

Chapter 13. Enniscrone Town Plan

Enniscrone is a coastal town located 55 km to the west of Sligo Town, close to the western County border, and only 15 km from Ballina, Co. Mayo. A long, sandy beach and scenic views of the Atlantic Ocean add to the visual appeal of the town, which attracts tourists all-year round.

The economic and social role of Enniscrone is acknowledged in the CDP through its designation as a **Support Town**, which delivers services to its residents and to many rural communities in West Sligo.

13.1 Town profile

Enniscrone town assets			
Population	2022 Census	1,291	+11.67% increase 2016-2022
	2016 Census	1,156	-5.47% decrease 2011-2016
	2002-2022	+ 623 residents	+93.26% increase since 2002
Housing stock	2016 Census	1030 housing units, of which 468 holiday homes and 70 considered to be vacant	
	% vacancy	6.8%	
Service infrastructure	Water supply	Sourced from Lough Easky Regional Supply	
	Wastewater treatment	5,000 PE with spare capacity of approx. 1,640 PE	
	Road network	R-297 and R-298 connect Enniscrone to the N-59	
Social infrastructure	Schools	One primary and one secondary school (with PLC courses)	
	Churches	One church – Our Lady Assumed into Heaven	
	Sports facilities	GAA pitch, soccer pitch, running track at Castlefield Park	
	Other assets	Community enterprise centre, residential care centre, health centre, crèche, post office, leisure centre	
Sustainable transport	Train	Not available in the area	
	Bus	Served by Bus Eireann, routes to Sligo and Ballina	
	Active travel	No scheme at present (2023)	

Enniscrone town assets		
Architectural heritage	Protected Structures	7 protected structures
	Buildings of Note	36 Buildings of Note
Natural heritage and environment	Natura 2000 sites nearby	Killala Bay/Moy Estuary SAC/SPA
	Natural amenities	5-km long sandy beach; coastal walk
	Flood risk	Present. Flood Zones A and B are mapped in Appendix 1 of the SFRA.

13.1.1 Housing

Housing in Enniscrone comprises a broad mix of low-to medium-density residential development, much of which consists of holiday homes. Many dwellings are not occupied during the winter months.

The local housing market has been shaped by the tourism function of the town and by a history of tax incentives, which have resulted in the excessive development of low-quality holiday homes.

Due to the shortage of family accommodation in Enniscrone, these homes have been bought by retirees or younger families for full-time residential living. This has caused some problems for the occupiers, as the holiday homes were not designed for permanent living and are lacking in private open space, storage space and have inappropriate heating systems. The Planning Authority will ensure that all future housing schemes are designed to standards suitable for permanent occupancy.

13.1.2 Community and recreation facilities

Enniscrone has a large childcare facility, the Sandcastles Community Childcare Centre, a primary school (Scoil Chríost Rí) and a secondary school, Colaiste Mhuire. There are two outdoor play areas for children: one at the Hollows and another one located next to the Waterpoint Aqua Park.

Among other more significant facilities are the Enniscrone Branch Library, the HSE Primary Care Centre (Nepin Drive) and the Ard na Greine care centre for older persons.

In terms of outdoor recreation, there are just over 9 hectares of public open space within Enniscrone, most of which is located in the Castlefield Town Park and The Hollows.

Enniscrone hosts a strong community base with numerous voluntary bodies who are all striving to improve the town. All these groups promote a different aspect of life in the town and environs. Sligo County Council will work with the town’s voluntary sector to improve the community facilities available in the town.

13.1.3 Transport and circulation

There is no direct access via national roads to Enniscrone. The nearest national (secondary) road is the N-59 (Sligo to Ballina). The town is primarily accessed via the regional roads R-297 and R-298.

The R-297 crossing the town functions also as the Main Street, where traffic congestion is a frequent issue during the summer months. Haphazard on-street parking and substandard (or absent) footpaths contribute to an often unpleasant pedestrian experience, especially in the central portion of Main Street.

13.1.4 Local enterprise

Enterprise opportunities in Enniscrone are limited, hence the need for many residents to commute elsewhere for employment which is not tourism related.

The Enniscrone and District Community Development Council was formed with the objective of improving the economic and social development of the village, in co-operation with social partners and the public sector. A structure containing six enterprise units was built by this company with the aim of stimulating the economy in Enniscrone and providing reasonably priced space for local businesses. A recent development at time of writing (2023) was the provision of remote working facilities in two of these units (hot desks).

The former factory unit located in the vicinity of the Community Enterprise buildings was currently vacant at time of writing (2023). The repurposing of this building as a community centre/ remote working hub would be beneficial for the community life of the town.

13.1.5 Retail

Enniscrone acts as a service centre for the surrounding rural communities of West Sligo. The primary retail zone is concentrated along Main Street, between the junctions with Cliff Road and Pier Road. Another retail zone is located further east, along Main Street.

The town has limited comparison shopping. The majority of commercial units are restaurants, cafés and take-aways. There is a rather small supermarket at Main Street. The absence of a large convenience retailer in the town may lead to a reliance on Ballina for the 'weekly shop'. There would appear to be scope for a replacement or substantial extension of the existing unit.

There also appears to be opportunities for additional comparison shopping in the town. It is considered that Enniscrone could benefit from a flagship tourism/ retail product, such as a luxury retail outlet with associated restaurant/café. Such a product would add to the retail offer and might help to extend the tourist season. Two sites have been identified as suitable: the future (replacement) Pavilion building at the Hollows and the former St Mary's Church building on the approach to the town centre.

