out the strategic planning framework for the county which is consistent with the NSS and the RPGs.

### 2.3 POPULATION CONTEXT

#### 2.3.1 Core Strategy, Settlement Hierarchy and Population Calculations

In accordance with Section 10 of the Planning and Development Acts 2000-2014, the RCDP 2014-2020 includes a Core Strategy which provides projected population growth figures for Roscommon town<sup>1</sup> over the plan period. Projected population growth is allocated in accordance with the Settlement Hierarchy<sup>2</sup> included in the RCDP which identifies Roscommon town as a Tier 1 Settlement and the primary settlement in the county. Roscommon town has therefore been given the largest population growth allocation as outlined below:

<u>Period: 2014-2020</u>	<u>Period: 2020-2026</u>
<ul style="list-style-type: none"> <li>Population Allocation = 845 persons</li> <li>Houses Required<sup>3</sup> = 352 units</li> <li>Residential Land Required<sup>4</sup> = 26.4 Hectares</li> </ul>	<ul style="list-style-type: none"> <li>Population Allocation = 641 persons</li> <li>Houses Required<sup>3</sup> = 267 units</li> <li>Residential Land Required<sup>4</sup> = 20 Hectares</li> </ul>

Population projections and calculations for residential land take for the Roscommon Town LAP are outlined in Appendix 3 of this Plan.

### 2.4 SETTLEMENT POLICY

Settlement policy aims to broadly guide where new development will occur in the county and is a fundamental component of spatial planning. It considers population distribution, settlement size, settlement role, and settlement hierarchy, as follows:

- The RPGs provide population figures for the county as well as Roscommon town up to 2022.

<sup>1</sup> Based on figures identified in the RPGs for the West Region 2010-2022

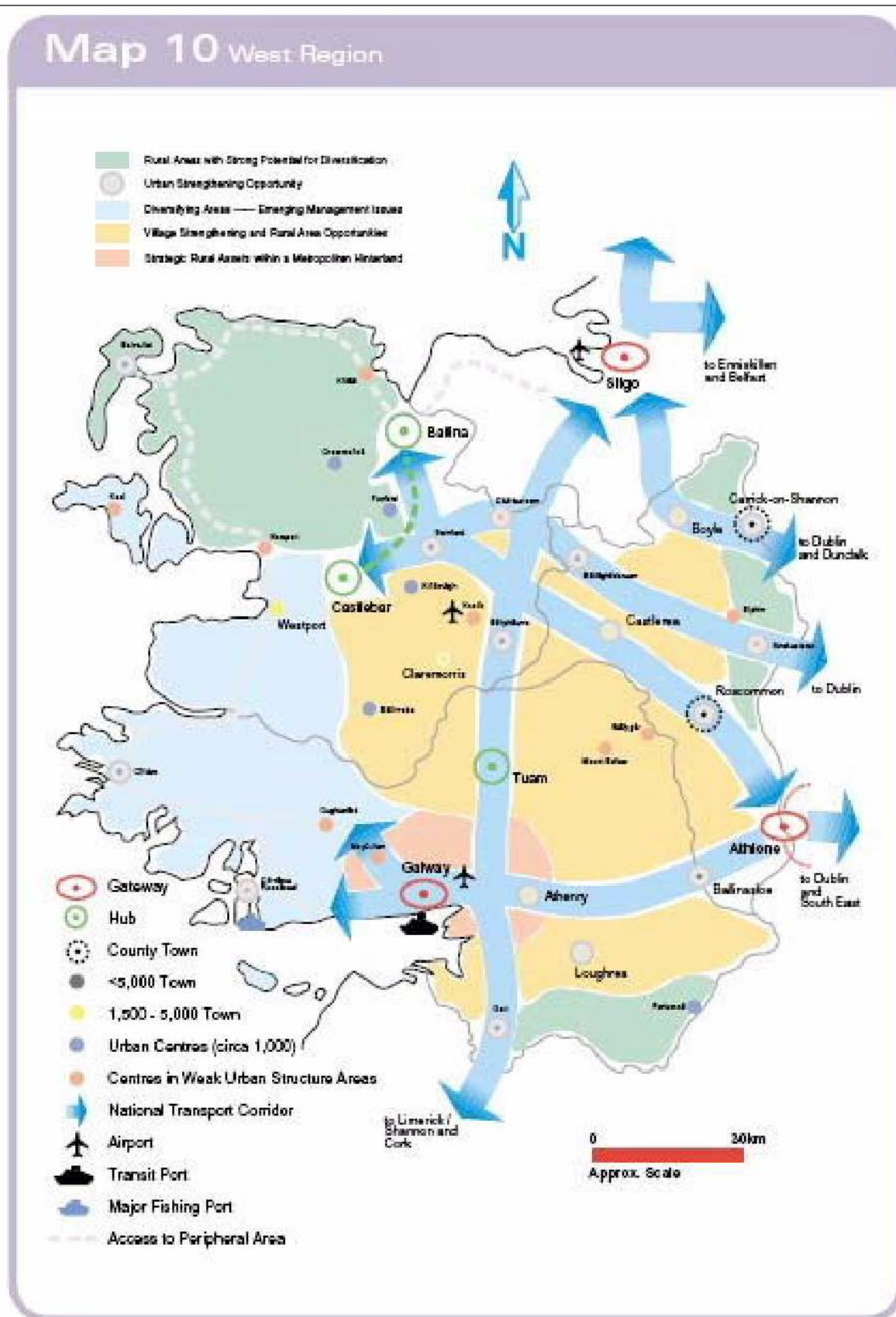
<sup>2</sup> As per the NSS and RPGs

<sup>3</sup> Given an average of 2.4 persons per household in Roscommon Town as per the RPGs

<sup>4</sup> Given a density of 20 units per hectare

- 
- The Council must consider these figures and distribute them amongst the county's towns in a manner consistent with the aims of the RPGs as well as the proper planning and sustainable development of the county.
  - Population figures for each settlement are outlined in the Roscommon County Development Plan's Core Strategy which promotes the development of settlements in accordance with their location in a hierarchy as outlined in the NSS and RPGs.
  - In accordance with the RCDP 2014-2020 Core Strategy figure, the Roscommon Town Local Area Plan 2014-2020 identifies a population growth of 845 persons over the period of the plan.





Source: National Spatial Strategy 2002-2020, page 90.

Roscommon Town  
Local Area Plan 2014-2020

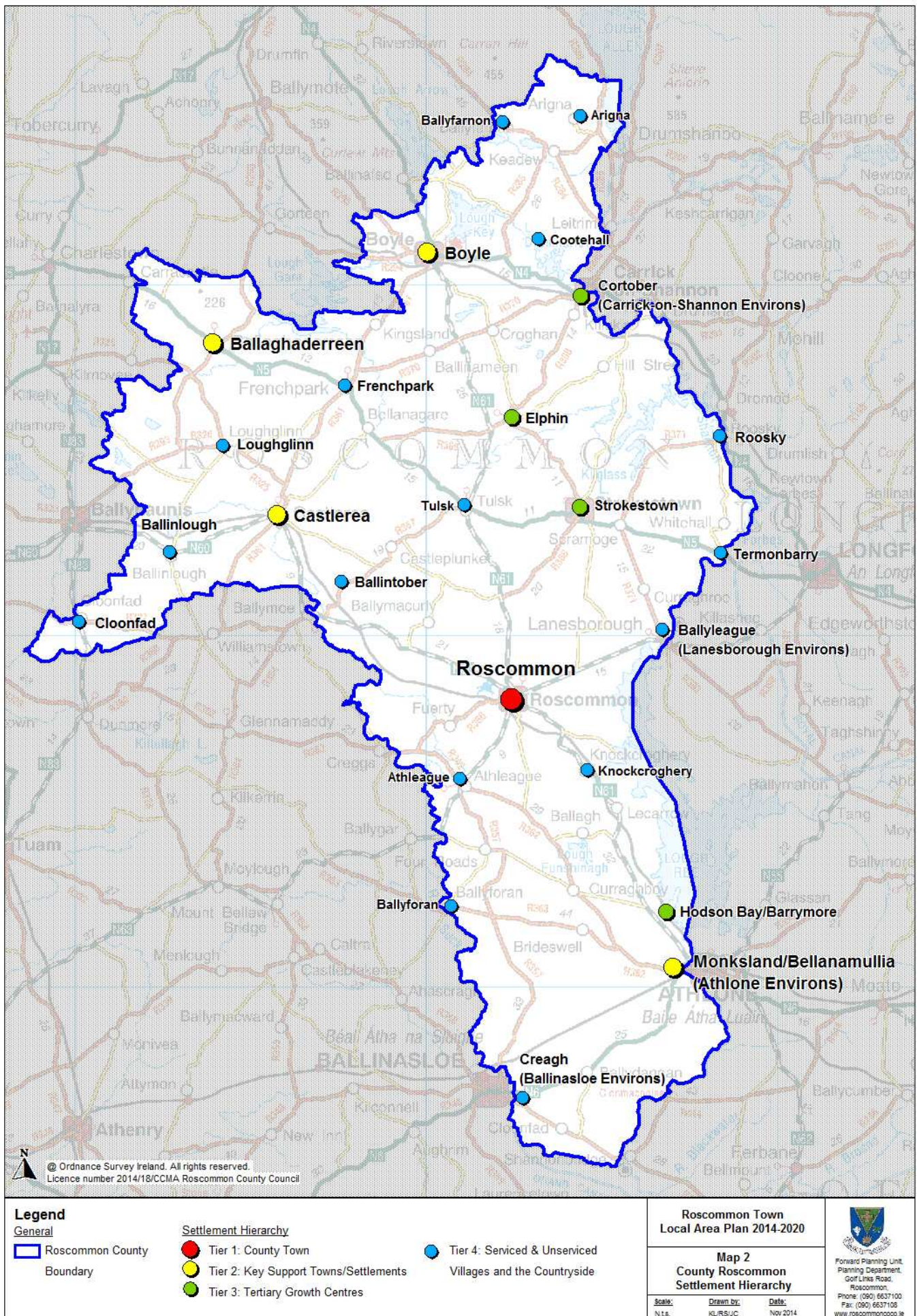
Map 1  
National Spatial Strategy  
(West Region)

Scale: N.T.S. Drawn by: J.C. Date: Nov 2014



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### 3 PROFILE OF ROSCOMMON TOWN

Roscommon town is at the heart of County Roscommon and is the county's principal administrative, service and employment centre (see Map 3). The town boasts a rich history with many buildings and features of historical and archaeological significance which notably contribute to its 'sense of place'. Examples include Roscommon Castle, the Dominican Priory and the old Gaol (Stonecourt) and Harrison Hall (Bank of Ireland).

#### 3.1 EXISTING CONTEXT

##### 3.1.1 General

A significant amount of development has taken place in the town in recent years. Residential development has taken place outside of the town core beyond the Circular Road with smaller infill developments in the town. The traditional core retailing areas have expanded in an easterly direction through the Harrison Centre to Tesco and Dunnes Stores to Centrepont on the Lanesborough Road. Local/neighbourhood centres have developed in Abbeytown, Castle Street and on the Racecourse Road. Industrial development in the town has been largely situated along the Racecourse Road with the IDA Business Park and a number of independently sited enterprises in existence (see Maps 4a and 4b).

##### 3.1.2 Population and Demographic Profile

Census 2006 identified a population of 5017 persons for Roscommon Census Town, which had increased to 5693 persons at the time of the last Census in 2011. This represents a 13.5% growth; more than the county average (9%) and State average (8.2%) for the same period.

In terms of the age profile, 58% of the population of the town is aged between 19 and 64 years, 27% under 18 years, and 15% over 64 years.

**Table 1: Age profile - Roscommon Census Town 2011<sup>1</sup>**

Age cohorts	Population by age	% of population
0 - 18 years	1524	27%
19 – 34 years	1336	23%
35 – 64 years	1976	35%
65 years and over	857	15%
<b>TOTAL</b>	<b>5693</b>	<b>100%</b>

##### 3.1.3 Infrastructure and Services

###### 3.1.3.1 Roads and Transportation

Roscommon town is strategically positioned with three national road routes travelling through it:

- N61 - from Athlone to Boyle and Sligo
- N63 - from Longford to Galway
- N60 - from Roscommon to Castlerea and Castlebar

It is also well placed for travel on the Dublin – Westport rail line as well as several national bus routes. The town is also served by school bus services, several rural transport services and has several taxi ranks and a new bus stop. Recent works in the town centre have included resurfacing of national routes, a comprehensive new directional and route identification signage, a one-way system, upgraded footpaths

<sup>1</sup> <http://www.cso.ie/px/pxeirestat/Statire/SelectVarVal/Define.asp?maintable=CD209&PLanguage=0>

and public lighting and CCTV. A new roundabout, public footpaths and cycle lanes have been provided on the Circular Road as well as parking beside the Arts Centre (see Maps 5a and 5b).

### 3.1.3.2 Water Services

Effective from 1<sup>st</sup> January 2014 responsibility for water services nationally rests with Irish Water (IW). Roscommon County Council will be carrying out the majority of its previous functions by way of a service level agreement with Irish Water (IW). The strategies, policies and objectives detailed below may not be Irish Water strategies.

The town's water supply is currently sourced from the Ballinagard Springs and is considered to be sufficient to meet commercial, industrial, residential and agricultural water needs during the LAP period (see Map 6). However, there is a need to protect groundwaters as over 80% of the LAP area falls within an area of High Vulnerability, and the majority of the Inner Source Protection Zone lies within an area of High to Extreme Vulnerability (see Map 7). These classifications will have an impact on the outcome of development applications in the area and have been taken into account in the Development Strategy and the Zoning plan for the area.

### 3.1.3.3 Flood Risk and Protection

The OPW have recorded four recurring flood events in the LAP area. These include the Loughnaneane Turlough; an event occurring on the N63 on the River Jiggy; another event on the N61 on the River Jiggy; and, a third beside the N63. The *River Jiggy Flood Study Report* completed as part of the *Roscommon Town Main Drainage Report* (Aug 2010) identifies 21 flood events in the LAP area (see Map 8a and 8b). The *River Jiggy Flood Study* also identified hydraulic restrictions on the Rivers Jiggy and Hind, and provided proposals to address these restrictions in order to reduce the flood risk throughout the River Jiggy and Hind catchments. These proposals were to be completed by the end of 2011; however some works are still outstanding.

A Strategic Flood Risk Assessment (SFRA) of the town has been carried out as part of the LAP process. The SFRA identifies areas liable to flooding (including those identified by the OPW and the *River Jiggy Flood Study Report*<sup>2</sup>), assesses the extent of the flood risk in these areas and identifies mitigation measures to ensure that new development in the area will not exacerbate the existing problems and to prevent the recurrence of flooding.

### 3.1.3.4 Wastewater Services

The current wastewater treatment plant has capacity for approximately 9,550 Population Equivalent (PE), sufficient to meet the needs of existing development in town as well as potential development over the period of this Plan (see Map 6).

In relation to surface water quality, the most recent data from the EPA identifies Q-values<sup>3</sup> of bad to poor status for monitoring points closest to the town. In the vicinity of the wastewater discharge point i.e. at the bridge east of Ballymartin, the River has a rating of Q2-3 which is considered moderately polluted.

### 3.1.3.5 Waste Management

Several domestic waste collection companies operate in the town. Collectors provide a segregated collection service, where recyclables and municipal waste are collected on alternate weeks. The town has a

<sup>2</sup> Completed as part of the *Roscommon Town Main Drainage Report* (Aug 2010)

<sup>3</sup> The Q Value system describes the relationship between water and the macro-invertebrate community. Q5 have good water quality, while Q1 have bad water quality. In addition, in accordance with the Water Framework Directive, surface waters in Ireland are classified as high, good, moderate, poor and bad quality.



local civic amenity site which facilitates the recycling of a range of materials as well as a bring bank facility which is administered by the Council.

#### 3.1.3.6 Energy

The town has an adequate electricity supply (see Map 9). There is currently no piped gas available in the town.

#### 3.1.3.7 Telecommunications

DSL broadband for residential and business use is available in the town, subject to line test. Direct satellite broadband is available in most parts of Roscommon. Mobile phone coverage, provided by a range of operators, is generally very good in and around the town.

### 3.1.4 Social and Community Facilities

#### 3.1.4.1 Community Facilities

There are a range of existing community services and facilities in the town including the Library, the Fire Station, Roscommon Hospital, The Sacred Heart Catholic Church, St Coman's Church of Ireland, Vita House Family Centre, The Quad Youth Centre, St Coman's Club, Roscommon Museum and Tourist Information Office, and the Arts Centre (see Maps 10a and 10b). There are also a wide variety of community organisations in the town.



Roscommon Hospital



Sacred Heart Catholic Church



St Coman's Church of Ireland

#### 3.1.4.2 Schools and Educational Facilities

There are three primary schools and three secondary schools in Roscommon town. Post leaving certificate courses are run by the VEC and SOLAS. The closest third level institute is the Athlone Institute of Technology (32kms).

There are currently 6 childcare services in the town registered with the Roscommon Childcare Committee including private and community services comprising sessional, full day care, and child-minding services.

#### 3.1.4.3 Health

Healthcare in the town is provided by the HSE and other private agencies, and includes facilities such as Roscommon Hospital, the Primary Care Unit, the local health office and several doctors and pharmacies.

#### 3.1.4.4 Burial Grounds

Roscommon town is currently serviced by St. Coman's Graveyard on the Athlone Road which has adequate capacity for the Plan period.

### 3.1.4.5 Fire Service

The Fire Station on Circular Road houses the headquarters of Roscommon County Fire Services.

### 3.1.4.6 Arts and Theatre

The Arts Centre on Circular Road is a purpose-built arts space owned by the Council which presents a multi-disciplinary programme of events including work by professional and community based artists.



Medical Centre at St Coman's Park



Roscommon Fire Station



Roscommon Arts Centre Production

## 3.1.5 Recreation, Leisure and Tourism

### 3.1.5.1 Open Space and Sporting Provision

Open space in the town is made up of greenbelt areas, transitional agricultural areas and smaller spaces between built-up areas including parks, playing fields and gardens. Sporting facilities in the town include the GAA and soccer pitches, Loughnaneane town park, the stadium and racecourse. A wide variety of sporting organisations also exist in the town.



Loughnaneane Town Park



The playground at the Town Park



Roscommon Racecourse

### 3.1.5.2 Tourism Resources, Facilities and Infrastructure

Tourist resources, facilities and infrastructure in and around the town include Roscommon Racecourse, Roscommon Castle, Dominican Abbey, the Stone Court, walking routes, and the Museum and Tourist Information Centre (see Map 11). Tourist Accommodation includes several hotels and B&Bs. Amenities in the wider area include the Shannon and Suck Rivers and Lough Ree.

## 3.1.6 Built and Natural Heritage

### 3.1.6.1 Architectural and Archaeological Heritage

The town has 87 structures listed on the Record of Protected Structures as well as 4 Architectural Conservation Areas (ACAs)<sup>4</sup> (see Appendices 4 to 6, Appendix 9, and Maps 12a and 12b).

<sup>4</sup> An ACA is defined as a place, area, group of structures or townscape, taking account of building lines and heights, that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest in its own right, or which contributes to the appreciation of protected structures, and whose character it is an objective of a development plan to preserve.

There are 25 structures listed for protection in the Record of Monuments and Places. In addition, most of the core of the town also falls within a Zone of Archaeological Potential which runs from the Dominican Abbey in the south to the moat north of the Castle and along The Walk (see Appendix 7, and Maps 12a and 12c).

### 3.1.6.2 Protected Views

There are currently three protected views in the town including two of the Castle (from the Racecourse and Fuerty Roads) and one of the Dominican Abbey, from the Golf Links Road (see Map 17).

### 3.1.6.3 Natural Heritage

There are no designated sites<sup>5</sup> within the Plan area, however, there are a number of Special Areas of Conservation (SACs), Special Protection Areas (SPAs), Natural Heritage Areas (NHAs), and proposed Natural Heritage Areas (pNHA) within 7.5km of the town (see Map 13). Other sites of local importance have been identified through habitat mapping of the town<sup>6</sup> including Loughnaneane Turlough and the town's network of hedgerows and tree lines (see Map 14). The town also falls within Landscape Character Area 32: Roscommon Town and Hinterland<sup>7</sup> which is of High Landscape Value reflecting the high quality of cultural heritage features to be found in the town environs.

## 3.1.7 Economic Development and Employment

### 3.1.7.1 Economic Profile

Roscommon town is identified as a Tier 1 settlement in the RCDP Settlement Hierarchy in recognition of the town's historical status as the County town and its broad range of administrative, educational, industry and retail services.

In relation to industrial development, the town has recently seen the closure of a number of long-established companies. However, it still retains important industries such as those at the IDA Business and Technology Park. In addition, there is a very busy retail sector in the town which includes a number of clothes, shoes, convenience stores and supermarkets including multi-national, and national retailers as well as local independent traders. With regard to vacancy, there are several office and retail developments throughout the town that remain unoccupied (see Map 15).

Agriculture also remains an important part of the economy and environment of the town. The Mart plays an important part by generating spin-off employment in the area. In addition, the town hosts a weekly Farmers Market every Friday in the Square.

Similar to many Irish towns, Roscommon town has been affected by the economic downturn and the subsequent increase in unemployment rates. The main sectors currently employing people in the town are the wholesale and retail trade, public administration and defence forces, human health and social work, manufacturing industries, and accommodation and food service activities.



The IDA Park in Roscommon town



Main Street, Roscommon town



Units to the rear of Castle Street

<sup>5</sup> Designated Sites include Special Areas of Conservation, Special Protection Areas, Natural Heritage Areas and proposed Natural Heritage Areas.

<sup>6</sup> *Habitat Mapping of Habitats in County Roscommon*, RPS, May 2011.

<sup>7</sup> See the Roscommon Landscape Character Assessment which forms part of the RCDP 2014-2020.

### 3.1.8 Urban Development

#### 3.1.8.1 Residential Development

Significant residential development has taken place in Roscommon town over the past decade or so. Much of this development is located outside of the town core beyond the Circular Road with some smaller infill developments within the town core.

At the end of 2013 there were approximately 178 vacant residential units within the town, including 53 units located in several recently constructed housing developments. In addition, there were 767 permitted (but as yet undeveloped) residential units on 42 hectares of land in the town and environs (see Map 15 and Appendix 8). The 2012 National Housing Development Survey (NHDS) identified 8 unfinished residential estates in the town .



## 4 CHALLENGES AND OPPORTUNITIES

### CHALLENGES

#### COMMUNITY VIEW

“Illegal parking on footpaths is a problem.”

Footpaths and cycleways needed from residential areas to the town and to amenities like Mote Park.

A co-ordinated signage strategy is needed and clear direction signage to key landmarks and features.

#### 4.1.1 Infrastructure and Services

##### Rail, Road, Pedestrian and Cycle Networks

- Single track on the Mayo – Dublin rail line is limiting.
- Ensuring continued maintenance, improvement and upgrading of existing infrastructure and the timely development of new infrastructure in line with the development of the town.
- Over reliance on the private car, deficient public footpath network and limited cycle ways in town.
- Traffic congestion due to conflict between through and circulating traffic, parking practises and delivery vehicles.
- Difficulties due to proliferation of uncoordinated signage and lack of directional signage at key points.

##### Water and Wastewater Services

- The need for continued improvement of water quality and protection of contributing ground waters from pollutants.
- The upgrading and separation of the existing wastewater sewerage network.

#### COMMUNITY VIEW

Concerns regarding boil water notices and the quality of water.

Concerns about further development on floodplains.

##### Flood Risk and Protection

- Control development and ensure appropriate flood mitigating measures are in place.
- Ensure the completion of the remaining Roscommon Main Drainage Scheme works as well as the maintenance of the River Jiggy by the OPW.

#### COMMUNITY VIEW

“Littering is a big problem in the town; bins are often overflowing.”

No issues with regard to Electricity, Gas and Renewable Energy.

“Broadband is poor in the town as well as mobile phone coverage near the schools.”

##### Waste Management

- Ensure that litter does not detract from the visual quality of the town.

##### Energy

- A secure and reliable electricity transmission infrastructure is needed to support economic development and attract investment to the area.
- Current lack of a gas network in the county.

##### Telecommunication

- Supply a high quality and competitive broadband service in the town to promote industrial and commercial development and to enable the further development of the economic potential of the town.
- Ensure that the physical infrastructure and structures needed to provide adequate mobile phone service are developed in a strategic way that minimises the impact, where possible, on the environment.

**COMMUNITY VIEW**

"The Accident and Emergency Department of the Hospital needs to be re-opened."

"The lack of a full-time tourist office creates a bad impression."

A dedicated site is needed for the Farmers Market.

Need for a youth café and a permanent place for the youth of the town to socialise.

"Excellent schools in the town but limited pre-school places."

**4.1.2 Community Facilities**

- Ensure that there is no further deterioration in the range of services provided at Roscommon Hospital.
- Provide adequate social, recreation and community facilities to meet the needs of the local population including further youth facilities.

**4.1.3 Tourism Resources, Facilities and Infrastructure**

- Protecting the natural environment whilst capitalising on tourism potential is essential to the town.
- Deficiency in Green Infrastructure in the town.
- Maintain and upkeep the historic fabric of the town and the appropriate reuse and redevelopment or derelict sites.
- Bringing tourist facilities and recreational opportunities available in the town to the attention of a wider audience and addressing deficiencies in access, poor maintenance and lighting to recreational land and tourist facilities.

Driving, Walking and Cycling

- Creating links to recognised regional and national touring routes in order to attract visitors to the area.
- Deficiency in defined and co-ordinated walking and cycle routes that link features of interest in the town and surrounding areas.

Sustainable Tourism

- The town's low market visibility on the web and in traditional media, and the perception of the town, nationally and internationally, as a 'pass through' location.
- Build on the existing strengths of the town including its built heritage and its proximity to the unspoilt qualities of the surrounding countryside to promote tourism in the area.

**4.1.4 Built and Natural Heritage**Architectural Conservation Areas (ACAs)

- Ensuring the on-going protection of the town's ACAs and improving key sites (see Appendix 9).

Archaeological Heritage

- The protection of archaeological features that have not been identified (for example, those that are not visible above ground and those whose extents are not clear) e.g. at the very least, preserved in situ, or as a minimum are preserved by record.

