

Chapter 16. Collooney Village Plan

Collooney is located approximately 13 km to the south of Sligo Town, at the junction of two major national roads, the N-4 (Sligo to Dublin) and the N-17 (Sligo to Galway).

In the Settlement Strategy, Collooney is a designated **Satellite Village** of Sligo Regional Growth Centre (RGC). The village is also included in the area covered by the Sligo Local Transport Plan (SLTP), which contains specific provisions relating to active travel and public transport.

16.1 Village profile

The village is served by the Sligo-Dublin railway line, while the disused Western Rail Corridor runs to the north-west. The Western Rail Corridor offers the potential for improved transport links, either as a greenway or as a railway. The protection of the corridor remains important for the future development of Collooney.

Apart from new housing schemes (including apartments), a significant development in the 2000s was the construction of commercial units on the lands to the east of the N-4. There have been concerns regarding the scale and the type of development that has occurred at this location.

The Planning Authority has adopted a flexible and supportive approach towards proposals for non-retail uses for vacant units, many of which have been repurposed for business, enterprise and even leisure activities. This approach will continue, in order to support local employment in this important Satellite Village.

Collooney village assets			
Population	2022 Census	1,797	+11.6% increase 2016-2022
	2016 Census	1,610	+17,6% increase 2011-2016
	2002-2022	+ 1,178 residents	+190.3% increase since 2002
Housing stock	2016 Census	768 dwellings, of which 101 considered vacant	
Service infrastructure	Water supply	Sourced from Lough Gill through the Sligo and Environs Water Supply	
	Wastewater treatment	3,500 PE with spare capacity of approx. 1,611 PE	
	Road network	Located at the junction of the N-4 (Dublin Road) and N-17 (Galway Road).	
Social infrastructure	Schools	Two primary schools	
	Churches	Three churches	

Collooney village assets		
	Sports facilities	GAA pitch
	Other assets	Health centre, ball alley, crèches, post office, burial ground
Sustainable transport	Train	Collooney train station on the Sligo-Dublin line and the Western Rail Corridor, which has the potential to be reopened for rail transport
	Bus	Served by Bus Eireann routes 23, 64 and the Local Link
	Active travel	Footpath along sections of the R-290 road to Ballysadare
Architectural heritage	Protected Structures	24 , including notable structures such as Markree Castle and the Collooney Woollen Mills Complex
	Buildings of Note	6 Buildings of Note
Natural heritage and environment	Natura 2000 sites nearby	Unshin River Special Area of Conservation, Union Wood pNHA, and Slieveward Bog NHA
	Natural amenities	The Owenmore River, Fair Green, Markree Demesne
	Flood risk	Present. Flood Zones A and B are mapped in Appendix 1 of the SFRA

16.2 Housing and population allocations

The potential yield of lands zoned for housing in Collooney amounts to **114 units** for the Plan period. The delivery of these dwellings would facilitate an increase of Collooney’s population by at least **285 residents**. The **actual housing allocation is 97 units**, which is reflected in the aggregate figure for Satellite Villages indicated in the Core Strategy Table (refer to Chapter 3 in Volume 1).

