



**SLIGO**  
COUNTY COUNCIL  
COMHAIRLE CHONTAE SHLIGIGH



**An Ciste um Athghiniúint  
agus Forbairt Tuaithe**  
Rural Regeneration and  
Development Fund

# Rosses Point Public Realm Enhancement

## Part VIII Report

in accordance with Article 83 Local  
Government (Planning and  
Development) Regulations, 2001 (as  
amended)

**Sligo.**

23 November 2023

## 1. Introduction

Sligo County Council secured RRDF funding in 2020 to prepare the first stage of a new public realm and traffic management scheme for Rosses Point. The vision behind the project can be summarised as follows:

**“To create a safe, friendly and well-connected village core with exciting, vibrant and innovative public realm enhancements, enhancing links to the beach whilst protecting the valuable and unique environment of Rosses Point.”**

Sligo County Council want to improve the way Rosses Point works for its residents, businesses and visitors. We want it to be a safe place, pedestrian and child friendly, and easy for everyone to visit, spend time in and enjoy.

The key objectives of this proposed development include the following:

- To reduce vehicle speeds and improve pedestrian safety throughout the village
- Improve pedestrian connectivity between the L3309 (Old Road) and R291 (New Road) and enhance footpaths, crossing points and cycle infrastructure.
- Reduce unnecessary traffic entering the L3309 from Rosses Point Beach (at The County Sligo Golf Club entrance).
- Enhance the character, views and heritage – using materials and designs appropriate for this rural coastal village.
- To enhance the tourism potential and capacity of the village.
- Create a destination at the heart of the village – by creating a safe and pleasant environment with better seating opportunities at key nodes within the village.
- Reconfigure existing parking areas to make better use of the space available– preventing ad hoc and unsafe vehicle parking.
- Any proposals should aim to address climate change, providing nature based solutions to rainwater runoff.

This scheme will complement designs for the Top Road currently being progressed by Sligo County Council (Active Travel Department). The Top Road scheme will enhance the upper portion of Rosses Point between and either side of the RC Church and the National School to provide safe access to the school as well as creating an improved pedestrian environment for all. This scheme is currently being designed and is due to progress to public consultation in the coming months.

## 2. Public consultation to date

As part of the design development and planning process, Sligo County Council planners have engaged with stakeholders and key interested groups to ensure that the people of Rosses Point have had an input into the emerging designs. The first engagement with the public was through an online survey asking the public for their input into what they felt was needed in Rosses Point. 305 survey responses were received. This was followed up with an online consultation in October 2021 asking the public what they thought about preliminary designs drawn up by the design consultants LUC. 44 responses were received during this consultation and the designs for Rosses Point were amended accordingly following the feedback received. In May 2022, a

day long in-person consultation was held in Rosses Point along the R291. Members of the public were invited to attend and talk to planners and view the consultation boards which explained the proposed interventions. Thirty three submissions were received in relation to this consultation. The final design as shown in the Part 8 drawings reflects the input and comments received during these consultation sessions.

### 3. Description of the Proposed Development

The proposed development includes a series of interventions along the L3309 (Old Village Road) and the R291 (New Road) which aim to address the key objectives identified above. The areas identified for specific interventions include the following:

1. Junction between the L3309 and the R291 at the Sligo Golf Club
2. R291 outside Austies pub and restaurant
3. Area outside the Driftwood restaurant on the L3309 and the R291
4. Area on the R291 opposite Harry’s Bar
5. Junction of the L3309 and the R291 at the Little Cottage Café
6. Crossing at the start of the promenade/ entrance to the Village on the R291



**Key - Proposals**

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|--|---|--|
| <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #f080f0; border-radius: 50%; margin-right: 5px;"></span> Junction improvement works including new crossing points and traffic calming.</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #ffcc99; border-radius: 50%; margin-right: 5px;"></span> Additional traffic calming / crossing points installed at key nodal locations</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed #cc0000; margin-right: 5px;"></span> New two-way cycleway integrated at footway level along the promenade side of the carriageway</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #007bff; color: white; border-radius: 50%; text-align: center; line-height: 10px; margin-right: 5px;">P</span> Reconfigured and enhanced parking areas</li> </ul> | <ul style="list-style-type: none"> <li>① Entrance to the Old Village Road at Sligo Golf Club</li> <li>② Outside Austies</li> <li>③ Outside Driftwood on Old and New Road</li> <li>④ Area on the New Road opposite Harrys Bar</li> <li>⑤ Junction at the Little Cottage Cafe</li> <li>⑥ Crossing at start of the promenade / entrance to the village</li> </ul> |
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The aim of these interventions are to improve pedestrian safety in the village, slow down traffic both on the R291 and on the L3309 (Old Village Road), improve the connections between the village and the sea, improve cycle infrastructure and enhance existing car parking provision.

### **1. Entrance to the L3309 (Old Village Road) at the Sligo Golf Club junction with the R291**

Proposals include:

- Realignment of the junction
- Three uncontrolled raised crossing points, demarcated using coloured asphalt
- New pedestrian access route
- New tree and wildflower planting.