**4.1.5 Economic Development and Employment**

- Facilitation of alternative employment opportunities for people previously employed in the industrial sector (construction) e.g. in the areas of medical devices, software, financial and international services, the green economy, the caring sector, food and tourism, and marine/inland waterways.

**COMMUNITY VIEW**

Free car parking in the town is often taken up by local workers. Long and short term car parking needs to be provided.

There are many vacant retail and commercial buildings around the town.

**4.1.6 Retail and Commercial Development**

- Stem the leaking of expenditure to adjacent dominant town centres such as Athlone and Sligo.
- Secure tenants for the significant levels of vacant and extant retail, commercial and retail warehousing floorspace that exists in the town.
- Consolidate the existing retail core of the town through the reuse of vacant and derelict structures and redevelopment of specific opportunity sites.

**4.1.7 Residential Development**

- Address residential vacancy in the town (currently 178 units).
- Ensure public health and safety, as well as security on unfinished residential estates, and the satisfactory completion of essential services such as roads, public lighting, footpaths, piped services and amenity areas.

**COMMUNITY VIEW**

"There are many vacant houses and unfinished estates around the town."

**OPPORTUNITIES****4.2.1 Infrastructure and Services**Rail, Road, Pedestrian and Cycle Networks

- Develop dual track railway lines within the county.
- Address traffic congestion and increased freedom of movement in and around the town through additional traffic calming, additional car parking and improved signage.
- Encourage a 'modal shift' away from high rates of dependency on the private car through increased provision of footpaths and cycle lanes, and bicycle parking facilities.

Waste Management

- Develop cost effective waste management, in order to enhance the environment.

**COMMUNITY VIEW**

Tesco is a great location for recycling facilities but more are needed. Current facilities are 'used and abused' and the bottle banks are always overflowing.

Roscommon town has more than 40 organisations e.g. sports, heritage, Lions Club, youth theatre etc.

Existing public open spaces/greenbelts must be retained and maintained.

**4.2.2 Community Facilities**

- Use of vacant residential and other units for community facilities, if of a suitable scale and design and compatible with surrounding uses.
- The dual-use of schools and other community and educational facilities.

Open Space

- Add to the level of existing public open space through ensuring the provision of open space areas in new urban developments.
- Develop land for allotments in the town.

### 4.2.3 Tourism Resources, Facilities and Infrastructure

- The reuse and redevelopment of derelict or disused buildings for appropriate re-use.
- Create a pedestrian- and cycle-friendly town centre which is safe, clean and litter-free.
- Undertake an environmental enhancement scheme and detailed Public Realm Plan for the town as well as maximising the use of public space for activities such as farmers markets.
- Develop appropriately packaged tourism information that is readily available and understandable.
- Encourage simple initiatives, such as improved and co-ordinated signage, to key attractions and other facilities.
- Focus on new products including new links to culture and unique home-grown products.
- Development of walking opportunities including a heritage walk and links to Mote Park.

#### Tourism Signage

- Improving, cleaning and maintaining existing directional signposting.
- Clear signposting for routes and access points using the brown tourist signs only, for tourism accommodation, attractions, services and way-marking.

#### COMMUNITY VIEW

"The town centre would benefit from flowers like in Carrick-on-Shannon."

One consistent tourism map should be used throughout the town.

"Tree-planting is needed around shed-like structures on Golf Links and Athlone Roads."

"There needs to be a sign to Knock Airport."

The Railway Station needs a welcome map in order to orient people.

### 4.2.4 Built and Natural Heritage

#### Roscommon Town – Architectural Conservation Areas

- Address minor issues with structures in the ACAs through owners undertaking small-scale maintenance and repairs, and thereby avoid the difficulties of small issues later resulting in wider scale deterioration of the building fabric.
- Support the improvement of a number of key sites identified in Appendix 9.

#### Archaeological Heritage

- Preserve archaeological features in situ, or at very least preserve by record.
- For developers and property owners to access guidance, through the Council's Heritage Office and its Pre-Planning Consultation Service, regarding the protection of the archaeological heritage and the archaeological implications of proposed development.

### 4.2.5 Economic Development and Employment

- Roscommon town is one of the towns best placed to capitalise on new commercial and industrial development opportunities.
- Create a strategic reserve of new industrial and enterprise lands in Roscommon town and encourage the provision of flagship enterprises, micro-enterprises, telecommunications and ICT Infrastructure and offering competitive packages for the lease of commercial space.
- Promote Roscommon town as the focus of new retail development.
- Promote Roscommon town as a desirable location for targeted economic investment and as a primary centre for the location of industry and enterprise development.
- Facilitate the generation of employment opportunities by ensuring that sufficient and appropriate land is zoned for future industrial development.
- Prioritise the reuse of existing vacant industrial, business, light industrial and warehouse units.

#### 4.2.6 Retail and Commercial Development

- Ensure that sufficient and appropriately located land is zoned for future retail and commercial development in the town.
- Encourage the uptake of existing vacant premises over new build for new retail and commercial development, particularly in the town centre along Main Street and Castle Street.
- Create an attractive shopping environment through maintaining and upgrading shop frontages throughout the town.
- Steer large scale retail proposals towards the core of the town.

**COMMUNITY VIEW**

“Free car parking and amenities such as the railway are important strengths for the town.”

#### Opportunity Sites (see Figure 1 below)

While it is inevitable that some larger retailers will seek to locate on the outskirts of the town there are still a number of areas close to the town centre which have capacity to absorb future retail development.

**Site 1:** This site is located west of Castle Street and is zoned Core Town Centre.

**Site 2:** This site is located northwest of the Athlone Road Roundabout and is zoned Core Town Centre.

**Site 3:** This site is adjacent to Site 2 and is also zoned Core Town Centre.

**Site 4:** The Roscommon Mart site is identified in the Retail Strategy and is zoned Core Town Centre.

**Site 5:** This site is located west of the Athlone Road Roundabout and zoned Peripheral Town Centre.

**Site 6:** This site is located off the Circular and Athlone Roads, adjacent to the Primary Healthcare Centre, and is zoned Peripheral Town Centre.

**Site 7:** This site is located southeast of the Circular Road and is also zoned Peripheral Town Centre

#### Retail and Commercial Vacancy

- There is a sufficient level of vacant and extant retail floorspace to accommodate new retail development over the period of the Plan.
- Given the high levels of vacant retail warehousing and extant permissions, the development of new build retail warehousing will be tightly controlled. In most cases existing retail warehousing could accommodate, or be modified to accommodate, new retail warehouse developments over the plan period.
- Consideration will also be given to alternative uses for existing vacant retail warehousing, provided proposals are not contrary to the proper planning and sustainable development of the area.

#### 4.2.7 Home-based Economic Activity

- Support appropriate proposals for small-scale home-based economic activity where the proposal does not generate significant new traffic movements and is generally compatible with surrounding uses.

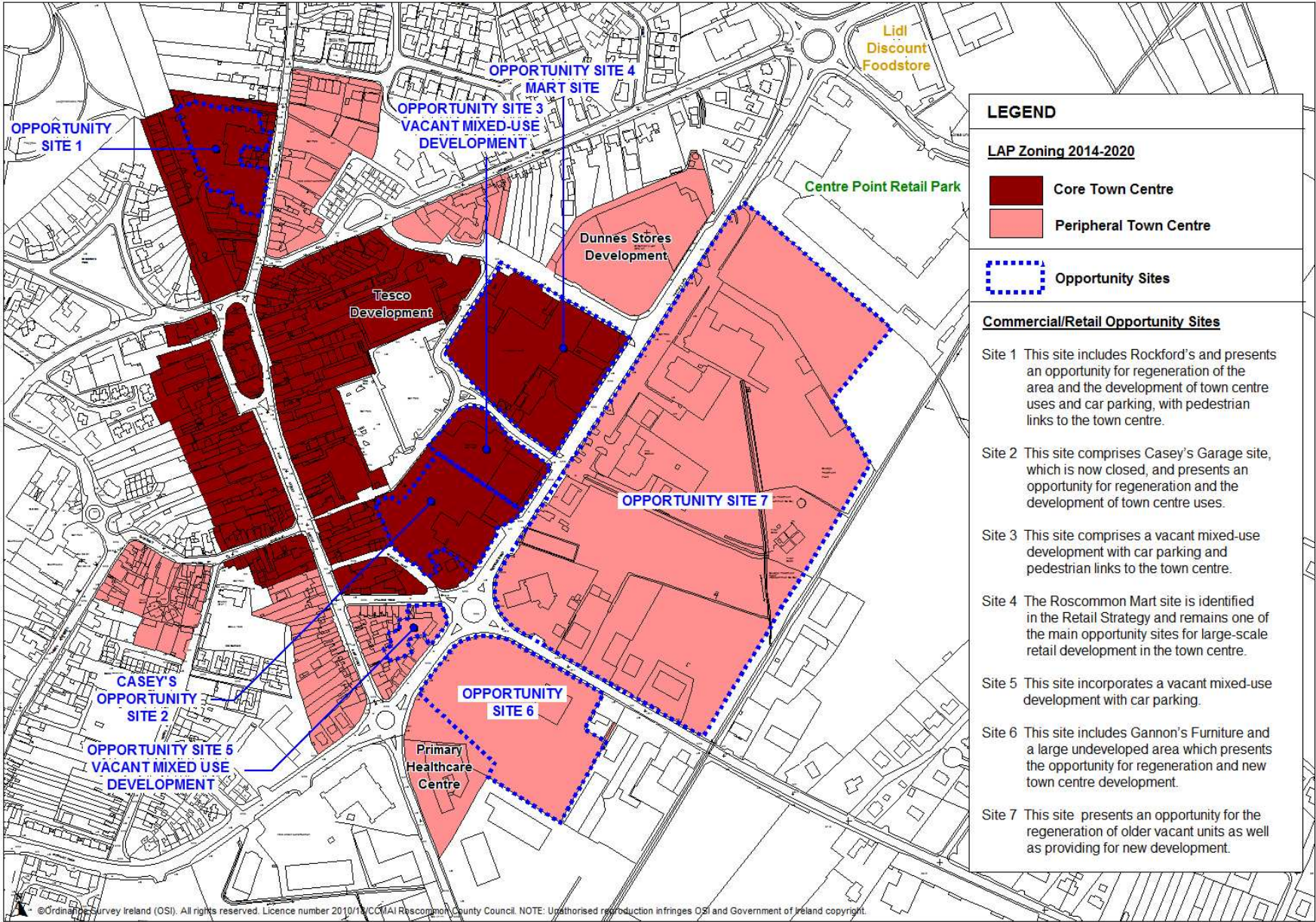
#### 4.2.8 Residential Development

- Given the number of existing vacant residential units in the town, encourage the use / reuse of these units as an alternative to new build.





Figure 1: Retail and Commercial Opportunity Sites in Roscommon town centre







## 5 VISION AND DEVELOPMENT STRATEGY

Roscommon County Council has an ambitious but achievable **Vision** for Roscommon town for the period 2014 – 2020 and beyond.

*VISION: Roscommon town will be an attractive and vibrant town which continues to support a large rural community. It will capitalise on its strategic role as the County Town to help stimulate the economy and employment growth in the area. The town will cater for the needs of its citizens, both young and old, and will be known for its enhanced quality of life as well as a high quality built and natural environment. The town will develop and enhance existing local facilities, services and amenities to their fullest in order to create a vibrant, sustainable and inclusive community for all.*

The following are the **Strategic Aims** for Roscommon town:

1. Build on the strategic role of Roscommon town as the primary settlement in the County and continue to develop the local economy by promoting the town as a focus for new retail, Industrial and local enterprise development.
2. Create a vibrant and sustainable community by ensuring appropriate levels of services to support existing and future populations. These services should be provided in tandem with development and associated population increase.
3. Promote an enhanced quality of life for all, based on high quality sustainable residential, working and recreational environments, infrastructural and transportation networks, with the use of alternative energy in a sustainable and harmonious way.
4. Develop a safer, more efficient and integrated transport system that will improve the road network, traffic management, parking facilities, public transport, and provide safe pedestrian and cycle routes. Promote a 'modal shift' from reliance on cars to more sustainable modes of transport such as rail, bus, cycling and walking.
5. Consolidate residential and economic development in the area, and ensure the development of a high quality built environment with a well developed public realm.
6. Create a strong and inclusive community through the provision of 'access for all' to cultural, social and community facilities through the promotion of social inclusion and the implementation of the National Anti-Poverty Strategy.
7. Positively impact on the economic, social and environmental well-being of the town and on the overall character and appearance of its streetscapes, by promoting the development of all areas of the town to their fullest potential. This includes ensuring the redevelopment and reuse of vacant and derelict residential, commercial and industrial buildings as well as retail warehousing in the town and promoting the renewal and environmental improvement of neglected areas.
8. Contribute to the 'greening' of the County by encouraging the development of sustainable buildings that are environmentally friendly and energy efficient to build and run.
9. Promote, encourage and facilitate the further development of the tourism industry in the area whilst protecting the County's natural resources and local amenities such as Loughnaneane Park and the Hind River.
10. Protect and safeguard groundwater supplies and ensure that they are not compromised by commercial, agricultural, domestic or other activities, particularly in non-serviced areas outside the town boundary.
11. Ensure that the appropriate level of services and infrastructure is available to support the existing and future population in terms of wastewater disposal, water supply and surface water disposal.
12. Protect the archaeological, natural and built heritage of the town and the conservation of existing buildings and features of heritage value, particularly the streetscapes and facades within the Architectural Conservation Areas.
13. Avoid urban sprawl on the edges of the town and maintain a clear distinction between the urban envelope and the rural hinterland.

The Council is committed to delivering this vision of the town through working in partnership with the local community and local organisations, and through promoting the policies and objectives contained in this, and future, LAPs.

## 5.1 DEVELOPMENT STRATEGY OPTIONS

The purpose of the development strategy is to provide a clear strategic direction for how Roscommon town should develop over the next 6-20 years, in order to fulfil the future vision for the town. The need for a flexible, longer-term development strategy for the town is clear in light of the economic downturn which has, in many cases, halted development and left many residential, retail and commercial units in the town vacant.

Whilst the population of the town and the needs of the community will continue to grow, it will be at a slower rate than previously anticipated. In addition, with a surplus of residential, retail and commercial units in the town, the main focus of the development strategy will be to promote the completion of existing unfinished developments and the use of these and existing vacant units before the development of any further units is considered.

### Development Strategy Options

Three Development Strategy Options were considered for Roscommon town:

- Development Strategy 1 considers the implications of continuing in accordance with the development objectives of the 2008-2014 Roscommon Area Plan;
- Development Strategy 2 considers the implications of directing new development to vacant and infill opportunities in the town only; and,
- Development Strategy 3 considers the implications of prioritising town centre development, while allowing the town to expand outward in a phased manner.

The following sections outline the three options, including key features and implications.

**Main Features of Development Strategy 1 (Figure 2 below)**

- Expansion of the commercial core in an easterly direction along the N61 Athlone Road and along the proposed Roscommon town Link/Distributor Road joining the Athlone Road to the N63 Lanesborough Road.
- Extensive new areas of land zoned for residential/commercial development in peripheral areas with no direct link to the town centre.
- Small, isolated neighbourhood centre development to the south along the N63 Galway Road and to the northwest along the N60 Castlerea Road.
- Improvement of existing pedestrian lanes and archways from Main Street to backland areas.
- New Roscommon town Link/Distributor Road envisaged to the east of the town linking the N61 Athlone Road to the N63 Lanesborough Road.
- Expansion of edge-of-town and out-of-town business and retail development along the Circular, Lanesborough and Roxborough Roads.
- Opportunity Site 1 identified in the 2008 Retail Strategy is zoned for a mix of Business Enterprise Park/Light Industry, Mixed Residential/Commercial development, and Community and Educational uses.
- Opportunity Site 2, the Mart Site, identified in the 2008 Retail Strategy is zoned for Core Town Centre uses and Car parking/Transport Node.

**Positive Implications of Development Strategy 1**

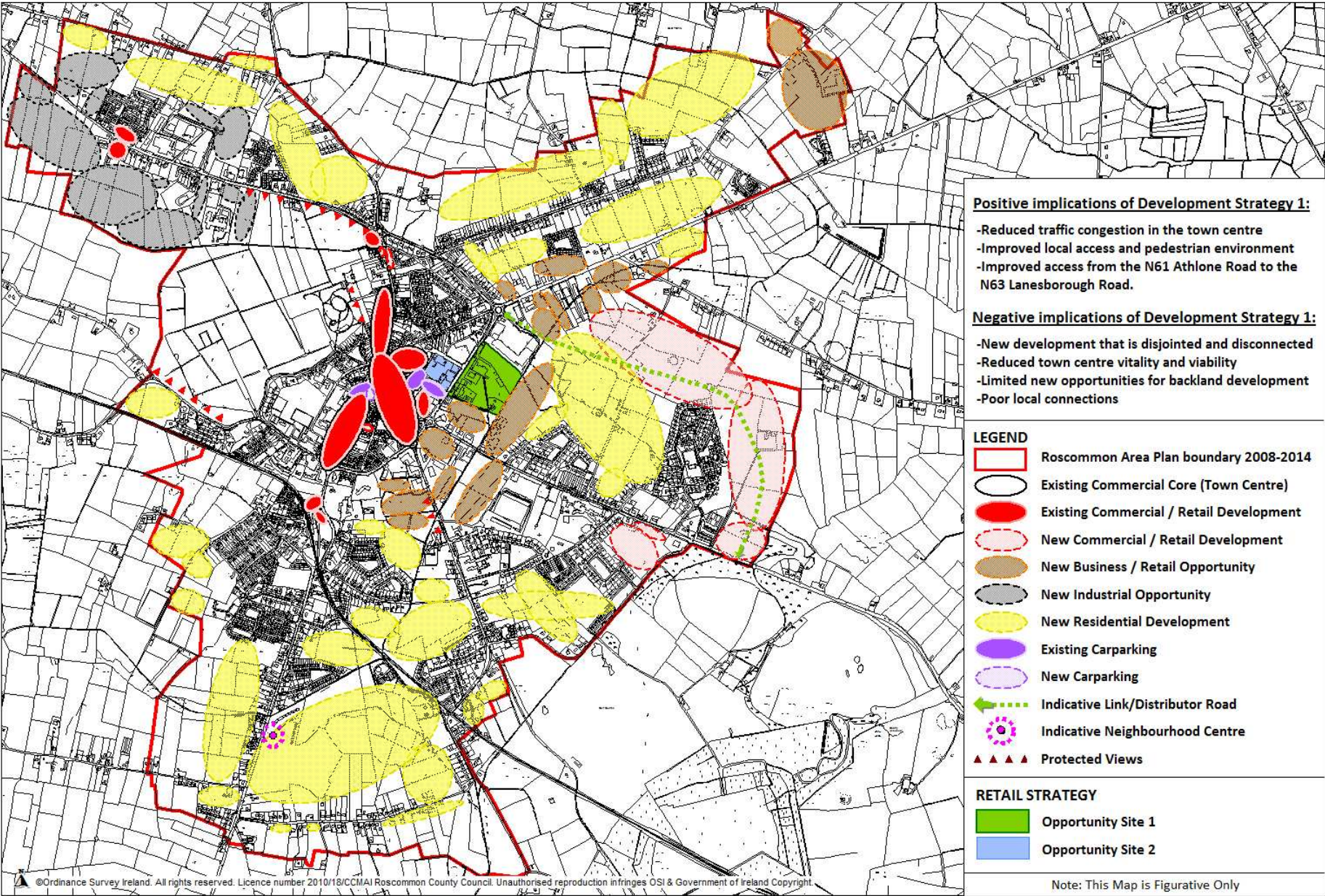
- Improvement to lanes and archways from the main streets to backlands would improve local access and create new pedestrian links to the town centre.
- Traffic congestion in the town would be reduced due to the development of the Roscommon town Link/Distributor Road taking N61 traffic out of town and providing direct access to all routes off the Lanesborough Roundabout.
- New parking provision adjacent to the existing town centre with ability for expansion would improve overall access to the town centre.

**Negative Implications of Development Strategy 1**

- Unsustainable expansion of the commercial core and development within the plan boundary would result in new development which is disconnected from the town centre and its neighbours.
- The vitality and viability of the town centre would be reduced by isolated out-of-town commercial/retail developments.
- Development of all new residential lands would lead to a tripling of the current population of the town.
- No new opportunities for access to backland areas have been identified, leading to a presumption against regeneration or development of these areas and poor local connections.



Figure 2 Development Strategy 1: Continue as per 2008-2014 Area Plan



**Main Features of Development Strategy 2 (Figure 3 below)**

- Consolidate the commercial core by directing new commercial/retail development to existing vacant and infill development, and to Opportunity Sites 1 and 2 identified in the Retail Strategy 2008.
- No new areas of residential, commercial, neighbourhood centre or local centre development on the periphery.
- New Roscommon town Link/Distributor Road envisaged to the east of the town linking the N61 Athlone Road to the N63 Lanesborough Road.
- Opportunity Site 1 identified in the 2008 Retail Strategy is zoned for a mix of Business Enterprise Park/Light Industry, Mixed Residential/Commercial development, and Community and Educational uses.
- Opportunity Site 2, the Mart Site, identified in the 2008 Retail Strategy is zoned for Core Town Centre uses and Car parking/Transport Node.
- Residential development is directed to existing vacant units and unfinished housing estates.

**Positive Implications of Development Strategy 2**

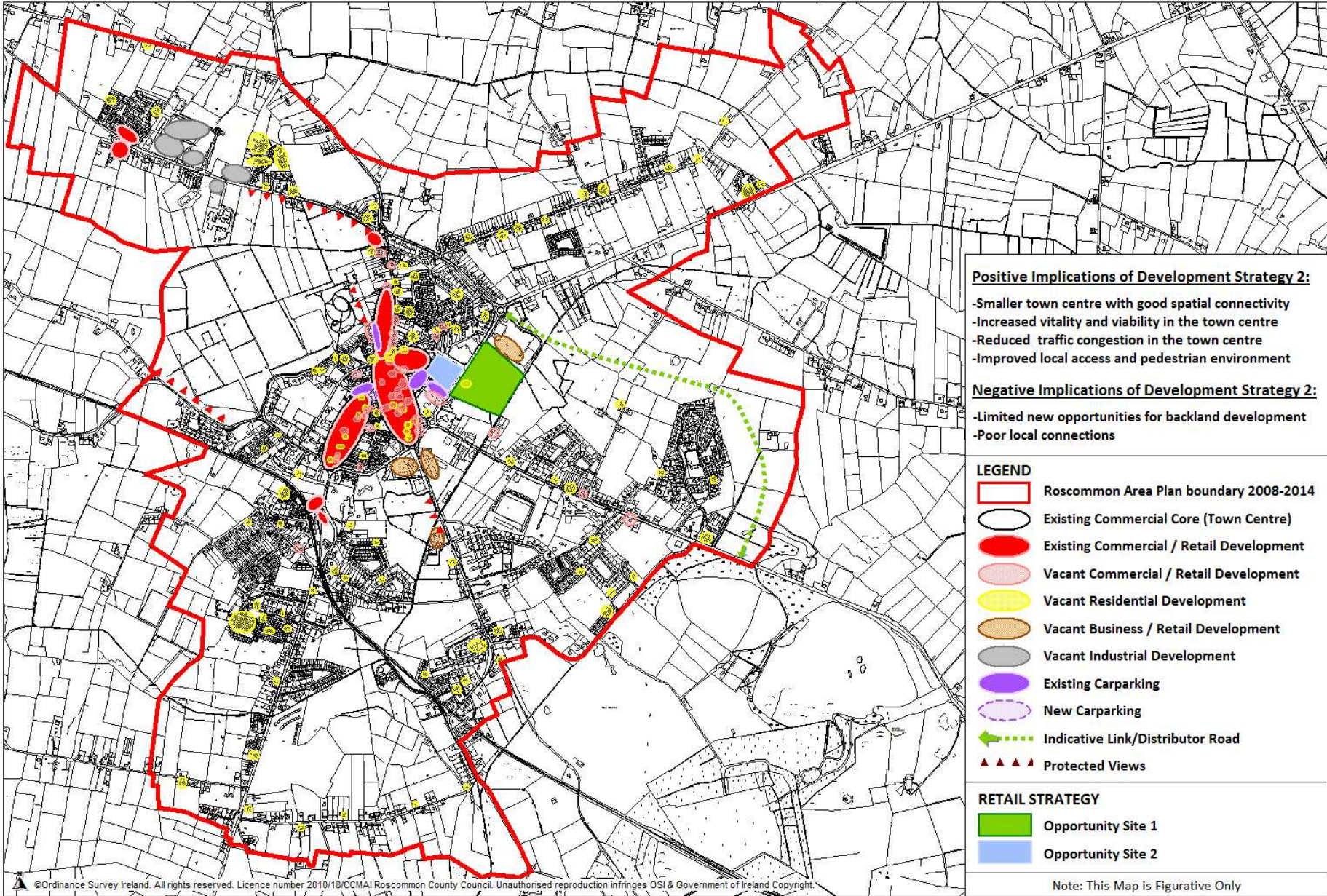
- Smaller town centre and limited new retail and commercial development within the plan boundary, resulting in good spatial connectivity.
- The vitality and viability of the town centre would be increased by directing new commercial and retail businesses to vacant units and infill sites in the town centre.
- Traffic congestion in the town would be reduced due to the development of the Link Road taking N61 traffic out of town and providing direct access to all routes off the Lanesborough Roundabout.
- New parking provision adjacent to the existing town centre with ability for expansion would improve overall access to the town centre.

**Negative Implications of Development Strategy 2**

- No new access options identified, limiting opportunities for regeneration and redevelopment of backland areas leading to poor local connections.
- Restricting new residential development to existing vacant units, brownfield and infill sites could deter investment in the town by limiting the development of appropriate mixed-use developments within or adjacent to the town centre and by acting as a deterrent for new people wishing to move to the town.