13.1.6 Tourism

Enniscrone's main employment generator is its tourism industry, relying on the coastal location and the long stretch (5 km) of sandy beach. A Wild Atlantic Way Discovery Point is located at the Pier. Other tourist attractions are the golf course, the seaweed baths and the surfing opportunities.

The tourist office, currently co-located with the Family Resource Centre, would benefit from a more prominent and accessible location – such as a refurbished St Mary’s Church or a redeveloped Pavilion building. Three projects, which have the potential to expand the tourism offering in Enniscrone, are presented below.

Cliff Bath House, Pavilion and Promenade

In 2022, Sligo County Council carried out consultation in relation to the *“Enniscrone Cliff Bath House, Pavilion and Promenade Project”*, which proposes the refurbishing and repurposing of the Cliff Baths, the construction of a new Pavilion Building at the Hollows and the enhancement of the promenade and public realm between the two locations. When completed, this will significantly add to the tourism offer in Enniscrone.

Water sports facilities

There are at least two surf schools operating in Enniscrone in the summer. Dedicated facilities for such activities are, however, not available. At time of writing (July 2023), a state-of-the-art building was proposed to be located at the Hollows. It would include secure storage, toilets, hot showers, induction spaces, equipment washdown and orientation points. Further provision may be needed for other local water-sports businesses.

The Pier

Current harbour facilities at The Pier are inadequate to support local fishermen, due to a lack of shelter and the fact that it is not an all-tide harbour. The potential for diversification into leisure activities such as dinghy sailing, RIB (rigid inflatable boats) exploration, and small boat sea angling, is also limited due to the lack of facilities and current harbour restrictions.

A number of measures could be taken to improve the quality of the harbour and increase marine leisure potential – refer to **Section 13.3.3**.

13.1.7 Natural heritage

Designated sites

The Killala Bay/Moy Estuary, the beach at Carrowhubbuck South and the extensive beach and dune system boast a wealth of natural heritage, protected under the Birds and/or the Habitats Directive and also under national legislation. Killala Bay/Moy Estuary is a designated Special Area of Conservation (site code 000458), a Special Protection Area (site code 004036), a RAMSAR Site and an Important Bird Area (IBA) and Wildfowl Sanctuary.

The national (non-EU) designation of proposed Natural Heritage Area (pNHA) generally coincides with the SAC, but also extends further inland into the Bartragh peninsula, covering part of the lands currently used as a golf course.

Water-based habitats

A number of stream channels, drainage ditches and wetland areas occur within the surroundings of Enniscrone. Outside of designated sites, there are two areas of interest for nature conservation in Enniscrone.

The first is the Bellawaddy River, which in sections is highly modified, with gabion walls along both banks. The river channel supports several aquatic plant species. Upstream, the river passes through a second area of nature conservation value, which is a wet grassland mosaic.

Both the Bellawaddy River and the associated wet grassland represent a good focus for nature conservation, particularly as they drain into the designated coastline and have potential for enhancement.

13.1.8 Built heritage

Enniscrone contains a range of interesting buildings and a variety of architectural styles which merit recognition. One such example is Duck Street along the Bellawaddy River. The visual quality of the cottages on this street adds to the character of the area, as do the small stone-walled garden plots, which are separated from the houses by the road. A proposal for the enhancement of this area is included in **Section 13.3.3 Urban design considerations**.

There are **seven Protected Structures** in the town centre.

RPS No. 107 – Bath House	RPS No. 108 – Kilcullen’s Seaweed Baths	RPS No. 109 – House (1)
RPS No. 110 – House (2)	RPS No. 111 – House	
RPS No. 113 – Limestone Pier	RPS No. 205 – Bellawaddy Bridge	

Buildings of Note

There are **36 Buildings of Note** (identified in **Appendix B** of this Plan) which have been selected for their vernacular character and positive contribution to the streetscape. Appropriate re-use of these *buildings of note* is important in order to retain and enhance the vernacular character of the town.

Some of these buildings have been altered in the past with the removal of original features. However, they still retain the essence of their traditional character and merit to be preserved. Their presence reminds of the town’s history and strengthens its identity.

BoN No. 1 - Cottage	BoN No. 15 - Cottage	BoN No. 26 - House
BoN No. 2 & 3 - 2 houses	BoN No. 16 - House	BoN No. 27 – 8 bay terrace
BoN No. 4 - Cottage	BoN No. 17 - House	BoN No. 28 - House
BoN No. 5 - Cottage	BoN No. 18 - House	BoN No. 29 - Cottage
BoN No. 6 - House	BoN No. 19 - House	BoN No. 30 - Former Church
BoN No. 7 & 8 - 2 Houses	BoN No. 20 - House	BoN No. 31 - Farm house
BoN No. 9 - Cottage	BoN No. 21 - Cottage	BoN No. 32 – House
BoN No. 10 - House	BoN No. 22 - Cottage	BoN No. 33 - House
BoN No. 11 & 12 - 2 Houses	BoN No. 23 - Shop	BoN No. 34 - House
BoN No. 13 – House	BoN No. 24 - House	BoN No. 35 - Lodge house
BoN No. 14 - House	BoN No. 25 - House	BoN No. 36 - House

13.1.9 Coastal zone management

The greatest threat to the coastal area in Enniscrone is from recreational uses, in particular in relation to sand dunes. The fore-dunes between the beach and the Hollows are particularly susceptible, being used as access points to the beach from adjacent car parking spaces. These dunes play a fundamental role in the protection of the Hollows area. The increased use of chestnut fencing has helped stabilise the vulnerable dunes, by redirecting pedestrians away and allowing marram grass to recover.