The aim of this intervention is to divert traffic away from the L3309 (Old Village Road) and to make the junction safer for pedestrians.

### **2. Enhanced crossing on the R291 outside Austies**

The proposal in this area consists of the following:

- A controlled crossing point – raised table, demarcated using coloured asphalt
- Demarcation of on-street parallel parking
- Railings to facilitate safer access to the crossing point

### **3. Public realm enhancement and pedestrian crossings on the R291 and L3309 opposite the Driftwood restaurant**

The proposal in this area consists of the following:

- Public realm enhancement outside the Driftwood restaurant including a reduction in carriageway width and construction of footpaths
- Raised table and an uncontrolled crossing on the R291 – to slow traffic speeds crossing point on the R291
- New ramp access – providing a safe accessible connection to the promenade from the L3309 (Old Road)
- Demarcation of the existing car parking area off the R291, with a minor extension to the parking area (6no spaces and 1no accessible space).
- Cycle storage facilities and public seating
- Pedestrian access improvements through the car park integrating with the existing Nature Trail
- Proposed tree and shrub planting to define the space and assist with surface water drainage.

### **4. Area on the R291 opposite Harry's Bar**

The proposal in this area consists of the following:

- Raised table and controlled crossing point on the R291 to slow traffic speeds and enhance pedestrian safety
- Resurfacing and demarcation of the existing car parking area and a formalised bin store. (18no spaces and 2no accessible spaces).
- tree and shrub planting to define the space and assist with surface water drainage
- Cycle storage facilities and seating improvements

## 5. Junction between the L3309 and the R291 at the Little Cottage Café

The proposal in this area consists of the following:

- Narrowing of the slip road between the R291 and the L3309
- Creating two raised uncontrolled crossing points
- Pedestrian access improvements integrating with the existing Nature Trail
- Creation of an attractive civic space with seating and ornamental planting connecting the L3309 and the R291.
- Formalisation of existing car parking with demarcation of spaces. (12no standard spaces and 3no disabled / age friendly spaces)
- Cycle storage facilities and seating improvements
- Relocation of the existing granite seating

## 6. Crossing at the start of the Promenade / Entrance to the Village

The proposal in this area consists of the following:

- Creation of a raised table controlled crossing point across the New Road
- Start of the integrated two-way cycle way
- Cycle storage facilities and seating improvements.

### In addition to the above, the following interventions are proposed:

- **New off-road cycleway** - A new two-way, 3m wide cycleway along the length of the R291, from the start of the promenade to the junction at the Sligo Golf Club. The cycleway will be at the same level as the footpath on the promenade side of the carriageway.
- **Car Parking** – demarcation of on-street parallel parking along the R291.
- **Street furniture** - Addition of new benches and bins enhancing the pedestrian experience along this route with more opportunities to pause and enjoy the vistas overlooking Sligo Bay.
- Proposed new lighting columns on the L3309

#### 4. Development Plan Policy

Sligo County Council seeks to ensure that the County's towns and villages are developed in a manner which retains and enhances their identity and character (Chapter 12 County Sligo Development Plan 2017-2023). This proposal has had regard and is consistent with all relevant policy considerations contained in both the current Sligo County Development Plan 2027-2033 and the Draft Sligo County Development Plan 2024-2030 which is currently on public display.



The land on which the various elements of this proposal are located are lands within public ownership and are largely unzoned as they comprise roads and footpaths. Car parking areas are zoned for transport and parking nodes and existing green spaces are zoned as open space.

The following are relevant excerpts from the current Rosses Point Mini-Plan. Regard has also been had to the contents of the Rosses Point Village Plan as contained in the Draft County Development Plan 2024-2030.

##### **Natural heritage and open space**

- Encourage the protection and enhancement of the conservation value of Cummeen Strand / Drumcliff Bay (Sligo Bay) SAC/pNHA and Cummeen Strand SPA.
- Encourage improved access to the seashore by providing walkways/open spaces and the enhancing/extending the existing seashore walk (as indicated on the Objectives Map) and by requiring the provision of such links in conjunction with the development of adjoining lands, subject to Habitats Directive Assessment.
- Generally retain land between the built-up area and the coastline free from development, in order to ensure that visually vulnerable coastal lands are protected and to assist in the conservation of adjacent designated sites.

## Circulation and parking

- Encourage the improvement of pedestrian links between the village and surrounding natural amenities, particularly in conjunction with the development of relevant lands.
- Prepare a traffic management plan for Rosses Point in accordance with the requirements of the *Design Manual for Urban Roads and Streets* (DMURS – 2013), as resources permit. The plan should address the issue of conflict between pedestrian and vehicular traffic along the old village road and should investigate the feasibility of restricting traffic movements along this road. Facilities for pedestrians and cyclists should be prioritised.
- Traffic calming measures for the Promenade road should be investigated as part of an overall approach towards improving the environmental quality of the Promenade area and the adjoining open spaces and walkways.
- Development proposals will be required to incorporate the recommendations contained in the traffic management plan.
- Maintain and enhance the existing commuter cycling route which links the village with Sligo City. Compliance with this objective will be required in conjunction with any development on adjoining lands.

