Our Case Number: ACP-324610-26

An Coimisiún Pleanála

Oisín Kelliher
Hodson Bay,
Athlone
Co. Roscommon
N37 AT86

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
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64 Sráid Maoilbhríde
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64 Marlborough Street
Dublin 1
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An Coimisiún Pleanála

SID Online Observation

Online Reference
SID-OBS-006151

Online Observation Details

Contact Name	Lodgement Date	Case Number / Description
Oisin Kelliher	12/10/2026 14:20:44	324610

Payment Details

Payment Method	Cardholder Name	Payment Amount
Online Payment	Oisin Kelliher	€50.00

Fee Refund Requisition

Please Arrange a Refund of Fee of
€

Lodgement No
LDG— 090693-26

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_3UPj9jB1CW0EN5FC1jFS4pOT

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

Observation to An Coimisiún Pleanála – Hodson Bay Waterfront Park (ACP Case Ref. JA20.324610)

Oct 12th 2026

To: The Secretary, An Coimisiún Pleanála, 64 Marlborough Street, Dublin 1 (laps@pleanala.ie)

Re: ACP Case Ref. JA20.324610 – Hodson Bay Waterfront Park, Barrymore, Co. Roscommon. Application by Roscommon County Council under s.175(4) and s.177AE(4) of the Planning and Development Act 2000 (as amended)

From: Oisín Kelliher, Hodson Bay, Athlone, Co. Roscommon

1. Introduction

I fully support the Hodson Bay Waterfront Park and ask the Commission to approve it. This observation does not object to any part of the scheme. It raises three practical matters on the L2020 Local Road, which I would ask to be addressed by condition or by clarification from the applicant so that the active-travel route on the road works as intended.

I live in the house on the north-west side of the L2020 between the N61 junction and the railway level crossing (General Arrangement sheet 9A/9B, drawing 31022-DR-CIV-CE-00109), and I own the field on the south-east side of the road directly opposite. These observations are based on using this road every day and on the drawings and reports lodged with the application.

At this section of the road the application proposes to widen the existing north-west footway into the carriageway to form a 3 m shared path, leaving a carriageway of 5.5 m to 6.0 m (5.7 m at Section Q, drawing 31022-DR-CIV-CE-00502), with speed cushions at about 150 m spacing. The EIAR expects about 432 additional vehicle trips per day on the L2020 (Chapter 14, s.14.1.5.2.3), a 12% to 25% increase on existing peak volumes, and up to 30 HGV movements a day over a construction period of around 30 months (s.14.1.5.1). Recorded 85th-percentile speeds are already 60 to 67 km/h against the 50 km/h limit (s.14.1.4.2.3). The three matters below concern how the narrowed road and its drainage will cope with that, and how people arriving on foot or by bicycle get to the waterfront safely.

2. Observations

2.1 The south-east road edge is subsiding, and the narrowed carriageway will sit on it

The south-east edge of the L2020 opposite my house is giving way. Over a roughly 100m - 150m section (marked on Extract A in the Appendix) of the carriageway edge, the surfacing is breaking off, and the verge drops steeply to the field. Photograph 3 in the Appendix shows the present condition.

As I read the drawings, the design places more traffic on this edge without proposing any works to it:

- The shared path is formed by widening the existing north-west footway into the carriageway (GA sheet 9: "Widen existing footway to provide shared path (3m minimum width). Proposed carriageway width to be between 5.5m and 6.0m"). The carriageway, and the centreline with it, moves south-east towards the failing edge.