13.2 Population and housing allocations

The potential yield of lands zoned for housing in Enniscrone amounts to circa **151 units** for the Plan period. The delivery of these dwellings would facilitate an increase of Enniscrone’s population by up to **378 residents**. **The actual housing allocation is 130 units, as per the Core Strategy Table.**

Section 13.2.1 below lists the sites which have been designated to contribute to the compact growth of Enniscrone, together with their potential housing and population yields.

Section 13.2.2 includes a table showing the amount of land with residential potential proposed to be zoned in Enniscrone for the period of this CDP (2024-2030), compared to the previous Enniscrone Local Area Plan (which was incorporated into the CDP 2017-2024).

13.2.1 Compact growth designations

A number of sites have been designated in Enniscrone as **Settlement Consolidation Sites (SCS)**, **Additional Provision sites (AP)**, as recommended in the *Development Plan Guidelines (2022)*, in order to give effect to the NPF requirements for compact growth.

Several **Regeneration Sites** have also been designated in accordance with Section 10(2)(h) of the Planning Act.

Regeneration sites

There are two sites designated for regeneration in Enniscrone, both of which are located in the town core (refer also to **Section 13.3.3** in this chapter). Because there is no certainty regarding the potential housing yield of any redevelopment on these sites, they have not been included in the Core Strategy housing allocation.

Table 13.1 Regeneration sites

REG – Regeneration sites				
Site code	Location	Zoning 2014	Proposed zoning 2024	Site area (ha)
REG-1	Lands located between Main Street and Castle Field	MIX	MIX	1.28
REG-2	Lands with frontage onto Pier Road	MIX	MIX	1.13
		Total		2.41

Settlement Consolidation Sites (SCS) and Additional Provision Sites (AP)

Lands designated as SCS and AP are proposed to be zoned for residential (RES) or a mix of uses including residential (MIX). The potential housing yield of these lands has been calculated based on the following:

- a. the average residential density is 25 units per hectare, which is higher, but not excessive when compared to the density of existing housing estates in Enniscrone;
- b. sites zoned RES are presumed to be developed exclusively for housing;
- c. the residential component of sites zoned MIX is approximated to 50%;
- d. the average household size of future occupants of new housing is set at 2.5 persons.

All SCS sites and the AP sites are located largely within the 2016 Census boundary for Enniscrone, with only some portions of SCS 1 and SCS 2 partly outside. It is estimated that 100% of the potential housing yield, can be delivered within the settlement’s built-up footprint (2016 Census boundary), far in excess of the 30% requirement of RPO 3.2(c).

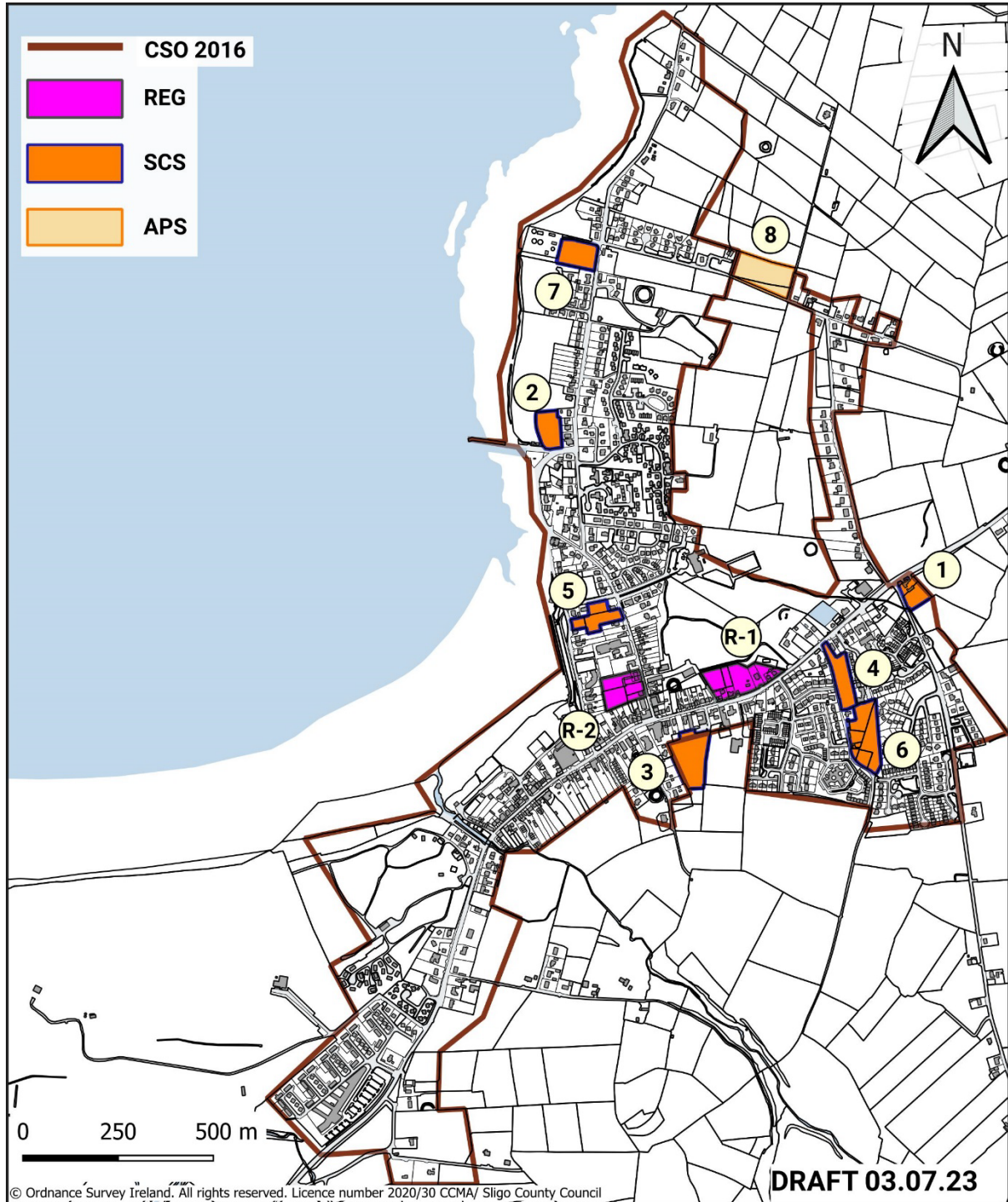
Table 13.2 – Settlement Consolidation Sites