Figure 3 Development Strategy 2: Prioritise Vacant and Infill





**Main Features of Development Strategy 3 (Figure 4 below)**

- Consolidate the commercial core with new commercial development directed, in a sequential manner, to existing vacant and infill development, backland areas including Opportunity Site 1 (SO1) identified in the Retail Strategy, and other appropriate sites within the town centre.
- No new areas of residential / commercial, local centre development on the periphery.
- New Roscommon town Link/Distributor Road envisaged to the east of the town linking the N61 Athlone Road to the N63 Lanesborough Road.
- Improvement of existing pedestrian lanes and archways to backland areas would greatly enhance the character and accessibility of the town's retail core by encouraging greater pedestrian permeability, particularly between Main Street and the extended town centre to the east.
- New access opportunities to backland areas identified.
- Opportunity Site 1, off Circular Road, identified in the Retail Strategy 2008 is zoned for Peripheral Town Centre development, and greenbelt.
- Opportunity Site 2, the Mart Site, identified in the Retail Strategy 2008 is zoned for Core Town Centre development.
- Residential development is phased outward from the town centre.

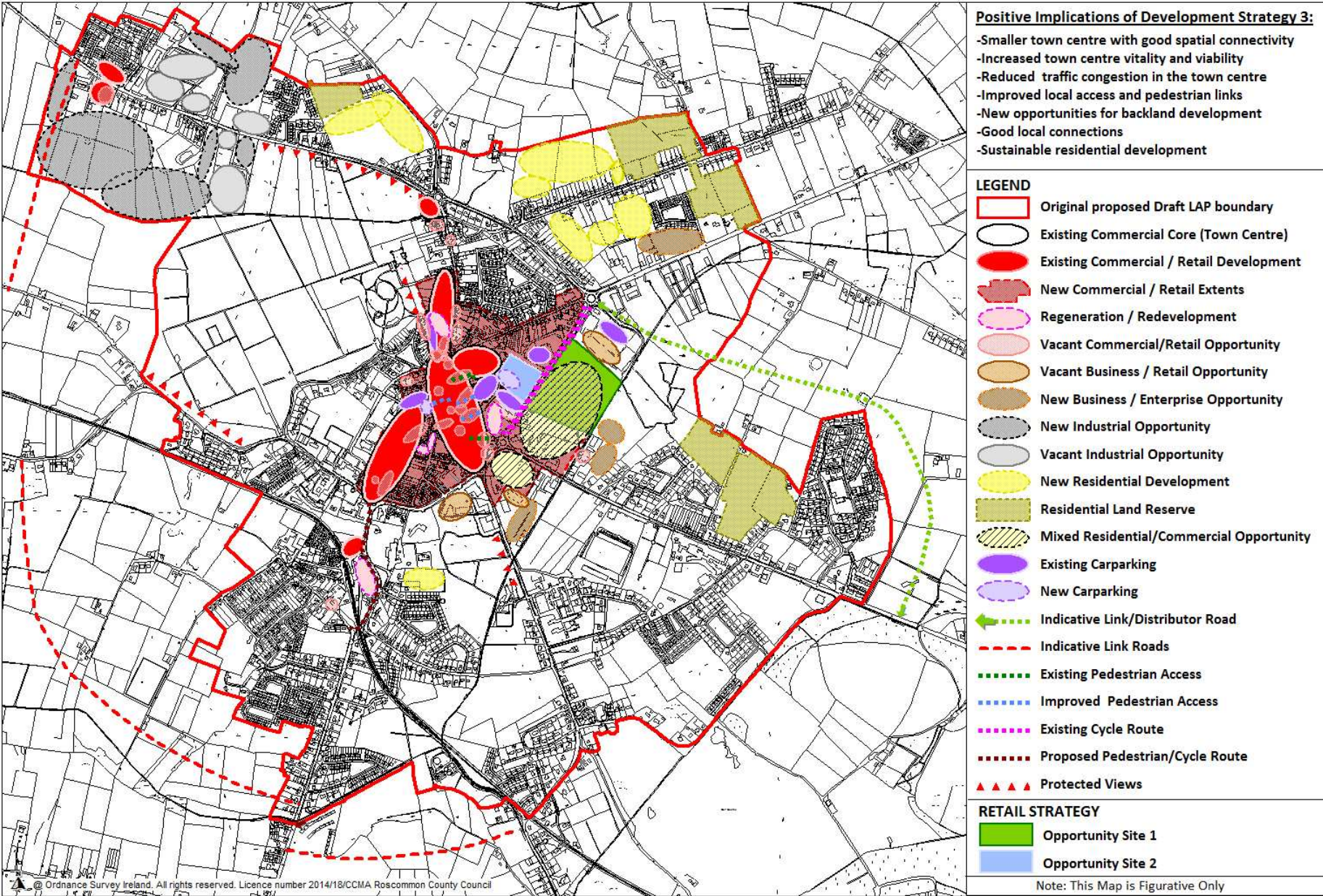
**Positive Implications of Development Strategy 3**

- Smaller town centre providing a variety of opportunities for new retail and commercial development resulting in good spatial connectivity and increasing the vitality and viability of the town centre.
- Traffic congestion in the town would be reduced due to the development of the Roscommon town Link/Distributor Road, taking N61 traffic out of town and providing direct access to all routes off the Lanesborough roundabout.
- Improvement to lanes and archways from the main streets to backland areas would improve local access and create new pedestrian links to the town centre, as well as aiding the regeneration and redevelopment of these areas.
- New parking provision adjacent to the existing town centre with ability for expansion would improve overall access to the town centre.
- Phasing of new residential development, outward from the town centre, would ensure that development occurs in a sustainable manner and provides an additional option for those wishing to move to the town.

**Negative Implications of Development Strategy 3**

- No Negative Implications identified.

Figure 4 Development Strategy 3: Prioritise Town Centre development with Phased Outward Expansion





## The Preferred Development Strategy for Roscommon Town

Development Strategy 3 (DS3) will benefit the town the most, as it combines all the positive aspects of the other two strategies. DS3 makes connections between existing and new development in the town, creating a vibrant town centre with a pedestrian-friendly environment, easy access to car parking and less traffic congestion. DS3 also provides for the redevelopment of backland areas in the town centre as well as promoting the use/reuse of vacant and derelict buildings.

### Creating a Workable Strategy (see Figures 5 and 6 below)

The identification of Development Objectives is important in the delivery of the preferred Strategy and the main development aims of the Roscommon Town Local Area Plan 2014-2020. The preferred Development Strategy promotes the following:

- Development of the Roscommon town Link/Distributor Road as well as the development of three additional link roads which will link the main approach roads to the town and reduce through-traffic in the town centre. It should be noted that the indicative Link/Distributor Road identified between the Athlone Road and the Lanesborough Road roundabout is for the purposes of removing through traffic from the Athlone Road and the Circular Road, and opening up lands for long term future development.
- The use of vacant industrial/enterprise units on the Racecourse Road whilst ensuring a strategic reserve of industrial land is available in order to capitalise on new industrial and commercial development.
- The use of vacant business enterprise units on the Circular and Lanesborough Roads. Prospective developers of new retail, storage and light industrial warehousing will be required to demonstrate that existing units are not already available or easily adaptable within the town.
- The use of all vacant residential units in the town as well as the development of New Residential zoned lands over the period of the Plan. Lands zoned Strategic Residential Reserve will be considered for development once New Residential lands are developed.
- The development of improved cycle and pedestrian links from residential areas to the town centre, in order to encourage walking and cycling in the area instead of driving.
- The protection of existing views of Loughnaneane Park and the Dominican Friary.
- The consolidation of the town centre including the redevelopment of areas on Castle Street, Circular Road and Henry Street for town centre uses.
- The future growth of the town centre by promoting mixed residential and commercial development on Brownfield and Greenfield lands adjacent to the Athlone and Circular Roads.
- Improved pedestrian access within the town centre through the improvement of existing pedestrian links to backland areas including to the proposed new car park west of Main Street.

The main aim of the Strategy is to achieve the overall vision for Roscommon town and to identify the importance of considering all future development within the town as well as its potential long-term effects on the sustainability and vibrancy of the town.

The following are the Development Objectives for the Roscommon Town LAP (see Figures 5 and 6 below):

Objective 1	Proposed Roscommon Town Link/Distributor Road
Objective 2	Indicative Link Roads
Objective 3	Sufficient New Industrial Lands
Objective 4	Sufficient Business Enterprise Lands
Objective 5	New Residential Development to follow the 'Sequential Approach'
Objective 6	Residential Land Reserve

Objective 7	Improved Walk/Cycle Link to Town
Objective 8	Green Network along the River Jiggy
Objective 9	Protected Views of Loughnaneane Park
Objective 10	Protected Views of the Dominican Friary
Objective 11	Regeneration/Redevelopment Site
Objective 12	New Residential/Commercial Lands
Objective 13	Improved Pedestrian Access
Objective 14	New off-street Car Parking

The Development Strategy is a long-term strategy setting out how Roscommon town should develop over the next 6 years or more. The development objectives are not therefore intended to be achieved over the period of this plan alone. It is intended that each additional LAP will streamline and build on this Strategy in order to maintain a vibrant, attractive and sustainable town long into the future.



Figure 5 Preferred Development Strategy for Roscommon town

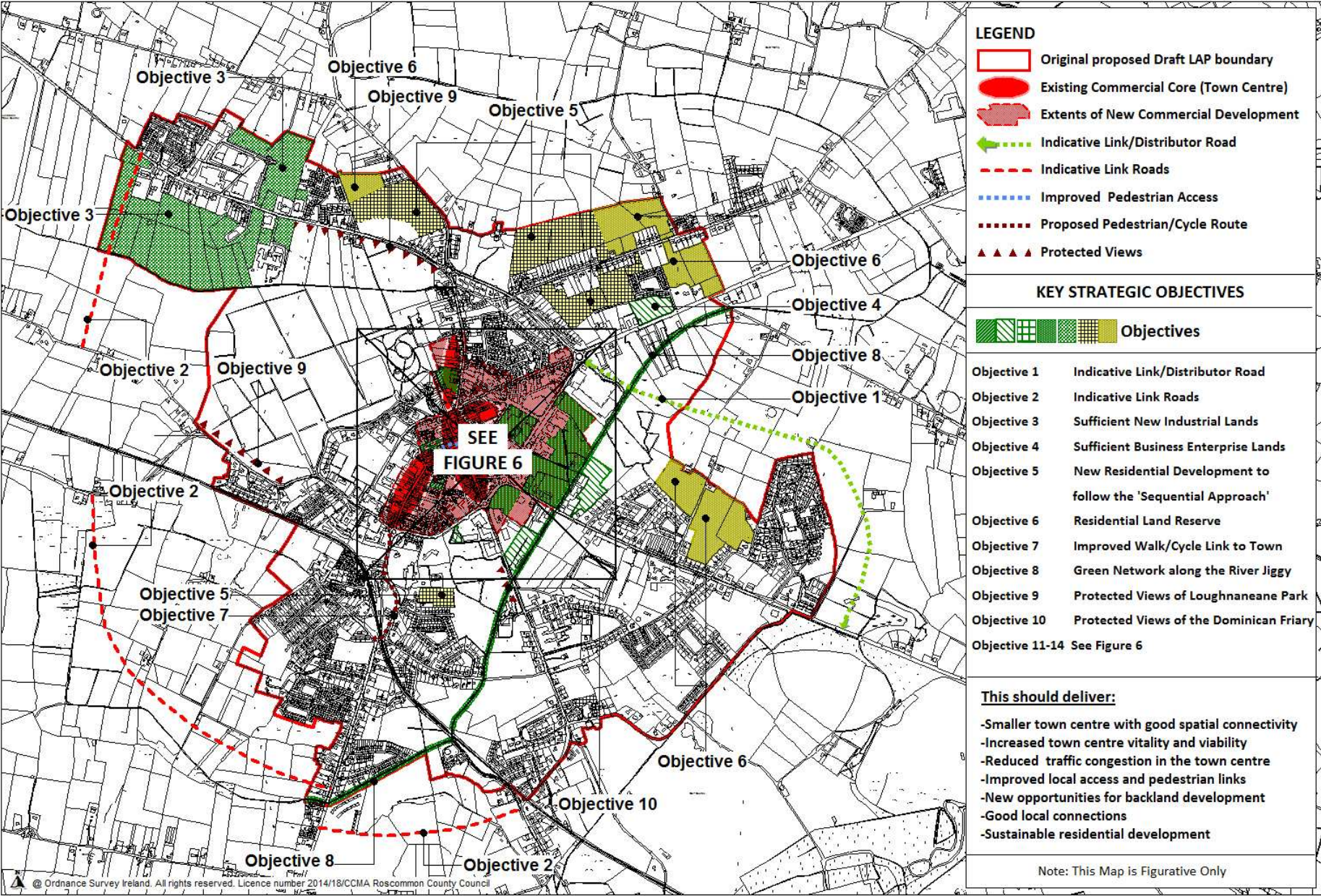
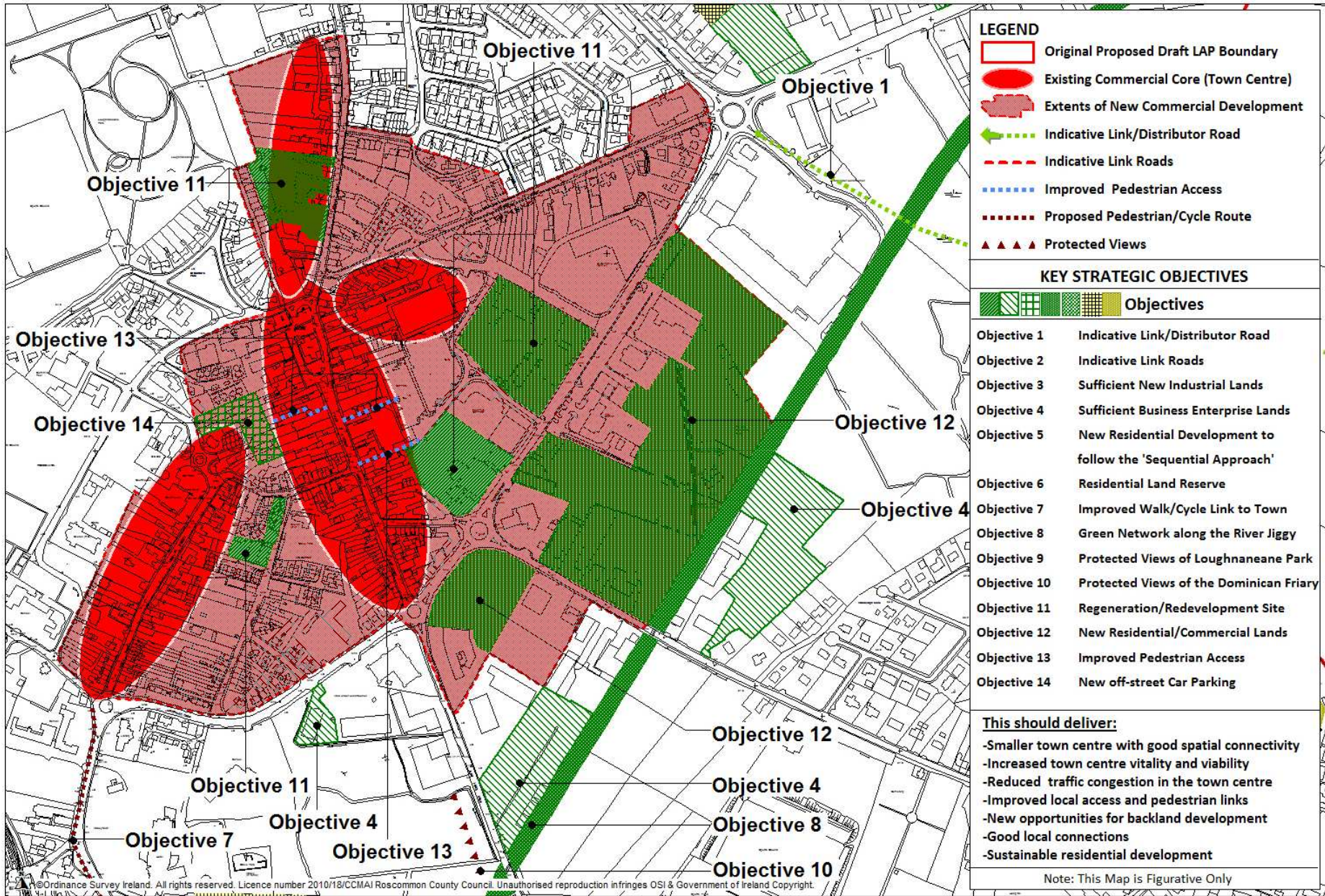




Figure 6 Preferred Development Strategy for Roscommon town





## 5.2 HOUSING STRATEGY AND RESIDENTIAL DEVELOPMENT

National guidance promotes the use of a ‘sequential approach’ in relation to the zoning and development of lands in urban areas in order to maximise the use of existing and future infrastructure, and to promote sustainability.<sup>1</sup> The sequential approach specifies that zoning shall extend outwards from the centre of an urban area, with undeveloped lands closest to the core and on public transport routes being given preference (i.e. leapfrogging to more remote areas should be avoided). A strong emphasis should be placed on encouraging infill opportunities and the better use of under-utilised lands. Areas to be zoned shall be contiguous to existing zoned development lands. The provision of water and sewerage investment by local authorities must also be related to the sequencing of residential lands and must also be integrated with the provision of public transport, schools, and community and leisure facilities.

In addition, the following objectives and principles of sustainable development must be considered:

- a reduction in the need for transportation and travel;
- the promotion of higher density residential development, thereby making more efficient use of the land resource available in Roscommon town;
- a reduction in the extent of urban expansion and sprawl, combined with the avoidance of and safeguarding against urban coalescence, which results from a loss of distinction between urban and rural areas; and,
- the promotion of development on ‘brownfield’ sites thereby reducing the need for new development on ‘greenfield’ sites.

These objectives meet with the aspirations of national and local policy as well as best practice on sustainable development.

The Regional Planning Guidelines project a population increase of 5,200 people in the period 2010-2016 and 6,700 people in the period 2016-2022 for County Roscommon. From these figures, the ***Housing Strategy for County Roscommon***, which forms part of the RCDP 2014-2020, indicates that 2,480 additional households will be formed in the county over the period of the plan, from 2014 to 2020. Consequently the expected population increase in Roscommon town between **2014 and 2020**, based on the minimum population growth targets identified in the RPGs, is **845 persons**. Taking a projected average household size of **2.4 persons**<sup>2</sup> the total number of residential units required over this period is **352 units**. In order to calculate the total amount of residential zoned land required over this period, a density of **20 residential units per hectare** is used, resulting in a land requirement of approximately **17.6 hectares**. However, there is also a need to ensure that enough land is available to meet residential needs for nine years (6 years of the Plan period and 3 years beyond).<sup>3</sup> Therefore, taking this into account, a total of **26.4 hectares** of residential zoned land is required over the period of this plan 2014-2020.

### 5.2.1 Development Strategy for Residential Development

The Roscommon Area Plan 2008-2014 identified almost 277 hectares of land for residential development in the town - more than 10 times the amount of land needed to accommodate the population growth identified in the RPGs for the West Region 2010-2022. Development of this extent of land could potentially accommodate up to 5540 new residences and approximately 13,296 people i.e. a tripling of the current population of the town. This would be unsustainable and would give rise to deficiencies in servicing such a large population increase, as well as being inconsistent with the town’s low growth rate and the current economic climate. Development of this level would also be likely to give rise to significant environmental effects.

<sup>1</sup> See Development Plans: Guidelines for Local Authorities, DEHLG, June, 2007 and Local Area Plans: Guidelines for Planning Authorities, DECLG, June, 2013.

<sup>2</sup> The RPGs for the West Region 2010-2022 (RPGs) indicate an average of 2.4 persons per household for Roscommon Town.

<sup>3</sup> Development Plans Guidelines for Planning Authorities, June 2007, DEHLG (now DECLG), page 43.

Therefore the DECLG's 'sequential approach', as outlined earlier in this section, has been used to identify suitable lands for new residential development in this Local Area Plan. Within such an approach, it is imperative that those areas which are more remote and potentially do not have direct access to a public sewer system are developed over the longer term.

The Development Strategy has taken into consideration:

- The minimum population targets and residential units required over the period 2014-2020 outlined in the Regional Planning Guidelines for the West Region 2010-2022;
- The additional household formations outlined in the Core Strategy of the Roscommon County Development Plan 2014-2020;
- The average number of dwellings per hectare in Roscommon town, calculated at 20 units per Ha;
- Vacancy rates, permitted residential development and unfinished units in housing estates in the LAP area including those that may or may not have extensions of their planning permissions; and,
- Whether land is serviced or not.

The following specific residential zonings are identified in Development Strategy 3 (see Table 4 of Chapter 7 and Map 17 Land Use Zoning):

- (1) New Residential
- (2) Strategic Residential Reserve

#### (1) New Residential

The lands zoned 'New Residential' (NR) will accommodate new residential development required over the period of the Plan, 2014 to 2020. This will comprise:

- Greenfield sites, the majority of which fall within 1.2 km of Main Street (and out of the Zone of Contribution of the Ballinagard Springs), and
- Infill development.

New Residential lands represent an area of approximately **27.18Ha** in total, with the lands identified in accordance with the sequential approach. Further reasons for their inclusion are provided in Table 4 of Chapter 7.

#### (2) Strategic Residential Reserve

In addition, a Strategic Residential Reserve (SRR) is identified in the Plan. These lands will be developed over the period of the next Roscommon Town Local Area Plan 2020-2026. However, they will also act as a reserve of new residential land, in the event that population growth and demand for housing over the period of this Plan, 2014-2020, is greater than estimated and lands zoned for New Residential are fully taken up before the end of this Plan in 2020. These lands comprise:

- Greenfield sites which fall within 1.5 km of Main Street (and out of the Zone of Contribution of the Ballinagard Springs), and,
- Infill development.

SRR lands represent an area of approximately **22.19Ha** in total.

Strategic Residential Reserve lands will be suitable for housing development when:

- a) All lands zoned 'New Residential' have been developed; or
- b) All lands zoned 'New Residential' have been subject to the grant of planning permission (extant planning permission), and there is demonstrable demand, supported by factual evidence, for further new residential development, within the Plan area.



All lands identified as (1) New Residential and (2) Strategic Residential Reserve have been selected with regard to the sequential approach and represent sustainable development as the lands are serviced and pose no threat to public health - the lands falls outside the Zone of Contribution of the Ballingard Springs, which is the water source for the town. In addition, they do not fall within the 1/100 year floodplain (outlined in the Roscommon Main Drainage Study 2010).



## 6 LAND USE ZONING FIGURES AND MATRIX

### 6.1 LAND USE ZONING FIGURES

In addition to land zoned for residential, retail, commercial and industrial purposes the plan also zones land for other uses. Table 2 below indicates how it is proposed to zone the remaining land within Roscommon town (See Map 17 for details).

**Table 2: Proposed zoning areas for the Roscommon Town LAP**

Zoning	Amount of land zoned	
	Hectares	Acres
Industrial Uses	45.92	113.50
Business Enterprise Park/Light Industry and Warehousing	30.97	76.53
Core Town Centre	11.35	28.05
Peripheral Town Centre	19.46	48.08
Outer Town Centre	5.95	14.69
Community and Educational Uses	36.60	90.43
Public Utilities	5.26	12.99
Greenbelt <sup>1</sup>	148.70	367.40
Transitional Agriculture	35.82	88.52
New Residential	27.18	67.17
Strategic Residential Reserve	22.18	54.81
Existing Residential	188.20	464.90
Recreation and Amenity	20.44	50.51
Car parking	1.85	4.56
Neighbourhood/Local Centre	3.50	8.66
Leisure Tourism	3.81	9.41
<b>TOTAL</b>	<b>607.19</b>	<b>1500.21</b>

#### 6.1.1 Land Use Zoning Objectives and Matrix

The Land Use Zoning Objectives and Matrix within this section outlines the zoning objectives for each zone identified in the land use zoning map (Map 17). It indicates the uses and type of development which is appropriate for each zone. The indication that a proposal is 'permitted in principle' in the Matrix does not imply a grant of permission or that a planning application will be successful as each planning application will be determined on an individual basis by the Planning Authority. All proposals would be required to be consistent with the development standards and the requirements on public health, traffic safety, residential amenity, heritage, design and visual amenity.

Land uses not listed in the Matrix will be considered on the merits of the individual planning application, having regard to the general policies and zoning objectives for the area and in considering the proper planning and sustainable development of the area. Development proposals should generally be compatible with the Land Use Zoning Matrix.

#### Land Use Zoning Objectives

This plan identifies specific areas for specific types of land use in accordance with the principles of proper planning and sustainable development. Objectives for each of these land uses are outlined below. It should

<sup>1</sup> Where it can be proven that lands zoned for Greenbelt due to flooding reasons only, are no longer at risk of flooding and that development on the lands, particularly highly vulnerable development such as dwelling houses (See Section 3.5, page 24, of The Planning System and Flood Risk Management: Guidelines for Planning Authorities, 2009), would not be at risk of flooding or causing increased risk of flooding elsewhere, the Greenbelt zoning on these lands will be reviewed as part of subsequent local area plans.

be noted that there are several which are common and repeated but which are relevant to the land uses proposed. It should also be noted that the objectives as listed are not exhaustive.

