



Volume 2 Urban Development

Draft Sligo County Development Plan 2024-2030

Public consultation
13 October to 22 December 2023

Draft SLIGO County Development Plan 2024–2030 Volume 2

This Draft Development Plan for County Sligo (CDP) has been prepared under Section 11 of the Planning and Development Act 2000 (as amended).

The Draft CDP consists of four volumes, nine appendices, and is accompanied by the following supporting documents:

Housing Strategy

Draft Sligo Local Transport Plan

Wine Street Car Park Masterplan

Strategic Flood Risk Assessment

Environmental Report (Strategic Environmental Assessment)

Natura Impact Report (Appropriate Assessment)

The **Landscape Character Assessment Map** (A1 format) is also available as part of the Draft CDP.

All documents can be downloaded from the Council's consultation portal at consult.sligococo.ie

The Draft CDP and associated documents are available for inspection or purchase at the Planning Office of Sligo County Council in the City Hall (Quay Street, Sligo). They can also be inspected in the County Library, Council's Area Offices and library branches in Ballymote, Enniscrone and Tobercurry.

Sligo County Council invites submissions and observations from 13 October 2023 to 22 December 2023, both dates included.

Contributions should be made by anyone interested in the future development of County Sligo and its settlements. You are therefore invited to examine the Draft Plan and associated documents, and exercise your statutory right to comment upon the draft proposals.

A report with recommendations on all valid submissions or observations received will be prepared and presented to the elected Council members for their consideration.

Submissions should be made through the Council's consultation portal at consult.sligococo.ie

Although NOT recommended, written submissions, headed "Draft CDP 2024-2030", may be e-mailed to cdp@sligococo.ie

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Sligo County Council, 13 October 2023

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Chapter 10. Urban development principles

Towns in Ireland have changed from what they once were – vibrant residential centres with commercial activity concentrated along main streets and public spaces. During the past few decades, commercial activity has been migrating to the edges of towns, housing estates have been developed far from town centres, while the building of one-off housing in the countryside has continued to constitute a significant proportion of the County’s overall housing output.

In line with national policy, Sligo County Council promotes town-centre living as part of the consolidation and regeneration of town centres. The County’s towns and villages should be developed in a manner which retains and enhances their identity and character and creates pleasant and attractive places. This is important in order to encourage people not just to work and socialise in urban areas, but also to live there as an alternative to building single houses in rural areas.

The policy framework contained in this chapter is designed to guide the sustainable development of Sligo’s towns and villages through:

- urban regeneration, with a focus on town centres;
- heritage-led regeneration including the maintenance of the character of historic streetscapes;
- place-making and public realm improvements;
- the compact growth of urban areas;
- strategic designations and zoning objectives

The policies and objectives contained in this chapter are applicable to all settlements in County Sligo.

10.1 Urban regeneration

Urban regeneration involves the revitalisation of underutilised and neglected areas, such as infill or brownfield lands within the built-up areas of towns and villages. The focus must be on the residents’ quality of life and on attracting more people to live in urban areas.

Urban regeneration should also encourage economic development and job creation, by creating an environment which attracts visitors and investment.

In accordance with Section 10(2)(h) of the Planning and Development Act, the County Development Plan must include objectives for the development and renewal of areas that are in need of regeneration, in order to prevent urban blight and decay, anti-social behaviour, or a shortage of housing.

Sligo County Council has identified several urban areas where it is necessary to bring derelict or under-utilised land and buildings back into active use.

This Plan designates urban regeneration sites in Sligo Town and in each of the three Support Towns. The number and extent of such areas in Sligo Town may be revised as part of the preparation of Sligo and Environs Local Area Plan.

Urban regeneration policies

It is the policy of Sligo County Council to:

- P-UR-1** Promote the regeneration of the County's town and village centres by directing new development to infill sites, brownfield or underutilised lands before considering edge-of-town sites.
- P-UR-2** Prioritise urban regeneration projects which will result in both social and economic benefits to towns and villages in County Sligo.
- P-UR-3** Continue to seek funding from relevant agencies and Government sources including the Rural and Urban Regeneration and Development Funds (RRDF/URDF) for town and village renewal projects in the county.

Urban regeneration objectives

It is an objective of Sligo County Council to:

- O-UR-1** Identify, if necessary, further areas in need of regeneration in Sligo Town as part of the process of preparation/review of Sligo and Environs Local Area Plan (in addition to the Regeneration Sites designated in this Plan – refer to **Chapter 11 Sligo Town**)
- O-UR-2** Actively pursue the reduction of vacant/derelict residential structures and sites within the town centres of Sligo, Ballymote, Enniscrone and Tobercurry.

10.1.1 *Town Centre First Policy*

The **Town Centre First (TCF) Policy**, issued by the DHLGH in February 2022, is the overarching national strategy for the renewal and regeneration of Irish towns. It supports a more strategic and co-ordinated approach to town regeneration, with measures to tackle the underutilisation of existing buildings and sites in town centres.

Through TCF, the government aims to create town centres that function as “viable, vibrant and attractive locations for people to live, work and visit, while also functioning as the service, social, cultural and recreational hub for the local community.”

The Policy recognises that an increased focus on housing in towns will be a critical part of their regeneration, providing homes for people close to local services and amenities.

10.1.2 *Town Centre First* Plans

A key element in the delivery of the *Town Centre First* Policy at local level is the preparation of TCF Plans. TCF Plans are non-statutory, community-level plans, underpinned by surveys and Town Centre Health Check data analysis, to be carried out by local Town Teams.

The content of a TCF Plan must be informed by the policies and objectives of the County Development Plan (and vice versa).

In towns with more than 5,000 residents, where the Planning Act requires the preparation of Local Area Plans, such LAPs provide the opportunity to put elements of a TCF Plan on a statutory footing. This alignment between TCF Plans and statutory plans is critical for ensuring that there are complementary initiatives and strategies to regenerate the town concerned.

A TCF Plan will be expected to outline a shared vision for the development of the town centre and immediate surrounds, to be action-orientated and to identify specific interventions required to meet the objectives of the plan.

The TCF Plans will generate a pipeline of projects to be implemented through the various TCF-aligned funding streams. These include the Urban Regeneration and Development Fund (URDF), Rural Regeneration and Development Fund (RRDF), Crói Cónaithe (Towns) fund, Active Travel Fund, Town & Village Renewal Scheme etc.

In County Sligo, Tobercurry has been identified by the National TCF Office as a “Pathfinder Town”, i.e. an early demonstrator of the implementation of the TCF Policy. The Pathfinder Town experience will help to inform the subsequent approach to supporting other towns in the TCF process.