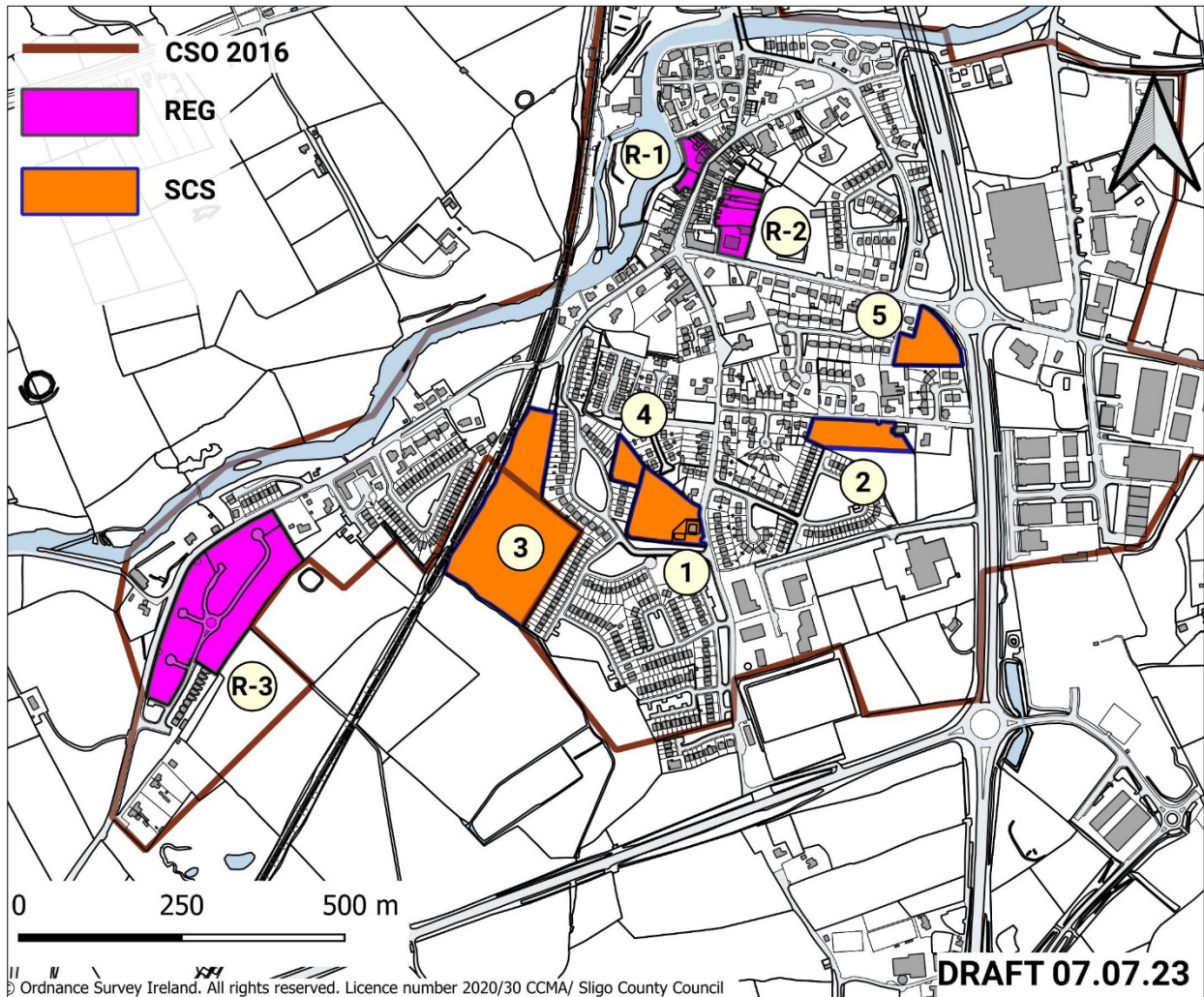
Section 16.2.1 below lists the sites designated to contribute to the compact growth of Collooney, together with their potential housing and population yields.

Section 16.2.2 includes a table showing the amount of land with residential potential proposed to be zoned in Collooney for the period of this CDP (2024-2030), compared to the previous Collooney Mini Plan (2017-2024).

16.2.1 Compact growth designations

A number of sites have been designated in Collooney as **Settlement Consolidation Sites (SCS)** as recommended in the *Development Plan Guidelines (2022)*, in order to give effect to the NPF requirements for compact growth. Three Regeneration Sites have also been designated in accordance with Section 10(2)(h) of the Planning Act.

Fig. 16.A Compact growth designations in Collooney: Regeneration sites (REG) and Settlement Consolidation Sites (SCS) in the context of the 2016 Census settlement boundary (CSO)



Regeneration sites

There are three sites designated for regeneration in Collooney: a site on Main Street (REG-1), lands to the north of Barrack Road (REG-2) and an unfinished portion of the housing development at Knock Beg West (REG-3).