- Only the north-west lane is rebuilt ("Full carriageway reconstruction to regrade crossfall and tie into proposed kerb line", drawing 31022-DR-CIV-CE-00209). The south-east edge is shown as "existing carriageway", with no kerb, edge reconstruction or embankment works, and the project boundary runs along it.
- The Stage 1 Road Safety Audit raised the narrowed widths (Problem 3.1), and the response was that vehicle tracking shows 15 m coaches can pass at all the narrowing locations. Where two coaches pass in a 5.5 m to 6.0 m carriageway, the offside wheels run on this unsupported edge. Problem 3.2 (accepted) notes that larger three-axle buses may overrun verges.
- No intrusive ground investigation was carried out along the road corridor (EIAR Chapter 7, s.7.2.2), and the Engineering Report does not assess pavement or edge condition. The soils here are mapped as poorly drained mineral soils over glaciofluvial sands and gravels (s.7.3.2).
- Construction traffic of up to 30 HGV movements a day for around 30 months, and the permanent 12% to 25% increase, will all run over this edge.

The EIAR commits to pre- and post-construction road condition surveys (Chapter 14, s.14.1.8.2.9), which is welcome. I would ask that the edge be repaired as part of the scheme rather than only recorded, since it is the scheme that will be loading it.

Request. I would ask the Commission to consider a condition that, where the carriageway is narrowed to 5.5 m to 6.0 m, the south-east edge of the L2020 is investigated and reconstructed as part of the development, with a kerbed and drained edge and the haunch and embankment made good to a design confirmed by ground investigation, before the shared path opens.

As the owner of the adjoining field I would facilitate works to regrade and stabilise the embankment below the road. Filling the margin up to road level would remove the slope that is pulling the road edge down, and would also create the space for a footpath on the south-east side (see 2.3).

2.2 The road's surface water drainage has failed, and the scheme keeps it

The road gullies and pipework along this section of the L2020 no longer drain the carriageway. After ordinary rainfall the road ponds across the full north-west lane and footway at the gully (location 1 on Extract A; Photograph 1, 14 September 2026) and on both sides of the road on the approach to the level crossing (location 2; Photograph 2, same day). Roscommon County Council clears these gullies every few months but it does not resolve the blockage, which suggests collapsed or silted pipework rather than blocked gratings.

As I read the application, this network is not being repaired. The Drainage Strategy (s.5.3) states that the active travel corridor "retains its existing network and drainage regime" and that "existing gullies along the active travel corridor will be relocated to the carriageway to accommodate proposed footway widening". EIAR Chapter 4 (s.4.6.6) confirms 21 existing gullies on the western side will be relocated to the new kerb line. No CCTV survey of the existing pipework is included. Section Q shows the carriageway crossfall (2.6%) draining to the north-west kerb, so the whole road at this point depends on those gullies.

The ponding is exactly where the scheme places its new features: the 3 m shared path along the north-west kerb, the relocated gullies and the raised traffic calming. A shared path that floods is of little use to

pedestrians, wheelchair users or cyclists, and standing water on a raised feature or speed cushion is a skid risk for the cyclists the scheme is meant to attract.

Request. I would ask the Commission to consider a condition requiring a CCTV survey of the existing carriageway drainage along the L2020 between the N61 and the level crossing before construction, with defective gullies, connections and carrier pipework replaced or renewed as part of the development, so that the shared path and carriageway drain freely on completion.

2.3 Footpath continuity on the south-east side, and crossing the road near the N61

The L2020 is a cul-de-sac serving dwellings, the golf club, the hotel and the marina. The scheme is intended to bring many more people down it on foot and by bicycle, and to connect to the Lough Ree Greenway, which will meet the N61 close to the L2020 junction. As laid out, the route asks most of those people to cross the L2020 at least once, and those arriving from the Athlone direction to cross it twice:

- The shared path runs on the north-west side for about 900 m from the N61, crosses the road at the golf club boundary on an uncontrolled raised crossing, and continues on the east side for about 415 m to the marina (EIAR Chapter 4, s.4.3.4). The Road Safety Audit queried the level of priority at that crossing (Problem 3.5).
- At the N61 end the shared path starts on the north-west side ("shared path start/end with associated signage and tactile paving", GA sheet 9B), and no crossing of the L2020 is provided near the junction. Someone arriving along the N61 from Athlone reaches the junction on the south-east side of the L2020, crosses to reach the shared path, and crosses back at the golf club. The audit's point on the junction (Problem 5.2) was treated as outside the project scope.
- A footpath already exists on the south-east side for most of the length between the N61 and the golf club. It is missing in two sections of about 200 m each (Extract B in the Appendix): one at sheet 8A, where the verge has room for a footpath, and at sheet 9A/9B, where the ground falls away to the field and a footpath could be built once the margin is filled (see 2.1).