Sligo County Council supports the preparation of TCF Plans for all towns and villages which are zoned for development in this CDP.

***Town Centre First* policies**

It is a policy of Sligo County Council to:

- TCF-1** Support the implementation of the national TCF Policy in County Sligo by ensuring consistency between the objectives of the County Development Plan, Local Area Plans and *Town Centre First* Plans.
- TCF-2** Pursue the preparation of TCF Plans for Sligo Town, Ballymote and Enniscrone, informed by the “Pathfinder Town” experience gained in Tobercurry, and support the future preparation of TCF Plans for all villages zoned for development in this CDP.
- TCF-3** Promote a strategic approach to the regeneration of towns in County Sligo through the Collaborative Town Centre Health Check (CTCHC) framework as part of the preparation of their *Town Centre First* Plans.
- TCF-4** Ensure that all proposals submitted for funding under the URDF, RRDF, Town & Village Renewal Scheme, Active Travel Fund or any other similar programmes are consistent with the objectives of the relevant TCF Plan and with the policies and objectives of the County Development Plan and Local Area Plan(s) (where applicable).

Town Centre First policies

- TCF-5** Strengthen the economic and social functions of town centres by ensuring that:
- retail or commercial uses are retained at the ground floor level within urban cores;
 - retail and other development proposals enhance the public realm in their vicinity through active frontages and any necessary remedial works to adjoining public spaces;
 - vacant premises are brought back into active use;
 - “meanwhile use”, i.e. suitable temporary uses, can be established in vacant units;
 - town centre homes in new or refurbished buildings provide suitable options for one-person households and people with reduced mobility.
- TCF-6** Discourage inappropriate out-of-town shopping facilities that detract from the vitality, viability or character of town and village centres.

10.2 Heritage-led regeneration

The character of historic town and village centres has been eroded in recent years, due in part to the following:

- lack of awareness regarding the value of historic buildings, leading to demolition or neglect;
- replacement of traditional sash windows and timber doors with “modern” materials such as aluminium and PVC;
- inappropriate design of infill or refurbished buildings;
- poorly designed shopfronts or derelict traditional shopfronts
- removal of plasterwork to reveal stonework never intended for display;
- poor management of the public realm – overhead network cabling, inappropriate lamp standard design, intrusive positioning of equipment, insensitive siting of road traffic signage etc.

This loss of character can be remedied, and every effort should be made to restore these areas and enhance their visual appeal.

10.2.1 Historic streetscapes

The historic streetscapes of an urban area play an essential role in defining the character of the place. Their value should not be estimated only in terms of heritage and visual appeal, but also in terms of their contribution to the vitality and economic well-being of towns. Well-maintained streetscapes are pleasant places for spending time and encourage longer and repeated visits.

Architectural Conservation Areas (ACAs) are important tools to protect valuable streetscapes, which can be unique selling points of a town or village. However, it is important to conserve a range of historic features, not just the buildings within an ACA.

Features such as sash windows, cast-iron gutters and down-pipes, hardwood doors, original shopfronts were designed out of necessity, with a distinct sense of aesthetics. These features, when retained and maintained, create character and contribute to visual amenity and local identity.

In recent years, the extent of dereliction and vacancy in historic town centres has been highlighted as a serious concern. There is a drive to address these issues through dedicated funding and programmes such as Croí Conaithe, the Streetscape Enhancement Initiative, the Rural Regeneration and Development Fund (RRDF) and the *Town Centre First* Policy. It is essential not to lose sight of the character of the urban fabric of towns in a drive to reduce dereliction and vacancy. The funding should be used to regenerate town centres whilst also restoring their unique identity.

10.2.2 Buildings of Note

Historic buildings, whether protected or not, are an intrinsic part of a settlement's cultural heritage and identity. They are a finite resource, which cannot be replaced once lost or damaged.

Buildings of Note (identified in **Appendix B** of this Plan) have been selected by reason of their distinctive vernacular character and positive contribution to the streetscape. Some of these buildings have been altered in the past but still retain their original character. While they may not be classified as 'protected structures' they are worthy of retention and refurbishment.

Appropriate re-use and refurbishment of these *Buildings of Note* is essential so that they retain their individual architectural merit and positive contribution to the streetscapes of County Sligo's towns and villages.

10.2.3 Shopfronts

The quality and nature of shopfronts play an important role in defining the character of a streetscape. Well-maintained historic shopfronts add charm to a street and contribute to creating a town's unique identity. Well-cared-for historic shopfronts and well-designed modern shopfronts make a town centre more attractive, improving the desirability of the area and potentially increasing footfall. This, in turn, can lead to better economic performance and prosperity for the town.

Guidance for the design of new shopfronts and refurbishment of historic shopfronts can be found in **33.5.9 Shopfronts and signage** (development management standards).

Historic streetscapes policies

It is the policy of Sligo County Council to:

- P-HS-1** Require the retention and refurbishment of historic buildings in traditional town and village streetscapes. Demolition will be considered only in exceptional circumstances.
- P-HS-2** Require the retention and restoration of historic windows, doors, renders, roof coverings, chimneys, rainwater goods and other significant features of structures of architectural heritage merit, whether protected or not.
- Where retention is not possible, the replacement of original or historic features should be executed in a manner sympathetic to the original fabric and design intent of the building. Replacement with modern materials (such as PVC windows and doors) or designs that may be insensitive in their detailing or relief to traditional façades and roofs will be discouraged.
- P-HS-3** Promote the principle of contextual compatibility (including building height, style, materials etc.) for all new buildings within the historic built environment and require carefully-designed architectural solutions in compliance with the guidance set out in **Section 33.6.2 Development in historic streetscapes** (development management standards).
- P-HS-4** Maintain the traditional plot width and street patterns of historic streetscapes. In exceptional circumstances, a new building with a broader plot width may be permitted, but the façade will be required to include some form of articulation that emulates the original plot width or fits in with the traditional streetscape character.
- P-HS-5** Require the retention or refurbishment of traditional vernacular boundary treatments and street furniture on historic streetscapes (railings, front boundary walls etc.)
- P-HS-6** Generally maintain a continuous building line along historic streetscapes. Car parks, loading bays and service yards of new or extended developments shall be located to the rear of buildings.

Buildings of Note

- P-HS-7** Require the retention and appropriate renovation and reuse of *Buildings of Note*, instead of their demolition and replacement.