<p><b>TC1</b></p> <p><b>Core Town Centre (Mixed Development)</b></p>	<ul style="list-style-type: none"> <li>• Protect and enhance the special physical and social character of the existing town centre and provide for new and improved town centre facilities and uses such as shopping and retail stores, office development, tourism-related activities and appropriate public services, and any over the shop type uses.</li> <li>• Protect and enhance the vitality, function and form of the town centre having regard to any Architectural Conservation Area and the overall status of the heritage in the area.</li> <li>• Provide for a range of residential and commercial facilities within an attractive accessible environment with adequate provision for associated vehicular requirements – including parking and loading/unloading.</li> <li>• Improve civic amenity by requiring high standards of urban design.</li> <li>• Encourage the regeneration of backlands and derelict buildings, particularly the use of upper floors, preferably for residential use.</li> <li>• Prohibit disorderly development of backlands.</li> <li>• Require the inclusion of appropriate open spaces in development in this zone.</li> </ul>
<p><b>TC2</b></p> <p><b>Peripheral Town Centre</b></p>	<ul style="list-style-type: none"> <li>• Provide for the development of mixed-use neighbourhood areas containing a mixture of residential, retail and commercial facilities in an integrated, sustainable setting.</li> <li>• Provide for a range of residential and commercial facilities within an attractive accessible environment with adequate provision for associated vehicular requirements – including parking and loading/unloading.</li> <li>• Improve civic amenity by requiring high standards of urban design.</li> <li>• Encourage the regeneration of derelict buildings and appropriate development on infill sites, including residential development and upper floor apartments.</li> <li>• Regulate where appropriate any subdivision of existing residential units.</li> <li>• Prohibit disorderly development of backlands.</li> <li>• Have regard to ACAs and the overall heritage of the area.</li> <li>• New development in this zone should not prejudice the viability of established land uses.</li> <li>• Require the inclusion of appropriate open spaces in development in this zone.</li> </ul>
<p><b>TC3</b></p> <p><b>Outer Town Centre</b></p>	<ul style="list-style-type: none"> <li>• Preserve the existing and provide for new residential and appropriate commercial uses.</li> <li>• Provide for a range of residential and commercial facilities within an attractive accessible environment with adequate provision for associated vehicular requirements – including parking and loading/unloading.</li> <li>• New development in this zone should not prejudice the viability of established land uses.</li> <li>• Encourage the regeneration of derelict buildings and appropriate development on infill sites, including residential development and upper floor apartments.</li> <li>• Regulate where appropriate the subdivision of existing residential units, and prohibit disorderly development of backlands.</li> <li>• Have regard to ACAs and the overall heritage of the area.</li> <li>• Ensure new development respects the character and context of the area.</li> <li>• Require the inclusion of appropriate open spaces in development in this zone.</li> </ul>
<p><b>ER</b></p> <p><b>Existing Residential</b></p>	<ul style="list-style-type: none"> <li>• Protect and enhance the residential amenities of existing and new residential communities and provide a high level of services within walking distances of residential developments.</li> <li>• Provide for infill residential development at a density and design appropriate to the area and needs of the community.</li> <li>• Provide for new and improved ancillary social and community services.</li> <li>• Improve accessibility from these areas to town centres.</li> <li>• Provide for the appropriate retail facilities in addition to local community and social facilities for the immediate community.</li> <li>• Require the inclusion of appropriate open spaces in development in this zone.</li> </ul>



<b>NR / SRR</b>  <b>New Residential / Strategic Residential Reserve</b>	<ul style="list-style-type: none"> <li>• Provide for new residential development, including a mix of residential options, as well as appropriate local services and community facilities such as corner shops, recreation and amenity, education and childcare, community and recycling facilities, public transport and renewable energy options.</li> <li>• Preserve the residential amenity of the neighbourhood.</li> <li>• Have regard to the overall heritage of the area.</li> <li>• Require the inclusion of appropriate open spaces in development in this zone.</li> </ul>
<b>LC/NC</b>  <b>Local / Neighbourhood Centre</b>	<ul style="list-style-type: none"> <li>• Protect, provide for and/or improve local centre facilities serving a localised population.</li> <li>• Provide for local services which may typically comprise a newsagent, small supermarket/general grocery store, sub-post office and other small shops of a local nature serving a small, localised catchment population.</li> <li>• Provide for local services such as petrol station, waste segregation facility (bring bank), convenience shop and café, ATM, small offices under 100m<sup>2</sup></li> <li>• Provide sustainable transport linkages such as public transport, adequate cycle and walkways from local/neighbourhood centres to the town centre and peripheral areas.</li> <li>• Provide for 'living over the shop' upper floor residential development where appropriate, and require the inclusion of appropriate open spaces in such cases.</li> <li>• Park and Ride facilities will be 'Open for Consideration' on undeveloped Local/Neighbourhood Centre zoned lands at Ardnanagh Townland adjacent to the Railway Station.</li> </ul>
<b>BE</b>  <b>Business, Enterprise Park/Light Industry &amp; Warehousing</b>	<ul style="list-style-type: none"> <li>• Provide for commercial, light industry, warehousing and enterprise units and ancillary uses such as training, education, childcare, financial, cafés, petrol station, fitness centre, parking and recycling facilities.</li> <li>• Prohibit heavy industry and incinerators/thermal treatment plants.</li> <li>• Encourage appropriate scale, density, type and location of development to reduce traffic generated and the demand for travel and sustainable modes of transport such as connections to public transport, walking and cycling networks.</li> <li>• Provide transitional areas with appropriate landscaping where this zone adjoins other land uses.</li> <li>• Provide for appropriate advertising and advertising structures.</li> <li>• Provide for construction and demolition waste to be used as fill, with the associated licensing, prior to development of these sites.</li> <li>• Allow for the development of a limited element of retail warehousing at appropriate locations i.e. restricted to the sale of bulky comparison goods, including DIY goods, furniture, carpets, motor accessories, garden products, toys and electrical goods, provided there is no conflict with other policies and objectives of this LAP. This is intended to extend the range and choice of shopping available to residents of Roscommon town and the broader region without diverting trade from existing shops or adversely affecting the vitality and viability of the existing town centre to an unacceptable degree.</li> </ul>
<b>I</b>  <b>Industrial Uses</b>	<ul style="list-style-type: none"> <li>• Reserve lands for the provision of heavy industry.</li> <li>• Provide for manufacturing and service industry, and storage facilities as well as ancillary facilities such as training, education, childcare, financial, parking and recycling facilities and waste disposal options.</li> <li>• Provide for appropriate advertising and advertising structures.</li> <li>• Provide for construction and demolition waste to be used as fill, with the associated licensing, prior to development of these sites.</li> </ul>
<b>CP</b>  <b>Car parking / Transport node</b>	<ul style="list-style-type: none"> <li>• Provide for car parking as well as other transport facilities such as public transport, tour bus parking etc. at appropriate locations and taking account of through traffic.</li> <li>• Ensure that traffic safety and the car parking requirements are fulfilled.</li> </ul>

<b>PU</b> <b>Public Utilities, Services &amp; Facilities</b>	<ul style="list-style-type: none"> <li>• Provide for and improve public utilities such as electricity, telecommunications, water, wastewater, gas etc to ensure the long-term sustainability of these services and to meet wider regional and national objectives.</li> </ul>
<b>CE</b> <b>Community and Educational Facilities</b>	<ul style="list-style-type: none"> <li>• Provide for health, welfare, community, education and institutional uses including schools, childcare, community meeting areas, churches, hospitals etc. in close proximity to existing and planned residential communities as well as the other ancillary services such as public services and recycling facilities.</li> <li>• Provide for dual use of community facilities, where possible and appropriate.</li> <li>• Provide for childcare facilities which would also be easily accessible to employees working within the area and can be considered a safe environment for children.</li> </ul>
<b>RA</b> <b>Recreation, Amenity &amp; Open Space</b>	<ul style="list-style-type: none"> <li>• Preserve and improve active and passive recreational public and private open space and provide for new leisure and amenity facilities in the town.</li> <li>• Provide for local amenities and recreational facilities including playing fields and dedicated amenity areas.</li> <li>• Protect the natural amenity, including waterways.</li> <li>• Prevent the loss of existing open space, recreation and sporting grounds.</li> </ul>
<b>LA</b> <b>Leisure &amp; Amenity</b>	<ul style="list-style-type: none"> <li>• Provide for new leisure and amenity facilities such as bowling, swimming pool and hotel/gym/leisure facilities as well as cinema, theatre and associated retail facilities.</li> </ul>
<b>LT</b> <b>Leisure Tourism</b>	<ul style="list-style-type: none"> <li>• Consider developments for leisure and recreational based activities including water based activities as well as appropriately scaled coffee shops, hotel, restaurant(s) and public house(s), etc. Rivers and lakes may be included in this use, subject to environmental considerations.</li> <li>• Provide a visual and environmental buffer, where appropriate, to preserve the natural amenity of the area such as alongside waterways, rivers and floodplains.</li> </ul>
<b>GB</b> <b>Green Belt</b>	<ul style="list-style-type: none"> <li>• Protect the setting, character and environmental quality of areas of high natural beauty and safeguard their environmental, archaeological and ecological amenities.</li> <li>• Provide a visual and environmental buffer, where appropriate, to preserve the natural amenity of the area such as alongside waterways, rivers and floodplains.</li> <li>• Ensure this area is not used to satisfy the open space provision of adjoining housing developments.</li> <li>• Prohibit development, which would detract from the visual amenity of the area or result in a loss of recreational open space.</li> <li>• Ensure that areas liable to flooding, such as those within the flood plain of the River Jiggy, are protected from development, particularly highly vulnerable development<sup>2</sup> such as dwelling houses, which may be at risk of flooding or may increase the risk of flooding elsewhere.</li> </ul>
<b>TA</b> <b>Transitional Agricultural Uses</b>	<ul style="list-style-type: none"> <li>• Preserve the character of rural or 'edge areas' and provide for agricultural development as well as other uses not directly associated with agriculture, such as housing for family members, or those with a housing need, tourist related projects such as caravan parks or campsites, and amenity such as playing fields and parks, in order to avoid a sharp transition between the urban edge and primarily agricultural areas.</li> <li>• Prohibit development that would create premature demand for infrastructural services.</li> <li>• Prohibit new residential development to essential housing need.</li> <li>• Agricultural diversification will be considered in these areas.</li> <li>• Guard against urban sprawl and ribbon development particularly along the national road network.</li> </ul>

<sup>2</sup> See Section 3.5, page 24, of The Planning System and Flood Risk Management: Guidelines for Planning Authorities, November 2009.

## ZONING MATRIX

The land use zoning matrix details those land uses permitted in principle, open for consideration and not normally permitted, under each use class. It should be noted that this section should be read in conjunction with the development management guidelines and standards outlined in Chapter 8 of this Plan as well as Chapter 9 of the RCDP 2014-2020.

### Permitted in Principle = ✓

A use which is 'Permitted in Principle' is generally acceptable subject to the normal planning process and compliance with the relevant policies and objectives, standards and requirements set out in the Plan.

### Open for Consideration = O

A use which is 'Open for Consideration' may be permitted where the Planning Authority is satisfied it is compatible with the policies and objectives for the zone, will not conflict with the permitted, existing or adjoining land uses and conforms with the proper planning and sustainable development of the area.

### Not Normally Permitted = X

A use which is 'Not Normally Permitted' is one, which will not be considered by the Planning Authority except in exceptional circumstances. This may be due to its perceived effect on existing and permitted uses, its incompatibility with the policies and objectives contained in this Plan or the fact that it may be inconsistent with the proper planning and sustainable development of the area.

### Other Uses

Proposed land uses not listed in the Land Use Zoning Matrix will be considered on an individual basis with regard to the general policies and zoning objectives for the area including the proper planning and sustainable development of the area. All zones should be considered as mixed development zones, with a primary use/uses but not necessarily excluding other development that in the opinion of the Planning Authority are necessary for the vitality and proper development of the town.

### Established Use

Many established uses exist in locations where they do not correspond to the designated land use zoning objective of the area as set out in the Plan. Improvement works to established premises may be permitted where the proposed development would not be injurious to the amenities of the area and is consistent with proper planning and sustainable development.

### Transitional Areas

While the zoning objectives indicate the different uses permitted in each zone, it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones. In these areas it is necessary to avoid developments that would be detrimental to amenity, for example, in zones abutting residential areas, particular attention will be paid to the uses, scale and density and appearance of development proposals, as well as to landscaping and screening proposals in order to protect the amenities of residents. It is particularly important to include buffer zones between land zoned as Existing and New Residential, and Industrial or Business, Enterprise Park/Light Industry and Warehousing.

### Non-conforming Uses

Throughout the Plan area there are uses that do not conform to the zoning objectives. These may include uses that were in existence on 1 October 1964 that subsequently received planning permission or have no permission and may not be the subject of enforcement proceedings.

The improvement of premises accommodating non-conforming uses, including residential properties, will generally be permitted where the development does not seriously injure the amenities of the area or result in a concentration of development (subject to the provisions and requirements of the Planning and Development Acts).

The extension of premises accommodating non-conforming uses, including residential properties, will be considered on their merits and may be permitted where the development does not seriously injure the amenities of the area and is otherwise in accordance with the proper planning and development of the area.

### Land Use Zoning Matrix

<b>TC1</b>	Core Town Centre (Mixed Development)
<b>TC2</b>	Peripheral Town Centre
<b>TC3</b>	Outer Town Centre
<b>ER</b>	Existing Residential
<b>NR</b>	New Residential
<b>SRR</b>	Strategic Residential Reserve
<b>LC/NC</b>	Local/Neighbourhood Centre
<b>BE</b>	Business, Enterprise Park/Light Industry & Warehousing
<b>I</b>	Industrial Uses
<b>CP</b>	Car parking/Transport Node
<b>PU</b>	Public Utilities, Services & Facilities
<b>CE</b>	Community & Educational Facilities
<b>RA</b>	Recreation, Amenity & Open Space
<b>GB</b>	Greenbelt
<b>LT</b>	Leisure Tourism
<b>TA</b>	Transitional Agricultural Use



USE	TC1	TC2	TC3	ER	NR	LC/NC	BE	I	CP	PU	CE	RA	GB	LT	TA
Abattoir <sup>3</sup>	X	X	X	X	X	X	O	O	X	X	X	X	X	X	O
Advertisements and Advertising Structures (e.g. permanent large billboards)	√	√	O	X	X	√	√	√	O	O	O	O <sup>4</sup>	X	O	X
Agricultural Buildings	X	X	X	X	X	X	X	X	X	X	X	X	X	X	O
Allotments <sup>5</sup>	X	X	O	O	O	X	X	X	X	X	O	O	O	O	O
Amusement arcade	√	√	O	X	X	√	√	X	X	X	X	X	X	O	X
Apartments	√	√	√	√	√	O	X	X	X	X	X	X	X	O	X
Bank / Building Society / ATM	√	√	√	X	X	O	O	X	X	X	O	X	X	O	X
Betting Office	√	√	O	O	O	√	X	X	X	X	X	X	X	X	X
Boarding Kennels	X	X	X	X	X	X	X	X	X	X	X	X	X	X	O
Bring Banks	O	O	O	O	O	√	√	√	O	X	O	O	X	X	O
Café	√	√	O	X	O	√	O*	O*	X	X	O	√	X	√*	O
Caravan Park-Holiday	X	X	X	X	X	X	X	X	X	X	O <sup>6</sup>	X	X	√	O
Caravan Park-Residential	X	X	O	X	O	X	X	X	X	X	X	O	X	O	O
Car Dismantler / Scrapyard	X	X	X	X	X	X	O	√	X	X	X	X	X	X	X
Car Park	√	√	√	O	O	√	√	√	√	O	O	O	O*	O	O
Car Park Multi Storey	√	O	O	X	X	X	O	O	√	O	O	X	X	O	X
Cash and Carry / Wholesale Outlet	X	O	O	X	X	X	√	X	X	X	X	X	X	X	X
Cemetery	X	X	X	O	O	X	X	X	X	O	√	O	X	X	O
Childcare Facilities (Crèche/ Nursery)	√	√	√	√	√	√	O*	X	X	X	√	X	X	O*	O
Cultural / Community Use <sup>7</sup> e.g. Garda Station, Fire Station, Ambulance Service	√	√	O	O	O	O	O	X	X	X	√	O	X	O	O
Civic Amenity Site	X	X	X	X	X	X	√	√	X	√	O	X	X	X	O

<sup>3</sup> Must be small in town centres where serving a butchers shop

<sup>4</sup> For sporting clubs

<sup>5</sup> Open for consideration on a temporary basis on all undeveloped lands

<sup>6</sup> Temporary overnight use

<sup>7</sup> Includes Class 10 & 11 uses, page 199, Planning and Development Regulations 2001

USE	TC1	TC2	TC3	ER	NR	LC/NC	BE	I	CP	PU	CE	RA	GB	LT	TA
Conference Centre	√	√	O	X	X	O	O	X	X	X	O	X	X	O	X
Construction and Demolition (C&D) Landfill <sup>8</sup>	O	O	O	O	O	O	√	√	√	O	O	X	X	O	O
Disco /Nightclub	O	O	X	X	X	X	O	X	X	X	X	X	X	O	X
Doctor / Dentist / Medical and Related Consultants / Veterinary Surgery	√	√	O	O	O	√	√	X	X	X	O	X	X	O	X
Drive-through Restaurant	X	O	O	X	X	O	O	X	O	X	X	X	X	O	X
Educational Facilities	√	√	O	O	O	O	O	X	X	X	√	X	X	O*	O
Electricity generation / power plant	X	X	X	X	X	X	O	√	X	O	X	X	X	X	O
Funeral Home	O	√	O	X	O	O	O	X	X	X	O	X	X	X	X
Garden Centre / Garden Shop	X	X	O	X	X	√	√	X	X	X	X	O	X	X	√
Guesthouse / Hostel	√	√	√	O	O	O	X	X	X	X	O	X	X	√	O
Halting Site / Group Housing	X	X	X	O	O	X	X	X	X	X	X	X	X	X	X
Hazardous Waste Depot	X	X	X	X	X	X	O	√	X	X	X	X	X	X	X
Hazardous Waste Processing	X	X	X	X	X	X	X	O	X	X	X	X	X	X	X
Heavy Vehicle Park	X	X	X	X	X	X	O	√	O	O	X	X	X	X	X
Holiday Home – Short term lettings	X	X	O	X	O	X	X	X	X	X	X	X	X	√	X
Hospital	X	O	O	X	X	X	X	X	X	X	√	X	X	X	X
Hotel / Motel	√	√	O	O	O	O	X	X	X	X	X	X	X	√	X
ICT Masts	X	X	X	X	X	X	O	√	X	O	X	O	X	O	O
Industry-Extractive	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Industry-Heavy <sup>9</sup>	X	X	X	X	X	X	X	√	X	O	X	X	X	X	X
Industry-Light <sup>10</sup>	X	X	X	X	X	X	√	√	X	X	O	X	X	X	X
Leisure Centre / Health Spa	O	√	√	O	O	O	O	X	X	X	O	O	X	√	X
Mart / Co-op	X	X	X	X	X	X	O	O	X	X	X	X	X	X	O

<sup>8</sup> Subject to government guidelines on Flood Risk Management

<sup>9</sup> As defined in Part 1 and those above the threshold in Part II of Schedule 5 of the Planning and Development Regulations 2001.

<sup>10</sup> As defined in Article 5 of the Planning and Development Regulations 2001.

USE	TC1	TC2	TC3	ER	NR	LC/NC	BE	I	CP	PU	CE	RA	GB	LT	TA
Motor Sales Outlet / Showroom	X	√	√	X	X	O	√	√	X	X	X	X	X	X	X
Offices less than 100m <sup>2</sup>	√	√	√	O	O	O	O	O*	X	X	O	X	X	O*	X
Offices 100m <sup>2</sup> to 1000m <sup>2</sup>	√	√	√	X	X	X	O	O	X	X	O	X	X	X	X
Offices over 1000m <sup>2</sup>	√	√	√	X	X	X	O	X	X	X	O	X	X	X	X
Open Air Market	√	√	√	X	X	O	O	X	X	X	O	O	X	O	O
Park and Ride Facility	X	X	X	X	O	O <sup>11</sup>	√	√	√	X	O	X	X	X	O
Petrol Station	X	X	O	X	X	√	√	√	O	X	X	X	X	X	O
Place of Public Worship	√	√	√	√	√	O	X	X	X	X	√	X	X	X	O
Plant / tool hire	X	O	O	X	O	O	X	√	X	X	X	X	X	X	O
Public House	√	√	√	O	O	O	O	X	X	X	X	X	X	O	X
Recycling Facility e.g. Composting, waste recovery etc.	X	X	X	X	X	X	O	√	X	X	X	X	X	X	X
Residential	√**	√	√	√	√	O	X	X	X	X	X	X	X	O	O***
Residential (Institutional)	O	O	O	O	√	X	X	X	X	X	O	X	X	X	X
Restaurant	√	√	√	O	O	√	O*	X	X	X	O*	O*	X	√	X
Retail Warehouse e.g. bulky goods such as furniture	X	X	X	X	X	X	√	X	X	X	X	X	X	X	X
Rural Industry-Food processing	X	X	X	X	X	X	O	O	X	X	X	X	X	X	O
Science and Technology Based Enterprise (Large scale)	X	X	X	X	X	X	√	√	X	X	X	X	X	X	X
Service Garage < 100m <sup>2</sup> excluding sales and storage	X	X	O	X	X	O	√	√	X	X	X	X	X	X	X
Shop - Comparison	√	√	O	X	X	O	X	X	X	X	O	X	X	O	X
Retail Park	√	√	√	X	X	O	X	X	X	X	X	X	X	X	X
Retail warehouse	X	X	O	X	X	X	√	X	X	X	X	X	X	X	X
Warehouse clubs	X	X	O	X	X	X	√	X	X	X	X	X	X	X	X

<sup>11</sup> Park and Ride use will be 'Open for Consideration' on undeveloped lands zoned for Local/Neighbourhood Centre at Ardnagh Townland adjacent to the Railway Station. This is site specific to the particular Local/Neighbourhood Centre identified and does not pertain to other 'Local/Neighbourhood Centre' zonings.

USE	TC1	TC2	TC3	ER	NR	LC/NC	BE	I	CP	PU	CE	RA	GB	LT	TA
Factory Shop	X	O	O	X	X	√	O	O	X	X	X	X	X	X	X
Factory outlet centre	X	X	X	X	X	X	O	X	X	X	X	X	X	X	X
Shop – Convenience Outlet)	√	√	√	O	O	√	O*	X	X	X	O*	X	X	O	X
Shop - Discount Food Store	X	O	O	X	X	O	O	X	X	X	X	X	X	X	X
Shop - Supermarket	√	√	√	X	O	O <sup>12</sup>	O <sup>12</sup>	X	X	X	X	X	X	X	X
Shop - Superstore	X	X	O	X	X	O	O	X	X	X	X	X	X	X	X
Small Scale Manufacturing (e.g. framing)	O	O	O	O	O	O	√	X	X	X	X	X	X	O	O
Sports Fields	X	X	O	O	√	O	O	X	X	X	√	√	X	O	O
Take-away (not drive thru)	√	√	O	X	X	O	√	X	X	X	X	X	X	O*	X
Transport Depot	X	X	X	X	X	X	O	√	√	X	X	X	X	X	X
Veterinary Surgery	O	O	O	X	X	O	√	X	X	X	O	X	X	X	X
Water-based recreational / cultural activities	O	O	O	X	O	O	X	X	X	X	√	√	X	√	O

**Note:**

- \* If ancillary to main use, will be permitted in principle.
- \*\* Exclusively residential proposals in Core Town Centre zones will not normally be permitted.
- \*\*\* Open to consideration in accordance with the Sustainable Rural Housing Guidelines (2005).

<sup>12</sup> Only permitted if a suitable site is not available on lands zoned for town centre uses



## 6.2 ZONING AND FLOOD RISK

With respect to flood risk the planning authority notes that:

- The zoning included in the Plan for already developed areas within Flood Zones A and B is generally conferred by its' established use - as opposed to potential or suitability for any future use;
- The Flood Risk Zones A/B layer is taken from the Stage 2 SFRA which accompanies this Plan;
- The zoning does not represent an intention to allow unlimited developments or developments which are incompatible with flood risk zones;
- Any new development will have to comply with the various provisions of the Plan with respect to flood risk management as well as the Flood Risk Management Guidelines;
- [Only] Compatible developments associated with the zoning would be permitted when accompanied by an appropriately detailed flood risk assessment showing that the proposed site design for any proposed development does not displace flood water thereby exposing lands elsewhere to unacceptable levels of flood risk and satisfies the applicant and the Council that the development itself will not be exposed to unacceptable levels of flood risk;
- Landowners or developers in areas so indicated should satisfy themselves prior to the making of any planning application of the potential of flooding on these sites.



## 7 POLICIES AND OBJECTIVES

Chapters 1 to 4 of this Plan identify the current profile of the town, and the challenges and opportunities facing it. Chapter 5 provides a Vision and Development Strategy outlining the way forward. This Chapter, and the zoning objectives and matrix outlined in the previous Chapter, give effect to the Vision and Development Strategy outlined in Chapter 5.

### 7.1 STRATEGIC ROLE OF ROSCOMMON

Roscommon town is the County Town and is identified in the Roscommon County Development Plan 2014-2020 as the primary settlement in the county as well as a Tier 1 settlement. The following policies and objectives will assist in the appropriate development of the town over the next six years, in a local and county context.

### 7.2 INFRASTRUCTURE AND SERVICES

#### 7.2.1 New Proposals

##### Roads Infrastructure

The importance of road transportation, with regard to facilitating movement within and around the town, and also linking the town with other major towns and Regional Centres for business and commercial needs is recognised. Table 31 of Appendix 10 details a range of roads infrastructure proposals<sup>1</sup> for Roscommon town which the Council aim to achieve, subject to funding. Tables 29 and 30 of Appendix 10 outline a number of strategic infrastructural proposals being considered, subject to the availability of funding, including planned national secondary roads project in the surrounding area and planned non national road improvements in the vicinity of Roscommon town.

##### Pedestrian and Cycle Network

The Plan recognises the importance of increasing the proportion of journeys made by public transport, as well as considering the needs of pedestrians and cyclists in the area. In order to promote a change from reliance on use of the private car, and instead encourage walking and cycling, the Plan seeks to promote increased linkages between residential areas and the town centre. The provision of new footpaths and cycleways on appropriate roads is a key element of this. A recent study titled *A Strategy for Walking and Cycling for Roscommon Town*, 2013 by CAAS identifies the need for cycle lanes and other cycle facilities. Table 32 in Appendix 10 details pedestrian and cycle network proposals which are envisaged within the Plan period and beyond, subject to funding.

There are two types of cycleways to be considered in the provision of cycleways in the town. These are:

1. Those for the commuter, where cyclists ride on the roadway and there may be no clear distinction between the roadway and cyclists; and,
2. Those for the recreational cyclists where raised paths are created adjacent to footpaths and the same rules apply for cyclists and pedestrians.

#### 7.2.2 Roads and Transportation Strategy

The **Roads and Transportation Strategy** for Roscommon town aims to:

- Provide a safe, efficient and integrated movement network which will improve/upgrade and sustainably expand the road network to accommodate current and potential future growth within the LAP area.

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<sup>1</sup> Identified as recommendations in the *Traffic and Transportation Study for Roscommon Town*, 2007

- Provide safe and adequate access to and from the town without compromising the existing network.
- Provide adequate traffic management and parking facilities.
- Facilitate appropriate public transportation to and from the town.
- Provide safe pedestrian and cycle routes to serve the existing population as well as future growth in the area.

#### Policies for Public Transport

##### **Policy 1**

Support the provision of the full network of public transport services and facilities within the Roscommon Town LAP area.