With a continuous south-east footpath, someone arriving from the Athlone direction would reach the hotel and marina without crossing the L2020 at all, and someone from the Roscommon direction would cross once, where visibility is best. Keeping the number of points where pedestrians, cyclists and vehicles meet to a minimum is in keeping with the approach set out in the applicant's DMURS Compliance Statement.

Request. I would ask the Commission to consider a condition requiring (a) completion of the south-east footpath across the two gaps of about 200 m, so that it is continuous from the N61 to the golf club crossing, and (b) a raised pedestrian crossing on the L2020 a short distance in from the N61 junction. The crossing would be on the local road rather than the N61, so it need not involve TII; the pair of speed cushions already proposed about 80 to 100 m in from the N61 junction could become a raised table serving that purpose.

3. Summary and closing

I ask the Commission to approve the development and, in doing so, to consider conditions (or clarification from the applicant) on the following:

1. Reconstruction of the south-east edge of the L2020 wherever the carriageway is narrowed to 5.5 m to 6.0 m, with a kerbed and drained edge and embankment works confirmed by ground investigation (2.1).
2. A pre-construction CCTV survey of the existing L2020 carriageway drainage between the N61 and the level crossing, with defective gullies, connections and pipework renewed as part of the works (2.2).
3. Completion of the south-east footpath across the two gaps of about 200 m between the N61 and the golf club, and a raised pedestrian crossing on the L2020 near the N61 junction (2.3).

Each of these is a small addition to road works the applicant is already carrying out, and each helps protect the public investment in the active-travel route. I have shared this observation with Roscommon County Council's project team ahead of lodging it, and I am happy to meet the applicant or the Commission's inspector on site. I will facilitate any works on my land that help deliver these items.