SCS - Settlement Consolidation Sites							
Site no.	Location	Zoning 2017	Proposed zoning 2024	Site area (ha)	of which net residential	Potential housing yield	Potential no. of residents
1	Junction of R-297 and Corballa Rd. (L-2602-0) (PL22/366 permitted for 7 No. units)	MIX	RES	0.46	0.46	7	18
2	Backlands to the north of Enniscrone Pier (PL19/209 permitted for 4. Units)	MIX	MIX	0.61	0.31	4	10
3	Lands to the east of Church Lane	RES	RES	1.17	1.17	29	73
4	Backlands to the south of Main Street	RES	RES	0.71	0.71	18	44
5	Lands bound by Burma Road, Cliff Road and Pier Road	RES	RES	0.62	0.62	16	39
6	Backlands to the west of Frankfort Close housing development.	RES	RES	1.23	1.23	31	77
7	Lands along Carrowhubbock North Road.	RES (SLR)	RES	0.67	0.67	17	42
Total				5.47	5.17	121	302

Table 13.3 – Additional Provision Site

AP - Additional Provision site							
Site no.	Location	Zoning 2017	Proposed zoning 2024	Site area (ha)	of which net residential	Potential housing yield	Potential no. of residents
8	Lands along Carrowhubbock South Road.	RES	RES	1.19	1.19	30	74

Fig. 13.A Compact growth designations in Ballymote: Regeneration sites (REG), Settlement Consolidation Sites (SCS), Additional Provision Sites (APS) in the context of the 2016 Census settlement boundary (CSO)



13.2.2 Population, housing and land zoning requirements

The table below provides settlement-level information that has been aggregated in the main Core Strategy Table included in **Chapter 3 (Vol. 1)**.

The area in column 5 corresponds to the proposed zoning in the Draft CDP 2024-2030. It is the sum of the sites zoned RES and the residential portions of sites zoned MIX. This figure will change if any amendments are made as a result of public consultation.

Table 13.4 Population, housing land and housing allocation for Enniscrone

1	2	3	4	5	6	7
Population 2022 and percentage of County population *	Population target 2030**	Housing allocation 2030 and percentage of County housing demand***	RES and MIX zoning 2017	Proposed RES and MIX zoning 2024	Potential housing yield of RES and MIX zoned lands 2024	Current (2023) excess of zoned land
1,291 (1.84%)	1,400 (1.86%)	130 (3.34%)	18.5	6.69 ha	151	11.86 ha

* County population 2022 = 70,198; ** County population projection = 75,000 (estimated from the NPF Implementation Roadmap)
 *** Total adjusted housing demand = 3,892 units (calculated as per HSTM)

Notes on Table 13.4

- **Columns 4 and 5** – the undeveloped lands taken into consideration are 100% of site areas in the case of RES (residential) zoning and 50% of site areas in the case of MIX zoning (a mix of uses including residential uses); lands zoned for residential or mixed-uses, which are proposed to be designated as Regeneration Sites, are not included in these figures.
- **Column 6** – the sum of housing yields from the lands in Column 5, proposed to be used for residential and mixed uses (For specific numbers of dwellings, refer to Tables 13.2 and 13.3)
- **Column 7** – the difference between the sum of areas zoned for RES and MIX uses in the CDP 2017-2024 and what is proposed to be zoned in the CDP 2024-2030.

Excess zoned land (2023)

The Enniscrone Plan incorporated into the CDP 2017 zoned more land than what is proposed in the Draft CDP 2024. The current (2023) zoned land excess amounts to 11.86 ha.

Some of these sites have been rezoned as “existing residential” or tourism uses, while others have been redesignated as Regeneration Sites (in the case of brownfield sites), Strategic Land Reserve or Green Belt.

Strategic Land Reserve (SLR)

Within the 2016 Census boundary of Enniscrone, there are two other sites of long-term interest, previously zoned for housing (2005 to 2011):

- backlands to the west of Carrowhubbock North Rd.
- land on Main Street (behind Sandcastles Creche).