Historic shopfronts

- P-HS-8** Require the retention and sensitive refurbishment of historic shop fronts and pub fronts of good design quality.
- P-HS-9** Encourage the replacement of inappropriate modern shopfronts with traditionally-detailed shopfronts, based on historical evidence, or with appropriately-designed and well-detailed contemporary shopfronts (refer also to **Section 33.5.9 Shopfronts and signage** in **Chapter 33 Development management Standards**).

10.3 Placemaking and public realm improvements

10.3.1 Placemaking

In urban design, ‘placemaking’ refers to the intentional process of creating and shaping public spaces to enhance the quality of life and promote community engagement, prioritising people over infrastructure. It involves transforming a physical location, such as a street or square, into a vibrant, inclusive, and functional place that meets the needs and desires of its residents and visitors.

Placemaking goes beyond the mere design of the physical environment. It focuses on the human experience and aims to create places that are inviting, accessible, and foster a sense of belonging. It involves understanding the social, cultural, and economic dynamics of a place and integrating them into the design and planning process.

Placemaking requires the active involvement of community members and all users of a space in the preparation of public realm plans or strategies, to ensure that the design reflects their needs and aspirations.

10.3.2 Public realm improvement schemes

The public realm of a town or village includes all the outside spaces that are publicly accessible and shared by all members of a community. It includes streets, footpaths, parks, squares and other gathering places, comprising façades of buildings, shopfronts, signage, lighting fixtures on buildings, lamp posts, bollards, seating etc. A high-quality public realm is pleasant to use and easy to access. Making an area appealing to pedestrians may also bring significant economic benefits by increasing commercial activity.

All new development should be designed in a manner that enhances the public realm. The elements of an attractive public realm include:

- well-designed urban spaces;
- active ground-floor uses;
- well-maintained buildings and shopfronts;
- high-quality surface treatments;
- discrete building signage and lighting;
- minimal street signage;
- comfortable street furniture, based on a common design theme.

Measures to improve the public realm of the County’s town and village centres should involve – at the minimum – reducing visual clutter, harmonising signage and adopting a consistent approach in terms of street furniture, lighting and paving.

Public realm policies

It is a policy of Sligo County Council to:

- P-PR-1** Require the design of public realm schemes to be based on the concept of shared streets, where low traffic speeds are applicable and the needs of the pedestrians are prioritised above all other modes of transport.
- P-PR-2** Ensure that street furniture is of an appropriate scale to fit in with the buildings and the overall streetscape, is visually unobtrusive, comfortable and does not act as an obstacle to pedestrians.
- P-PR-3** Ensure that all public realm schemes, whether private or public, address universal design and accessibility issues.

Public realm objectives

It is an objective of Sligo County Council to:

- O-PR-1** Commission the preparation of Public Realm Plans for the County's three Support Towns – Ballymote, Enniscrone and Tobercurry.
- O-PR-2** As resources permit, prepare public realm strategies/schemes for the five Satellite Villages – Ballysadare, Collooney, Coolaney, Grange and Strandhill.

10.4 Compact growth

The first priority (National Strategic Outcome 1) of the National Planning Framework is “Compact growth”. This involves “carefully managing the sustainable growth of compact cities, towns and villages”. It requires a co-ordinated approach to activating strategic, centrally located and underutilised areas that are suitable for re-use to provide housing, jobs, amenities and services.

A compact settlement is one where commercial development is concentrated in the core and housing areas are dense and walkable. Compact growth is the opposite of urban sprawl, which involves spreading development over larger areas and consuming more land.

Sligo County Council promotes the compact growth of settlements based on the principles set out below:

- **consolidation** through the development of gap sites, brownfield or derelict sites;
- **sequential development** (i.e. no leapfrogging of development – the built-up area expands progressively from the centre outwards);
- **masterplanning** of development on large greenfield sites;
- **connectivity** between new and existing development by means of footpaths, cycle paths and streets designed in accordance with DMURS;
- **strong urban edge** – a clean visual break between the built-up area and the surrounding countryside.

10.4.1 Compact growth - consolidation

Consolidation of towns and villages into compact settlements involves prioritising the development of infill, brownfield and backland sites.

- **Infill developments** can be instrumental in strengthening streetscapes. Proposals for infill development should have regard to the character and context of the surrounding area. On larger sites, there may be a case for new development to establish its own character in a contemporary architectural language. Important aspects to consider are active frontages, location of car parking and servicing to the rear of the buildings and the protection of amenity of adjacent buildings.
- **Brownfield sites** are usually abandoned, derelict or underutilized properties, often affected by some form of environmental contamination. Structures on brownfields may be unsafe due to decay, structural damage, or the presence of hazardous materials. Such sites can comprise substantial amounts of land in or near the centre of an urban area. Large brownfield sites should be developed on the basis of a masterplan for the entire area, after addressing any potential environmental, health and safety issue.
- **Backland sites** are undeveloped lands behind buildings, with limited road frontage (or none). Very often, particularly in town centres, such land can be in multiple ownership. Development in such areas will only be considered as part of a comprehensive masterplan for the entire backland area. Piecemeal development of individual plots will generally not be permitted.

Important to the success of delivering Compact Growth is the provision of attractive housing options to people of all ages in all types and sizes of residential development (refer to **Chapter 26 Residential Development**).

10.4.2 Sequential development – outwards from the town centre

Sustainable urban growth involves the incremental expansion of urban boundaries and the concomitant development of infrastructure, amenities, and services in a logical sequence, from the centre outwards.

Building beyond the urban edge, while a substantial amount of in-between land remains in a greenfield state, or “leapfrogging”, leads to an uncontrolled spread of the built-up area. The resulting disjointed blocks of developments can negatively affect the quality of life of these new communities and also harm the character of the town and its surrounding countryside.

In order to avoid this, careful phasing of urban extensions is required, in accordance with the principle of sequential development.

10.4.3 Masterplanning urban extensions

The growth of a town should not depend only on land ownership and availability, i.e. field-by-field development. Poorly connected, cul-de-sac housing estates, built on relatively small sites in single ownership, are not appropriate forms of urban development.

Towns should expand on the basis of masterplans for defined larger areas. The aim of masterplans should be to design town “quarters” or neighbourhoods addressing the multifaceted aspects that make places successful, such as:

- the quality of the buildings and spaces and the way these come together to create unique places
- the provision of physical and social infrastructure and services
- the building and urban design in relation to local history, culture and landscape
- the engagement of local people and the role of different agencies in delivering the projects.

Further guidance on the role, scope and content of masterplans may be obtained from the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns and Villages)* and the accompanying *Urban Design Manual – A Best Practice Guide* (DECLG, 2009), as well as from the UK documents *Creating Successful Masterplans* and *Getting the big picture right: A guide to large scale urban design* (Commission for Architecture and the Built Environment, 2004 and 2010, respectively).

