

# Chapter 19. Strandhill Village Plan

Strandhill is located 8 km to the west of Sligo Town, on the western extremity of the Coolera Peninsula. The Settlement Strategy designates Strandhill a **Satellite Village** of Sligo Regional Growth Centre (RGC).

The village is included in the area covered by the Sligo Local Transport Plan (LTP), which contains specific provisions relating to active travel.

Strandhill is also one of the designated settlements with **special coastal tourism functions**.

## 19.1 Village profile

The village underwent significant growth during the ‘Celtic Tiger’ years and much of the residential development took the form of suburban-type estates with only a small number of apartments.

Strandhill’s main employment sector is its tourism industry, created in part by its reputation as one of the top surfing destinations in Ireland and its picturesque location. Strandhill also has a range of unique assets which contribute to its attractiveness for enterprise and tourism.

### Sligo Airport

County Sligo’s only airport is located in Strandhill, to the north of the village. The former Regional Airport operated internal and external commercial flights between 1983 and 2011. While no longer in use for scheduled flights, Sligo Airport continues to operate as the North-West base of the Irish Coast Guard S-92 Search & Rescue Helicopter.

### National Surf Centre

The National Surf Centre in Strandhill, which opened in 2023, will confirm Sligo’s reputation as a “must-visit” outdoor adventure destination along the Wild Atlantic Way. It will also be an invaluable resource for the local surfing community and visitors.

### Enterprise Centre

The Enterprise and Technology Centre, located beside the Airport, offers ready-to-go offices and fully-equipped meeting and training rooms. At the same location, the recently constructed Strand Campus hosts a Digital Gaming Hub, the first in Ireland dedicated solely to supporting companies involved in gaming technologies.

### Public realm

The popularity of Strandhill attracts increasing numbers of visitors who arrive mainly by car. As a consequence, the lower zone of the village (closer to the seafront Promenade), is dominated by vehicular traffic and car parking. Over time, the Council has sought to create a safe and pleasant space at the Promenade, providing more space for pedestrians.

Strandhill village assets			
Population	2022 Census	1,982	+13% increase 2016-2022
	2016 Census	1,753	+9.8% increase 2011-2016
	2002-2022	+ 980 residents	+97.8% increase since 2002
Housing stock	2016 Census	892 dwellings	
Service infrastructure	Water supply	Cairns Hill Water Reservoirs via Fox's Den WTP	
	Wastewater treatment	3,700 PE with spare capacity of approx. 1,357 PE	
	Road network	Served by the R-292 to Sligo Town	
Social infrastructure	Schools	One primary school	
	Churches	Two churches	
	Sports facilities	Soccer and rugby pitch, tennis courts and golf club. The Sligo GAA 'Centre of Excellence' at Scarden is located circa 3 km to the east of the village.	
	Other assets	Post office, creches, nursing home	
Sustainable transport	Train	Access to the Sligo-Dublin railway line at Mac Diarmada Train Station (Sligo, 8 km to the east)	
	Bus	Served by Bus Eireann route S2 and TFI Local Link	
	Active travel	No scheme in place at the time of writing (2023)	
Architectural heritage	Protected Structures	8, including Dolly's Cottage and The Cannon at the seafront	
	Buildings of Note	10 Buildings of Note	
Natural heritage and environment	Natura 2000 sites nearby	Ballysadare Bay SAC/SAP and Cummeen Strand/Drumcliff Bay SAC/SPA	
	Natural amenities	Strandhill Beach, Culleenamore Beach and the archaeologically significant Knocknarea	
	Flood risk	<b>Present.</b> Flood Zones A and B are mapped in <b>Appendix 1 of the SFRA</b>	

## 19.2 Housing and population allocations

The potential yield of lands zoned for housing in Strandhill amounts to circa **141 units** for the Plan period. The delivery of these dwellings would facilitate an increase of Strandhill’s population by at least **353 residents**. **The actual housing allocation is 120 units** as reflected in the aggregate figure for Satellite Villages indicated in the Core Strategy Table (refer to Chapter 3 in Vol. 1).

**Section 19.2.1** below lists the sites designated to contribute to the compact growth of Strandhill, together with their potential housing and population yields.

**Section 19.2.2** includes a table showing the amount of land with residential potential proposed to be zoned in this CDP (2024-2030) compared to the previous Strandhill Mini Plan 2017-2024.

### 19.2.1 Compact growth designations

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

#### Regeneration site

There is only **one site designated for regeneration**. The neglected condition of the Ocean Wave Lodge has an adverse effect on the visual amenity and streetscape of Top Road. Its designation seeks to stimulate redevelopment and avoid further decay of the property.