These sites were placed in the Strategic Land Reserve in the 2014 Local Area Plan for Enniscrone, save for a portion of site no.10, which was zoned Residential. The two sites have potential for significant residential development to be delivered over a timescale greater than a single six-year development plan period. These lands represent the Strategic Land Reserve (SLR) of Enniscrone Town.

13.3 Promoting compact growth

Residential/mixed-use zoning and designating specific sites are essential tools for guiding the compact, sequential growth of the town from the centre outwards.

In addition to the above, compact growth will also be supported through a range of measures, and specific objectives under the following headings:

- Town Centre First
- Town centre refurbishment
- Urban design considerations
- New residential areas
- New community and recreational facilities
- Traffic and circulation

13.3.1 Town Centre First (TCF)

At the time of drafting this Development Plan (2023), no decision had been taken regarding the preparation of a **Town Centre First Plan** for Enniscrone.

A **TCF Plan** would significantly contribute to the regeneration of Enniscrone, especially by proposing solutions to the dereliction that affects parts of the Main Street.

It is essential that the **Enniscrone Town Centre First Plan** incorporates the relevant objectives contained in this chapter, in particular those relating to town centre refurbishment, addressing dereliction and facilitating pedestrian circulation and cycle mobility. In addition, any proposed interventions in the town centre should promote high-quality urban design.

13.3.2 Town centre refurbishment

The town centre of Enniscrone should be refurbished based on a **Public Realm Plan (PRP)**, to be prepared in consultation with the local community, the (future) TCF Town Team, and the Roads and Planning Sections of Sligo County Council.

The PRP should be based on a detailed survey, should identify the essential works and should provide guidance for the following:

- Enhancement of the town centre zone in line with DMURS
- Provision of a centrally located town square.
- Strengthening of the town entrance points.

The **Town Centre Zone**, as defined in the Traffic Management Plan (refer to **Section 13.3.6** below) should be refurbished in two phases in line with the requirements of DMURS. This refurbishment will involve repaving of footpaths, reducing carriageway width where possible, proposing new street furniture etc.

Two-phase refurbishment of Main Street

Phase 1 should incorporate an extended area in front of and beside Our Lady's Assumption into Heaven Church. This area should become a central **Town Square**. The car park in front of the church be replaced by a multi-functional urban space which can be used both for parking and for markets, other gatherings and social interaction.

The **Town Square** should feature a shared surface for vehicles and pedestrians, marked by a "speed table" at each end (speed tables are extended flat-top humps intended to slow down traffic).

Phase 2 would extend as far as the Ocean Sands Hotel to the south-west, and as far as the shops and Post Office to the north-east.

The filling station in this area disrupts the traditional streetscape and also causes traffic congestion. The relocation of the filling station to a suitable site outside the town centre would greatly contribute to the success of the refurbished Town Centre Zone (refer to objective **EN-UDO-2**).

The refurbishment of the former St. Mary's Church and the neighbouring former Benbulbin Hotel would create a positive image at the entrance to the town centre from the east. The refurbishment of the church must have regard to its original character (refer to objective **EN-UDO-3**)

13.3.3 Urban design considerations

Town Centre

There are some noteworthy design features and buildings within Enniscrone, which provide the town with a distinctive vernacular character, including shopfronts, attractive and elaborate railings, noteworthy chimneys, vernacular front boundary walls on the main streets. There are, however, evident deficiencies in the form and functioning of the town. The main issues identified in Enniscrone are outlined below:

- no clear town centre, no focal point for events and people to gather.
- conflict between pedestrian and vehicular movements.
- lack of footpath continuity throughout the town centre.
- tourist areas in need of rejuvenation.

The **Public Realm Plan (PRP)** and the **Town Centre First Plan** for Enniscrone should address these issues and propose specific measures or projects to enhance the appeal of the town centre.

Tourist areas: The Pier

The Pier and its immediate surroundings have the potential to become a successful tourist attraction. It is an objective of this Plan to facilitate the redevelopment of the area in front of the Pier to take advantage of its scenic location (refer to objective **EN-UDO-5**). At the minimum, the works should include:

- narrowing of the roadway and provision of footpaths.
- the provision of public seating, preferably as part of a public square with information and viewing point.

The attractiveness of the Pier for those participating in water sports could be increased through supplementary measures such as:

- the construction of a marina (refer to **EN-TOO-3**).
- the provision of improved launching and berthing facilities at the Pier (refer to **EN-TOO-4**).
- provision of boat parking for residents and visitors (refer to **EN-TOO-4**).

Any development on lands zoned for mixed uses adjoining the Pier area should include commercial/tourism-related facilities, to support the regeneration of this part of the town. Such development will be required to address the public space by providing an active frontage onto it (refer to objective **EN-UDO-5**).

It would be desirable to link the Pier with surrounding scenic areas, e.g., through the continuation of the coastal walk to the Promontory Fort and beyond (see objective **EN-CRO-4**).

Tourist areas: The Hollows

In order to strengthen the visual amenity of the Hollows, the development of gap sites along this street will be encouraged (refer to objective **EN-UDO-6**). Due to the sloping nature of this land and its location close to the town core, two-storey mixed use buildings facing onto Main Street and two/three-storey buildings facing the Hollows would be appropriate.