10.4.4 Connectivity – new circulation networks

Effective urban connectivity enhances accessibility, making it easier for people to reach destinations and engage in various activities. Well-designed circulation networks, including public transport systems and pedestrian-friendly infrastructure, allow residents to move around the town efficiently and affordably. This promotes mobility, independence, and social interaction, especially for those who cannot afford or choose not to own private vehicles.

Understanding the historical context of a place is important when planning extensions to towns and villages. The design of new circulation networks should be informed by an appreciation of the existing street patterns and of the way the town evolved. The imposition of incongruous street layouts upon an area should be avoided.

The main objective in designing new connections should be to create a grid. This can have either a regular or irregular shape, but it is important that each end of a street or path connects to others. Grid street networks are easy to understand and navigate, particularly for pedestrians and cyclists.

They allow for easy orientation and minimize the distances between origins and destinations. This can result in shorter travel times and reduced congestion.

Cul-de-sac street patterns tend to concentrate traffic on a few entry and exit points, potentially leading to higher congestion and longer travel times, especially for pedestrians and cyclists. Cul-de-sac systems, which lead to less efficient land use and more dispersed development, will be discouraged.

10.4.5 Urban/rural interface – strong urban edge

The entrance to a town is an important element in its physical appearance. A clearly defined urban edge contributes to the visual quality and aesthetics of a settlement. It helps create a sense of place, maintains scenic vistas, and protects views of natural and cultural landmarks.

A characteristic of Irish towns in the past was the obvious distinction between built-up areas and countryside. Recent patterns of development have resulted in the blurring of this distinction, due to the proliferation of housing, commercial developments and advertising structures along the approach roads into towns.

The Planning Authority will endeavour to create strong edges for the County's towns and villages by discouraging ribbon development on the approaches to compact built-up areas. By retaining a clear boundary for urban growth and protecting non-urban areas from encroachment, the Council seeks to preserve natural and rural landscapes, protect sensitive ecosystems, and maintain the character and identity of both urban and non-urban areas.

Compact growth policies

It is the policy of Sligo County Council to:

- P-CG-1** Ensure that the expansion of towns or villages takes place in accordance with the principle of sequential development, from the settlement core outwards, on infill sites, backland sites and designated Settlement Consolidation Sites.
- P-CG-2** In town and village centres, promote high-quality infill and backland development that consolidates and regenerates the existing urban core of the settlement and provides a diverse range of uses.
- P-CG-3** Require that backland development is based on masterplans to be prepared in consultation with the Planning Authority. Piecemeal development of backlands within town and villages will be discouraged.
- P-CG-4** Seek to create a strong urban edge for every town and village by preventing ribbon development on the approaches to built-up areas and by restricting unnecessary development within the green belts around the settlement.
- P-CG-5** Require new development on or in the vicinity of a settlement's development limit to address the views from the approach roads and present an attractive frontage to these roads.

10.5 Strategic designations and land-use zoning

10.5.1 The role of strategic designations

A new provision of the Development Plan Guidelines is the requirement to designate **Settlement Consolidation Sites (SCS)** within each settlement with a population greater than 10,000 persons, and also in smaller towns with an important role in the settlement strategy of the development plan.

While these sites are essential in delivering compact growth, the Guidelines specify further designations that a planning authority might assign to certain lands – **Additional Provision sites (AP)** and **Long-Term Strategic and Sustainable Development Sites (LT SSDS)**.

Regeneration Sites have been identified in Sligo Town, Ballymote, Tobercurry and Enniscrone.

Section 3.2.4 in Chapter 3 Core Strategy Statement indicates the steps taken by the Planning Authority in designating the most suitable sites for housing delivery and compact growth.

Volume 2 of the CDP (Chapters 11 to 22) includes site-level information, in a tabular format, for each settlement where land is zoned for residential purposes or a mixture of residential and other uses, specifying the potential housing yields of SCS and AP (refer to Chapter 11 to 22).

It is important to emphasise that the above designations relate only to the sites' potential to contribute to a settlement's compact growth during the period of the Development Plan or beyond this period (in the case of LT SSDS). The designations do not necessarily reflect the land-use zoning of the respective sites.

For example, a Regeneration Site located in Sligo Town centre could be zoned for mixed uses, while another Regeneration Site elsewhere, adjoining an unfinished housing scheme, might be zoned for residential uses. Similarly, Settlement Consolidation Sites may be zoned for either residential or mixed uses.

10.5.2 Strategic Land Reserve (SLR)

A variety of areas which were previously zoned for residential development, but did not meet the criteria for designation as Long-Term Strategic and Sustainable Development Sites, have been included in the Strategic Land Reserve. In general, these lands may become suitable for development over the longer-term, and their potential needs to be preserved.

However, consideration may be given to the development of SLR lands before the end of the current Plan period only under exceptional circumstances, such as faster-than-expected growth on zoned lands within a settlement, or a requirement to provide social and affordable housing at locations identified in the successor to the current Housing Delivery Action Plan 2022-2026.

Strategic Land Reserve policies

It is the policy of Sligo County Council to:

- P-SLR-1** Restrict development on lands included in the Strategic Land Reserve, which are shown on the Zoning Maps pertaining to the towns and villages plans contained in this CDP.
- P-SLR-2** Release lands from the Strategic Land Reserve only in the following exceptional circumstances:
 - A.** The Planning Authority considers that the development of zoned lands is progressing faster than expected and a shortage of residential land may arise during the lifetime of the CDP, as a result of zoned land not coming forward for development due to demonstrable constraints.
 - B.** The lands have been identified for the provision of social and affordable housing as part of the Local Authority Housing Delivery Action Plan.
- P-SLR-3** Any land release from the SLR shall be supported by factual evidence demonstrating that the lands proposed to be released are/have become fully serviced and can deliver residential development within the lifetime of the Plan, thus facilitating progress towards the housing targets for the respective settlement.
- P-SLR-4** The land release shall be done using the development plan variation procedure.

10.5.3 Land-use zoning objectives

All land-use zoning in County Sligo has been undertaken as part of this County Development Plan, to ensure coherence in the decision-making process, with the full extent of residential zoning set out for the six-year period from 2024 to 2030.

This approach will also provide certainty by avoiding a scenario whereby lands are inappropriately zoned in separate statutory processes, such as the future preparation of the Sligo and Environs Area Plan.

