

**Section 3**  
**Proposed Amendments**  
**to [Volume 2 Urban Development](#)**  
**of the Draft CDP**



Proposed amendment ref. no.	Text of the proposed amendment	Page number in Volume 2 of the Draft CDP	Source of the proposed amendment
<b>Chapter 10 – Urban development principles</b>			
<b>PA-36</b>	<p>In the introductory text to Chapter 10 Urban development principles, insert an additional bullet point as follows:</p> <ul style="list-style-type: none"> <li>• urban regeneration, with a focus on town centres.</li> <li>• heritage-led regeneration including the maintenance of the character of historic streetscapes.</li> <li>• place-making and public realm improvements.</li> <li>• quality in architecture and urban design to contribute toward place-making, wellbeing and healthy communities.</li> <li>• the compact growth of urban areas.</li> <li>• strategic designations and zoning objectives</li> </ul>	Page 1	<p>Second CE Report, Volume 1, Section 7 Submission 113 (Arts Council) <b>CE-10-01</b></p>
<b>PA-37</b>	<p>In Section 10.1.1. Town Centre First Policy, insert the following paragraph:</p> <p>As indicated under Action 9 in Appendix 1 of the <i>Town Centre First Policy</i> document, the Land Development Agency will support the Policy’s objectives in towns with populations over 10,000 persons. The LDA has confirmed its commitment to actively engage with the Council and other state authorities to identify the potential for the reuse of vacant and underutilised sites in Sligo Town.</p>	Page 2	<p>Second CE Report, Volume 2 Submission 68 (Land Development Agency - LDA) <b>CE-10-02</b></p>

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<b>PA-38</b>	<p>Insert a new subsection 10.1.3 as follows:</p> <p><b>10.1.3 Placemaking through quality in architecture and urban design</b></p> <p>The pursuit of 'placemaking' in urban areas will require high-quality architectural, urban and landscape design interventions. New developments should demonstrate not only functionality, but also appropriateness to locational context and character, and positive contribution to the streetscape, townscape and 'sense-of-place', consistent with the criteria set out in the Urban Design Manual (DEHLG, 2009).</p>	After page 3	<p>Second CE Report, Volume 1, Section 7 Submission 113 (Arts Council) <b>CE-10-03</b></p>
<b>PA-39</b>	<p>In <b>Section 10.4 Compact growth</b>, insert an additional <b>Compact growth policy</b> as follows:</p> <p><b>P-CG-6</b> Ensure that large areas of greenfield zoned land in towns and villages are developed on the basis of masterplans, to be prepared by or in consultation with the Planning Authority, in order to ensure appropriate integration of land-use and transport.</p>	Page 11	<p>Second CE Report, Volume 1, Section 7 Submission 102 (National Transport Authority - NTA) <b>CE-10-04</b></p>
<b>PA-40</b>	<p>Modify the last paragraph of <b>Section 10.4.3 Masterplanning urban extensions</b> as follows:</p> <p>Further guidance on the role, scope and content of masterplans may be obtained from the <i>Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities</i> (January 2024) <i>Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns and Villages)</i> and the <i>accompanying Urban Design Manual – A Best Practice Guide</i> (DECLG, 2009), as well as from the UK documents <i>Creating Successful Masterplans</i> and <i>Getting the big picture right: A guide to large scale urban design</i> (Commission for Architecture and the Built Environment, 2004 and 2010, respectively).</p>	Page 10	<p>Second CE Report, Volume 1, Section 9 Supplementary Chief Executive's recommendations on issues arising from the SRDCS Guidelines <b>CE-10-05</b></p>

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<b>PA-41</b>	<p>In <b>Section 10.4.4 Connectivity – new circulation networks</b>, amend the third paragraph as follows:</p> <p>The main objective in designing new connections should be to create a grid. This can have either a regular or irregular shape, but it is important that each end of a street or path connects to others. Grid street networks are easy to understand and navigate, particularly for pedestrians and cyclists. They allow for easy orientation and minimize the distances between origins and destinations. This can result in shorter travel times and reduced congestion. <b>Pedestrians and cyclists can further benefit from filtered permeability, whereby links are provided for these modes only, thus offering a clear advantage over vehicular traffic.</b></p>	Pages 10-11	<p><b>Second CE Report, Volume 1, Section 7 Submission 102</b> (National Transport Authority - NTA) <b>CE-10-06</b></p>
<b>PA-42</b>	<p>Amend the <b>public realm objective O-PR-2</b> as follows:</p> <p><b>O-PR-2</b> As resources permit, prepare public realm strategies/schemes for the five Satellite Villages – Ballysadare, Collooney, Coolaney, Grange and Strandhill. <b>This objective shall also apply to Easky, a <i>settlement with special coastal tourism functions</i> with a substantial historic streetscape.</b></p>	Page 8	<p><b>Second CE Report, Volume 2 Submission 133</b> (Debbie Ormiston on behalf of the Easky Enhancement Association) <b>CE-10-07</b></p>
<b>PA-43</b>	<p>In the <b>Zoning Matrix</b>, under the <b>CF (Community Facilities)</b> zoning category, replace the “open to consideration” symbol with the “<b>not normally permitted</b>” symbol for the following use types:</p> <p><i>B&amp;B, car park, conference centre, data centre, enterprise centre, enterprise live-work units, hair salon, hotel, light industry, offices over 100 sq.m, park-and-ride facility, public house, apartments, houses, Traveller accommodation, retail shop (comparison), veterinary surgery, waste recycling depot.</i></p>	Pages 18-21	<p><b>Second CE Report, Volume 1, Section 4 Submission 184</b> (OPR) <b>CE-10-08</b></p>