##### **Policy 2**

Consult with Iarnród Éireann regarding the provision of improved rail infrastructure and services for the LAP area.

##### **Policy 3**

Have regard to the recommendations contained within the document *Smarter Travel - A sustainable transport future: A New Transport Policy for Ireland 2009-2020*, and implement within the Plan area as appropriate.

##### **Policy 4**

Require development proposals, where appropriate and necessary, to provide adequate pedestrian and cycle paths and facilities.

#### Objectives for Public Transport

##### **Objective 1**

Work with Iarnród Éireann to progress the upgrading of the rail infrastructure and the frequency of service on the Dublin-Westport rail line.

##### **Objective 2**

Investigate the provision of a Park and Ride facility in close proximity to Roscommon Railway Station, should the frequency of service to Dublin increase.

##### **Objective 3**

Provide a pedestrian and cycle friendly environment within the Roscommon Town LAP area, subject to resources. This will include the provision of facilities outlined in Table 31 under Public Transport of Appendix 10.

##### **Objective 4**

Develop cycle lanes linking residential areas, town centre and other areas such as school and recreational area. Bicycle bays and racks to be allocated in areas around the town centre.

##### **Objective 5**

Revisit the proposal to introduce a pedestrian/cycle network along the River Jiggy within the LAP area.

#### Policies for Roads and Transportation

##### **Policy 5**

Ensure that all development proposals in the area fulfil traffic safety and car parking requirements.



**Policy 6**

Consider cross-over usage of car parking where many different uses of buildings are in place, and where appropriate, to maximise land usage.

**Policy 7**

Ensure all planning applications for new development that may affect the national road network shall be accompanied by a Traffic Impact Assessment (TIA) including reference to the NRA Traffic & Transport Assessment Guidelines. A TIA shall ensure the provision of a safe and convenient movement network that:

- caters for the future orderly and sustainable expansion of the Roscommon Town LAP area;
- has adequate capacity to accommodate current and expected future traffic volumes from existing and proposed developments anticipated within the lifetime of the Plan;
- will guide future development on these lands along an appropriate internal circulation network for vehicular, pedestrian and cycling movement; and,
- will facilitate appropriate public transportation to and from the town.

**Policy 8**

Assess all development proposals that access onto National routes in accordance with the policies set down in the *Roscommon County Development Plan 2014-2020* and the provisions of the *DECLG Spatial Planning and National Roads Guidelines (2012)*.

**Policy 9**

- (a) Require a Road Safety Audit (RSA) for all development that incorporates a proposal for a new access to a national road and where the development may give rise to a significant increase in traffic on an existing access to a national road.
- (b) Require a Traffic Impact Assessment (TIA) where a development gives rise to a significant increase in traffic.
- (c) Regarding the above, reference should be made to the NRA Design Manual for Roads and Bridges HD19/12.

**Policy 10**

Ensure adequate circulation and parking facilities to serve developments in accordance with the minimum car parking standards set out under the development management guidelines and standards in Chapter 8 of this LAP and Chapter 9 of the RCDP 2014-2020.

**Policy 11**

To encourage the use of electrically operated cars and bicycles, in line with Council and National Policy, non-residential developments shall provide facilities for battery operated cars to be recharged at a rate of 10% of the total car parking spaces (metered-fast charging 220-240V, 32A three phase).

**Policy 12**

Statutory signing and lining is not in place specifically under current Road Traffic Legislation to provide for on-street electric charging facilities; however the Council is committed to supporting this technology and would be open to piloting on-street charging points at key areas subject to the availability of resources.

**Policy 13**

Support the implementation of recommendations outlined in the Strategy for Walking and Cycling in Roscommon Town, 2013.

**Policy 14**

Facilitate the provision of child proof barriers across entrances to private residential estates adjacent to national roads where the majority of residents are in favour and adequate consideration is given in the layout or gates to incoming vehicles accessing the estate.

**Policy 15**

Support the review of speed limit signs in housing estates.

**Objectives for Roads and Transportation****Objective 6**

Facilitate the development of the Roscommon Link/Distributor Road and link roads within the Roscommon Town LAP area, in order to open up lands for integrated, sustainable development.

**Objective 7**

Implement the recommendations of the *Traffic and Transportation Study for Roscommon Town* (May 2007) (as outlined in Table 31 of Appendix 10), where technically feasible and economically viable, and subject to compliance with the Habitats Directive including requirements relating to Appropriate Assessment.

**Objective 8**

Facilitate the programmed improvement to the National Road Network as outlined in Table 29 of Appendix 10, subject to funding.

**Objective 9**

Carry out improvement works on non-national roads/other roads as outlined in Table 30 of Appendix 10, subject to funding.

**Objective 10**

Provide a car park to the west of Main Street to meet the needs of short-term shopping, and business requirements, as well as Roscommon County Council.

**Objective 11**

Ensure that development lands are not 'cut-off' by reserving access points from public/private roads to these lands within the LAP area.

**Objective 12**

Consider the feasibility of introducing a paid parking scheme in the town.

**Objective 13**

Examine the provision of existing and future pedestrian crossings within the town centre, for example on Castle Street. The latter will be investigated within 6 months of the adoption of this Plan.

**Objective 14**

Investigate the potential for expanding the car park to the rear of Main Street which will include the potential of further accesses from the car park onto Church Street.

**Objective 15**

Support the set up and operation of car sharing clubs to facilitate an overall reduction in car journeys and car-parking requirements, and to help reduce pollution and climate change.

**Objective 16**

Prepare a plan to coordinate the design and landscaping of roundabouts within the LAP area.

**Objective 17**

Investigate the provision of signage and pedestrian facilities for Stonecourt/Castle Street car park.

**Objective 18**

Provide on-street disabled car parking spaces on Main Street and Abbey Street.

## 7.3 WATER SERVICES

### 7.3.1 Water Services Strategy

The **Water Services Strategy** aims to:

- Ensure that there are adequate services and infrastructure associated with the water supply network for the current and future development envelope in co-operation with Irish Water.
- Ensure that the network and its provision is efficient, cost effective and environmentally appropriate, and that it protects public health.
- Wherever practicable, services and infrastructure should be delivered in an integrated manner prior to the development of areas, in co-operation with Irish Water.

#### Policies in relation to Water Services

##### Policy 16

In conjunction with Irish Water, continue the development and upgrading of the water supply so as to ensure that an adequate, sustainable supply of piped water of suitable quality is available for domestic, commercial, industrial and other uses (e.g. fire safety) for the sustainable development of the Roscommon Town LAP area.

##### Policy 17

Encourage and promote compliance with the *Water Framework Directive 2000*; Groundwater Source Protection Zones document for the *Roscommon Central Regional Water Supply Scheme* (GSI, April 2003); the *European Communities Environmental Objectives (Surface Waters) Regulations 2009 (SI No. 272 of 2009)*; as well as any National and EU Regulations concerning water quality for the county.

##### Policy 18

Encourage the use of rainwater harvesting systems on suitable sites within the LAP area.

##### Policy 19

Development will not be permitted in instances where there is insufficient capacity in the public water and wastewater infrastructure.

##### Policy 20

Protect surface water and groundwater resources and their associated habitats and species including fisheries and in particular Annex II listed species.

#### Objectives in relation to Water Services

##### Objective 19

Implement the *European Communities (Drinking Water) Regulations (No. 2) 2007* and ensure, in conjunction with Irish Water, that water supplies comply with the 48 parameters identified in these Regulations, in co-operation with Irish Water.

##### Objective 20

Implement the relevant recommendations contained within the River Basin Management Plans for the Shannon International River Basin District and the Western River Basin District, in order to facilitate the implementation of the Water Framework Directive, in co-operation with Irish Water.

##### Objective 21

Facilitate the implementation of water conservation projects, which reduce consumption and leakage in existing water distribution systems, in co-operation with Irish Water.

**Objective 22**

The Council, in conjunction with Irish Water, shall have regard to the EPA (2012) publication *The Provision and Quality of Drinking Water in Ireland - A Report for the Year 2011* (and any subsequent update) in the establishment and maintenance of water sources in the county.

**Objective 23**

The Council, in conjunction with Irish Water, shall undertake recommendations made by the EPA arising from any failure to meet drinking water standards and any enlistment on the EPA's Remedial Action List.

**Objective 24**

All proposals for the development of an upgrade to the water supply system will be screened for Appropriate Assessment in accordance with Article 6(3) of the Habitats Directive and where significant impacts are identified, a Natura Impact Statement will be prepared.

## 7.4 FLOOD RISK AND PROTECTION

### 7.4.1 Flood Risk and Protection Strategy

The **Flood Risk and Protection Strategy** aims to:

- Avoid flooding in areas at risk of flooding, by not permitting development in these areas, particularly floodplains, unless there are wider sustainability grounds for the development and the flood risk can be managed at an acceptable level without increasing flood risk elsewhere and where possible, reducing the overall flood risk;
- Adopt a sequential approach to flood risk management based on avoidance, reduction and then mitigation of flood risk as the overall framework for assessing the location of new development in the development planning process; and
- Incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals,

With regard to climate change, Strategic Flood Risk Assessments and site-specific Flood Risk Assessments shall provide information on the implications of climate change with regard to flood risk in relevant locations. The 2009 OPW Draft Guidelines on 'Assessment of Potential Future Scenarios for Flood Risk Management' (or any superseding document) shall be consulted with to this effect.

<b>Policies in relation to Flood Risk &amp; Protection</b>
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**Policy 21**

Support, in co-operation with the OPW, the implementation of the *EU Flood Risk Directive* (2007/60/EC), the *Flood Risk Regulations* (SI No. 122 of 2010), the DEHLG (now the DECLG) and OPW *Guidelines for Planning Authorities, The Planning System and Flood Risk Management* (Nov 2009), updated/superseding legislation or Departmental Guidelines and any future outputs from the Shannon International Catchment Flood Risk Assessment and Management (CFRAM) Programme, once finalised.

**Policy 22**

Protect water bodies and watercourses from inappropriate development, including rivers, streams, associated undeveloped riparian strips, wetlands and natural floodplains. This will include protection buffers in riverine and wetland areas as appropriate. Promote the sustainable management and uses of water bodies and avoid, where possible, culverting or realignment of these features.

**Policy 23**

Require a site-specific Flood Risk Assessment (FRA) for all planning applications in areas at risk of flooding, including developments that may be appropriate to the particular Flood Zone.



**Policy 24**

Development will not be permitted in flood risk areas, particularly floodplains, except where there are no alternative and appropriate sites available in lower risk areas that are consistent with the objectives of proper planning and sustainable development.

Protect Flood Zone A and Flood Zone B from inappropriate development and direct developments/land uses into the appropriate Flood Zone in accordance with the *Flood Risk Management Guidelines 2009* (or any superseding document).

Any proposal for development/land use which is inappropriate within the Flood Zone must be accompanied by a Development Management Justification Test and site-specific FRA in accordance with the criteria set out under the *Flood Risk Management Guidelines*.

**Policy 25**

Require all new large scale developments to provide 'Sustainable Urban Drainage Systems' (SUDS) as part of their development proposals.

**Policy 26**

Require a Flood Risk (Impact) Assessment and Management Plan for all significant development impacting on flood risk areas to identify potential loss of floodplain storage and including details of how it would be offset in order to minimise impact on the river flood regime.

**Policy 27**

Ensure that existing wetland habitats are adequately protected, managed and where appropriate enhanced where flood protection/management measures are necessary.

**Policy 28**

Any proposals aimed at alleviating flooding will be subject to Appropriate Assessment in accordance with Article 6(3) and 6(4) of the EU Habitats Directive.

**Objectives in relation to Flood Risk & Protection**
**Objective 25**

In conjunction with Irish Water, and where technically feasible and economically viable, improve and extend the surface water disposal infrastructure to serve all zoned areas, in order to facilitate development.

**Objective 26**

Continue to implement the recommendations contained in the *Roscommon Town Main Drainage: River Jiggy Flood Study Report* (RCC, 2010), in co-operation with Irish Water and as funding permits.

**Objective 27**

Within the Roscommon Town LAP area, RCC shall:

- avoid inappropriate development in areas at risk of flooding;
- avoid new developments increasing flood risk elsewhere, including that which may arise from surface run-off;
- ensure effective management of residual risks for development permitted in floodplains;
- avoid unnecessary restriction of national, regional or local economic and social growth;
- improve the understanding of flood risk amongst relevant stakeholders;
- ensure that the requirements of EU and national law in relation to the natural environment and nature conservation are complied with at all stages of flood risk management.

## 7.5 WASTEWATER SERVICES

### 7.5.1 Sustainable Urban Drainage Systems (SUDS)

The Council will have regard to the guidance concerning Sustainable Urban Drainage Systems (SUDS) designed to manage storm water run-off in urban areas.

### 7.5.2 Wastewater Services Strategy

The **Wastewater Services Strategy** aims to:

- Ensure that there are adequate services and infrastructure associated with wastewater collection, treatment and disposal to cater for development within current and future development envelopes.
- Ensure that the network and its provision is efficient, cost effective, environmentally appropriate and that it protects public health. Wherever practicable, services and infrastructure should be delivered in an integrated manner prior to the development of areas.

#### Policies in relation to Wastewater Collection and Treatment

##### Policy 29

Facilitate, in conjunction with Irish Water, the provision of an adequate wastewater collection, treatment and disposal system for Roscommon Town LAP area to serve existing and future populations in accordance with the *Water Framework Directive 2000*, and *EU Urban Wastewater Directive* and in accordance with the EPA Discharge Licence.

##### Policy 30

Support the protection of groundwater resources and dependent wildlife/habitats in accordance with the *Groundwater Directive 2006/118/EC* and the *European Communities Environmental Objectives (groundwater) Regulations, 2010 (S.I. No. 9 of 2010)* or any updated legislation.

##### Policy 31

Ensure that all new developments have and are provided with satisfactory drainage systems in the interests of public health and to avoid the pollution of the ground and surface waters.

#### Objectives in relation to Wastewater Collection and Treatment

##### Objective 28

RCC shall adopt the following approach when considering development applications:

- Reduce the use of multiple private pumping stations.
- Where technically feasible and economically viable, existing and future pumping stations should come under the control of RCC and IW.
- Pumping arrangements shall be designed in a sustainable manner.
- Development shall be phased in such a way as to only allow areas that can connect into the sewerage network directly by gravity to be developed.

##### Objective 29

Investigate the possible extension of the public sewerage system to un-served areas within the LAP boundary, in co-operation with Irish Water.

##### Objective 30

Explore the feasibility and appropriateness of entering into Public-Private Partnerships for the provision of necessary infrastructure, in co-operation with Irish Water.<sup>2</sup>

<sup>2</sup> Public-Private Partnership (PPP) is basically just a different method of procuring public services and infrastructure by combining the best of the public and private sectors with an emphasis on value for money and delivering quality public services. More information on PPP is available on the Irish Government Public Private Partnership Website <http://www.ppp.gov.ie>

**Objective 31**

Upgrade the WWTP and the wastewater network to ensure sufficient capacity in the system, to meet the required effluent quality standards, and to prevent existing surcharging, when funding becomes available and the need arises, in co-operation with Irish Water.

**Objective 32**

In conjunction with Irish Water, implement relevant recommendations set out in the EPA (2012) publication *Focus on Urban Waste Water Discharges in Ireland* (and any subsequent update).

**Objective 33**

Comply with the relevant provisions of the Urban Waste Water Treatment Regulations 2001 and 2004 and the *Waste Water Discharge (Authorisation) Regulations 2007*.

**Objective 34**

Any proposals for the development of an upgrade of the waste water treatment plant and waste water network will be subject to Appropriate Assessment in accordance with *Article 6(3) and 6(4) of the EU Habitats Directive*.

## 7.6 WASTE MANAGEMENT

As well as having regard to the new regional waste management plan once it is in adopted, the Roscommon Town LAP will also have regard to all legislative, national and regional documents and objectives in the implementation of waste management.

### 7.6.1 Waste Management Strategy

The Waste Management Strategy aims to protect the local environment and quality of life of its citizens by facilitating:

- Adequate collection and disposal of domestic, commercial, industrial and other waste;
- The provision of a comprehensive programme of education and information on waste management, waste prevention and minimisation, and litter;
- The reuse and recycling of materials within the LAP boundary; and,
- A good working relationship with Tidy Towns Committees, Community Groups and Schools around the issues of waste, recycling, and litter.

<b>Policies in relation to Waste Management</b>
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**Policy 32**

Encourage waste reduction and recycling in accordance with the National Environmental Awareness Campaign.

**Policy 33**

Promote the increased re-use and recycling of materials from waste sources and co-operate with local retailers and residents' associations in managing collection points for recycling goods.

**Policy 34**

Have regard to the information and ensure the implementation of any recommendations in the EPA reports, where appropriate, such as the *National Hazardous Waste Management Plan 2008-2012*.

**Policy 35**

Ensure the implementation of any national and regional waste management planning processes so that priority waste issues are addressed e.g. the implementation of segregated brown bin collection for bio-waste, mentioned in the DEHLG (now the DECLG) *Circular WPPR 17/08, National Strategy on Biodegradable waste*.

**Policy 36**

Ensure the implementation of any policies and programmes that may be in place for waste management issues, such as the relevant Environmental Inspection Plans (developed in line with the Council Recommendations on Minimum Criteria for Environmental Inspections – RMCEI) and *Enforcement Policy for Unauthorised Waste Activity* established following the Ministerial Policy Direction of July 2008 (*Circular WPR 04/08*).

**Policy 37**

Promote the preservation of best ambient air quality compatible with sustainable development in accordance with the *EU Ambient Air Quality and Cleaner Air for Europe (CAFE) Directive (2008/50/EC)* and ensure that all air emissions associated with new developments are within Environmental Quality Standards as set out in the *Air Quality Standards Regulations 2011 (SI No. 180 of 2011)* (or any updated/superseding documents).

**Policy 38**

Ensure the implementation of the specific guidance on radon prevention measures for new homes as contained within the existing Building Regulations (including any updated/superseding regulations that may be published within the lifetime of this Plan).

**Policy 39**

Require all new housing development (with 30 houses or more) to provide recycling facilities at designated areas designed to a high standard in accordance with the *Connacht Waste Management Replacement Plan 2006* and any future update.

**Policy 40**

Ensure that all new developments, particularly those including apartments, have adequate provision for management of waste, which includes sufficient receptacles for occupiers.

**Objectives in relation to Waste Management**
**Objective 35**

Implement the objectives of the *Connaught Waste Management Plan 2006-2011* and its successor, and promote, where appropriate, the DEHLG (now the DECLG) *Best Practice Guidelines on the preparation of Waste Management Plans for Construction & Demolition Projects*, July 2006.

**Objective 36**

Work with and assist local community groups and schools in litter prevention and control, and support initiatives such as the Tidy Towns, Tidy Estates, Tidy Gardens, Tidy Graveyard, Golden Mile, Green Schools Programme and schools anti-litter awareness competitions.

**Objective 37**

Facilitate the upgrading and maintenance of waste management facilities in the area, including bring banks and litter bins, and extend the bring bank network where appropriate to all new housing developments.

**Objective 38**

Developments shall ensure that adequate soil protection measures are undertaken where appropriate. Require the undertaking of appropriate investigations to determine the nature and extent of any soil and/or groundwater contamination and the risks associated with site development work, where Brownfield development is to occur within the Plan area.

**Objective 39**

Collaborate with the HSE and other relevant agencies in relation to the potential spread of water, food or vector borne pathogens.



## 7.7 ENERGY

### 7.7.1 New Proposals

## The Electricity Network

The *Eirgrid Transmission Development Plan 2012-2022* identifies two projects in County Roscommon. The first is the extension of the 220kv network from Flagford to a substation at Srananagh in Sligo. The second is the potential development of a 400kv overhead line between Bellacorick in County Mayo and Flagford Station in County Roscommon as part of the Grid West Project. The Grid West Project aims to capitalise on the renewable energy potential of the West Region i.e. wind, wave and tidal energy in order to meet Ireland's national goal of 40% of electricity demand from renewable energy by 2020. The Council recognises that the development of secure and reliable electricity transmission infrastructure is a key factor for supporting economic development and attracting investment to the area.

## The Gas Network

Under Phase III of the New Towns Connection Report, April 2010, a gas connection to Roscommon town was considered non-viable on a stand-alone basis for economic reasons. A connection could be made as part of a group scheme to include the towns of Strokestown and Longford; however this is unlikely to happen over the period of the Plan. The Council will continue to support the inclusion of Roscommon town, as well as other towns in the county, for the development of a Gas Network, particularly if required for their economic development.

## Renewable Energy

It is an objective of the *Roscommon County Development Plan 2014-2020* to implement Government Policy on limiting emissions of greenhouse gases and encourage the development of renewable energy sources in an appropriate and sustainable manner. Wind energy is the main renewable energy source with potential for development at the moment.

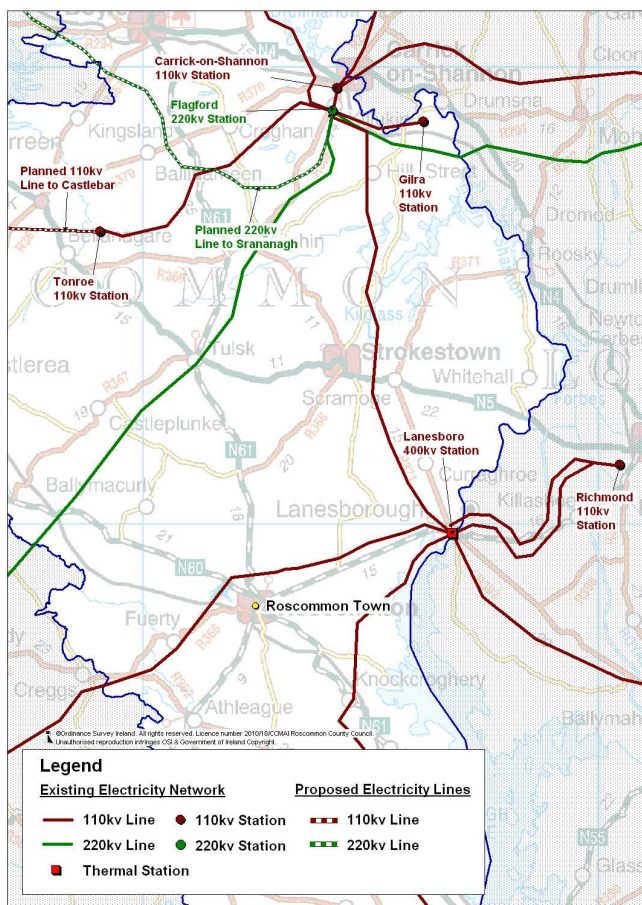
RCC supports the reduction of energy consumption and the Environment Section of RCC is currently engaged in the process of energy mapping with a view to reducing energy consumption within the organisation itself. In addition, the preparation of a Climate Change Strategy is ongoing. The policies and objectives identified below will ensure that the production of greenhouse gases will be significantly reduced by either the construction of energy efficient homes or the increased use of renewable energy.

### 7.7.2 Energy Strategy

The **Energy Strategy** aims to:

- Encourage the development and upgrading of energy infrastructure and services within the LAP area to support the proposed growth in economic activity and population within the development envelope.

**Figure 7: Existing and Proposed Electricity Networks serving Roscommon Town**



- Ensure that the network and its provision is efficient, cost effective, environmentally appropriate and that it protects public health.
- Deliver services and infrastructure in an integrated manner prior to the development of areas, wherever practicable.
- Encourage the development and use of renewable energy sources within the LAP area.
- Support the aims of sustainable energy use and conservation in building design and construction.

#### Policies in relation to Energy Supply

##### **Policy 41**

Promote the implementation of the following policy documents, amongst others:

- White Paper on Energy Policy Framework, 2007 - 2020, *Delivering a Sustainable Energy Future for Ireland*.
- *National Climate Change Strategy*, 2000, by facilitating measures to reduce emissions of greenhouse gases within the LAP area.
- *Energy Performance of Buildings Directive* (Directive 2002/91/EC) as transposed into Irish Law in 2006.
- *National Spatial Strategy*, in so far as it aims to deliver reliable and effective energy systems such as electricity and gas in order to power industry and services.

##### **Policy 42**

Safeguard any strategic energy infrastructure corridors which become evident, from encroachment by other developments which may compromise their provision in the future.

##### **Policy 43**

The Council is committed to, and shall support, the development of appropriate energy conservation initiatives.

#### Objectives in relation to Energy Supply

##### **Objective 40**

Co-operate and liaise with statutory and non-statutory providers in order to facilitate energy infrastructure provision, including the development of renewable energy sources at suitable locations.

##### **Objective 41**

Work in collaboration with An Bord Gáis, the Commission for Energy Regulation (CER) and other statutory bodies in the provision of a comprehensive gas distribution grid within the LAP area and throughout County Roscommon.

## **7.8 TELECOMMUNICATIONS**

### Broadband

RCC recognises that the provision of broadband to all is essential to furthering the social and economic development of County Roscommon as a whole and promotes the upgrading of existing broadband infrastructure and the provision of new fibre optic broadband infrastructure throughout the county. RCC supports the roll-out of the Government's Next Generation Broadband and the National Core Fibre Network.

### Telecommunications Structures

It is the policy of the Council to achieve a balance between facilitating the provision of telecommunications services in the interests of social and economic progress, and sustaining residential amenities, including public health, as well as maintaining a quality environment.

### 7.8.1 Telecommunications Strategy

The **Telecommunications Strategy** aims to:

- Achieve a balance between facilitating the provision of telecommunications services in the interests of social and economic progress and sustaining residential amenities including public health as well as maintaining a quality environment.

#### Policies in relation to Telecommunications Infrastructure

##### Policy 44

Support enhanced coverage, further co-ordinated and focused development, and the extension of telecommunications infrastructure including broadband connectivity within the LAP area.

##### Policy 45

Have regard to Government guidelines on telecommunications infrastructure, including *Telecommunications Antennae and Support Structures—Guidelines for Planning Authorities* (DEHLG<sup>3</sup>, 1996) and any subsequent revisions, as well as the *Landscape Character Assessment* contained within the RCDP 2014-2020.

##### Policy 46

Promote an integrated approach within the LAP area with service providers and appropriate bodies in the creation of a modern telecommunications infrastructure.