Regeneration sites

Two sites have been designated for regeneration in the town centre (refer to **Table 13.1** and **Figure 13.A**). Development of these backlands and infill sites should strengthen the streetscapes along the adjoining streets. Each site should be developed as a single project, possibly phased, where appropriate. Piecemeal developments on these sites will not be permitted.

Town edges

The character of the approaches into the town is important and should be preserved. The R-297 approach from the west is defined by a low stone wall, grassed earthen banks and some hedgerows. Stone walls and a line of trees mark the R-297 approach from the east. These features are significant, are visually pleasing and merit retention and protection (Refer to objectives **EN-UDO-7** and **EN-UDO-8**).

Bellawaddy Bridge

The setting of the Bellawaddy Bridge is picturesque. The improvement of this area would create an attractive entrance to the centre of Enniscrone. Possible improvements include formal planting of the stone-walled gardens in front of the cottages, the landscaping of green areas etc (Refer to objective **EN-UDO-9**). Such a programme of works would be an ideal project for a voluntary group such as the local Tidy Towns group.

13.3.4 New residential areas

There are circa 6.4 hectares of land designated for residential expansion in the short term, over the Development Plan period. Six sites located within 800 m of the town centre can accommodate over 261 residents in circa 104 new dwellings.

All seven Settlement Consolidation Sites, but especially the larger ones (sites 3 and 6), should be developed in accordance with the provisions of **Sections 10.4.3 (Master planning urban extensions), 10.4.5 (Strong urban edge) and 26.1 (Urban housing)**. The same requirements will apply to the AP site (site 8).

13.3.5 New community and outdoor recreational facilities

Enniscrone needs a dedicated community centre with facilities such as remote working units, meeting rooms, multi-purpose spaces, community canteen/kitchen. **The former factory unit** located in the vicinity of the Community Enterprise buildings has been identified as being potentially suitable for such a use (refer to objective **EN-CRO-1**).

The **Castlefield Town Park** is an underutilised resource in the centre of Enniscrone. It is an objective of this Plan to maximise the potential of the park and thereby increase its usage and relevance to the local community. Desirable interventions include interpretative signage, access to archaeological points of interest (O'Dowd's Castle), additional walking routes and sporting facilities (refer to objectives **EN-CRO-2**). The western entrance to the park should be redeveloped as a trail-head to the walking routes (refer to objective **EN-CRO-3**).

The development of **new walks around the town** is also important to maximise the potential of this scenic location and to enhance the amenity of the urban area. It is an objective of this plan to continue the coastal walk from the Pier along the cliff to the Promontory Fort at Cahermore and further on to Lenadoon Point (refer to objective **EN-CRO-4**) and to investigate the provision of a public walk from Main Street, along Leonard's Lane (L-26023), across the Bellawaddy River and along the L-26027-0 (refer to objective **EN-CRO-5**).

The retail offering within Enniscrone could be enhanced with the creation of a **casual trading area/street market in the town centre** (refer to objective **EN-RDO-1**). The town would also benefit from a new or extended supermarket (refer to objective **EN-RDO-2**).

The development of a **flagship retail outlet** such as a cafe/restaurant, luxury homewares and craft shop including artists' studios/workshops would contribute to the tourism offering. Possible locations for this could include the future (redeveloped) Pavilion building at the Hollows or at the St Mary's Church (refer to objective **EN-RDO-3**).

13.3.6 Traffic and circulation

Traffic management

The central built-up area of Enniscrone will be subject to a traffic management plan (TMP), including the following elements:

- establishment of a **town centre zone** and two **transition zones**, involving various degrees of traffic calming.
- expanding the one-way system.
- reconfiguration of existing parking areas and provision of an additional one.
- safeguarding potential routes for new streets/roads.

Town centre zone and transitional zones

The Main Street of Enniscrone is a regional road – the R-297. This road is subject to a significant amount of through-traffic and vehicle speed is an issue. Measures are required to slow down traffic passing through the centre and ensure the road can be used as a town centre street.

In accordance with the principles contained in the DMURS, it is proposed to create two types of traffic zones along Main Street: a **town centre zone** (refer to objective **EN-TCO-1**) and two **transition zones** on either side of the centre (refer to objective **EN-TCO-2**). The introduction of a shared surface should be considered for the **town centre zone**.

One-way systems and other traffic measures

Narrow sections of the Main Street, as well as Pier Road and Cliff Road, often become congested due to the haphazard parking of cars. To address this, a system of one-way streets is proposed.

The northern one-way flow of traffic on Cliff Road should be complemented by a southerly traffic flow on Pier Road from its junction with the Burma Road up to its junction with the Main Street (**EN-TCO-3**).

The road width gained by restricting traffic to a single lane could be used in the short term for some parallel car parking and will include traffic calming and improved crossing facilities at the school.

In the long term, once suitable off-road car parks have been constructed elsewhere in the town, it is envisaged that on-street parking along Cliff Road and other streets would be eliminated and footpaths would be built (or widened) on both sides of the road.

In the long term, the looped road into the Hollows should be closed for vehicular traffic with the exception of residents' access. This objective shall be implemented only after the construction of the new car park at Muckduff (refer to objective **EN-TCO-4**).

Parking provision

As a tourist town, Enniscrone experiences a large influx of visitors and vehicular traffic in the summer months. On busy days, the scarcity of off-street car parking in Enniscrone becomes a significant issue resulting in extensive on-street parking as well as illegal 'on-footpath' parking. Illegal parking should be made more difficult and appropriate signage should be put in place to direct people to off-street designated parking spaces and on-street parking in the *transition zones*.