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<b>Chapter 11 – Sligo Town Plan</b>			
<b>PA-44</b>	<p>In Section 11.3.1 Transport and mobility, amend the strategic urban roads objective SO-UR-1 as follows:</p> <p><b>SO-UR-1</b> Continue the upgrading and realignment of the N4/N15 from Hughes Bridge northwards to the County Boundary.</p>	Page 31	<p>Second CE Report, Volume 1, Section 9 Supplementary Chief Executive's recommendations on Transport <b>CE-11-01</b></p>
<b>PA-45</b>	<p>In Section 11.3.1 Transport and mobility, amend the strategic urban road objective SO-UR-2 as follows:</p> <p><b>SO-UR-2</b> Complete the Eastern Garavogue Bridge and Approach Roads scheme during the life of the CDP 2024-2030.</p>	Page 31	<p>Second CE Report, Volume 1, Section 9 Supplementary Chief Executive's recommendations on Transport <b>CE-11-02</b></p>
<b>Chapter 12 – Ballymote Town Plan</b>			
<b>PA-46</b>	<p>Modify the last sentence of the Urban design objective BM-UDO-3 as follows:</p> <p>The enhancements shall may include widening of footpaths and the provision of safe and comfortable crossing points, seating and planted/landscaped areas.</p>	Page 46	<p>Second CE Report, Volume 2 Submission 30 (Padraic Boylan) <b>CE-12-01</b></p>

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<b>PA-47</b>	Replace all occurrences of the name "O'Connell Street" with "Lord Edward Street" before the publication of the final, adopted CDP.	Where required	Second CE Report, Volume 2 Submission 53 (Keith Henry) <b>CE-12-02</b>
<b>PA-48</b>	Amend the <b>Transport and circulation objective BM-TCO-5</b> as follows:  <b>BM-TCO-5</b> Reserve the following <b>indicative</b> corridors and access points to allow development of vehicular, pedestrian and cycle routes, thereby facilitating the development of backland areas and the future expansion of the town: <ul style="list-style-type: none"> <li>▪ a link road from the R-296 to the L1603.</li> <li>▪ a link road between the L-6106 and the L1502.</li> <li>▪ a link road between the R-293 and the health care centre. <b>This link road shall be reserved for cyclists and pedestrians only. Residents of Castle Burn and Earls Court estates shall be consulted before this link is developed.</b></li> </ul>	Page 47	Second CE Report, Volume 2 Submissions 37, 38, 40, 41, 42, 51, 65, 66, 70, 90, 91, 147, 162, 177, 190, 191, 192, 193, 195, 198, 199, 202, 207, 211 <b>CE-12-03</b>  and Resolution No. 6 of 15 April 2024

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<b>Chapter 13 – Enniscrone Town Plan</b>			
<b>PA-49</b>	<p>Amend the <b>Tourism objective EN-T00-4</b> as follows:</p> <p><b>EN-T00-4</b> Provide improved shelter, launching, berthing and boat parking at the Pier, including:</p> <ul style="list-style-type: none"> <li>• facilities for those participating in water sports;</li> <li>• <b>facilities for universal access from the top of the Pier into the sea at the slipway;</b></li> <li>• <b>universal access toilets and changing facilities for swimmers;</b></li> <li>• <b>disabled parking facilities in the adjacent car park</b></li> </ul>	Page 70	<p><b>Second CE Report, Volume 2 Submission 189</b> (Enniscrone Pier Improvement Steering Group) <b>CE-13-01</b></p>
<b>PA-50</b>	<p>Amend the <b>Traffic and circulation objective EN-TCO-10</b> as follows:</p> <p><b>EN-TCO-10</b> Reserve the following <b>indicative corridors</b> to allow development of vehicular, pedestrian and cycle routes, thereby facilitating the development of backland areas and the future expansion of the town:</p> <ul style="list-style-type: none"> <li><b>A. a new link road to the south of the R-297, between the L-2602 (at Frankford) and the R-297 (at Muckduff) – to preserve the future development potential of these lands.</b></li> <li><b>A.</b> a new link road from the Fire Station to the Waterpoint – to provide an alternative route between Pier Road and the east of the town, with the purpose of relieving congestion on Main Street and the development of backlands.</li> </ul>	Page 68	<p><b>Second CE Report, Volume 2 Submissions 175 and 176</b> (Seamus Tuffy, David Mc Gowan) <b>CE-13-02</b> <b>and Resolution No. 37 of 22 April 2024</b></p>