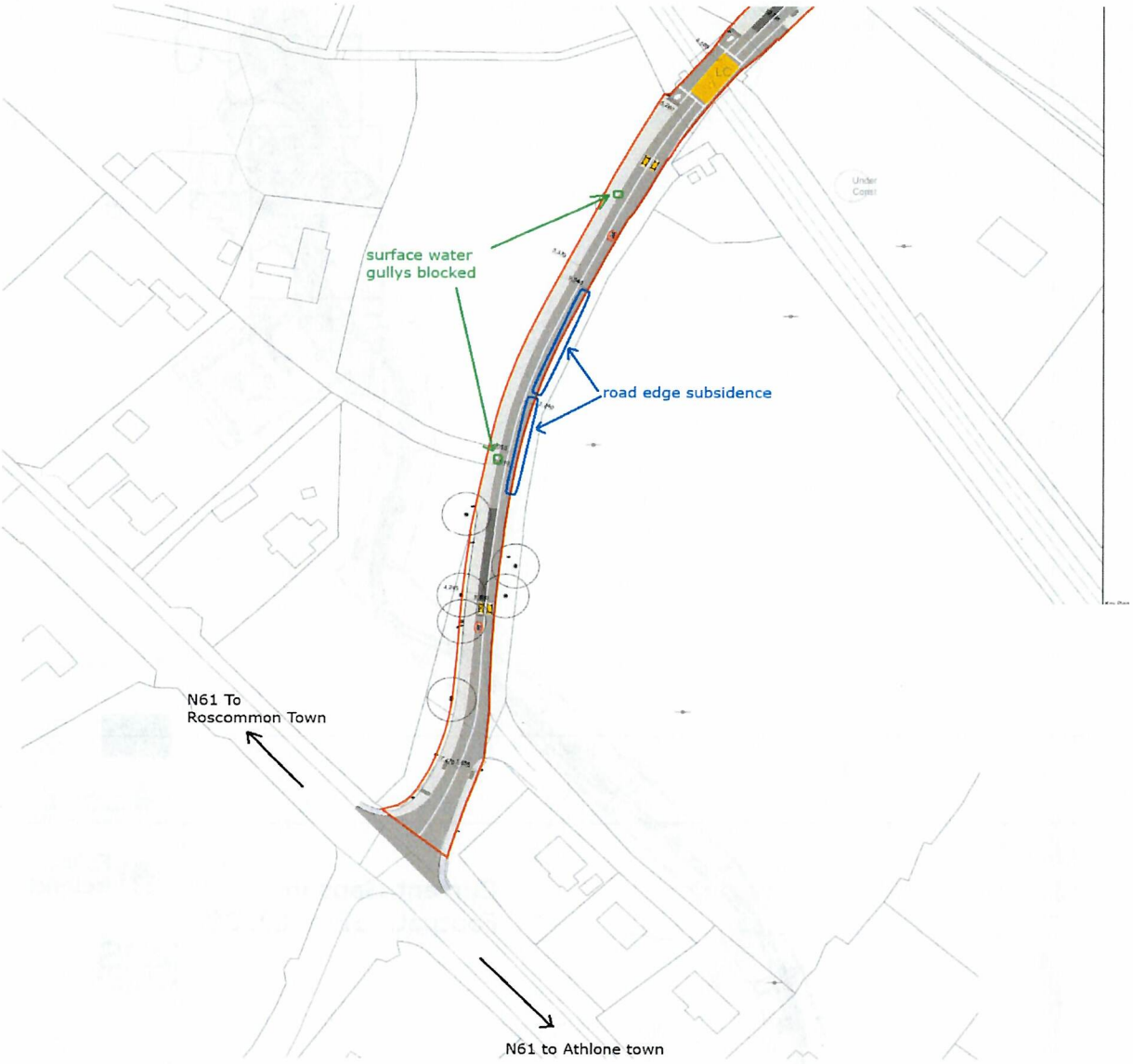
The prescribed fee of €50 is enclosed / paid online.