The site at Main Street (REG-1) contains a few buildings in poor condition and a “gap”/undeveloped area adjoining the street. The renovation or replacement of the existing structures and the construction of a new terrace of buildings would improve the streetscape and could provide an opportunity to create a riverside walkway.

The site to the north of Barrack Road (REG-2) contains a warehouse, sheds and a substantial site to the rear. The designation seeks to fully utilise the site and stimulate the redevelopment of the commercial premises.

The site at Knockbeg West (REG-3) seeks to promote the completion of the housing scheme. Planning permission was granted in 2011 for the last phase of this development. At the time of writing (2023), the housing development was still unfinished. 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 16.1 Regeneration sites

REG – Regeneration site							
Site code	Location	Zoning 2017	Proposed zoning 2024	Site area (ha)	of which net residential	Potential housing yield	Potential no. of residents
REG-1	Buildings and lands between Main Street and the Owenmore River	MIX	MIX	0.27	n/a	n/a	n/a
REG-2	The structures and backlands to the north of Barrack Road	MIX	MIX	0.59	n/a	n/a	n/a
REG-3	Unfinished housing estate at Knockbeg West Td.	MIX	RES	3.17	n/a	n/a	n/a

Settlement Consolidation (SCS)

Lands designated as SCS are proposed to be zoned for residential (RES). The potential housing yield of these lands has been calculated based on the following:

- the average residential density is 20 units per hectare, which is higher, but not excessively so, than the density of existing housing estates in Collooney;
- the Council-owned site (SCS 1), which is included in the Housing Delivery Action Plan 2022-2026, has a predetermined allocation of 20 houses for the period of the plan;
- sites zoned RES are presumed to be developed exclusively for housing;
- the average household size of future occupants of new housing is set at 2.5 persons.

The SCS sites are located within the 2016 Census boundary for Collooney, except for a portion of SCS 3 which is located outside the boundary. It is estimated that circa 80 houses, i.e. 70% of the total housing yield can be delivered within the settlement's built-up footprint, far in excess of the 30% requirement of RPO 3.2(c).

Table 16.2 – 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	Site between Church View (L-76093-0) and Riverwalk.	RES	RES	0.91	0.91	20	50
2	Site south of L-7609-0	RES	RES	0.62	0.62	12	30
3	Site between the Sligo-Dublin railway line and Abhainn Mor housing development	GB	RES	3.33	3.33	67	168
4	Site between Kiernan Avenue and Riverwalk	RES	RES	0.25	0.25	5	12
5	Site at junction of Barrack Road (R-290) and the N-4 (Collooney Roundabout)	COM	RES	0.49	0.49	10	25
Total				5.60	5.60	114	285

16.2.2 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. This figure will change if any amendments are made as a result of public consultation on the Draft CDP.

Table 16.3 Population, housing land and housing allocation for Collooney

1	2	3	4	5	6	7
Population 2022 and percentage of County population*	Population target 2030 and percentage of County population projection**	Housing allocation 2030 and percentage of County housing demand***	RES and MIX zoning 2017 (only lands with housing potential)	Proposed RES zoning 2024 (no housing allocation to MIX lands)	Potential housing yield of RES zoned lands 2024	Current (2023) excess of zoned land
1,797 (2.55%)	1,900 (2.53%)	97 (2.5%)	7.42 ha	5.60 ha	114	1.83 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 16.3

- **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 yield from the lands in Column 5, proposed to be used for residential and mixed uses (For specific numbers of dwellings, refer to Table 16.2)
- **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 Collooney Mini-Plan/CDP 2017 zoned more land (for housing and mixed uses) than what is now proposed in the Draft CDP 2024. The current (2023) excess of zoned land amounts to 1.83 ha. These lands/sites have been redesignated as Regeneration Sites (in the case of brownfield sites), or Green Belt (one small MIX site).