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<b>Chapter 14 – Tobercurry Town Plan</b>			
<b>PA-51</b>	<p>In Section 14.1.4 Transport and mobility, amend the second paragraph under the heading National Road N-17 (Sligo to Galway) as follows:</p> <p><b>Transport Infrastructure Ireland (TII) has approved the construction of a bypass for Tobercurry</b> As part of a comprehensive realignment of the N-17, <b>The an emerging Preferred Transport Corridor was identified in February 2023. This corridor bypasses Tobercurry on its western side and no longer dissects the built-up area. of Tobercurry.</b></p>	Page 79	<p>Second CE Report, Volume 1, Section 9 Supplementary Chief Executive's recommendations on Transport <b>CE-14-01</b></p>
<b>PA-52</b>	<p>In Section 14.4 Specific development objectives, include an additional <b>Transport and circulation objective</b> as follows:</p> <p><b>Sligo Greenway</b> <b>TY-TCO-11</b> Ensure that development does not interfere with any route corridor option / preferred route corridor for the Sligo Greenway (Collooney to Bellaghy), when selected.</p>	Page 88	<p>Second CE Report, Volume 1, Section 9 Supplementary Chief Executive's recommendations on Transport <b>CE-14-02</b></p>

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<b>Chapter 15 – Ballysadare Town Plan</b>			
<b>PA-53</b>	<p>In <b>Section 15.1 Village profile</b>, include the following additional text in the <b>Village Assets</b> table, under the heading <b>Social infrastructure – other assets</b>:</p> <p>Playground, a viewing platform and walkway along the river, Avena leisure centre, post office, several crèches, new burial ground, <b>outdoor recreational routes such as the Union Rock, Oakwood and Mountain Access trails and their connection to the Sligo Way.</b></p>	Page 91	<p>Second CE Report, Volume 1, Section 9 Supplementary Chief Executive's recommendations on Transport <b>CE-15-01</b></p>
<b>PA-54</b>	<p>In <b>Section 15.3.3 Transport, circulation and parking</b>, include an additional objective as follows:</p> <p><b>G. Seek to improve the active travel facilities along the national primary route N59 within the 60 km/h extents of the village".</b></p>	Page 97	<p>Second CE Report, Volume 1, Section 9 Supplementary Chief Executive's recommendations on Transport <b>CE-15-02</b></p>
<b>PA-55</b>	<p>Show the <b>LTP-proposed cycle routes</b> on the additional <b>Ballysadare Objectives Map</b> recommended by the Chief Executive.</p>	n/a	<p>Second CE Report, Volume 1, Section 4 Submission 184 (OPR) <b>CE-15-03</b></p>

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<b>Chapter 16 – Collooney Village Plan</b>			
<b>PA-56</b>	<p>Amend the <b>Village Assets</b> table in <b>Section 16.1</b> as follows:</p> <p><b>Water supply:</b> Sourced from <b>Lough Gill</b> through the Sligo <b>Town</b> and Environs Water Supply</p>	Page 99	<p>Second CE Report, Volume 1, Section 7 Submission 119 (Uisce Éireann - UÉ) <b>CE-16-01</b></p>
<b>PA-57</b>	<p>In <b>Section 16.1 Village profile</b>, include the following additional text in the <b>Village Assets</b> table, under the heading <b>Social infrastructure – other assets</b>:</p> <p>Health centre, ball alley, crèches, post office, burial ground, <b>outdoor recreational routes</b> such as the <b>Union Rock, Oakwood and Mountain Access trails</b> and their connection to the <b>Sligo Way</b>.</p>	Pages 99-100	<p>Second CE Report, Volume 1, Section 9 <b>Supplementary Chief Executive's recommendations on Transport</b> <b>CE-16-02</b></p>
<b>PA-58</b>	<p>In <b>Section 16.3.3 Transport, circulation and parking</b>, include an additional <b>objective G</b> (re-numbering existing <b>G</b> as objective <b>I</b>) as follows:</p> <p><b>G.</b> Ensure that development does not interfere with any route corridor option / preferred route corridor for the Sligo Greenway (Collooney to Bellaghy), the SLNCR Greenway and any route required to connect these greenways, when selected”.</p>	Page 105	<p>Second CE Report, Volume 1, Section 9 <b>Supplementary Chief Executive's recommendations on Transport</b> <b>CE-16-03</b></p>