Yours faithfully,

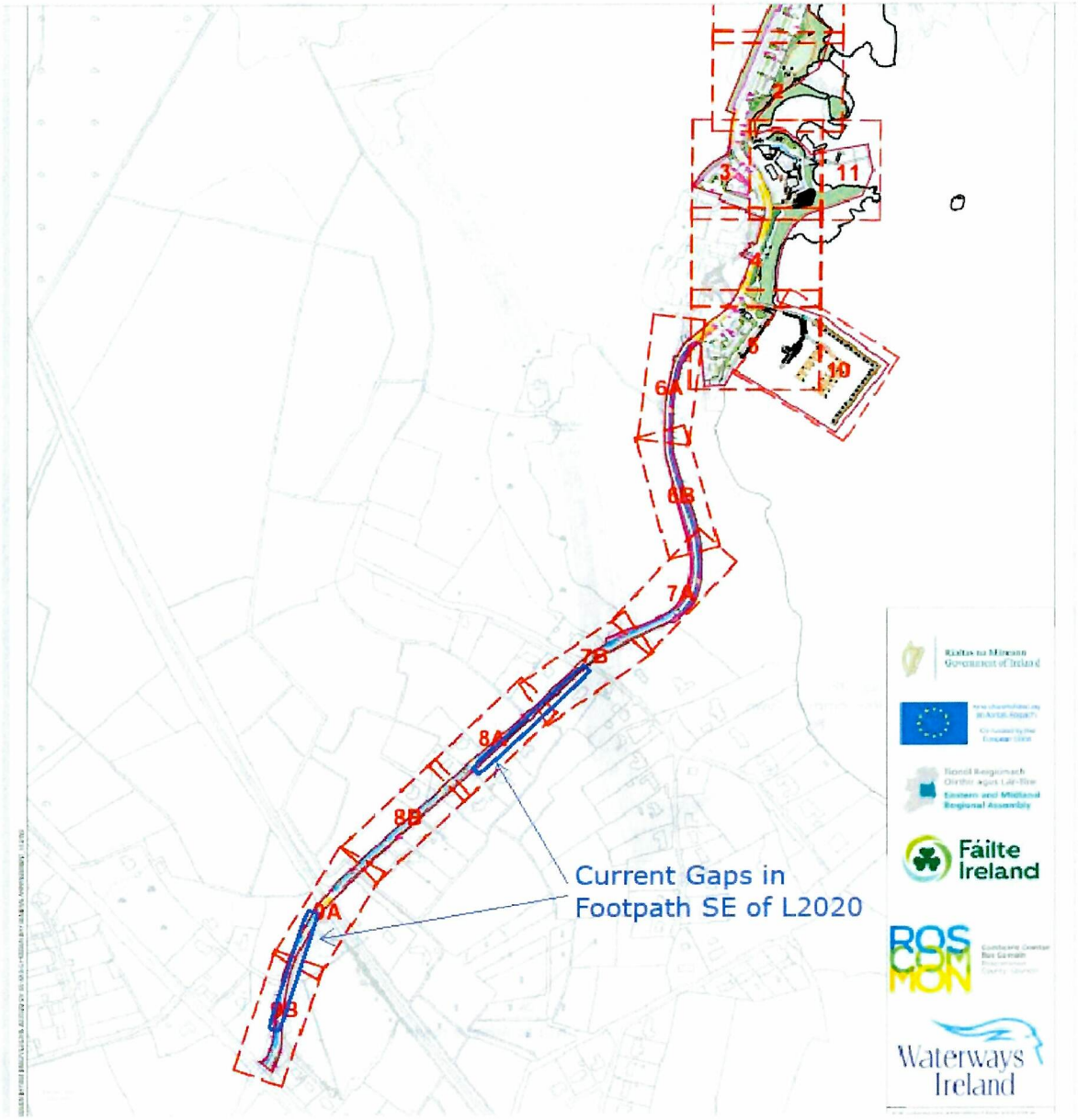
Oisín Kelliher, CEng Hodson Bay, Athlone, Co. Roscommon okoisin@gmail.com

Appendix – drawing extracts and photographs

Extract A. General Arrangement sheet 9A/9B (drawing 31022-DR-CIV-CE-00109), annotated. The blue outline marks the subsiding south-east edge; the green markers are the failed gullies.



Extract B. Key plan (drawing 31022-DR-CIV-CE-00100), annotated. The blue lines mark the two c.200 m sections on the south-east side of the L2020 with no footpath, at sheets 8A and 9A/9B.



Photograph 1. Location 1, outside my entrance, 14 September 2026. The gully is submerged and the north-west lane and footway are under water. The shared path is to be formed along this kerb.



Photograph 2. Location 2, approach to the level crossing, 14 September 2026. Ponding on both sides of the carriageway.



Photograph 3. The south-east edge of the L2020 opposite my house, looking towards the level crossing, September 2026. The red outline marks the length of edge that is unkerbed and breaking away, continuing into the bend.



Documents referred to (all at the applicant's planning documents page): General Arrangement 31022-DR-CIV-CE-00100 to 00111 (sheet 9 of 11); Signs, Lines, Kerbs and Surfaces 31022-DR-CIV-CE-00209; Sections 31022-DR-CIV-CE-00502 (Section Q); Engineering Report s.6.2.3; Drainage Strategy Report s.5.3; DMURS Compliance Statement; Stage 1 Road Safety Audit and Quality Audit (Problems 3.1, 3.2, 3.5, 3.6, 5.2); EIAR Chapter 4 ss.4.3.4 and 4.6.6, Chapter 5 s.5.6.2.3, Chapter 7 ss.7.2.2 and 7.3.2, Chapter 14 ss.14.1.4.2.3, 14.1.5.1, 14.1.5.2.3 and 14.1.8.2.9.