16.3 Village-specific objectives

Note: These objectives must be considered in conjunction with the urban development policies for towns and villages 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.

16.3.1 Natural heritage and open space

- A.** Preserve the riverbanks and floodplain meadows located east of the N-4 (Sligo-Dublin Road) as a wildlife corridor/river buffer zone, to avoid flood damage to existing developments upstream and support improved access to the river, subject to Habitats Directive Assessment.
- B.** Retain, enhance and extend the Fair Green and facilitate the relocation of the existing structure sheltering the Ball Alley as a means of enhancing this valuable town park
- C.** Preserve the mature trees and parkland on the grounds of Glebe House.
- D.** Protect the setting of Markree Demesne by ensuring that any new development in the vicinity of the demesne is appropriately sited, designed, landscaped and screened.

16.3.2 Built heritage and streetscape

- A.** Facilitate the sensitive restoration and repurposing of the remaining buildings of the Woollen Mills Complex, preferably for mixed uses incorporating a tourist/heritage centre.
- B.** Reconfigure the open area at the Methodist Church so that it can function as a village square, with appropriate landscaping, street furniture and parking spaces.

16.3.3 Transport, circulation and parking

- A.** Require any new enterprise development west of the N-4 to share the existing access road to the older industrial estate.
- B.** Restrict access to the GAA pitch and adjacent housing developments to be exclusively via the existing built-up area to the north. There shall be no vehicular access to these lands off the N-17 (Galway Road).
- C.** Facilitate the provision of a town car park by reserving sufficient land between the Fair Green and the central mixed-use zone (see Zoning Map).
- D.** Provide a footpath and cycle link between Toberbride Business Park and the village centre.
- E.** Implement a one-way traffic system and associated footpath improvements within the village in a phased manner as follows:
 - **Phase 1** will extend from the junction of the R-290 with Main Street to the junction of Main Street with Lower Main Street.
 - **Phase 2** will extend from the junction of Barrack Road with Main Street, onto lower Main Street and to the junction with the R-290.

- F.** Protect the Western Rail Corridor by preventing any type of development with the potential to compromise its future use either as a rail link or as a greenway.
- G.** Implement the following active travel and public transport measures recommended in the **Sligo Local Transport Plan**:
- i.** the development of a segregated (where feasible) cycle lane from Sligo Town to Collooney via Ballysadare, along the R-287 and the R-290;
 - ii.** the provision of additional shelter for waiting passengers along the platform and sheltered cycle parking;
 - iii.** the provision of a park-and-ride facility at the train station. The car park located on the community-owned site east of the railway should be reserved for this use. The car park should include an electric vehicle charging point and be integrated with pedestrian and cycle connections to the village centre.
 - iv.** facilitation of the pedestrian use of the existing crossing under the railway linking the train station with the car park. Access to this car park shall be off the L-2101 (Coolaney Road), via the existing lane west of the railway.
 - v.** Upgrade of the link between the train station and the village to include a segregated cycle track and a footway;
 - vi.** the provision of a pedestrian bridge over the river linking the town centre with the railway station subject to detailed design and subject to environmental assessment and screening for Appropriate Assessment.

16.3.4 Community facilities

- A.** Support the extension of St. Joseph’s primary school on its current site or facilitate suitable alternative arrangements.

16.3.5 Business, industry, enterprise

- A.** Proposals for new development on lands zoned for business, industry and enterprise shall be restricted to uses that are consistent with this zoning category (BIE), as outlined in the zoning matrix. Retail or retail warehousing developments will not be permitted under any circumstances.
- B.** Adopt a flexible and supportive approach towards proposals for alternative uses for existing any vacant properties on lands zoned BIE. The Planning Authority will consider a range of suitable uses for these properties, including activities relating to the creative industries, recreational and cultural uses, etc. Retail or retail warehousing developments will not be permitted under any circumstances.