■ Car parking serving the beach

Controlled car parking on the beach is permitted only on days when the demand is high and parking in the Hollows has reached its full capacity. Beach parking is not ideal in terms of maintaining bathing water quality. Parking in the Hollows results in damage to areas of grass and contributes to significant erosion of the dunes. In the future, car parking on the beach and outside designated areas in the Hollows should be prohibited.

It is proposed to secure the provision of a publicly accessible car park comprising a minimum of 100 spaces in conjunction with new tourism-related development at Muckduff, to the south-west of the Bellawaddy River (refer to objective **EN-TCO-6**). Once this car park is fully operational, parking on the beach, dunes and on-street along the access road to the beach will be prohibited and the pedestrian access to the beach will be improved (refer to objective **EN-TCO-5**).

■ Main Street car parking

Car parking on Main Street can be problematic all-year round. A small off-street car park (14 spaces) is located in front of Our Lady's church, with another 20 car parking spaces to the rear. However, the parking area in front of the church is often empty, while cars are parked on the Main Street in front. This situation could be rectified by reconfiguring the entire area immediately to the north of the church (refer to **Section 13.3.2 Town Centre refurbishment**).

It is considered that restricting parking along certain portions of Main Street would achieve a much better degree of utilisation of the available off-street parking spaces (refer to objective **EN-TCO-9**).

New streets

In order for the town to develop in a consolidated manner, a network of auxiliary roads is required to open up the backlands for development.

Corridors will be reserved for the following routes (refer to objective **EN-TCO-10**):

- a new link road to the south of the R-297, between the L-2602-14 (at Frankford) and the R-297 (at Muckduff) – to preserve the future development potential of these lands, currently located in the Green Belt, to the south of the development limit.
- 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 the Main Street.

It is important that vacant lands and backlands remain accessible and free from development for this purpose (refer to objective **EN-TCO-11**). The alignment of the new roads and the location of junctions, as shown on the **Zoning Map**, are indicative. The exact details will be established at the design stage.

Walking

In order to encourage walking as a safe and convenient mode of transport, as well as a healthy leisure activity, it is proposed to create and maintain a network of pedestrian routes and linkages throughout Enniscrone town and address shortfalls in terms of footpath continuity throughout the village and between areas of scenic value and interest (refer to objectives **EN-CRO-2** to **EN-CRO-5**). These areas include the Pier, Promontory Fort, Lenadoon Point, Castle Field, the Bellawaddy River and the Hollows as well as the town centre.

At the time of writing (2023), a design and feasibility report is proposed to identify a preferred scheme for the provision of footpaths in Enniscrone under the Active Travel scheme.

13.4 Specific development objectives for Enniscrone

In addition to the policies contained in **Chapter 10 Urban Development Principles** of this Volume (Vol. 2) and the general development policies and objectives set out in Volume 3 of this Plan, this section sets out specific objectives for Enniscrone relating to urban design, transport and circulation, recreational facilities, coastal protection, tourism and retail.

Urban design objectives

It is an objective of Sligo County Council to:

Town centre

- EN-UDO-1** Prepare a **Public Realm Plan** for the **town centre zone** of Enniscrone (refer to objective **EN-TCO-1** and **EN-TCO-2**). The **town centre zone** shall be refurbished in two phases:
- **Phase 1** will incorporate an extended area in front of and beside Our Lady's Assumption into Heaven Church, with the purpose of creating a central **Town Square**, i.e., a multi-functional space which can be used both for parking and for markets, other gatherings and social interaction.
 - **Phase 2** will extend as far as the Ocean Sands Hotel to the south-west and as far as the shops and Post Office to the north-east.
- EN-UDO-2** Facilitate the relocation of the filling station from the town centre to a suitable site outside the town centre.
- EN-UDO-3** Require the refurbishment of the former St. Mary's Church as part of any redevelopment proposal for its site. The church should be sensitively redeveloped along with the adjacent former Benbulbin Hotel.

Regeneration sites

- EN-UDO-4** Promote the redevelopment of the following regeneration sites, considering the guidance provided in **Section 13.3.3**:
- REG-1** Lands between Main Street and Castle Field
 - REG-2** Lands located just off Main Street with frontage onto Pier Road

Tourist areas

- EN-UDO-5** Promote the redevelopment of **the Pier area** by undertaking the following works, whilst ensuring the protection of designated sites through screening for Appropriate Assessment at project level:
- narrowing of the roadway and provision of footpaths.
 - the provision of public seating, preferably as part of a public square with information and viewing point.

Urban design objectives

Any development on lands zoned for mixed uses adjoining the Pier area should include commercial/ tourism-related facilities. Such development will be required to address the public space by providing an active frontage onto it.

- EN-UDO-6** Encourage the development of gap sites at **the Hollows**. Development on these sites should take the form of two/three-storey buildings fronting onto the Hollows and two-storeys fronting onto Main Street.

Town edges

- EN-UDO-7** Preserve the vernacular stonewalling and tree line along the entrance to the town along the R-297 to the east of the town.
- EN-UDO-8** Protect the stone wall, grassed banks and hedgerows which line the western approach to the town along the R-297.
- EN-UDO-9** Encourage the enhancement of the area in the vicinity of Bellawaddy Bridge, via hard and soft landscaping of Duck Street and the beach access road, and through the provision of appropriate street furniture.
- EN-UDO-10** Retain distinctive street furniture such as the fire hydrant on Bellawaddy Bridge.