##### Policy 47

Support all new schemes for the provision of high speed, high quality broadband including the Government's Next Generation Broadband, the National Broadband Scheme, and Broadband for Schools.

#### Objectives in relation to Telecommunications Infrastructure

##### Objective 42

Encourage the provision of broadband, including the provision of electronic courtyards, within developments.

##### Objective 43

Facilitate and encourage shared access for service providers to erect antennae for line of sight broadband access.

### 7.8.2 Specific Objective

#### Specific Objective 1 (SO1) ICT Masts

SO1 is a specific objective for ICT masts identified in two areas of the town. The two locations identified are zoned for industrial development and are located north and south of the N60 Castlerea Road (see Map 9 for details). These are upland locations at a reasonable distance from existing residential development. Both areas of land are between 10 and 20 metres higher than the town centre. Visual impact will be a particularly relevant consideration in any proposal for ICT masts on the southern lands. Planning applications for ICT Masts will be assessed on a case-by-case basis.

<sup>3</sup> Now the DECLG

## 7.9 SOCIAL AND COMMUNITY FACILITIES

### 7.9.1 Social and Community Facilities Strategy

The **Social and Community Facilities Strategy** aims to:

- Ensure the provision of necessary community services and facilities.
- Limit new development in urban areas where necessary social infrastructure including, but not limited to, schools and community facilities are unavailable.
- Ensure the provision of affordable childcare within the Plan area in consultation with the Roscommon County Childcare Committee and the Health Service Executive.
- Ensure that large-scale residential development provides for, and if necessary leverages, the necessary educational, social, open space and sporting infrastructure commensurate with the scale of development.
- Roscommon County Council will promote the use of existing buildings and lands to the benefit of the wider community, subject to available resources.
- Ensure that all groups are enabled to participate fully in the life of the community and that language or other barriers are addressed so that everyone has the opportunity to live a full and active life, and to integrate and contribute to community life.

### 7.9.2 Provision of Schools

Table 3 below provides information in relation to the phasing of residential development, which is outlined in Chapter 5 of this plan, as well as educational requirements.

**Table 3: Proposed Educational Provision within the Roscommon Town LAP\***

Educational Provision	Roscommon Town LAP boundary	
	New Residential	Strategic Residential Reserve
Area of land (hectares)*	27.18 <sup>4</sup>	22.19 <sup>4</sup>
Additional Dwellings (@20 dwellings per hectare)	544	444
Additional population (@2.5 persons per dwelling <sup>5</sup> )	1360	1110
Additional children of school going age (12% of population)	163	133
Additional Classrooms required (@28 pupils per teacher/class)	6	5
Suggested site size (@0.77 hectares / 1.9 acres for 4-8 classrooms)	Extensions of existing schools or a new school	Catered for in extensions to existing schools or new school
Additional children of post primary age (8.5% of population)	116	94
Additional Classrooms required (@28 pupils per teacher/class)	4	4
Suggested site size (@4.8 hectares/12 acres for schools of 600-800 pupils)	Extensions to existing schools	< 12 acres/ possibly new school

\* Refer to Table 4: Recommended Residential Zoning, pages 75-76 below.

With regard to the development of new schools in the area, it should be noted that the Council will in the first instance encourage and facilitate the expansion of existing schools on adjacent land, if necessary, or single storey buildings could become two storeys, in line with the recommendations contained in the RCDP 2014-2020. Within the Plan area, it is recommended that, where practicable, 1.9 acres be set aside at each school to cater for the required extensions outlined in Table 3 and in consideration of future needs.

<sup>4</sup> Includes 50% overzoning as per DECLG guidance

<sup>5</sup> Figure taken from the RPGs for the West Region 2010 – 2022



### 7.9.3 Early Childhood Care and Education Provision

The land use zonings where childcare facilities are ‘permitted’, ‘open for consideration’ and ‘not normally permitted’ are indicated in the Land Use Zoning Matrix in Chapter 6, of this LAP.

### 7.9.4 Health

Roscommon County Council supports proposals for new health facilities within the town provided they are:

- Located within, or close to, the town centre,
- Located on sites which permit access for people with disabilities,
- Accessible to public and private transport; and,
- Are located close to or within walking distance of residential development.

In addition, given the amount of vacant commercial and residential buildings in the town, the Council will encourage the use of such buildings for new health and related facilities.

The Council will also continue to work alongside key health providers to assist in ensuring adequate local health services in the area and a greater quality of life for all. This is particularly important now in light of the closure in recent years of the Accident and Emergency Department of Roscommon Hospital and the removal of emergency services to other hospitals such as University College Hospital Galway.

## Policies for Social and Community Services and Facilities

### Policy 48

Facilitate the provision of a range of social, recreational and community facilities to meet the needs of all of the area’s residents.

### Policy 49

Ensure that social inclusion is an integral part of the design and delivery of all the Council’s programmes and services, and ensure effectiveness and efficiency in its delivery.

### Policy 50

Encourage the provision of childcare facilities as an essential part of residential schemes, places of employment such as industrial/business parks, and in close proximity to schools.

### Policy 51

Support the multi-functional use of social and community facilities, and provision of buildings and opportunities to maximise the use of existing physical resources/infrastructure within the LAP area.

### Policy 52

Support the maintenance, upgrading and expansion of services at Roscommon Hospital.

### Policy 53

Provide for artistic elements in new and existing development by encouraging the use of the ‘percent for art schemes’ and other initiatives.

## Objectives for Social and Community Services and Facilities

### Objective 44

Support the delivery of a full range of social and community facilities to meet the needs of residents in the area, including for example a multi-purpose civic space, a dedicated site for the Farmers Market and a small cinema.

**Objective 45**

Facilitate the expansion and development of schools by the Department of Education in the LAP area within the lifetime of the plan.

**Objective 46**

Encourage the development of appropriate sites for Community and Educational Facilities.

**Objective 47**

Support the implementation of the Childcare Facilities: Guidelines for Planning Authorities (DEHLG, June 2000).

**Objective 48**

Liaise with the appropriate health authorities in order to facilitate the accommodation of healthcare functions at suitable locations within the LAP area.

**Objective 49**

Consult with the Department of Education regarding the location and provision of adequate educational facilities.

**Objective 50**

Support the Roscommon County Childcare Committee and the Health Service Executive in formulating policy to ensure the provision of affordable childcare throughout the county and specifically within the LAP area.

**Objective 51**

Support the development of stand-alone, outdoor play areas, in consultation with the County Childcare Committee, subject to funding.

**Objective 52**

Engage with Fáilte Ireland, the Arts Council and other relevant bodies to promote and develop the arts and tourism sectors within the county.

**Objective 53**

Support the development of artistic tourism throughout the county and within the LAP area including new festivals and other events, for example 'rainy day' events for visitors such as exhibitions, musical entertainment and theatre.

## 7.10 RECREATION, LEISURE AND TOURISM

### 7.10.1 Recreation, Leisure and Tourism Strategy

The **Recreation, Leisure and Tourism Strategy** aims to:

- Promote the development of tourism in Roscommon town and surroundings in a sustainable manner and encourage the provision of a range of tourism facilities, subject to location, siting and design criteria, the protection of environmentally sensitive areas, and other planning considerations.
- Protect and support the expansion of existing local recreation, leisure and tourism services and amenities in the area. This would include sports facilities, walking and driving routes, festivals and events, food producers, local establishments, markets, accommodation and tourist attractions.
- Promote the development of complementary new services and amenities, where appropriate, and in particular the use and redevelopment of existing vacant and derelict buildings and land for tourism-related purposes.
- Promote Roscommon as a touring base and improve its market visibility and increase its tourism value.
- Protect from development the existing public and recreational open space in the area.

**Policies for Recreation, Leisure and Tourism****Policy 54**

Improve existing local authority recreation and amenity facilities in addition to providing new facilities, where appropriate, as funding and resources permit.

**Policy 55**

Facilitate the development of appropriate new private and public recreation, leisure and tourism infrastructure and facilities and ensure access for all groups of the community.

**Policy 56**

Facilitate the development and expansion of existing and new walkways and cycleways in and around Roscommon town.

**Policy 57**

Remove illegal signage and repair and replace existing signage on tourist routes and paths, where necessary and as resources permit.

**Policy 58**

Encourage and support the improvement of access, signage and tourist information services including integrated welcome, directional and interpretative signage.

**Policy 59**

Preserve and enhance the existing public rights of way to recreational areas including heritage sites, in accordance with the sustainable management practices and the overall amenity of the area.

**Policy 60**

Establish new public rights of way, where necessary, in co-operation with landowners and the local community.

**Objectives for Recreation, Leisure and Tourism****Objective 54**

Actively support the implementation of the *Roscommon Tourism Strategy 2010-2014* and the recommendations contained within the *Lough Ree and Mid Shannon Tourism Study, 2010*.

**Objective 55**

Engage with development and tourism bodies, including Fáilte Ireland to encourage the provision of adequate recreation and tourism infrastructure and tourist-oriented facilities in and surrounding the town.

**Objective 56**

Support the development of an Integrated Sustainable Regional Tourism Strategy in consultation with relevant statutory/non-statutory bodies and local authorities.

**Objective 57**

Implement, where finances permit, proposals to improve, maintain and establish new areas of amenity, tourism and recreation facilities. In addition, carry out amenity improvements and protect the environment of town and environs.

**Objective 58**

Support other organisations, bodies and local groups that promote tourism and community development in the area, nationally and internationally.

**Objective 59**

Promote walking, rambling and cycling as appropriate recreational and tourism activities in the town.

**Objective 60**

Identify and support a series of festivals and events that will attract visitors to Roscommon, generate tourism revenue and enhance the overall visitor experience.

**Objective 61**

Investigate the potential for off-road walking and cycling trails surrounding the town as well as the development of linkages between existing trails and others in adjoining counties. In addition, support national policy on trails development including *the Irish Trails Strategy*.

**Objective 62**

Work with Fáilte Ireland, the National Roads Authority (NRA) and other bodies in developing standardised and branded signage for tourism facilities and tourist attractions in the county and in Roscommon town.

**Objective 63**

Endeavour to provide adequate access and signage facilities to all publicly owned heritage sites, where appropriate and as resources permit.

**Objective 64**

Prepare a plan to coordinate tourism and directional signage within the town.

### Policies for Open Space and Sporting Provision

**Policy 61**

Facilitate the development of a hierarchy of multi-functional active and passive recreational spaces and facilities to serve all ages.

**Policy 62**

Ensure that public open space provided as part of new development is of high quality and designed and finished to ensure its usability, security and cost efficient maintenance.

**Policy 63**

Provide for the sports and recreational needs of the town and surrounds by upgrading and maintaining existing facilities and facilitating the provision of new facilities as required.

**Policy 64**

Promote the development of an integrated open space system, consisting of open spaces, vegetation, drainage channels, etc., that will protect and conserve existing environmental designations, fauna and flora and landscape character.

**Policy 65**

Ensure that the different environmental/greenbelt zones identified in the area are adequately protected and that any development in such areas responds appropriately to the sensitivities and significance of the zone.

### Objectives for Open Space and Sporting Provision

**Objective 65**

Support the implementation of the County Play Policy in providing for and facilitating play throughout the county.

**Objective 66**

Implement the Council's Development Contribution Scheme as it relates to the improvements of existing facilities and the funding of new recreation and leisure facilities in tandem with new developments.



**Objective 67**

Engage with community sporting bodies, private developers and relevant government agencies in facilitating and supporting the development and delivery of sporting facilities in the town, within the lifetime of this Plan, via public private partnership.

**7.11 BUILT AND NATURAL HERITAGE****7.11.1 Built Heritage Strategy**

The Built Heritage Strategy aims to preserve and safeguard our architectural and archaeological heritage, and to promote best practice in its conservation and management. It also aims to raise awareness and appreciation of this heritage in order to protect it for future generations.

**Built Heritage Policies****Policy 66**

Identify, protect and conserve structures (i.e. includes conservation, preservation, and improvement compatible with maintaining the character and interest of the structure), or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or which are listed on the Record of Protected Structures or are located within the Roscommon Architectural Conservation Areas (ACAs).

**Policy 67**

Promote the protection and conservation of Buildings and Features of Interest identified in this Plan as they contribute to the character of the town.

**Policy 68**

Protect and preserve the archaeological sites identified on the Record of Monuments and Places (RMP), those yet unknown and those discovered since the publication of the Record of Monuments and Places (1998).

**Policy 69**

Seek archaeological assessment and, where appropriate, excavation and testing, preservation by record or preservation in situ, in relation to all development proposals on which the archaeological heritage may be affected.

**Policy 70**

Protect the integrity, quality and context of significant sites and recorded monuments.

**Policy 71**

Ensure that development proposals do not adversely affect the character of a protected structure or the setting of a protected structure, where the setting is considered to be of importance.

**Policy 72**

Require that any alterations or interventions to protected structures are executed to the highest conservation standards in order to protect their significance or value. Applications for development affecting a protected structure shall be accompanied by an assessment carried out in accordance with the Council's requirements, by an accredited conservation consultant and shall also address material specification and application.

**Policy 73**

Discourage development that would adversely affect the character of the Architectural Conservation Areas (ACAs), and seek to prevent the demolition or partial demolition of any building or structure within the ACAs that contributes to its character.

**Policy 74**

Require that all new development within Architectural Conservation Areas (ACAs) assimilates sensitively into the existing built fabric, and utilises the highest quality materials.

**Policy 75**

Require that development proposals appropriately conserve and protect features of the built environment such as stone walls, pillars, piers, stiles, bridges, kerbing, cobbles, gates, railings, wells, mass rocks, post-boxes, historic telephone boxes, memorials, milestones, benchmarks, streetlights, manhole covers, ventilation pipes etc.

**Built Heritage Objectives****Objective 68**

Promote pride and awareness of the importance and value of Roscommon town's architectural and archaeological heritage, and manage any change to that heritage in such a way as to retain its character and special interest.

**Objective 69**

Promote best conservation practice and the importance of informed decision making with regard to historic buildings through advice to owners/occupiers and by encouraging the engagement of a suitably qualified conservation specialist with regard to material specification and application for protected structures.

**Objective 70**

Promote appropriate use/re-use and repair of protected structures, including the use of available conservation grants and any other funding opportunities that may become available.

**Objective 71**

Carry out an inventory of the structures and features of significance within the Architectural Conservation Areas (ACAs), as resources permit.

**Objective 72**

Encourage the improvement of key sites within the ACAs and in the LAP area in order to protect the built heritage and enhance the appearance of the town.

**Objective 73**

Positively and actively encourage redevelopment of derelict and obsolete sites in a manner that is sympathetic with and complimentary to the inherent character of neighbouring structures and the historic character of the town.

**Objective 74**

Implement a high standard of shopfront design relating to the character of the shopfronts in the town including rendered fronts, solid timber fronts, tiled fronts, etc.

**Objective 75**

Apply best conservation practice to protect features and buildings of interest within the LAP area:

- Prioritise reuse and renovation over demolition of buildings of interest and other historic buildings.
- Retain traditional features such as historic windows, doors, overlights/fanlights, renders, roof coverings, shopfronts and rainwater goods, in preference to their removal and replacement.

**Objective 76**

Facilitate and co-operate with voluntary groups and tidy towns committees in maintaining and improving the urban landscape.

**Objective 77**

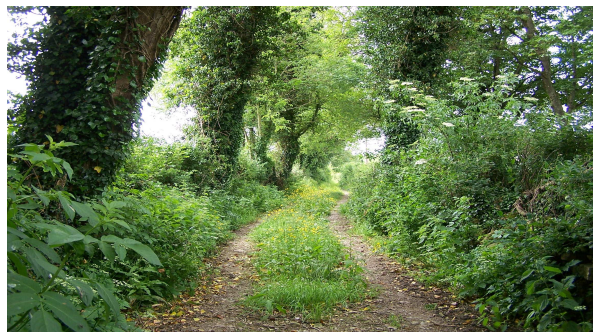
Review and implement the County Roscommon Heritage Plan as it relates to the LAP area.

**Objective 78**

Provide guidance to developers and property owners regarding the protection of the archaeological heritage and the archaeological implications of proposed development.



View of Roscommon Castle over the Lough



The natural heritage of Roscommon

**7.11.2 Natural Heritage Strategy**

The Natural Heritage Strategy aims to protect and conserve existing environmental designations as well as protecting, conserving and enhancing the biodiversity of the LAP area. It also aims to identify, protect and conserve sites of natural heritage importance, in co-operation with the relevant statutory authorities. It provides for the passive and active recreational needs of users as well as providing for high quality landscaping and open space areas on developed lands.

**Policies for Designated Sites**
**Policy 76**

Protect (c)SACs, SPAs, NHAs and pNHAs which are designated or become designated and notified to Roscommon County Council during the lifetime of this LAP.

**Policy 77**

Protect any additional areas that may become designated during the lifetime of the plan, including the proposed and designated Protected Areas under the Water Framework Directive Register of Protected Areas, by resisting development which would detrimentally impact on the conservation status of those sites.

**Policy 78**

Promote development in these areas, for recreational and educational purposes, where it would not conflict with the preservation and protection of these sites.

**Policy 79**

Ensure the protection of natural heritage and biodiversity, including European sites that form part of the Natura 2000 network, in accordance with relevant EU Environmental Directives and applicable National Legislation, Policies, Plans and Guidelines.

**Policy 80**

Ensure the protection of habitats and species listed in the annexes to and/or covered by the EU Habitats Directive (92/43/EEC, as amended), Birds Directive (2009/147/EC), the Environmental Liability Directive (2004/35/EC) and European Communities (Environmental Liability) Regulations 2008, and regularly occurring-migratory birds and their habitats, and species protected under the Wildlife Acts 1976-2000 and the Flora Protection Order.

**Policy 81**

Protect the water resources, including rivers, streams, lakes, wetlands, turloughs, groundwater, as well as aquatic and wetland habitats and freshwater and water dependant species in accordance with the requirements and guidance in the *EU Water Framework Directive 2000 (2000/60/EC)*, the *European Union (Water Policy) Regulations 2003* (as amended), the *Western River Basin District Management Plan 2009-2015*, *Shannon International River Basin Management Plan 2009-2015* and other relevant EU Directives, including associated national legislation and policy guidance (including any superseding versions of same).

**Policy 82**

Prohibit projects which would give rise to significant cumulative, direct, indirect or secondary impacts on Natura 2000 sites arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall be permitted on the basis of this Plan (either individually or in combination with other plans or projects<sup>6</sup>).

**Objective for Designated Sites****Objective 79**

Ensure Appropriate Assessment Screening, and, where required, Appropriate Assessment, is carried out for any plan or project which, individually, or in combination with other plans or projects is likely to have a significant direct or indirect impact on any Natura 2000 site or sites; in accordance with best practice guidance as issued by the National Parks and Wildlife Service of the Department of Arts, Heritage and the Gaeltacht and/or the Department of Environment, Community and Local Government.

**Policies for Nature Conservation and Biodiversity****Policy 83**

Promote the retention and enhancement of existing habitats, biodiversity and geological heritage in Roscommon.

**Policy 84**

Promote the implementation of key actions and objectives set out in the County Roscommon Heritage Plan, the County Roscommon Biodiversity Plan as appropriate.

**Policy 85**

Development on or near a site which is considered to be of local importance is required to avoid any significant adverse impact on the features for which the site is considered to be of importance.

**Objectives for Nature Conservation and Biodiversity****Objective 80**

Promote the conservation of biodiversity outside of designated areas, while allowing for appropriate development, access and recreational activity.

**Objective 81**

Identify, protect and conserve, in co-operation with the relevant statutory authorities and other groups, vulnerable, rare and threatened species or wild flora and fauna and their habitats. These include plant and animal species afforded protection under the Wildlife Acts and the EU Habitats and Birds Directives for example *The Status of EU Protected Habitats and Species in Ireland*, NPWS and DEHLG, 2008.

<sup>6</sup> Except as provided for in Section 6(4) of the Habitats Directive, viz. There must be:

- a) no alternative solution available,
- b) imperative reasons of overriding public interest for the plan to proceed; and
- c) Adequate compensatory measures in place.



**Objective 82**

Avoid development in habitats classified as 'Highly Sensitive' and 'Very Sensitive', and minimise development in habitats classified as 'Moderately Sensitive' in the *Habitat Mapping of Habitats in County Roscommon*, RPS, May 2011.

**Objective 83**

Conserve, protect and enhance ecological stepping stones and wildlife corridors, as identified by the Habitat Mapping carried out for Roscommon town.

**Objective 84**

Ensure that the conservation and management of biodiversity is a key priority in water resource management and other infrastructural projects in the LAP area, particularly those undertaken by the Council.

**Objective 85**

Have regard to impacts of floodlighting and public lighting in open spaces and to minimise light intrusion in areas of habitat value.

**Objective 86**

Protect and conserve Loughnaneane Turlough which is identified by Geological Survey of Ireland (GSI) as a feature of geomorphological interest.

<b>Policy for Landscape Character</b>
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**Policy 86**

Require planning applications, with potential to impact adversely on the landscape character of the Plan area, to include an appropriate visual impact assessment of the proposed development.

<b>Objectives for Landscape Character</b>
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**Objective 87**

Encourage and facilitate, in consultation with relevant stakeholders, the development of green infrastructure that recognises the synergies that can be achieved with regard to the following:

- Provision of open space amenities
- Sustainable management of water
- Protection and management of biodiversity
- Protection of cultural heritage
- Protection of protected landscape sensitivities.

**Objective 88**

Recognise European and national objectives for climate adaptation and work with the EPA, the Western Regional Authority and neighbouring planning authorities in implementing future Guidance for climate change proofing of land use plan provisions as is flagged in the National Climate Change Adaptation Framework (DECLG, 2012).

## 7.12 ECONOMIC DEVELOPMENT AND EMPLOYMENT

### 7.12.1 Economic Development and Employment Strategy

The **Economic Development and Employment Strategy** aims to:

- Provide support for those industries and businesses located within the area and encourage the expansion of the retail role of the LAP area, to ensure that all residents of the county have easy access to basic convenience goods.

- Promote and support a wide range of new job creating opportunities, support the local economic base, and encourage diversification within employment and industry.
- Develop the local economy so that it can sustain activities proportionate with the needs and scale of the expanding town.
- Work with all strategic partners and local stakeholders in the delivery of this goal and the enhancement of the local economy.

#### Policies in relation to Future Employment, Enterprise and Economic Strategy

##### **Policy 87**

Promote and facilitate the implementation of targeted economic development in zoned and serviced areas (within the speed limits of the town) as part of the Future Economic Development Strategy for Roscommon town.

##### **Policy 88**

Promote the use of public-private partnerships in the provision of industrial sites and business parks.

#### Objectives in relation to Future Employment, Enterprise and Economic Strategy

##### **Objective 89**

Investigate the provision of third level, and Research and Development (R&D) facilities within the town.

##### **Objective 90**

In consolidating the urban form, support the location of quality employment and residential developments in proximity to each other in order to reduce the need to travel and the dependence on private transport.

##### **Objective 91**

Ensure that the infrastructure and services in Roscommon town are sustainably developed and upgraded to a level that can support increased economic activity.

##### **Objective 92**

Work with and support Enterprise Ireland in the creation of clusters, and liaise with developers in ensuring competitive packages for the provision of commercial and industrial space, within Roscommon town.

##### **Objective 93**

Support the BMW Operational Programme 2007-2013 including any updates and help implement:

- **Priority 2: Innovation, ICT and the Knowledge Economy** within County Roscommon which will be targeted at applied research enhancement, incubation and collaboration, research capacity, micro enterprise & entrepreneurship, broadband provision and experimental actions.
- **Priority 3: Urban Development and Secondary Transport Networks** which will be targeted at urban development, key link routes and public transport infrastructure.

#### Policies for Industry

##### **Policy 89**

Support the establishment of new industries, including high tech industries and high potential start-ups at appropriate locations within the LAP area.

##### **Policy 90**

Require a high standard of design, layout and amenity to be provided and maintained at locations selected for enterprise development.

### Objectives for Industry

#### Objective 94

Where technically feasible and economically viable, provide for or facilitate the provision of the necessary infrastructure and services for industrial development within the Plan area.

#### Objective 95

Support local enterprise initiatives, national development agencies (such as the IDA, state bodies etc.) and private developers in promoting foreign direct investment into the area.

### Policies for Retail and Commercial Development

#### Policy 91

Promote and develop the vitality and viability of the existing shopping area and facilitate the provision of local retail needs, where appropriate.

#### Policy 92

Encourage the retention of retail and other appropriate town centre uses such as general food stores, newsagents, post offices, pharmacies, pubs, restaurants and cafés, within the town centre.

#### Policy 93

Give favourable consideration to proposed changes of use to retail within the town centre, where a property has adjacent non-residential uses on both sides.

#### Policy 94

Ensure that retail and service outlets are located within the identified town centre where they can best serve the population of the surrounding area, and discourage inappropriate out-of-town shopping facilities that detract from the viability and vitality of the existing town centre, in line with the sequential approach.

#### Policy 95

Encourage consolidation of the existing retail core of the town through the reuse and regeneration of derelict and vacant buildings for retail uses in line with the sequential approach.

#### Policy 96

Encourage and facilitate the reuse of existing vacant units outside the town centre, particularly retail warehousing, for alternative uses provided proposals are not contrary to the proper planning and sustainable development of the area.

#### Policy 97

Promote the reuse of small vacant sites within the town for pocket parks, temporary exhibitions etc. and the use of larger sites for community gardens, allotments etc.

#### Policy 98

Ensure that all developments, where appropriate, are connected to the town core by safe, usable and viable pedestrian and vehicular links.

#### Policy 99

Implement the findings and recommendations of the Retail Strategy for County Roscommon.

#### Policy 100

Assess all retail proposals against the criteria and recommendations set down in the *Retail Planning Guidelines*, April 2012, and the *Retail Strategy for County Roscommon 2014-2020*.

**Policy 101**

Seek improvements to the visual quality of the town centre as part of new development and facilitate the appropriate development of the town centre subject to compliance with the relevant development standards where applicable.

**Policy 102**

Ensure that areas of vacant, derelict and under-used land within existing built-up areas (brownfield sites) are brought into productive use, as an alternative to the use of Greenfield sites.

**Objectives for Retail and Commercial Development****Objective 96**

Ensure that lands adjacent to and extending from the town centre are protected from development that would compromise longer-term town centre expansion proposals being realised.