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<b>PA-59</b>	<p>In Section 16.3.3 Transport, circulation and parking, insert an additional objective under as follows:</p> <p><b>H.</b> Protect and safeguard the identified <i>Preferred Transport Corridor of the N-17</i> Knock to Collooney National Road Scheme by preventing any type of development with the potential to compromise its future completion.</p>	Page 105	<p>Second CE Report, Volume 1, Section 4 Submission 184 (OPR) <b>CE-16-04</b></p>
<b>PA-60</b>	<p>Show the LTP-proposed cycle routes on the additional Collooney Objectives Map recommended by the Chief Executive.</p>	n/a	<p>Second CE Report, Volume 1, Section 4 Submission 184 (OPR) <b>CE-16-05</b></p>
<b>Chapter 18 – Grange Village Plan</b>			
<b>PA-61</b>	<p>In Section 18.3.3 Transport and circulation, amend objective B as follows:</p> <p><b>B.</b> Ensure that development does not interfere with the preferred route corridor for the N-15 (Sligo to County Boundary Realignment) and its associated link to the east of the village.</p>	Page 118	<p>Second CE Report, Volume 1, Section 9 Supplementary Chief Executive's recommendations on Transport <b>CE-18-01</b></p>

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<b>PA-62</b>	<p>In Section 18.3.3 <b>Transport and circulation</b>, insert an additional <b>objective C</b> as follows:</p> <p><b>C.</b> Require the provision of a footpath along the L-3203 (Grange–Streedagh Road) to serve the zoned lands on the southern side of this road, in conjunction with the development of these lands.</p>	Page 118	<p>Second CE Report, Volume 2 Submission 132 (Brendan Ward) <b>CE-18-02</b></p>
<b>PA-63</b>	<p>In Section 18.3.3 <b>Transport and circulation</b>, include an additional <b>objective D</b> as follows:</p> <p><b>D.</b> Provide a segregated (where feasible) active travel facility and designated crossing points in Grange village. Portions of the active travel facility will be required to be provided in conjunction with any development of adjoining lands.</p>	Page 118	<p>Second CE Report, Volume 1, Section 9 <b>Supplementary Chief Executive’s recommendations on Transport</b> <b>CE-18-03</b></p>
<b>Chapter 19 – Strandhill Village Plan</b>			
<b>PA-64</b>	<p>In Section 19.3.5 <b>Transport, circulation and parking</b>, include an additional objective as follows:</p> <p><b>E.</b> Investigate the feasibility of a walking/cycling route from the Top Road to the Golf Club Road/Primary School.</p>	Page 127	<p>Second CE Report, Volume 2 Submission 98 (David Cullen) <b>CE-19-01</b></p>

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<b>PA-65</b>	Show the LTP-proposed cycle routes on the additional Strandhill Objectives Map recommended by the Chief Executive.	n/a	Second CE Report, Volume 1, Section 4 Submission 184 (OPR) <b>CE-19-02</b>
<b>PA-66</b>	Amend <b>Section 19.1 Village profile</b> by including the following additional text: <b>Strandhill Golf Club</b> The Strandhill Golf Club includes an 18-hole links course, practice facilities and a substantial clubhouse. The Golf Club functions as a key community facility for the local area but also as an important tourism asset for the regio	Page 119	Second CE Report, Volume 2 Submission 166 (Strandhill Golf Club) <b>CE-19-03</b>
<b>Chapter 20 – Easky Village Plan</b>			
<b>PA-67</b>	In <b>Section 20.3.6.A</b> , amend the <b>Tourism development objective</b> as follows: Support the development of a small-scale tourist facility on lands in the vicinity of Roslea Castle, including the enhancement of the existing car parking area., subject to the preparation of a Conservation Management Plan for Roslea Castle and surrounding area, as resources permit. The Conservation Management Plan should include guidance to inform the implementation of this objective.	Page 135	Second CE Report, Volume 2 Submission 133 (Easky Enhancement Association) <b>CE-20-01</b>

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<b>Chapter 22 – Rosses Point Village Plan</b>			
<b>PA-68</b>	Show the LTP-proposed cycle routes on the additional Rosses Point Objectives Map recommended by the Chief Executive.	n/a	Second CE Report, Volume 1, Section 4 Submission 184 (OPR) <b>CE-22-01</b>

Proposed Amendments  
to the Draft Sligo CDP 2024-2030  
7 June 2024