Traffic and circulation objectives

It is an objective of Sligo County Council to:

Traffic Management Plan – town centre zone

- EN-TCO-1** Designate a **town centre zone** on Main Street and upgrade this area by introducing a shared surface or reducing carriageway width and widening/building footpaths. This area shall be redesigned/retrofitted in compliance with the provisions of the Design Manual for Urban Roads and Streets (DMURS - DTTS, DECLG 2013).
- EN-TCO-2** Designate two **transition zones** on Main Street, adjoining the **town centre zone**. These areas shall be redesigned/retrofitted in compliance with the provisions of the DMURS.

Traffic Management Plan - one-way systems and other measures

- EN-TCO-3** Introduce a one-way system along Pier Road from its junction with Burma Road to the junction with Main Street.

Traffic and circulation objectives

EN-TCO-4 In the long-term upon construction of the new car park at Muckduff or an alternative site (refer to objective **EN-TCO-6**), restrict traffic on looped road into the Hollows to residents only.

EN-TCO-5 Upon construction of the new car park at Muckduff or an alternative site (refer to objective **EN-TCO-6**) restrict vehicular access to the beach, prohibit parking along the beach access road or on the dunes and enhance pedestrian accessibility.

Traffic Management Plan – car parking provisions

EN-TCO-6 Pursue, in consultation with the relevant landowners, the provision of a publicly accessible car park, comprising a minimum of 100 spaces, in conjunction with any tourism-related development at Muckduff, to the south-west of the Bellawaddy River.

EN-TCO-7 Introduce restrictions on all green areas in the Hollows to prevent car parking on the grass.

EN-TCO-8 In the long term, eliminate on-street car parking on the Cliff Road and widen the footpaths on both sides of the road.

EN-TCO-9 Restrict on-street parking along certain sections of Main Street, including:

- A. within 20 m of the filling station along Main Street, on both sides of the road.
- B. from the junction of Main Street and Pier Road along both sides of Pier Road up to the entrance of the secondary school.
- C. along Main Street opposite Tracy's restaurant.

New roads and access points

EN-TCO-10 Reserve the following corridors to allow development of vehicular, pedestrian and cycle routes, thereby facilitating the development of backland areas and the future expansion of the town:

- 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. 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.

EN-TCO-11 Reserve land throughout Enniscrone to allow access to backlands and to cater for new roads (refer to objective **EN-TCO-10** above). Access points should be wide enough to accommodate corner buildings if feasible and should be overlooked and appropriately landscaped.

For the indicative location of proposed route corridors, refer to the Enniscrone Zoning Map.

Retail development objectives

It is an objective of Sligo County Council to:

- EN-RDO-1** Facilitate the creation of a casual trading area/street market on a suitable site adjoining Main Street.
- EN-RDO-2** Facilitate the provision of a new or extended supermarket in Enniscrone.

Flagship project

- EN-RDO-3** Promote the development of a tourism/retail flagship project incorporating uses such as a cafe/restaurant, luxury homewares and craft shop, artists' studios/workshops at one of the following locations:
- The Pavilion building (when redeveloped) at the Hollows.
 - St Mary's Church.

Coastal protection objectives

It is an objective of Sligo County Council to:

- EN-CPO-1** Continue the maintenance and management of Enniscrone's coastal area, incorporating the dunes, and enhance the protection of Enniscrone beach.
- EN-CPO-2** Prepare an integrated coastal management plan for Enniscrone in consultation with relevant agencies and interested parties. This plan should address, inter alia, the existing and potential recreational uses of the area. The coastal management plan will ensure the protection of Natura 2000 sites through the Appropriate Assessment process.
- EN-CPO-3** Maintain and review dune management, to include, where necessary, appropriate fencing, boardwalks and public information boards in consultation with the National Parks and Wildlife Service.

Tourism objectives

It is an objective of Sligo County Council to:

- EN-TOO-1** Support the relocation of the tourist office to a more suitable building.
- EN-TOO-2** Continue to provide tourist information boards at strategic locations around the town and environs, highlighting points of interest and things to do in Enniscrone.

The Pier

- EN-TOO-3** Carry out, as resources permit, a feasibility study into the construction of a marina at the Pier.
- EN-TOO-4** Provide improved shelter, launching, berthing and boat parking at the Pier, including facilities for those participating in water sports.

The Hollows

- EN-TOO-5** Support the provision of a dedicated water sports facility in the Hollows comprising changing facilities, showers, toilets and secure storage facilities (funded by Failte Ireland).

Community and recreation facilities objectives

It is an objective of Sligo County Council to:

Castlefield

- EN-CRO-1** Facilitate the provision of a dedicated community centre and remote working hub for the town by repurposing and extending the existing warehouse/factory building at Castlefield.
- EN-CRO-2** Expand and enhance the facilities at Castlefield Park, in terms of interpretative signage, access to archaeological points of interest, walking routes and sporting facilities.
- EN-CRO-3** Redevelop the western entrance to Castlefield Park as a trailhead to the walking route.

New walkways

- EN-CRO-4** Continue the provision of a coastal walk from the Pier along the cliff to the Promontory Fort at Cahermore and further on to Lenadon Point.
- EN-CRO-5** Investigate the provision of a public walk from Main Street, along Leonard's Lane (L-26023), across the Bellawaddy River and along the L-26027-0.

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