**Objective 97**

Encourage the regeneration of areas and the reuse of derelict buildings in need of renewal for retail uses, in line with the sequential approach. In Roscommon town this will include the Opportunity Sites identified in Chapter 4.

**Objective 98**

Encourage property owners/developers to improve the appearance of vacant/derelict buildings, including the implementation of measures such as simple maintenance (painting, cleaning, removal of vegetation, removal of defunct inappropriate signage, securing property to protect from vandalism, installation of temporary window displays) and the provision of appropriate screening or boundary treatment.

**Objective 99**

Promote initiatives or programmes to enhance the character, urban design quality and environment of the town, such as a town centre management initiative, to ensure that the town remains attractive for investment, commerce and retailing.

**Objective 100**

Investigate the potential replacement of a portion of the car parking provision in the Market Square with a larger improved hard landscaped civic space/plaza.

**Objective 101**

Encourage and support local property owners and stakeholders in using vacant premises in the town for display purposes, for example works of art or alternatively goods from trading stores.

**Objective 102**

Maintain and improve accessibility to and within the town centre and develop a comprehensive approach to the provision of car parking and pedestrian access.

**Policies for Tourism Development****Policy 103**

Promote sustainable tourism development in Roscommon town, including appropriate infrastructure and ancillary services, and direct tourism-based development, where appropriate, into the town centre where there is adequate infrastructure, subject to location, siting and design criteria, the protection of environmentally sensitive areas and other planning considerations.

**Policy 104**

Ensure that the facilitation of tourism, and development related to tourism, does not impact negatively on the landscape, environmental quality, built and natural heritage or otherwise result in the deterioration of the quality of the tourism product.

## 7.13 URBAN DEVELOPMENT AND DESIGN

### 7.13.1 Residential Development

The Residential Development Strategy aims to:

- Ensure the provision of an adequate supply of housing within the LAP area in order to ensure that every household has access to a dwelling suitable to its needs, located in an acceptable environment and at an affordable price or rent;
- Ensure the delivery of social and affordable housing in the town; and
- Ensure that new residential development is designed and developed to modern standards, including in relation to energy consumption, convenience and sanitation. The provision of a range of housing forms, types and sizes will be encouraged in order to cater for all sectors of society.

**Table 4: Recommended Residential Zoning within the Roscommon Town Local Area Plan 2014-2020**

	Term	Years	Area	Comments
<b>New Residential</b>	<b>Short-Term</b>	<b>1 - 6</b>	<b>27.18 Ha<sup>7</sup></b>	<p><b>‘New Residential’</b> includes lands at The Walk in Cloonybeirne Townland, lands off the Boyle Road in Cloonbrackna Townland, and a site in Abbeytown, Ballypheasan Townland. New Residential lands also include lands at Slevinagee Townland along the Golf Links and An Togher Roads, as well as lands in Ardsallagh Beg Townland off the Golf Links and Athlone Roads. This equates to <b>27.18 Ha</b> of land with a potential for 544 new residential units<sup>8</sup> (see Maps 15 and 17).</p> <p>Lands identified as ‘New Residential’ are adequately serviced (see Maps 5a, 5b, 6 and 9) in terms of:</p> <ul style="list-style-type: none"> <li>▪ Road network - Adequate roads infrastructure, although footpaths, street lighting and other accommodation works will need to be provided in some areas.</li> <li>▪ Water Supply - Of adequate capacity.</li> <li>▪ Foul sewage - The Roscommon wastewater treatment plant has sufficient capacity for the lifetime of this Plan. However, the assimilative capacity of the Hind River cannot be exceeded. The Local Authority will continue to monitor both the river and the discharges to ensure that the development is sustainable in relation to the river and environmentally sensitive areas.</li> </ul> <p>Supporting Infrastructure and Facilities:</p> <ul style="list-style-type: none"> <li>▪ Community facilities - Approximately 37Ha of land has been zoned in the plan for Community and Educational Facilities. Approximately 11.5Ha of this is currently undeveloped. This is more than adequate to accommodate short-term needs.</li> <li>▪ Education - Six additional primary classrooms and four additional secondary classrooms may be required.<sup>9</sup> It should be noted that the Council will in the first instance consider the expansion of existing facilities on adjacent land. Approximately 4.7Ha of the lands proposed to be zoned for Community and Educational Facilities is located adjacent to existing schools and is currently undeveloped. This is more than adequate to accommodate these needs.</li> </ul>

<sup>7</sup> Calculations based on population projections from the RCDP 2014-2020 Core Strategy. These are assumed consistent but would need to be reviewed with the preparation of each new LAP.

<sup>8</sup> @ 20 units per Hectare.

<sup>9</sup> See Table 3: Proposed Educational Provision within the Roscommon Town LAP on page 62 above for further details.



				<ul style="list-style-type: none"> <li>▪ Childcare - Additional childcare facilities will be provided as part of permitted residential development. In addition, local recreational facilities will be provided as part of any housing development greater than 20 units.</li> <li>▪ Healthcare - There are adequate healthcare facilities in the town, however the recent loss of services at Roscommon Hospital has reduced emergency healthcare and other services in the town (see Policy 52 on page 63 above).</li> </ul>
	Term	Years	Area	Comments
<b>Strategic Residential Reserve</b>	<b>Medium - Term</b>	<b>6 - 12</b>	<b>22.19 Ha</b>	<p><b>‘Strategic Residential Reserve’ (SRR)</b> includes lands at The Walk in Cloonybeirne Townland, lands off the Boyle Road in Cloonbrackna Townland, and lands off the Athlone Road in Ardsallagh More Townland. This equates to <b>22.19 Ha</b> of land with a potential for 444 new residential units<sup>10</sup> (see Maps 15 and 17).</p> <p>Lands identified as ‘Strategic Residential Reserve’ are adequately serviced (see Maps 5a, 5b, 6 and 9) in terms of:</p> <ul style="list-style-type: none"> <li>▪ Road network - Adequate roads infrastructure, however, footpaths, street lighting and other road accommodation works will need to be provided in some areas.</li> <li>▪ Water Supply - Of adequate capacity.</li> <li>▪ Foul sewage - The Roscommon wastewater treatment plant has sufficient capacity for the lifetime of this Plan. However, an upgrade to the treatment plant will be required to accommodate development on SRR lands. In addition, the assimilative capacity of the Hind River cannot be exceeded. The Local Authority will continue to monitor both the River and the discharges to ensure that the development is sustainable in relation to the river and environmentally sensitive areas.</li> </ul> <p>Supporting Infrastructure and Facilities:</p> <ul style="list-style-type: none"> <li>▪ Community facilities - Approximately 37Ha of land has been zoned in the plan for Community and Educational Facilities. Approximately 11.5Ha of this is currently undeveloped. This is more than adequate to accommodate medium-term needs.</li> <li>▪ Education - In addition to the requirements outlined above, an additional five primary classrooms and four secondary classrooms may be required.<sup>11</sup> It should be noted that the Council will in the first instance consider the expansion of existing facilities on adjacent land. Approximately 4.7Ha of the lands proposed to be zoned for Community and Educational Facilities is located adjacent to existing schools and is currently undeveloped. This is more than adequate to accommodate these needs.</li> <li>▪ Childcare - Additional childcare facilities will be provided as part of permitted residential development. In addition, local recreational facilities will be provided as part of any housing development greater than 20 units.</li> <li>▪ Healthcare - There are adequate healthcare facilities in the town, however the recent loss of services at Roscommon Hospital has reduced emergency healthcare and other services in the town (see Policy 52 on page 63 above).</li> </ul>

<sup>10</sup> @ 20 units per Hectare.

<sup>11</sup> See Table 3: Proposed Educational Provision within the Roscommon Town LAP on page 62 above for further details.

### 7.13.2 Urban Development Strategy

The **Urban Development Strategy** aims to:

- Secure the proper planning and development of the area by ensuring that there is adequate zoned land in appropriate locations available for housing.
- Consolidate residential development in the area and minimise further ribbon development.
- Limit new development in areas where necessary physical infrastructure (public sewerage, water supply, public street lighting, public footpaths) and social infrastructure including, but not limited to, schools and community facilities are unavailable.
- Seek an acceptable balance and mix in the provision of social/affordable and private housing in order to promote an appropriate social and demographic balance.

#### Policies for Residential Development

##### Policy 105

Require that new residential accommodation meets the following:

- High standards of design and necessary standards of energy consumption, sanitation and;
- Avoids developing on floodplains;
- Avoids traffic or environmental problems or damage to visual amenity;
- Incorporates suitable infill development on appropriate sites; and
- Avoids further ribbon development along roads within the development envelope and immediately contiguous thereto.

##### Policy 106

Facilitate the Housing Authority's programme for housing, including:

- The provision of new housing;
- The renovation/refurbishment of existing buildings;
- The provision of suitable accommodation and facilities for the Traveller Community;
- The provision of suitable accommodation for people with disabilities;
- The provision of social and affordable housing; and,
- The implementation of the provisions of Part V of the Planning and Development Act 2000, as amended.

##### Policy 107

Limit new development in areas where necessary physical infrastructure (public sewerage, water supply, public street lighting, public footpaths) and social infrastructure including, but not limited to, schools and community facilities are unavailable.

##### Policy 108

Require the naming of residential developments to reflect local place names, language or topographical features as appropriate.

##### Policy 109

Encourage strong frontages onto main thoroughfares creating definite building lines and continuity of the structure of the town centre.

##### Policy 110

Identify and facilitate the development and renewal of obsolete areas, derelict sites and derelict buildings in a manner appropriate to the area, including the completion of unfinished residential estates.

##### Policy 111

Require phasing plans to be provided with residential housing proposals, which will ensure that a high percentage of the preceding phases are occupied before the commencement of subsequent phases. This would apply to all new residential developments over 10 dwellings.

**Objective for Residential Development****Objective 103**

Assess and ensure that all proposals for housing developments comply with the *Sustainable Residential Development in Urban Areas*, DEHLG, May 2007, and the *Urban Design Manual: A best practice guide*, December 2008, as well as the Development Management Guidelines and Standards included in this Chapter and in Chapter 9 of the Roscommon County Development Plan 2014-2020.

**Policies and Objectives for Urban Design****1. Character of the Area****Policy 112**

Promote character in 'townscape' and landscape by development that responds to and reinforces local distinctive patterns of development, landscape and culture.

**Objective 104**

Require designers to identify and recognise the essential elements of quality which determine the character of an area and then reinforces, or develops it in the proposed development.

**2. Continuity and Enclosure****Policy 113**

Promote the continuity of street frontages and the enclosure of space by development, which clearly defines private and public spaces and has a hierarchy of private, semi-private and public open spaces.

**Objective 105**

Require designers to demonstrate that the proposed development has continuity and enclosure of spaces, and that public and private spaces are defined.

**3. Quality of Public Realm****Policy 114**

Promote development with public spaces and routes that are attractive, safe, uncluttered and work effectively for all the community including the elderly and people with a disability.

**Objective 106**

Require designers to demonstrate quality in the design of roads, pedestrian ways, public squares and open spaces as the design of these is as critical as the design of buildings that surround them.

**4. Legibility****Policy 115**

Promote legibility through development that provides recognisable routes, intersections and landmarks that help people to find their way around.

**Objective 107**

Require designers to demonstrate the ease with which the observer can read the relationship between structures, the landscape and the spaces between them as well as the objects within those spaces.

**5. Adaptability****Policy 116**

Promote development that can respond to changing social, technological and economic conditions.

**Objective 108**

Require designers to demonstrate the adaptability of proposed development.

**6. Diversity and a Mix Of Uses****Policy 117**

Promote development that has diversity and choice.

**Objective 109**

Require designers to demonstrate the diversity and mix of proposed development.

**7. Ease of Movement****Policy 118**

Promote accessibility and local permeability through developments that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport.

**Objective 110**

Require designers to demonstrate that main routes have been distinguished by exploiting vistas, key buildings and landmarks, making the activities and functions of the places visible and bringing a sense of liveliness to the spaces.

**Objective 111**

Encourage businesses and services with a high potential for public transport utilisation by employees and visitors to locate in areas easily accessible by public transport.

**Policies for Architecture and Building Design****Policy 119**

Require good urban design principles in the development of the town and require new development to enhance the existing urban areas and improve pedestrian priority.

**Policy 120**

Ensure that adequate open spaces and landscaping are established to structure developments, provide visual relief to built areas and to ensure adequate aspects and natural lighting to buildings.

**Policy 121**

Facilitate the development of high quality mixed-use developments within appropriate zones, which would incorporate existing natural features, such as existing trees and hedgerows, wherever possible; and provide additional open spaces and landscaping to structure lands and enhance visual amenity. A high standard of urban design with a network of high quality spaces formed by quality buildings, paving and landscaping is the goal for Roscommon town.

**Policy 122**

Require a design statement and landscaping plan to accompany all planning applications that involve site and/or building development works, particularly for key buildings proposed within the town and within the areas zoned for town centre uses.

**Objectives for Architecture and Building Design****Objective 112**

Ensure that there is a high standard of building, road and paving treatments that will create a high-quality environment with a distinctive and coherent character including the following:

- Generally keeping the scale of buildings as compact as possible, except for landmark and gateway buildings that could be more dramatic in scale subject to high standards of design.
- Avoiding large, undifferentiated expanses of walls and/or roofs and instead introducing design, colour or material features to provide interest and variety.
- Paying particular attention to the design treatment of the ground floor of buildings to respond appropriately to the human scale through different colour or material treatments, more responsive design features such as canopies at entrances or over pathways, etc.

#### **Policies for Urban Design and Residential Density**

##### **Policy 123**

Ensure that a high standard of design is incorporated into residential developments through careful consideration of the layout to facilitate pedestrian safety and restrict vehicular traffic speeds.

##### **Policy 124**

Ensure that developments are appropriately designed in terms of their form, density, size and dwelling types within residential areas, such that they contribute to the built character of the area.

#### **Policy for Traffic Management in Urban Areas**

##### **Policy 125**

During the lifetime of this Plan the Council may consider the introduction of reduced traffic speed limits in certain town centre areas, in residential areas and in areas in the vicinity of schools.

#### **Policies for the Design of Residential Estates**

##### **Policy 126**

Ensure high quality in the design of buildings and promote the development of buildings that are accessible, that integrate well with and complement surrounding buildings and landscape, and are energy efficient and sustainable.

##### **Policy 127**

Ensure that all new residential units meet minimum standards of space, room size and storage provision.

##### **Policy 128**

Ensure that future housing layouts and design must be adaptable to change over time with a variety of accommodation types, sizes and tenures, as well as being designed for future transportation links. Accessibility of public facilities and public transport will determine whether the site is appropriate for higher density development.

##### **Policy 129**

Facilitate the refurbishment of rundown/dilapidated dwellings whether for permanent or holiday home usage. Any proposal must respect the scale of refurbishment and any extension to same should respect the residential amenity of adjoining properties.

#### **Policy for Sustainable Energy and Design**

##### **Policy 130**

Improve qualitative standards of sustainable design in proposed developments in line with the detailed recommendations contained in this Plan and in the RCDP 2014-2020.



## 8 DEVELOPMENT MANAGEMENT AND THE BUILT FORM

### 8.1 ROSCOMMON TOWN ACAs - DESIGN GUIDANCE

The introduction of an ACA does not mean that there is a compulsion to alter any features that existed when the ACA was designated. There is however, a duty to protect the historic fabric and in the event of proposed change all historic fabric should be retained and repaired and any replacement features should be historically-appropriate. It is clear that in these ACAs specialist advice is needed to make accurate choices as a lot of money and effort has already been spent on inaccurate reproductions. The following guidance is intended as general advice for these ACAs. It also applies to any new build within the ACAs. Consultation with the Planning Authority is recommended. This advice does not apply to protected structures as they require a greater level of assessment and the best quality materials. St. Ciaran's Park is viewed separately and design guidance would be different for this area.

**Table 5: Design Guidance for Roscommon town's ACAs**

FEATURE	DESIGN GUIDANCE
<b>Roofs</b>	Slated roofs should be repaired using natural slate to match. Any roof that has been re-covered with non-slate materials should, upon re-roofing, use a natural slate to match the other slated roofs in the ACA. Blue Bangor or an Irish equivalent is preferable to any other type. Buildings in St. Ciaran's Park should use concrete tiles to match the original.
<b>Chimney stacks</b>	Should be maintained, repaired and kept rendered and any intact historic pots retained and reinstated. However there are also quite a few red brick chimneys within the ACAs, and the red brick should be retained and repointed if necessary and the profiles retained. St. Vincent's Terrace has black pointing to its stacks and there are several original examples left which should be emulated during repair.
<b>Rainwater Goods</b>	All should be regularly maintained. Cast-iron gutters and downpipes should be retained, repaired and, if necessary, replaced with cast-iron. Gutters should have a half-round profile unless there is evidence to the contrary, and downpipes should have either a circular or square-profile section. PVC goods should be replaced with cast-iron or cast aluminium; both to have a painted finish.
<b>Walls</b>	<p>Most buildings within these ACAs should have rendered elevations although there is a lot of variety in the type of renders used. All ruled and lined render, channelled render (to ground floors), roughcast render, and plain historic render should be retained and repaired. The profile of channelled render should be precisely copied in any repair. On an elevation directly facing the street it should generally be painted; rear elevations were often left unpainted but both painted and unpainted are acceptable. However, there are quite a few buildings and two terraces within the ACA which were never designed to be painted. These have an original pebble-dashed finish, occasionally a plain cement-rendered finish, both circa 1920-30s, and these finishes should be repaired and left unpainted. Where the render has been removed, as on several façades in the ACA, it should be replaced with a lime render, either plain, or ruled and lined, with quoins as an option. If it is desired to remove later cement render this should be replaced with a lime render, either plain, ruled and lined, or roughcast depending on the building.</p> <p>Several buildings were designed originally with exposed stone cladding but in these buildings the stonework has an ashlar finish with tight joints and is very different to the rougher stonework designed to be covered over. Two buildings are of red brick, each different. For both of these types sample panels should be carried out to match up any new pointing necessary with original pointing. Outbuildings and warehouses may either be roughcast rendered with lime, whitewashed or left of exposed stone. Wholesale power washing is not recommended for any historic finish or for slate roofs as it leads to acceleration of water ingress and decay.</p>

<b>Opes</b>	All opes on the upper floors should be rectangular with classical proportions. Where opes have been enlarged they could be reduced again. New build should also have opes to match existing historic ones.
<b>Cills</b>	All stone cills should be retained with a painted finish. New build should use painted stone cills too.
<b>Windows</b>	All existing sash windows should be repaired. Any PVC/aluminium windows should be replaced with timber sash windows. Any building which dates to pre-1830 should have six-over-six windows with no horns; any building 1830-1860 should have horns but could be six-over-six or two-over-two; any building post-1860 should have ogee horns and be two-over-two or single-pane. Because of the complexity of the built fabric in these ACAs there is no one good default design, however there are lots of historic photographs to help with decision-making. Any exposed boxes should be retained and repaired. Buildings in St. Ciaran's Park should use concrete tiles to match the original. All joinery should have a painted finish.
<b>Attic Dormers</b>	None should be added.
<b>Roof lights</b>	None should be added on front slopes (except on parapeted roofs where the roofs aren't visible); if any new roof lights are permitted to be inserted on rear slopes or inner slopes they should be small and match historic cast iron ones.
<b>Decorative Architraves</b>	All should be repaired and kept painted. Where none exist or where new opes are being formed, no architraves are required.
<b>Threshold Steps</b>	All stone steps should be retained and repaired. New steps should be stone preferably.
<b>Doors</b>	All historic timber doors (and their frames and overlights) should be retained and repaired and kept painted. Old town photos may assist in researching original door types as appropriate models for new doors. Any new doors to replace PVC or aluminium ones should be painted timber panelled doors with overlights/fanlights. There is no one good default option.
<b>Door Furniture</b>	Historic ironmongery should be retained and treasured.
<b>Shopfronts</b>	All historic timber and rendered shopfronts should be retained and repaired and all mosaic tiled shopfronts should be retained and repaired. Where a new shopfront is permitted a variety of styles would be appropriate as long as the fascia is not too deep, the classical format of vertical and horizontal is followed, and the members are not too wide. Overly heavy corbel brackets should be avoided. Some recessed porches include good features such as floors, ceilings and doors which should be retained even if the form of the porch is permitted to be changed. Where new fascia lettering is permitted on historic shopfronts it should be in the form of individual letters.
<b>Fixtures</b>	There can be a surprising number of redundant fixtures on a building, such as lights, signs, brackets, poles etc. that are no longer in use. These should be removed if they are of no heritage value and the wall made good.
<b>Wiring</b>	Wiring across a façade should be kept as tidy as possible.
<b>Other Features</b>	Other historic features on buildings should be retained and repaired.
<b>Planting</b>	None extra should be added except in front or rear gardens.
<b>Public domain Signage</b>	There are already good-quality historic information plaques on some buildings and a town heritage information map and brochure has been developed. Any new plaques should seek to blend in with these rather than introducing more clutter into the streetscapes.

**Table 6: Example of works that might alter Roscommon town's ACAs**

Example of works that might alter the character of the ACAs & require planning permission:

- Changing the roof profile.
- Re-roofing with any material other than a Welsh slate, or in St Ciarán's Park any material other than a concrete tile to match the original.
- Changing the finish of external walls.
- Removing or altering chimneys.
- Erecting an extension.
- Changing the boundary treatment.
- Erecting or altering shop-fronts and signage.
- Changing the design, materials and finish of windows, doors and cills.
- Adding satellites, antennae, roof lights or dormers.

*Note: It should be noted that this is not a complete list and is included for guidance purposes only. It is recommended that advice is sought in advance on whether or not planning permission is required.*

## 8.2 ARCHITECTURE AND URBAN DESIGN

### 8.2.1 Building Height

One of the common misconceptions of higher densities is that they promote taller buildings. Tall buildings do not necessarily mean higher densities. The highest densities are generally achieved in medium rise buildings, of three to four stories high.

Where buildings of significant height are proposed, it is important that the following factors will be taken into consideration:

- The quality of the overall design.
- The degree of overshadowing and consequent loss of light caused to surrounding property.
- The degree of overlooking (particularly of residential property) and consequent loss of privacy.
- The extent to which there is a disruption to the scale of an existing streetscape or landscape, save in cases where this may be intended for civic design reasons.
- The extent to which the building detracts from structures or spaces of architectural or historic importance or important landmarks.
- Any attractive views from significant vantage points that would be obscured or intruded upon by the building.
- The degree of obtrusion of the skyline, save for those in appropriately planned locations.
- The scale of the building in relation to surrounding open space, together with the effect of the building on the quality of the space.
- The avoidance of local, undesirable micro-climates at ground level.

#### Policy on High Buildings

In general heights should respect local streetscapes. Overall building heights in the town should generally be in keeping with the existing character of the town. The town centre consists of predominantly traditional streetscapes, with buildings of no more than three storeys with the exception of Stone Court which involved the refurbishment of the old four-storey Gaol. Therefore, building heights of two and three storeys only will generally be encouraged along the main streets. However, where appropriate as in the case of key landmark or signature buildings, up to four or five storeys may be considered if appropriately designed and do not compete for dominance with buildings on the Record of Protected Structures or National Monuments. Exceptions, which reinforce the urban form or are designed as landmark structures in relation to their particular setting like Stone Court, are acceptable.

The building heights further from the town centre tend to reduce in height which should be respected. Taller commercial or civic buildings in the Business, Enterprise Park/Light Industry and Warehousing and in areas which are slightly removed from the commercial core, could be considered where they do not impact upon residential amenity or compete for dominance with buildings on the Record of Protected Structures or National Monuments.

When locations that would be appropriate for tall buildings are identified, development approaches for these locations (including building size, shape, silhouette, site coverage, relationship to streets and public spaces) and general design issues must also be considered. In addition, care needs to be taken to protect the historic built environment and unique landscape of the town. The objective should be to respect heights and patterns of existing buildings.

High buildings in the right place can have a role in:

- acting as landmarks that signify urban renaissance;
- enhancing local identity;
- forging a new and exciting image for regeneration sites; and
- delivering more sustainable working and living environments.

A high buildings policy should consider:

- Topography
- Urban Structure
- Movement Corridors and Transport Nodes,
- Public Spaces,
- Historical Assets,
- Prominent Landmarks/Structures,
- The identification of Important Views/Vistas in the town (including panoramic views into and out of the town, views within the town and skyline features) and their Vantage Points.

All new development should address:

- Design
- Overshadowing
- Overlooking
- Scale of existing streetscape
- Structures or spaces of historic or other importance
- Views
- Open space
- Microclimate

### 8.2.2 Urban Design

Good urban design is essential if we are to produce attractive, high-quality places in which people will want to live, work and relax. It can be achieved by the way we arrange streets and spaces, and how we plan the mass, scale and position of buildings within the landscape. The result is all the things we love about our best neighbourhoods; a clear centre, a place that is easy to walk around and also feels safe, high quality buildings and attractive spaces between buildings. Good design can give us a clear and distinct sense of place in which we take pride.

Urban design focuses on how urban areas best respond to people's needs and good urban design can be broken down into the following general principles:

1. **The Character of the Area** – a place with its own identity.
2. **Ease of Movement** – a place that is easy to get to and move through.
3. **Continuity and Enclosure** – a place where good public and private spaces are clearly distinguished.
4. **Quality of Public Realm** – an appealing place with attractive and successful outdoor areas.

5. **Legibility** – a place that has a clear image and is easy to understand.
6. **Adaptability** – a place that can change easily and incrementally.
7. **Diversity and a Mix of Uses** – a place with diversity and choice.
8. **Sustainability/Balance with Nature** – a place where a balance has been achieved between the natural and built environment.
9. **Value** - a place where value can be created to sustain the desired mix of uses and quality of townscape.
10. **Inclusivity** – a place which has something for everyone and where a diverse range of user needs are met.

It should be noted that these principles are by no means mutually exclusive. There is a great range of guidance available which provides additional and alternative principles for ensuring good urban design; these include the Urban Design Manual issued by the DEHLG (now DECLG) in May 2009 and the Urban Design Compendium 2, issued by English Partnerships and the Housing Corporation in the UK.

### 8.2.3 Architecture and Building Design

The design of buildings is one component of urban design and development proposals should be of the highest quality design. Design of new development will be expected to improve the existing urban fabric and form of Roscommon town, and whether innovative, contemporary or more traditional in form, design should take account of the surrounding buildings and complement rather than detract from the existing urban character of the town. In addition, development in the town needs to maintain a consistent street frontage and common building line which will help to create continuity of frontage, reinforce streetscape and provide definition and enclosure to the public realm.