Because there is no certainty regarding the potential housing yield of any redevelopment on this site, it has not been included in the Core Strategy housing allocation.

**Table 19.1 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	Site of Ocean Wave Lodge, Top Road	MIX	MIX	0.32	n/a	n/a	n/a

#### Settlement Consolidation

**Lands designated as SCS** 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:

- the average residential density is 20 units per hectare, which is higher, but not excessive when compared with the density of existing housing estates in Strandhill;
- the Council-owned site (SCS-2) included in the Housing Delivery Action Plan 2022-2026 site has a predetermined allocation of 50 houses
- sites zoned RES are presumed to be developed exclusively for housing

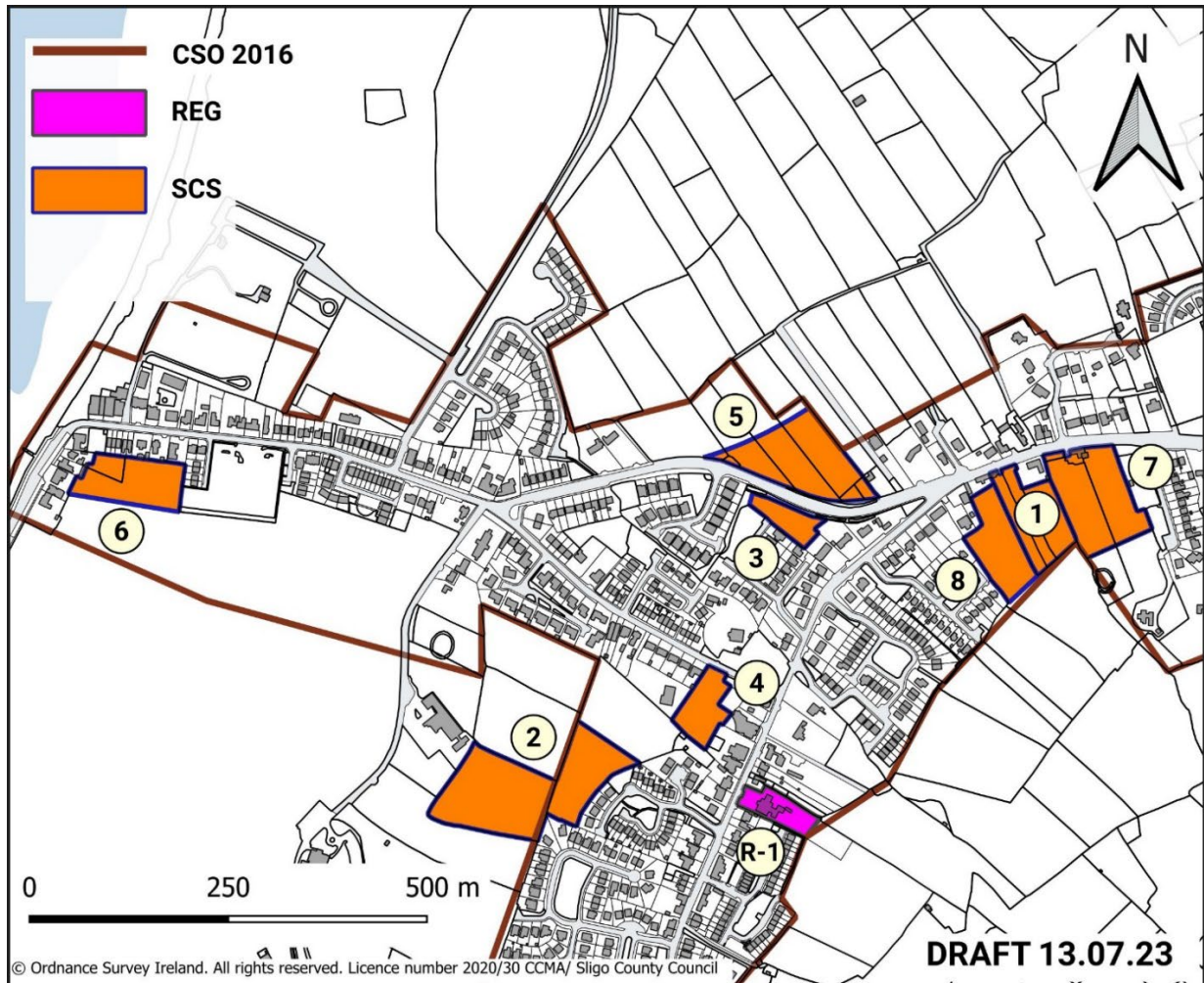
- d. The residential component of sites zoned MIX is presumed to be circa 50%
- e. The average household size of future occupants of new housing is set at 2.5%.