Given that the land-use plans have been prepared for Sligo Town, three Support Towns and a total of 27 villages, the objectives specifying the uses that would be permissible under each zoning category will apply to all lands zoned in the County. The zoning objectives must be sufficiently flexible to help guide development proposal in settlements of all sizes, from Sligo and Environs to the small villages supporting rural communities.

There are several notable changes in the zoning objectives included in this Draft Plan, compared to the previous CDP (2017-2023). For example, some objectives have been formulated exclusively for Sligo Town Centre (TC1 and TC2), others combine two or more similar objectives from previous development plans (BIE – business, industry and enterprise, TU – transport and utilities), and a new objective is proposed for smaller villages (RV- rural village uses), in accordance with the recommendations of the Development Plan Guidelines (2022).

The zoning objectives are detailed below, and the types of uses permissible within each zoning category are presented in the **Zoning Matrix** (at the end of this chapter, pages 18 to 21).

TC1 – Town centre uses, type 1 (only in Sligo Town)

Objective: Protect the historic character and of Sligo's old town core through conservation, regeneration and public realm improvements, and promote civic, retail and compatible uses that preserve the town core's identity and attractiveness.

TC2 – Town centre uses, type 2 (only in Sligo Town)

Objective: Consolidate the existing fabric of central areas outside the town core (TC1 Zone) by densification of appropriate commercial and residential developments, ensuring a mix of commercial, recreational, civic, cultural, leisure, residential uses and urban streets, while delivering a quality urban environment.

This zoning objective emphasises compact growth and priority for pedestrians, cyclists and public transport.

MIX – mixed uses

Objective: Promote the development of a dynamic mix of uses able to create and sustain viable town and village centres. Commercial (including retail), residential, leisure, community, office and suitable enterprise uses are supported in mixed-use zones, as well as high-amenity open space.

eRES – existing and infill residential use

Objective: Protect and enhance the residential amenity of established residential areas and their communal or public open space and allow for small-scale infill development which is appropriate to the character and pattern of development in the immediate area.

The introduction of other compatible or ancillary uses, redevelopment and regeneration may also be considered in these areas, as long as the dominant use remains residential.

nRES – new residential uses

Objective: Promote the development of greenfield/infill/backlands for high-quality residential uses such as apartments, houses, sheltered housing and live-work units, retirement homes etc., in tandem with the provision of the required physical infrastructure.

Social infrastructure / ancillary uses such as childcare and early education facilities, community, recreational and leisure facilities will also be considered, in the interest of creating sustainable neighbourhoods.

RV – rural village uses

Objective: To protect the character of the village, ensuring that local housing needs are appropriately addressed, physical and community infrastructure is maintained and improved, and local services can continue to be provided.

This objective applies to the smaller Villages Sustaining Rural Communities, which have not been allocated a housing target under the Core Strategy. Areas previously zoned for residential, mixed and commercial uses are subject to the more general and flexible RV zoning objective. This type of objective is recommended in the Development Plan Guidelines (2022).

NC – neighbourhood centre uses (only in Sligo Town)

Objective: Promote the development of sustainable local retail and service centres to serve the surrounding residential neighbourhoods.

CF – community facilities

Objective: Protect existing facilities or retain existing uses and provide for the establishment of new/additional community and institutional uses, such as schools, community centres, health centres etc.

Cemeteries, church yards, allotments, playing fields/pitches and other compatible uses will also be accommodated on lands zoned for community facilities.

RW – retail warehousing

Objective: Provide for retail warehousing development by facilitating the sale of bulky goods/goods in bulk within high-quality settings, in locations with good accessibility.

BIE – business, industry, enterprise

Objective: Promote the development of business/technology parks and industrial estates, including office-based businesses, research and development, high-technology manufacturing, workshops, small-scale warehousing, logistics/transport-related uses, waste management and light industrial units in dedicated areas where a high density of employees can be accommodated in a well-designed environment, based on the adequate provision of sustainable transport and mobility infrastructure.

This zoning objective combines the elements of previous objectives “BITP” and “WILT” (Business, Industry and Technology Parks, and Warehousing, Industry, Logistics and Transport in the former Sligo and Environs Development Plan 2010), “BUS” (Business and Enterprise in the County Development Plan 2017-2024) and “BP”/Business Park/Industrial Estate as recommended in the Development Plan Guidelines (2022).

TOU – tourism-related uses

Objective: Retain, enhance and support the development of tourism-related facilities and activities.

TU – transport and utilities-related infrastructure

Objective: Facilitate the provision and improvement/upgrading of transport-related infrastructure and essential services/utilities such as power supply, telecommunications, gas infrastructure, waste facilities, water supply, wastewater treatment etc.

This zoning objective combines the elements of previous CDP objectives “TPN” (Transport and Parking Nodes) and “PU” (Public Utilities).

NR – natural resources

Objective: Protect all known unworked mineral deposits from development that might limit their scope for extraction. Within the NR zone, only extraction and associated activities will be permitted. Such activities may include industrial uses, heavy vehicle depots, waste recycling and refuse transfer.

OS – open space (public, private, natural, semi-natural, sports fields, green corridors)

Objective:

- a. Ensure adequate provision and maintenance of public open space, to be developed and used for parks and playgrounds. Green areas associated with housing development become public open spaces only after they are taken in charge by the Local Authority.
- b. Require the retention and maintenance of private green areas that have traditionally been open for public enjoyment, i.e. parks and gardens located on existing or former institutional lands, as well as gardens that make a significant contribution to the streetscape or character of the locality.
- c. Require the protection and enhancement of natural/semi-natural green areas such as wetlands, forests, water-edge habitats, riparian zones and ensure that any development that may be permitted in such areas does not damage its surroundings.
- d. Support the development of playing fields, tennis courts, golf courses, bowling greens etc at appropriate locations. These facilities can be provided either by the County Council or by other organisations such as sports clubs and associations.
- e. Reserve sufficient land for the provision of pedestrian and cycle routes that will connect green areas (parks, playing fields, natural/semi-natural open space) with residential/community facilities and towns/village centres. The pedestrian/cycle corridors may be provided the County Council as well as by the private sector as part of new commercial or residential development.

This objective combines the elements of previous CDP objectives “OS” (Open Space) and “SPF” (Sports and Playing Fields). **Please note the SFRA-related limitations attached to the Zoning Matrix.**

GB – green belt

Objective: Contain and consolidate settlements, while safeguarding lands for their future expansion and for the provision of strategic infrastructure.

Green belts are to be used principally for agriculture. Any new development, such as roads and buildings, should be constructed in a manner that minimises visual and environmental impact.

10.5.4 Land-use Zoning Matrix

The purpose of land use zoning is to indicate the intended uses of all lands zoned as part of the settlement plans contained in this CDP.