The Council will support the establishment of buildings of an especially high quality and unique design at key locations in the town. These buildings will be characterised by a strong building design to provide focal points within mixed-use developments that will add legibility and clarity to the physical structure and layout of the development. Buildings on corner sites will generally be encouraged to ‘turn the corner’ by fronting onto two streets.

### 8.2.4 Design Statement

A design statement accompanying development applications should include the following information:

1. Details of high quality architectural treatments.
2. Details of materials and finishes to be used in the scheme.
3. Details of the design approach to the provision of signage, including both information and commercial signage.
4. Proposals for the massing and height of the proposed units so as to ensure compatibility with existing nearby development and the existing scale of the urban fabric of the town.
5. Details as to how the proposed land use, layout and design of the development complies with the site’s zoning and the objectives and proposals of the local area plan.

### 8.2.5 Landscaping Plan

A landscaping plan accompanying development applications should include the following information:

1. An overall landscape design with details of both hard and soft landscaping.
2. A survey of all existing planting and drainage lines on the development site.
3. Details of the location, number and species names of all planting proposed to be retained, removed and/or planted on the site. All proposed planting should be suitable to the site and soil conditions.



Landscaping is an integral part of any development and there is a need to ensure that existing trees are protected and integrated into the development and that new planting is well designed and adequately carried out. The potential of existing site features should be fully explored and planning applications should include an accurate landscape survey plan. Wherever practicable, existing healthy trees should be protected and retained. A tree survey shall normally be required and healthy specimens shall be preserved. Where other trees need to be removed, these shall be replaced at a ratio of 3 to 1 i.e. 3 semi-mature trees of similar, indigenous species should be planted for each tree removed.

All new developments and extensions or alterations to existing premises shall incorporate suitable site landscaping plans showing existing planting to be retained or removed and additional planting suitable to the site and soil conditions to be planted. Other measures to reduce or mitigate impacts on surrounding land uses, including residential areas, may be required where necessary.

### 8.2.6 Urban Design and Residential Density

In residential areas, the emphasis must be on good design and achieving safe residential environments where public open space is overlooked and therefore more useable. The design of roads should discourage high-speed traffic and allow for greater community interaction. Built form should come first and road layout second, so that these areas are more visually pleasing. Where densities are higher there should be safeguards to protect residential amenity. It should be noted that sprawling suburban development does not create a sense of identity and community. It does not contribute to community interaction and is difficult to provide with public transport. It encourages the use of cars and high-speed traffic and may therefore be unsafe for pedestrians and cyclists. It is also a wasteful use of serviced land.

This plan recognises that roads fall into different categories and perform different functions, for example:

- Some roads need to be designed for the free flow of traffic and with the needs of motorists to the fore.
- Some need to be designed to inhibit the free flow of traffic and with the needs of other users to the fore.
- Most residential roads should be designed for slow traffic.

Design and density are inseparable concepts. It is relatively easy to lay-out a housing scheme based on National standards such as those contained in *Recommendations for Site Development Works for Housing Areas*, DELG<sup>1</sup>, 1998, but to achieve density and provide for good residential amenities requires that much more effort be put into design. Providing for good residential amenity includes:

- Avoidance of overlooking of private open space/back gardens.
- Avoidance of overlooking by opposing windows.
- Creation of more useable public open space.
- Providing for buildings to be positioned to calm traffic etc.

There is a difference between the densities that are suitable in town centres and at transport nodes, and those in outer urban areas. Higher densities should be achieved at town centres and transport nodes having regard to accessibility to services, whilst medium densities are appropriate in outer urban areas.

Residential layout and density policies must consider the issue of sustainability and affordability. It is recognised that a good mix of accommodation type, size and tenure provides for the needs of modern communities more appropriately. In this respect quality urban design is considered vital to achieving places that work as well as development that complements its context and contributes to visual amenity. For example, the completion of residential estates is an essential factor to ensuring consistency and quality in development in Roscommon town. These aspects are addressed further in the Development Management Guidelines and Standards at the end of this Chapter as well as in Chapter 9 of the RCDP 2014-2020.

<sup>1</sup> Now the DECLG

In assessing new applications for residential development in the town, the Planning Authority will have regard to the recommendations in the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas*, DEHLG, 2009.

### 8.2.7 Traffic Management in Urban Areas

Road safety for all road users is an important issue and in town centres and residential areas the needs of pedestrians and cyclists should have priority over motorised transport. The Traffic Management Guidelines 2003 and the Road Traffic Act 2004 provide for the use of lower speed limits in certain areas, for example town centres, residential areas and in the vicinity of schools, as well as for the design of roads to provide for such lower speeds.

In addition, the way in which streets are managed and used promotes or discourages a sense of community and makes them an attractive or unattractive place to live, work, shop etc. Travel needs can be reduced by land use policies which facilitate mixed uses and closely grouping different uses. Parking policy is an important element in planning and traffic management. The level of car parking provided, its location, possible fee structure and enforcement levels can all have a considerable effect on car use and traffic flow patterns. The availability of convenient and affordable parking in an area can influence people's decision on their mode of travel and in certain circumstances a reduction in the number of parking spaces may be desirable in congested urban areas. However, this can only be considered where public transport provides a viable alternative.

Car parking policies must consider various needs such as people with disabilities, commercial vehicles, taxis and motor cycles. It must also consider the conflicts between all day and short stay parking as well as the need for good advance signage. In addition, a reduction in parking standards in town centres encourages development in such areas that might otherwise be forced to locate where land has lower value. These aspects are addressed further in the Development Management Guidelines and Standards at the end of this Chapter as well as in Chapter 9 of the RCDP 2014-2020.

### 8.2.8 Design Guidelines for Residential Estates

The design of residential layouts can give a sense of identity to an area, provide for safe outdoor spaces and facilitate community interaction. Conversely, poor design can allow the development of anti-social behaviour. New development should therefore be responsive to local character and respect the visual context of the area rather than becoming extensions that lack character. Successful developments can be achieved by careful integration with the landscape or built environment using the right materials, forms and landscape elements for the locality relating to the existing built fabric and settlement structure.

The Council will have regard to the following in the assessment of residential proposals in the town:

- The need for land to be used economically.
- The capacity of the infrastructure to cater for future population.
- The adequacy of present and future community facilities.
- Appropriate density.
- Adequate privacy for individual houses, flats etc.
- The safety of proposed layouts and the capacity of existing roads to absorb future development.
- Adequate provision for car parking, open space, landscaping and planting.
- Integration with existing development and the preservation of attractive features on site.

Furthermore, the Council will continue to seek to facilitate the improvement of visually obtrusive and derelict sites within the Plan area. This will help to improve the overall appearance of streetscapes, therefore contributing to environmental improvements in the main urban areas. These aspects are

addressed further in the Development Management Guidelines and Standards at the end of this Chapter as well as in Chapter 9 of the RCDP 2014-2020.

### 8.2.9 Sustainable Energy and Design

The promotion of renewable energy throughout County Roscommon is important for both economic and environmental reasons. Environmentally, the harnessing of renewables for energy production reduces local air pollution, produces little or no waste, and releases no harmful greenhouse gases into the atmosphere. In addition, renewable energy can contribute to employment generation either directly in the renewables industry or indirectly in the supply industry.

Renewable energy technology is well advanced and widely available, and there are a number of grants available to provide systems in existing or new development including residential developments. The Council will encourage more sustainable development through energy end-use efficiency, increased use of renewable energy and improved energy performance of all new building developments in the town and throughout the county.

With regard to building construction and energy use, all new residential dwellings require a building energy rating (BER) before they are offered for sale or rent. This requirement also applies to all new non-residential development and to existing buildings offered for sale or rent.<sup>2</sup> In addition, all public buildings with a floor area of 1,000m<sup>2</sup> must display a BER certificate. Proposals for buildings exceeding 1,000m<sup>2</sup> must consider the technical, environmental and economic feasibility of using alternative energy systems in the proposed building and the use of such systems have to be taken into account, as far as practicable, in the design of the proposed building. Alternative energy systems to be considered include:

- Decentralised energy supply systems, based on renewable energy.
- Combined heat and power systems.
- District or block heating or cooling, if available.
- Heat pumps

Further information regarding sustainable energy and design, and building construction and energy use is contained in Chapter 9: Development Management Guidelines and Standards of the RCDP 2014-2020.

## 8.3 DEVELOPMENT MANAGEMENT GUIDELINES AND STANDARDS

It is an obligation of the Council to ensure that planning permissions granted under the Planning Acts are consistent with the policies and objectives set out in the Roscommon County Development Plan (RCDP) and the Local Area Plan (LAP) for the area, as well as the proper planning and sustainable development of the area. These standards are intended to give information and a general guideline as to the Planning Authority's requirements regarding particular aspects of proposed developments. The standards are intended to give an indication of the criteria that will be taken into account when assessing applications for new developments. These standards and guidelines are complimentary to the overall development strategy and the individual objectives and policies of the RCDP 2014-2020, as well as the Roscommon Town LAP 2014-2020.

Development Management Guidelines and Standards are set out in Chapter 9 of the RCDP 2014-2020 and it will be a requirement of all new developments to comply with these whilst they are in force as well as their successors from 2020 to 2026 and onwards.

For residential development, further requirements are outlined in the DEHLG (now the DECLG) guidelines, *Sustainable Residential Development in Urban Areas: Guidelines for Planning Authorities*, May 2009, and *Urban Design Manual: A best practice guide*, May 2009, as well as *Guidelines for Planning Authorities on*

<sup>2</sup> Enacted as part of the Building Control Bill 2001

*Sustainable Urban Housing: Design Standards for Apartments*, 2007, which Roscommon County Council will have regard to when assessing planning applications for residential development.

With regard to traditional shopfronts and buildings on the Record of Protected Structures (RPS) or within Architectural Conservation Areas (ACAs) the *Architectural Heritage Protection - Guidelines for Planning Authorities*, DEHLG 2005, should be used to guide development.

Roscommon County Council has adopted a Policy on Advertising Signs and this should be referred to and read in conjunction with the section on Advertising in Chapter 9: Development Guidelines and Standards of the RCDP 2014-2020 when such signs are considered within the LAP area.

Potential applicants are advised to contact the Planning Authority prior to lodging a planning application particularly in the case of large developments and those requiring an Environmental Impact Statement. Prior consultation with the Planning Authority can reduce delays in the planning process.

### 8.3.1 Wastewater Treatment

The Council recognises that large areas outside the mains sewerage system are dependent on individual wastewater treatment facilities. Where such systems are used it is important that they are installed and maintained to the highest possible standards and that they conform to the requirements set out in the EPA Wastewater Treatment Manual, and more up-to-date standards if issued. Individual treatment systems will not be permitted in serviced areas and will only be allowed in zoned areas in the most exceptional circumstances.

### 8.3.2 Flood Risk and Protection

This Section should be read in conjunction with the guidelines produced by the DEHLG (now the DECLG) and the OPW, *The Planning System and Flood Risk Management*, 2009. New development will be required to meet the following criteria:

- Development which is sensitive to the effects of flooding will not be permitted in flood prone or marginal areas.
- Appropriately designed development which is not sensitive to the effects of flooding may be permissible in floodplains provided it does not significantly reduce the floodplain area or otherwise restrict flow across floodplains.
- Development must, in so far as is reasonably practicable, incorporate the maximum provision in terms of attenuation to reduce the rate and quantity of runoff.
- For developments adjacent to water courses of a significant conveyance capacity, any structures must be set back from the edge of the watercourse to allow access for channel clearing/maintenance. This would usually be a minimum of 10 metres.
- Any new development must be designed and constructed to meet the following minimum flood design standards:
  - For urban areas and where development (existing, proposed or anticipated) are involved - the 100 year flood.
  - For rural areas or where further developments (existing, proposed or anticipated) are not involved – the 25 year flood.

### 8.3.3 Residential Site Maintenance and Management

The Planning and Development Act 2000, as amended, provides for the inclusion of conditions attached to a planning permission regarding the maintenance and management of a proposed development. This includes the establishment of a management company (including waste management) or maintenance. Once the development is complete, provisions for estate management should be created in order to

maintain the amenity, quality and visual quality of a development. Details of the management company, inclusive of the framework of the management company, must be agreed with the Local Authority prior to the commencement of development:

- Establish a management company, with a board, including representatives of the residents, to oversee estate management. This should consider the provisions of the Multi Unit Developments Act 2011.
- Develop policies in relation to the overall appearance of the development as well as to maintenance of common areas.

#### 8.3.4 Derelict Sites

The Council will continue to take appropriate action in accordance with the provisions of the Derelict Sites Act 1990, and amendments, to ensure the elimination of dereliction as it occurs. At the community meeting several sites within the LAP area were identified as derelict. The Council will encourage the redevelopment of these sites and facilitate well-designed new development.

#### 8.3.5 Infill developments

Infill development must have due regard to the predominant existing uses, building lines and heights, design features, as well as the existence of particular features such as built heritage, trees and open spaces. Proposals for infill development must demonstrate how they will integrate satisfactorily with the adjoining developments, without loss of amenity.

In the town centre area, greater flexibility over the normal development standards may be given, provided good planning and design are achieved. In town centre locations, where minimum parking standards may not be achievable or desirable, a contribution in lieu may be accepted (see Section 8.3.8 below for further details). Similarly, good quality infill proposals in the town centre may be afforded a relaxation in the minimum open space standards.

#### 8.3.6 Access for All

In the interests of providing access for everyone, the specific access requirements for the elderly, children and people with disabilities must be incorporated into the design of shops, commercial buildings and all other buildings, public spaces, facilities and services likely to be used by the general public.

#### 8.3.7 Lighting, Signage and Advertising

Advertisement signs have the potential to add particular interest to an area. The excessive use of signs, particularly illuminated signs, however can detract from the very location they are advertising. The use of signage must therefore be closely monitored. The use of external advertising signs will generally be restricted to one per business.

#### 8.3.8 Car Parking

All developments shall be required to provide adequate provision within the site for servicing of the proposal and for the parking and manoeuvring of vehicles associated with it. Parking accommodation will be expected to locate within, or in close proximity to, the site of the proposed development, and will normally be established behind the building lines in each development. The minimum parking requirement shall be calculated in accordance with the standards laid out in Table 7 below.

The layout and design of roads in housing developments shall have regard to the *Traffic Management Guidelines* issued jointly by the DEHLG (now the DECLG), the Department of Transport and the Dublin Transportation Office, 2003, and any updates.



Residential car parking spaces, including car parking spaces for mobility impaired people, shall be constructed to be capable of accommodating future electrical charging points as required. Parking spaces shall be coded/metered, slow charging 220-240 v, 13A single phase. The Council is committed to supporting this technology.

The following should be considered when making provision for car parking facilities for all categories of development:

- Requirements for numbers of car parking spaces are set out in Table 7 below.
- In dealing with planning applications for change of use or for replacement buildings, allowance will be made for the former site use in calculating the car parking requirements generated by the new development.
- Where the provision of on-site parking is not possible, the Council may, in exceptional circumstances, accept a financial contribution in respect of the shortfall in the number of spaces. This will however be at the discretion of the Council and is likely only to apply to small scale town centre locations where the Council has provided, or intends to provide additional public car parking spaces.
- Parking and service spaces must be located on site so as to prevent road/street obstruction, and should be located where possible to the rear and side of buildings and in such a manner to ensure minimal injury to the amenity of adjoining premises.
- Planting and landscaping of all car parks shall be required.
- Parking facilities for mobility impaired drivers and their vehicles shall be provided at the general rate of 2 to 5 per 100 spaces, such spaces shall be proximate to the entry points of the proposed buildings. The allocated spaces shall be clearly delineated and shall also display a relevant upright sign.
- The parking spaces shall be proximate to the entry points of the proposed buildings.
- The parking standards for residential development will be reviewed in town centre locations and where innovative design principles are adopted. In such cases grouped parking will be encouraged.
- Where reference is made to 'floor area', it refers to gross floor area unless otherwise indicated.
- Standard / Minimum parking dimensions shall be 2.5 x 5.0 metres.
- For primary and secondary schools, a bus circulation area may be required.
- Provision shall be made for parking commercial vehicles, where appropriate.

Where the parking standards shown in Table 7 below do not cover the type of development proposed, the requirement shall be calculated relative to the most appropriate standards.

**Table 7: Car parking Standards**

Residential	Car Parking Requirements	Commercial	Car Parking Requirements
Dwelling house/Apartment (1-3 bedrooms)	1.5 per unit	Shops (<250m <sup>2</sup> gross)	Retail Floorspace 1 space per 20m <sup>2</sup>
Dwelling houses/Apartment (4+ bedrooms)	2 per unit	Shops (250 – 1000m <sup>2</sup> gross)	Retail Floorspace 1 space per 14m <sup>2</sup>
Guest House/B&B	1 space per bedroom*	Shops (> 1000 m <sup>2</sup> gross)	Retail Floorspace 1 space per 10m <sup>2</sup>
Hotel	1 space per bedroom*	Banks	1 per 14m <sup>2</sup>
Hostel	1 space per bedroom or 1 space per 10 bed dormitory*	Service Garages	To be determined by PA
Motel	1 space per bedroom or 1 space per 10 bed dormitory*	Offices (Town Centre) Gross Floorspace	1 space per 50m <sup>2</sup>
Caravan / Camping Site	1 space per pitch*	Offices (Office Park) Gross Floorspace	1 space per 50m <sup>2</sup>
*Facilities are required for the set down and pick up for cars and coaches.		Public Houses / Restaurants / Lounge Bars	1 space per 7m <sup>2</sup> net floor space
		Hot Food Take Away	Minimum of 10 spaces per unit or 1 space per 10m <sup>2</sup> of retail space

Dance Halls / Ballroom / Disco	1 space per 3m <sup>2</sup> *
Cinemas, Theatres, Stadia	1 space per 5 seats
Conference Centres: Public Areas	1 space per 25m <sup>2</sup>
Churches / Church Hall	1 space per 5 seats
Hospitals / Nursing homes	1.5 per bed
Surgeries	2 spaces per consultants room
Petrol Filling Station	2 spaces per pump plus requirement for other uses
Carwash	5 waiting spaces without interference to other spaces or the public road
* For buildings which have mixed use the calculation will be based upon the highest demand.	

Note: Large complex development may be assessed separately with regard to the circumstances.

Industrial	Car Parking Requirements
Man. Ind. / Light Ind. Gross Floorspace	1 space per 50m <sup>2</sup> *
Showrooms: Gross Floorspace	1 space per 50m <sup>2</sup> *
Warehouses: Gross Floorspace	1 space per 100m <sup>2</sup> *
Garages	1 space per 50m <sup>2</sup> *
*Facilities are required for the parking and turning of vehicles serving the development.	

Community	Car Parking Requirements
Athletics Playing Field	20 per track / field
Library	1 space per 50m <sup>2</sup>
Funeral Home	1 space per 5m <sup>2</sup>
Primary school	3 spaces per classroom
Secondary school	3 car spaces per classroom
Childcare facilities	1 car parking space per staff member + 1 car parking space per 4 children
Golf driving range	1 space per 2m of base line / per trap

Golf / pitch and putt courses	4 spaces per hole
Sports Clubs incl. swimming pools, tennis courts etc.	2 spaces per court, 5 spaces per 100m <sup>2</sup>
Stadia	1 space per 3 seats
Bowling Alley	3 spaces per Lane
Pool / gym	1 space per 10m <sup>2</sup>
Community Centre	1 space per 10m <sup>2</sup>

Bicycle Parking Standards	Relevant Cycle Parking Standard
Dwelling houses and flats	1 unit per dwelling
Shops	1 unit for every 200m <sup>2</sup> of gross floor space
Supermarkets and large stores	1 unit for every 200m <sup>2</sup> of gross floor space
Offices	1 stand for every 500m <sup>2</sup> of gross floor space
Industry	1 stand for every 500m <sup>2</sup> of gross floor space
Warehousing	1 stand for every 1000m <sup>2</sup> of gross floor space
Theatre, cinema, church, stadium	1 stand for every 100 seats
Hotels, guest houses	1 stand per 50 bedrooms
Lounge bars	1 stand for every 200m <sup>2</sup> of public floor space
Restaurants	1 stand for every 200m <sup>2</sup> of public floor space
Function room, dance halls, clubs	1 stand for every 200m <sup>2</sup>
Playing fields	4 stands per pitch
Schools	1 stand per 50 pupils
Nursing home	1 stand per 20 members of staff

Note: one stand = 5 units

## 1. Loading and Unloading

In addition to the general car parking requirements, service parking spaces may be required for cars or other vehicles involved in the operation of the business of a particular building, for example delivery and collection of goods. In all major developments of an industrial/commercial nature, developers will be required to provide loading and unloading facilities sufficient to meet the likely demand of such development. Off-street loading facilities shall be designed to conform to the following requirements:

- Loading spaces may be enclosed within a structure, and must be if they are located within 15m of the curtilage of the residence where the use involves regular night operation.
- There shall be appropriate means of access to a street or road as well as adequate manoeuvring space.
- The maximum width of driveway openings at the street boundary shall be 7.6 metres and the minimum width shall be 3.6 metres.

Loading facilities shall be provided and maintained as long as the use exists. All reasonable precautions shall be taken by the owner or occupier to assure availability of required facilities to the delivery and pick-up vehicles. The Planning Authority may modify the requirements of loading and unloading facilities in any specific case, where it appears that it would be in the interests of the proper planning and sustainable development of the area to do so. It is important to identify areas for loading bays adequate to meet local business requirements and in order to assist with traffic flow in the town.

## 2. Heavy Vehicles

The indiscriminate parking of heavy commercial vehicles or machinery in residential areas detracts greatly from the amenities of these areas and creates traffic safety concerns. The Planning Authorities will co-operate with all other bodies that exercise control over this type of parking, to eliminate the nuisance created.

## 3. Cycle Facilities

Cycle routes and bicycle parking shall be well provided for in new office, residential, retail and employment generating developments. The Department of Transport has several guidance documents concerning the design of cycle facilities within urban areas and these should form the basis of such development. All long-term (more than three hours) cycle racks should be protected from the weather. From a security viewpoint cycle racks should not be located in out-of-the-way locations and shall be conveniently located, secure, easy to use, adequately lit and well posted.

### 8.3.9 Transport *(To be read in conjunction with Chapters 3, 4 and 7 (Infrastructure and Transportation) of this LAP and Chapter 4 of the RCDP 2014-2020)*

In order for the road network to fulfil its primary function in an era of rapid growth in car ownership and freight movement, it will be necessary to limit the number of accesses and junctions to the network. Failure to do so would result in:

- Traffic hazard and congestion;
- Reduction in carrying capacity;
- High maintenance costs; and,
- Inadequate return on public investment.

The Council will not approve a proposal that will create a serious traffic hazard. The positioning of the access, the ability to obtain adequate sight lines and the number of existing accesses and junctions on a stretch of road will all be taken into account. The standard of sight lines required will vary according to the type of road. In siting and designing the access, existing hedgerows and trees should be retained, where possible. The replacement of hedgerows removed with indigenous species will be viewed favourably by the Council. Car parking standards (Table 7 above) will also be required to ensure that proposals do not result in cars or delivery vehicles parking on the public road.

## 1. National and Regional Roads

The National Road network should provide safe and efficient links between the principle towns and villages and thus contribute significantly to the economic prosperity of the county and State as a whole. Chapter 4 of the RCDP 2014-2020, provides specific policies and objectives with regard to development on National and Regional Routes, and Chapter 7 of this LAP provides more specific policies and objectives for the Roscommon town area.

The policy relates primarily to proposed developments located on national roads outside the 50kph speed limit zone of the town, but also addresses development proposals planned for other locations which, because of their potential to generate high volumes of traffic, could have significant implications for national roads in the area concerned. Development control shall seek to channel traffic from new development onto existing local roads and in this way use established access points to gain entry onto

national roads and shall have regard to the DECLG Policy Document, *Spatial Planning and National Road: Guidelines for Planning Authorities*, January 2012.

## 2. Public Transport

The Council shall fully support the RTI scheme in and around Roscommon town, and will encourage any attempts to expand this scheme to parts of the county not already served. Proactive efforts will be made by the Council to consolidate development in areas which are in close proximity to public transport services.

The Council shall encourage developments that attempt to harness the benefits that would be derived from improving existing rail links and establishing new commuter rail links that may be proposed e.g. Roscommon town to Athlone. The Council supports the extension of public transport options through the development of new/additional Quality Bus Corridors as indicated in the Regional Planning Guidelines for the West Region 2010-2022.

### 8.3.10 New Residential Development

The proposed pattern for future residential development reflects a compact urban form. This will promote accessibility to employment and to commercial, educational, social and other services. All residential development proposals should incorporate an appreciation of their context, complement the existing built environment, create sustainable movement systems for pedestrians, cyclists and vehicular traffic, offer a range of house types and include attractive and well considered detailing i.e. quality of the public realm and the interface between the public realm and buildings.

#### Dwelling Type

A suitable mix of house types is required in each development proposal. This mix should ensure a suitable combination of one, two and three bed units, as well as larger units in suitable locations. Applicants are also required to provide these units in a range of formats, including detached, semi-detached and terraced.

#### Building Line

Applicants, when making an application, will normally be required to respect the established building line in place. In instances where the existing structure being replaced has previously broken the building line, applicants will normally be requested to reinstate the general building line. This minimum set back must be increased in instances where the lands to the front of the development are required for visibility splays.

#### Open Space Requirements

Applicants will be required to provide sufficient, useable open space which is passively surveyed and easily accessible. Applicants should aim to include a mix of large and smaller open spaces which cater for a range of recreational activities.

#### Traffic Management within Residential Developments

Developers shall have regard to the Traffic Management Guidelines. Residential developments shall include natural traffic calming measures through the incorporation of natural vegetation, formal crossings, shared surfaces and on-street car parking. Sight distance/visibility splays shall be in accordance with those outlined in the County Development Plan.

#### Design Statements

To prevent the negative impacts on quality of life and the natural and/or built landscape associated with poor residential design, design statements justifying design proposals will be required to accompany applications for two or more houses. This must address the visual integration of the proposals in terms of design, siting and materials. Pedestrian access ways must also be addressed.