All SCS are located largely within the 2016 Census boundary, with a portion of SCS-2 located outside it. This means that at least 108 houses, i.e. 77% of the total potential 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 19.2 Settlement Consolidation Sites**

<b>SCS - Settlement Consolidation Sites</b>							
<b>Site no.</b>	<b>Location</b>	<b>Zoning 2017</b>	<b>Proposed zoning 2024</b>	<b>Site area (ha)</b>	<b>of which net residential</b>	<b>Potential housing yield</b>	<b>Potential no. of residents</b>
1	East of Roundabout on R-292	RES	RES	0.74	0.74	15	37
2	HDAP site, Carrowbunnaun (Part 8 boundary)	RES	RES	1.88	1.88	50	126
3	Site at Burma Road (south)	RES	RES	0.27	0.27	5	13
4	Site at Buenos Ayres Drive	RES	MIX	0.42	0.21	4	10
5	Site at Burma Road (north)	RES	RES	1.18	1.18	24	60
6	Backland site between Main Car Park and Promenade	MIX	MIX	0.74	0.37	7	17
7	Site at the R-292 (south)	RES	RES	1.15	1.15	23	57
8	Backland site south of the R-292	RES	RES	0.66	0.66	13	32
<b>Total</b>				<b>7.04</b>	<b>6.46</b>	<b>141</b>	<b>353</b>

**Fig. 19.A Compact growth designations in Strandhill: Regeneration sites (REG) and Settlement Consolidation Sites in the context of the 2016 Census settlement boundary (CSO)**



## 19.2.2 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 19.3 Population, housing land and housing allocation for Strandhill**

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 and MIX zoning 2024 (only lands with housing potential)	Potential housing yield of RES and MIX zoned lands 2024	Current (2023) excess of zoned land
1,982 (2.82%)	2,100 (2.8%)	120 (3.08%)	11.67 ha	7.04 ha	141	4.63 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 19.3

- **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 19.2)
- **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 Strandhill Mini-Plan/CDP 2017 zoned more land (for housing and mixed uses) than what is now proposed in the Draft CDP 2024. The current excess of zoned land amounts to 4.63 ha. These lands/sites have been redesignated as Strategic Land Reserve or Green Belt.

## 19.3 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.

### 19.3.1 Landscape, natural heritage, open space

- A. Prepare, in consultation with the DHLGH, a management plan for the Council-owned lands at Killaspugbrone.
- B. Apply the precautionary principle in relation to development proposals with potential to impact on the County Biodiversity Site within the green belt by requiring an ecological impact assessment to ensure that any proposed development will not affect the integrity and conservation value of the site.
- C. Retain and enhance public open space at the following locations:
  - i. the Sligo entrance to the village, between the new and old R-292, where a floral or shrub display might be developed, possibly in conjunction with a piece of public art.
  - ii. a strip of land to the east of the Airport Road, which would lend itself to a tree and shrub belt for amenity and shelter purposes.
- D. Require any development on the site of Seaview House on Upper Buenos Ayres Drive to retain and landscape a substantial element of open space at the eastern end of the existing garden.

### 19.3.2 Coastal protection

Coastal erosion is evident along the Strandhill coastline. The village itself and the wastewater treatment plant (WWTP) are well protected by rock armour revetments. Frequent maintenance of the revetment in front of the Promenade has held it in good stead. However, other intermediate areas along this particular shoreline have seen increasing erosion in recent years. This is especially evident along the sand dunes between the Promenade and the WWTP.

The Strandhill coastline is currently (2023) being investigated as part of an OPW funded 'Coastal Erosion and Flood Risk Management' Study. The report will detail the coastal erosion processes taking place at Strandhill and will provide guidance on what practical interventions are possible to alleviate erosion at problem sites. Until specific coastal protection measures are approved, the objectives listed below remain applicable.

- A. Assist in the implementation of the recommendations of the Coastal Erosion and Flood Risk Management Study when completed.
- B. Prepare an integrated coastal management plan for Strandhill 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.
- C. Retain a natural storm berm and dune buffer zone on the west side of the Strandhill caravan park, in the interests of safety. The natural buffer shall be at least 50 meters in width, as measured from the fore-dune ridge, and shall be maintained free from all new permanent structural development.

- D. 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.

### 19.3.3 Built heritage and streetscape

- A. Prepare a conservation report for Killaspugbrone Medieval Church and Graveyard, in partnership with the community, to inform future conservation works to the Church and graveyard, as resources allow.
- B. Ensure that the design of new developments along the Top Road (R-292) reflect the scale, character and finishes of existing vernacular buildings at this location.