The Zoning Matrix (see p. 18-21) states the degree of acceptability of particular types of development within areas covered by various zoning objectives.

An indication that a development/use type would be “normally permitted” does not imply an automatic grant of planning permission, or indeed that a planning application will ultimately be successful.

Uses that are normally permitted

A use which is normally permitted is one which the Planning Authority accepts in theory in the relevant zone. However, development proposals are still subject to the normal planning process, including the consideration of policies and objectives outlined in the Plan.

Uses that are open for consideration

A use open for consideration is one which the Planning Authority may permit where it is satisfied that the proposed type of development is compatible with the policies and objectives for the zone, does not conflict with the existing or permitted uses, and conforms with the proper planning and sustainable development of the area.

Uses that are not normally permitted

Development classified as not normally permitted in a particular zone is one which will not be entertained by the Planning Authority, except in special circumstances. This may be due to its perceived effect on existing and permitted uses, its incompatibility with the policies and objectives contained in this Plan or the fact that it may be inconsistent with the proper planning and sustainable development of the area.

Existing non-conforming uses

The extension/expansion of existing non-conforming uses in each zoning category shall be assessed on its merits. Nothing in the Zoning Matrix shall be taken as absolutely precluding the reasonable extension/expansion of non-conforming uses or the conversion of these developments to similar uses.

Zoning Matrix

TC1 - town centre 1; **TC2** - town centre 2; **MIX** - mixed uses; **eRES** - existing residential; **nRES** - new residential; **RV** - rural village; **NC** - neighbourhood centre; **CF** - community facilities; **RW** - retail warehousing; **BIE** - business, industry, enterprise; **TOU** - tourism; **TU** - transport and utilities infrastructure; **NR** - natural resources; **OS** - open space; **GB** - green belt

○ the use type is normally permitted ● the use type is not normally permitted ◐ the use type is open to consideration

Use type \ Zoning category	TC1	TC2	MIX	eRES	nRES	RV	NC	CF	RW	BIE	TOU	TU	NR	OS	GB
Abattoir	●	●	●	●	●	●	●	●	●	◐	●	●	●	●	●
Advertisements and advertising structures	◐	◐	◐	●	●	◐	◐	●	◐	◐	◐	◐	●	●	◐
Agricultural buildings	●	●	●	●	◐	◐	●	●	●	◐	●	●	◐	●	○
Amusement arcade	◐	◐	◐	●	●	◐	◐	●	●	●	◐	●	●	●	●
Bank/building society	○	○	○	●	●	○	○	●	●	◐	●	●	●	●	●
Bed and breakfast	○	○	○	○	○	○	◐	◐	●	●	◐	●	●	●	◐
Betting office	○	○	◐	●	●	◐	○	●	●	●	●	●	●	●	●
Boarding kennels	●	●	●	●	●	●	●	●	●	◐	●	●	●	●	◐
Café	○	○	○	◐	◐	○	○	◐	◐	○	○	◐	●	◐	◐
Car park (see note 1)	●	◐	◐	●	●	◐	○	◐	○	◐	◐	◐	●	◐	◐
Car park, multi-storey	○	○	◐	●	●	●	◐	◐	○	◐	●	◐	●	●	●
Caravan park, camping site, glamping site	●	●	●	●	●	◐	●	●	●	●	○	●	●	●	●
Cemetery	●	●	●	●	●	◐	●	○	●	●	●	◐	●	●	◐
Childcare facility (crèche/playschool)	○	○	○	○	○	○	○	○	◐	○	●	●	●	◐	●
Community facility	○	○	○	○	○	○	○	○	●	◐	○	◐	●	○	◐
Crematorium	●	●	●	●	●	●	●	◐	●	◐	●	○	●	●	●
Conference centre	○	○	○	◐	◐	◐	◐	◐	●	○	◐	●	●	●	●
Dance hall (see note 2)	○	○	○	◐	◐	◐	◐	◐	●	●	●	●	●	●	●
Data centre (see note 3)	◐	○	○	●	●	●	●	◐	●	○	●	◐	●	●	●
Drive-thru restaurant	●	●	◐	●	●	●	●	●	◐	◐	●	●	●	●	●

Use type \ Zoning category	TC1	TC2	MIX	eRES	nRES	RV	NC	CF	RW	BIE	TOU	TU	NR	OS	GB
Education - school	●	○	○	●	●	○	○	○	●	●	●	●	●	●	●
Education - third level institution	●	○	○	●	●	○	○	○	●	●	●	●	●	●	●
Enterprise centre / units	●	○	○	●	●	●	●	●	●	●	●	●	●	●	●
Enterprise - live-work units	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Extractive industry and associated facilities	●	●	●	●	●	●	●	●	●	●	●	●	○	●	●
Funeral home	●	○	●	●	●	○	●	●	●	●	●	●	●	●	●
Garage – motor sales showroom	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Garage – petrol station	●	○	○	●	●	○	●	●	○	●	●	○	●	●	●
Garage – service facilities	●	●	●	●	●	○	●	●	●	○	●	●	●	●	●
Garage – scrapyard	●	●	●	●	●	●	●	●	●	○	●	●	●	●	●
Garden centre	●	●	○	●	●	●	●	●	●	●	●	●	●	●	●
Golf course / Pitch & Putt	●	●	●	●	●	●	●	●	●	●	●	●	●	○	○
Hair salon	○	○	○	●	●	○	○	●	●	●	●	●	●	●	●
Health centre and related consultants	○	○	○	●	●	○	○	○	●	●	●	●	●	●	●
Heavy vehicle depot	●	●	●	●	●	●	●	●	●	○	●	●	●	●	●
Hospital	●	●	●	●	●	●	●	○	●	●	●	●	●	●	●
Hostel	○	○	○	●	●	○	●	●	●	●	○	●	●	●	●
Hotel	○	○	○	●	●	○	○	●	●	●	○	●	●	●	●
Household fuel depot	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Industry - general use (see note 4)	●	●	●	●	●	●	●	●	●	○	●	○	●	●	●
Industry - light (see note 5)	●	●	●	●	●	●	●	●	●	○	●	○	●	●	●
Industry - workshop/ ancillary showroom (see note 6)	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