The proposed scheme aligns directly with the above objectives.

## 5. Pedestrian and traffic flow

A key aim of this scheme is to slow down traffic travelling through the village, both on the L3309 and the R291.

All existing vehicular and pedestrian access points will be retained across the scheme and pedestrian crossing points will be enhanced all the way from the Promenade to the Old Village Road. Five of the new crossings are raised tables and three of the crossings are controlled (lights).

Emergency, refuse and delivery vehicles will not be impacted by the scheme and residents will have access to their properties at all times.

The design has been carefully considered to allow for universal accessibility including for those who are visually impaired and wheelchair users. The layout of crossings throughout the project have been designed to safely improve connectivity between the different parts of the village.

Parking spaces will be resurfaced and demarcated and will drain into the proposed surrounding planting beds.

The proposed two-way cycleway along the Promenade at footpath level will improve safety for cyclists and it is hoped this will encourage families with children to cycle to Rosses Point rather than take the car.

## 6. Car Parking

Currently most of the car parking spaces in the village are not demarcated. It is proposed to formalise existing car parking spaces to promote their more efficient use. Car parking numbers are summarised below:

- Car park on the R291 opposite the Driftwood Restaurant - 6no spaces and 1no accessible space
- Car park opposite Harry's Bar on the R291 - 18no spaces and 2no accessible spaces
- Car park off the L3309 opposite the Little Cottage Café and Bay View Stores – 12 spaces and 3no accessible spaces
- Parallel parking spaces on the R291 will be demarcated at key nodes

## 7. Archaeology

The proposal has been the subject of an Archaeological Impact Assessment carried out by an archaeologist licensed by the Department of Housing, Local Government and Heritage. The report concludes that while the proposal is unlikely to impinge on the recorded archaeological sites and monuments, archaeological monitoring of ground works should be undertaken during the construction phase of the development.

Monitoring is recommended for groundworks that may impact on possible subsurface archaeological remains that might exist within the proposed development areas.

## 8. Screening for Appropriate Assessment (AA)

The proposed development has been the subject of a Screening for Appropriate Assessment in compliance with Article 6(3) of the EU Habitats Directive. The assessment has determined, in light of best available scientific data, that individually or in-combination with other plans or projects, the proposed development would not be likely to have a significant effect on Cummeen Strand/Drumcliff Bay (Sligo Bay) SAC or on Cummeen Strand SPA, Drumcliff Bay SPA or any other European site, in view of the sites' conservation objectives. A Stage 2 Appropriate Assessment is therefore not required.

## 9. Screening for Environmental Impact Assessment (EIA)

The Proposed Development has been reviewed in the context of EIA screening criteria as set out in the Planning Regulations 2001 (as amended). These criteria include:

- The characteristics of the Proposed Development (including scale, demolition, use of natural resources, waste production, pollution and risk of major accidents);
- The location proposed (including environmental sensitivity and absorption capacity); and
- The type and characteristics of potential impacts (including the size of the area affected, the scale of the impact, how likely the impact is to occur and the duration of any impact).

From the assessment undertaken and presented herein, it is considered that given the scale and nature of the proposed development that there will be no significant effects on the environment and that EIA is not required.



*Sligo County Council, as the Competent Authority, and having regard to the criteria in Schedule 7, and the information provided in accordance with Schedule 7A (“Environmental Impact Assessment Report prepared by LUC dated November 2023”), of the Planning and Development Regulations 2001 (as amended), considers that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an environmental impact report is not therefore required.*

## **10. Conclusion**

Sligo County Council is committed to transforming the heart of Rosses Point into a safe and pleasant village that promotes active travel and is well connected to its key destinations and surrounding landscape. We are focussed on retaining and strengthening the traditional village qualities of Rosses Point and delivering enhancements that are appropriate in scale and materiality.

Key to the success will be delivering effective traffic calming measures along the Promenade Road and reducing traffic along the Old Village Road to create a safer, more enjoyable pedestrian experience.

The proposals seek to be sensitive to the setting of the village whilst also working to make a step change to the way the village is experienced, with the priority given firmly back to the pedestrian.

## **11. What happens next?**

After the expiration of the period during which submissions or observations may be made, a report will be prepared and presented to the elected members of Sligo County Council.

This report will incorporate a list of the persons or bodies that made submissions, along with a summary of the issues raised by them and the Chief Executive’s response.

This report will also recommend whether or not the proposed development should be proceed with as proposed or should not be proceeded with.

Following consideration of the Report by the members of the Council, the proposed development may be carried out as recommended in the Report, unless the members, by resolution, decide to vary or modify the development, otherwise than as recommended in the Report, or decide not to proceed with the development.

The next step for this project, if this Part 8 is approved by the members of Sligo County Council is to apply to the Rural Regeneration Development Fund for funding to proceed to the next stage of the process.

The deadline for making an application to the fifth call for RRDF funding is the 8<sup>th</sup> February 2024.

If RRDF funding is approved, this project progresses to the detailed design stage. During this stage there will be further public consultation with the general public and with the key stakeholders and inhabitants of Rosses Point.