### 19.3.4 Mixed-use zones

#### **Shore Road and Promenade**

- A. Support the upgrading and refurbishment of the Promenade and Shore Road to allocate more space for pedestrians, including informal play and seating areas along the sea front. Any proposal should include reduced carriageway widths and wider footpaths along Shore Road and the Promenade, along with a rationalisation of car parking spaces. Proposals should also include new landscaping and street furniture.

#### **Promenade**

- A. Encourage the upgrading of existing properties fronting onto the Promenade via appropriate design improvements and/or redevelopment.
- B. Encourage the redevelopment of the Promenade 'Corner' currently comprising shops, dwellings and a public open space.
- C. Require that any development proposed on the 'Promenade Corner' adheres to the following criteria:
  - i. all new build and redevelopment should be of high quality in terms of design and materials, recognising its importance for the streetscape at the 'gateway' to the promenade area;
  - ii. up to three storeys may be permitted, subject to satisfactory integration with adjoining developments;
  - iii. new development should incorporate an appropriate mix of tourism, commercial and residential uses, combined with adequate backland access and parking provision.

#### **Buenos Aires Drive** (SCS-6, the Main Car Park, and the mixed-use zone at the junction of Buenos Aires Drive and Burma Road)

- A. Permit terraced buildings up to three storeys in the mixed-use zone along Buenos Aires Drive, subject to appropriate 'feathering' and the creation of a strong building line extending towards the Promenade.
- B. Require that any development proposal on mixed-use lands between the Council car park and the Shore Front Surf Centre incorporates the following:
  - i. a pedestrian civic square, capable of being used for events and local markets;
  - ii. pedestrian linkages to the Promenade to the west, behind existing development;
  - iii. the location of any car parking behind the building line.



- C. Encourage any proposal which involves a change of use or redevelopment of an existing property at the Church junction (next to the existing retail unit) to include the upgrading of building façades, to reflect its highly visible position at this location.

### **Mixed-use site adjoining the R-292**

- A. Require that any development proposal on the site to the south-west of the petrol/service station, between the old and the realigned R-292) incorporates the following:
- i. protection and enhancement of the setting of Dolly's Cottage through appropriate scale and design of all proposed structures;
  - ii. where appropriate, new buildings should be dual aspect, with façades fronting both public roads. Their design shall reflect a common theme and be appropriately detailed for such a high-profile site.

## 19.3.5 Transport, circulation and parking

- A. Reserve land along Burma Road for a 'public transport node' / mobility hub, to include car and cycle parking facilities, bus stop etc.
- B. Upgrade the Golf Course Road (L-7507-0) and its junction with Buenos Aires Drive.
- C. Implement the following active travel measures recommended in the draft Sligo Local Transport Plan:
- i. Upgrade existing cycle lanes along the R-292 and improve street lighting and signage along the route.
  - ii. Upgrade the existing Shore Road/R-277 junction in the village to include clear cycle paths.
- D. Support the implementation of traffic-related schemes within the village, including:
- realignment and upgrading of road junctions and footpaths.
  - provision of new footpaths and cycle lanes;
  - traffic calming measures and road drainage;
  - road signage from the Knocknarea walk/Sligo Rugby Club on the R-292 to the junction with Buenos Aires Drive;
  - road signage from the R-277/R-292 roundabout extending to the Promenade and to the Airport Road.
- D. Reconfigure the Council Car Park on Shore Road and increase the number of car parking spaces available, to facilitate the proposed public realm enhancement measures at the Promenade (refer to **Section 19.3.4 A**)

## 19.3.6 Community facilities

- A. Require any development proposed on the greenfield site along the Airport Road to ensure the protection of adjoining designated natural heritage sites. Any proposed development should provide a range of facilities such as a citizens' advice point, social services, tourist information, skate park and indoor sports, youth centre and/or childcare facilities.

### 19.3.7 Tourism development

- A.** Provide appropriate pedestrian access along the R-292 from Carrowdough to the village, while retaining all existing stone walls, significant trees and hedgerows.

### 19.3.8 Business and enterprise

- A.** Support the continued operation of Sligo Airport. Any foreseeable demand for airport-related uses can be adequately met on the lands between the runway and the existing Business and Enterprise Park.
- B.** Protect existing flight paths, i.e., 'declared distances (published runway length) and runway end safety areas', as requested by the Northwest Airport Company Ltd.

Due regard will be had to airport safeguarding requirements when development proposals in the locality are being assessed. Applications requiring external lighting or floodlighting shall include details of lighting schemes, which will be expected to demonstrate that:

- i.** the lighting scheme proposed is the minimum required to undertake the task;
- ii.** there will be no dazzling or distraction of pilots landing aircraft on the nearby runway.