Continues overleaf

Use type \ Zoning category	TC1	TC2	MIX	eRES	nRES	RV	NC	CF	RW	BIE	TOU	TU	NR	OS	GB
Library	○	○	◐	◐	◐	○	○	○	●	●	●	●	●	●	●
Media recording and general media-associated uses	◐	○	○	◐	◐	◐	○	○	●	○	●	◐	●	●	●
Mobility hub	◐	◐	○	◐	○	◐	○	○	◐	○	●	○	●	●	●
Night club	○	○	●	●	●	◐	●	●	●	●	●	●	●	●	●
Office under 100 sq.m	○	○	○	●	●	○	○	◐	●	○	●	○	●	●	●
Office of 100 sq.m and above	○	○	○	●	●	◐	○	◐	●	○	●	○	●	●	●
Park-and-ride facility	●	◐	◐	●	●	○	◐	◐	○	○	●	○	●	●	●
Place of public worship	○	○	○	◐	◐	○	○	○	●	●	●	●	●	●	●
Public house	○	○	○	●	●	○	○	◐	●	◐	◐	●	●	●	●
Recreation - cultural facilities	○	○	○	◐	◐	○	○	○	○	◐	◐	◐	●	◐	◐
Recreation - leisure facilities	◐	◐	◐	◐	◐	◐	○	◐	○	◐	◐	◐	●	◐	◐
Refuse transfer centre	●	●	●	●	●	●	●	●	●	◐	●	○	◐	●	●
Residential - apartments	○	○	○	○	○	○	○	◐	●	●	◐	●	●	●	●
Residential - houses	◐	○	○	○	○	○	◐	◐	●	●	●	●	●	●	●
Residential - Traveller accommodation	◐	◐	◐	○	○	○	○	◐	●	◐	●	●	●	●	●
Residential - institution or day care centre	◐	◐	○	○	○	●	○	◐	●	◐	●	●	●	●	●
Restaurant	○	○	○	◐	◐	○	○	◐	●	●	◐	◐	●	●	●
Retirement home or nursing home	◐	◐	○	○	○	○	●	○	●	●	●	●	●	●	●
Retail - shop (comparison)	○	○	◐	●	●	●	○	◐	◐	●	●	●	●	●	●
Retail - shop (convenience)	○	○	◐	◐	◐	○	○	◐	●	◐	◐	◐	●	●	●
Retail - shopping centre	○	◐	●	●	●	●	◐	●	●	●	●	●	●	●	●
Retail - cash & carry	●	◐	◐	●	●	◐	●	●	◐	◐	●	●	●	●	●

Use type \ Zoning category	TC1	TC2	MIX	eRES	nRES	RV	NC	CF	RW	BIE	TOU	TU	NR	OS	GB
Takeaway	○	◐	◐	●	●	○	○	●	◐	●	◐	●	●	●	●
Transport depot	●	●	◐	●	●	●	●	●	●	○	●	○	●	●	●
Veterinary surgery	●	◐	◐	◐	◐	○	○	◐	●	○	●	●	●	●	●
Warehousing - retail / non-food	●	◐	◐	●	●	●	●	●	○	●	●	●	●	●	●
Warehousing - wholesale / repository	●	●	◐	●	●	◐	●	●	●	○	●	○	●	●	●
Waste recycling depot	●	●	●	●	●	◐	●	◐	●	○	●	●	◐	●	●

Notes

1. Excluding car parking ancillary to other uses, for example employees' car parking at offices or communal parking within new residential estates.
2. A dance hall relates to activities such as Irish dancing, ballet, ballroom dancing, salsa etc., especially where lessons are given or where the facilities are used for evening-time recreational purposes.
Such uses do not include night club, music club or discotheque (which are treated as a separate use type in the Zoning Matrix - refer to "Night club")
3. A data centre may be defined as a facility where information technology equipment is installed and operated, along with the storage and distribution of electronic data.
4. General industrial uses include all industrial manufacturing, processing and storage outside the definition of light industry.
5. Light industry generally makes small things and does not need to use large, heavy machinery. Examples include food processing, textiles, consumer goods etc.
6. The ancillary showroom shall be restricted to the sale of bulky goods within a net retail selling space of maximum 100 sq.m.

Limitations related to Flood Risk Zones

The limitation described in this note applies to a relatively small number of instances where Flood Risk Zones A and B overlap with certain land-use zoning objectives, including Open Space (OS) and Green Belt (GB).

Uses under all zoning objectives (apart from where the Justification Test outlined in the Flood Risk Management Plan has been passed or where the uses comprise minor development in existing developed areas, as outlined in Section 5.28 of the Guidelines as amended by Circular PL 2/2014) shall be limited to water-compatible uses in Flood Zone A, and less vulnerable or water-compatible uses in Flood Zone B. Detailed, site-specific Flood Risk Assessment will be required in these areas. This limitation shall take primacy over any other provision relating to the specific land-use zoning objectives.

The lands/sites that have passed the Justification Test are detailed in the Strategic Flood Risk Assessment that accompanies the Development Plan.

Chapter 11. Sligo Town

Sligo Town is the largest urban centre in the North-West with population of 20,608 in 2022. The first Sligo and Environs Development Plan (SEDP) was jointly prepared in 2004 by Sligo Borough Council and Sligo County Council (which had jurisdiction over the Environs of Sligo Town). Having been reviewed in 2010, the SEDP was later incorporated into the County Development Plan 2017-2023 (extended to 2024). The zoning and objectives for the Sligo and Environs area will continue to apply until the adoption of the Sligo County Development Plan 2024-2030.

Sligo and Environs Local Area Plan

Under Section 19(b) of the Planning and Development Act 2000 (as amended), Sligo County Council is legally required to prepare a Local Area Plan for the Sligo and Environs area, which has a population above 5,000 persons.

While the zoning and strategic objectives for County Sligo's main urban centre are included in this chapter, the detailed policies, objectives and specific development standards regarding urban regeneration, mobility, design, community facilities, open space, recreation etc. will form part of the future Sligo and Environs Local Area Plan (LAP).

The formal preparation of the Sligo and Environs LAP will commence after the Sligo County Development Plan 2024-2030 has been adopted.

11.1 Guiding Sligo Town's future development

Sligo Public Realm Plan

The 2018 Public Realm Plan (PRP) addressed the refurbishment of Sligo Town in a consistent and coherent manner in order to maximise Sligo's potential to become a vibrant and attractive town in which people want to live, work and spend time.

The PRP identified a number of locations within the urban core where there are significant opportunities to create high-quality urban spaces: Stephen Street car park, Rockwood Parade and Quay Street car park. Sligo County Council will pursue the realisation of these proposals through the Urban Regeneration Development Fund. Further details will be set out in the forthcoming Local Area Plan.

Sligo Local Transport Plan

The requirement for a Local Transport Plan (LTP) is set out in the NWRA's Regional Spatial and Economic Strategy through the Regional Policy Objective RPO 6.2 (p. 228 of the RSES). The LTP, prepared in consultation with the NTA and relevant stakeholders, supports the Core Strategy and informs the transport and active travel policies of the Development Plan.

