Our Case Number: ACP-324610-26

An Coimisiún Pleanála

Aidan Kelly
Cappalisheen
Kiltoom
Co. Roscommon
N37 K292

Date: 23 October 2026

Re: Hodson Bay Waterfront Park Project
Hodson Bay, Townland of Barrymore, Co. Roscommon

Dear Sir / Madam,

An Coimisiún Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

Please note that the proposed development shall not be carried out unless the Commission has approved it or approved it with conditions.

If you have any queries in relation to the matter please do not hesitate to contact the undersigned officer of the Commission at laps@pleanala.ie

Please quote the above mentioned An Coimisiún Pleanála reference number in any correspondence or telephone contact with the Commission.

Yours faithfully,

Kevin McGettigan

Kevin McGettigan
Executive Officer
Direct Line: 01-8737263

JA02

Teil	**Tel**	(01) 858 8100
Glao Áitiúil	**LoCall**	1800 275 175
Láithreán Gréasáin	**Website**	www.pleanala.ie
Ríomhphost	**Email**	communications@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

An Coimisiún Pleanála

SID Online Observation

Online Reference
SID-OBS-006152

Online Observation Details

Contact Name	Lodgement Date	Case Number / Description
Aidan Kelly	12/10/2026 14:44:38	324610

Payment Details

Payment Method	Cardholder Name	Payment Amount
Online Payment	orla mcsharry collins boyd	€50.00

Fee Refund Requisition

Please Arrange a Refund of Fee of
€

Lodgement No
LDG— 090691 - 26

Reason for Refund

Documents Returned to Observer
☐ Yes ☐ No

Request Emailed to Senior Executive Officer for Approval
☐ Yes ☐ No

Signed

EO

Date

Finance Section

Payment Reference
ch_3UPjWsB1CW0EN5FC00ALeFj9

Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount
€

Refund Date

Authorised By (1)

SEO (Finance)

Authorised By (2)

Chief Officer/Director of Corporate Affairs/SAO/Board Member

Date

Date

Aidan Kelly
Cappalisheen
Kiltoom
Co. Roscommon
N37 K292

12/10/2026

An Coimisiún Pleanála
64 Marlborough Street,
Dublin 1,
D01 V902

Re Application No. 324610 Roscommon County Council, Hodson Bay, Athlone.

Dear Sir,

I, Aidan Kelly of Kiltoom, Roscommon wish the Commission to consider this submission in relation to the above. At the outset I wish to record that I am fully supportive of the project, and I hope it comes to fruition. There are however some aspects of the proposals which could be reconsidered and improved.

My interest in this project is both personal and professional, I am a long-standing builder and developer who has successfully completed many projects in Hodson Bay/Barrymore and indeed in the environs of Athlone over the last 30 years. I own serviced land in Hodson Bay which I intend to develop in due course. This ambition in development terms is related to the proposal above. The proposed development is large in scale and if successfully delivered will bring much needed revenue, employment and profile/publicity to the area.

There are three areas in which I consider this proposal could be improved. These relate to the provision of housing, connections with Athlone Town including the provision of public transport and the preparation of a development plan fit for purpose. The application whilst directly creating over 80 jobs and assessing infrastructure in the area is silent on housing provision as an element of infrastructure. There is no explanation or solution given/proposed as to how suitable housing will be provided. I am not the only developer in the area willing to provide local housing but there is no ambition from the applicant to support or allow modern compact residential development in this area. I would ask if the development of intense recreational development is sustainable in the absence of appropriate housing.

There is very little discussion in the application with regards to public transport provision. The provision of 2 bus stops is welcome but there is no indication given as to how the development could be serviced with public transport. Hodson Bay had for generations a development plan called The Athlone Environs Plan. This was a developmental link with the town. The upgrade of the L2020 is a welcome development, however on reaching the junction with the N61 there is no purpose-built cycling infrastructure. I would suggest that very few cyclists would use the N61 to reach Athlone Town and conversely very few would use the N61 to reach the L2020. There is a glaring disconnect in the infrastructure proposed and no obvious proposal to make useable connections.

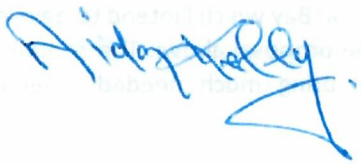
It is not clear to me in the application if Athlone Golf Club have agreed to sell / make available land necessary to alter the geometry of the L2020.

I wish to make the following commentary on The Development Plan and the proposed application. The development plan for Hodson Bay is a long way from the integrated planning that is espoused in the new planning act. The Hodson Bay area is described many times in the application as being rural, yet the application boasts that the development accords with DMURS which is an urban design manual. The mobility management plan presents itself as a solution throughout Hodson Bay as regards sustainable travel but only details proposals for the L2020. The increase in car parking provision to over 500 spaces is difficult to reconcile with modern ambitions to decrease and minimise the development of such parking schemes. How can these dichotomies be realised?. I suggest that the relevant authorities look at Hodson Bay area as an opportunity to bring a higher level of integrated planning to the area and in doing so strengthen the application.

Finally, my experience with the planning system as it is applied to Hodson Bay is very incisive and definite interpretation of the objectives in the Hodson Bay / Barrymore Area Plan. I am therefore surprised that in the case of this application the zonings are described by the applicant as not being formal zonings (as no development matrix exists) is a matrix needed for one land use and a question arises whether noncompliance with objectives HB 7 - 9 mean a material contravention of the plan.

I would ask that this submission be considered as a positive support for the overall project but within a new integrated development framework for the area, in order to achieve a much better version of proper planning and sustainable development.

Yours faithfully,



Aidan Kelly