The LTP recommends active travel and public transport measures that are necessary to meet future travel demand, while achieving a reduction in car dependency and a shift to sustainable modes of transport. The key measures proposed are the segregated cycling links from Sligo Town to villages in its hinterland. The forthcoming Local Area Plan for Sligo Town will contain objectives reflecting the recommendations of the LTP regarding Sligo Town.

Wine Street Car Park Masterplan

The Wine Street car park is an underutilised area in the centre of Sligo Town. Its redevelopment is considered strategic for the future of Sligo. This masterplan replaces a previous one prepared in 1999 but never implemented.

The masterplan is based on a “preferred development option” for the area, selected from a number of possible options, having regard to factors such as land ownership, accessibility, urban design, pedestrian permeability etc. It demonstrates that a viable development could materialise, despite the various obstacles and business realities for the stakeholders involved. The ultimate objective of the masterplan is the creation of a mixed-use focal space in the heart of Sligo Town.

The Wine Street Car Park Masterplan is accompanying the Draft CDP 2024-2030 as a separate document.

Future Sligo Docklands Masterplan

The preparation of a masterplan for the Docklands Area has been an objective of the Council for over a decade. The Docklands Masterplan will seek to create regenerate the area via a mix of residential, employment and recreational uses, while retaining the functions of a fully operational Port.

Other relevant non-statutory documents

Several other non-statutory planning and urban design documents have been prepared in order to advance the development of Sligo Town. These documents, which will guide urban regeneration, include:

- The Courthouse Block Urban Design Framework
- The Quay Quarter Urban Design Framework
- The Cranmore Regeneration Masterplan

The three documents mentioned above continue to be available on Sligo County Council’s website at www.sligococo.ie

11.2 Population and housing allocations

The potential yield of lands zoned for housing and mixed uses (including housing) in Sligo Town amounts to circa **2,952** units for the Plan period. The delivery of these dwellings would facilitate an increase in the population of Sligo and environs by at 6,790 to 7,380 residents (based on a household size of 2.3 to 2.5 persons).

The actual housing allocation for the Development Plan period is 2,512 units, in accordance with the Core Strategy Table (refer to Chapter 3 in volume 1).

Section 11.2.1 below lists the sites which have been selected to contribute to the compact growth of Sligo and Environs, together with their potential housing and population yields.

Section 11.2.2 includes a table showing the amount of land with residential potential proposed to be zoned in Sligo town and environs for the period of this CDP (2024-2030), compared to the previous Sligo and Environs Development Plan Local Area Plan (which was incorporated into the CDP 2017-2024).

11.2.1 Compact growth designations

A number of sites have been designated in Sligo as **Settlement Consolidation Sites (SCS)** and **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 14 brownfield sites designated for regeneration in Sligo town, of which nine are located in the town core and one, the largest site, incorporates the Docklands area. These sites have been identified as having the capacity to deliver regenerative, compact development, as they are fully serviced and located in the town centre or in edge-of centre areas.

However, activating these lands will be a significant challenge, requiring the displacement of existing uses, site assembly in some cases and the preparation of masterplans for the larger sites.

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 11.1 Regeneration sites

REG – Regeneration sites				
Site code	Location	Zoning 2017	Proposed zoning 2024	Site area (ha)
REG-1	Lands at Sligo Docklands bound by the estuary to the north-east and Finisklin Road to the south-west	C2	TC2	11.9
REG-2	Site of the former office for Kilcawleys on the Strandhill Road	R3	eRES	0.7
REG-3	Former Summerhill College (Western Section)	C2	MIX	1.6
REG-4	Backland area to the west of Wolfe Tone Street	R3	nRES	0.8
REG-5	Area bound by the Inner Relief Road, Lord Edward Street, Adelaide Street and Upper John Street	C1	TC1	1.2
REG-6	Lands defined by Queens Stores Road, Custom House Quay and Lower Quay Street	C1	TC1	1.0
REG-7	Lands defined by Wine Street, John Street and Adelaide Street including the existing car parks.	C1	TC1	5.3
REG-8	The area bound by The Lungy, the rear of properties fronting Church Street & Dominic Street, Temple Street & Market Place	C1	TC1	0.3
REG-9	Lands defined by Burton Street, Pearse Road and the rear of properties fronting onto Old Market Street	C1	TC1	0.7
REG-10	Lands defined by Charlotte Street, Abbey Street, Teeling Street and Chapel Street including the Abbey	C1	TC1	1.2

REG-11	Lands defined by Castle Street, Teeling Street, Old Market Street, High Street & Market Street	C1	TC1	1.9
REG-12	Lands between Stephen Street, Holborn Street, Lake Isle Road and Connaughton Road	C1	TC1	1.1
REG-13	Lands between Connaughton Road, The Mall & Lake Isle Road	C1	TC1	3.2
REG-14	Former Fyffes & Mangans site, Mountshannon Road/Elm Gardens	C2	MIX	1.4
Total				32.3

Settlement Consolidation Sites (SCS), Infill sites, 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 35 units per hectare, which is higher, but not excessive when compared to the density of existing housing estates in Sligo and environs;
- b. the Council-owned site (SCS-5) included in the Housing Delivery Action Plan 2022-2026 site has a predetermined allocation of 62 houses for the period of the plan.
- c. sites zoned RES are presumed to be developed exclusively for housing;
- d. the residential component of sites zoned MIX is approximated to 50%;
- e. the average household size of future occupants of new housing is set at 2.5 persons.

All SCS, infill and AP sites are located largely within the 2016 Census settlement boundary for Sligo and Environs. It is estimated that over 50% of the potential housing yield can be delivered within the settlement's built-up footprint, which is in excess of the 40% requirement of RPO 3.7.39.

Table 11.2 Settlement Consolidation Sites

SCS - Settlement Consolidation Sites							
SCS Site no.	Location	Zoning 2017	Proposed zoning 2024	Site area (ha)	of which net residential	Potential housing yield	Potential no. of residents
1	Ardaghowen - between The Mall and the proposed Eastern Garavogue Bridge link roads	MIX 1	MIX (50% RES)	7.50	3.75	131	328
2	Bellanode - backlands south of R-286 (Phase 1 - western section)	R2-SLR	nRES	9.70	9.70	340	849
3	Magheraboy - lands between the Summerhill roundabout and existing residential areas to the west	MIX1 & R3	MIX (50% RES)	7.80	3.90	137	341

4	Knocknaganny - lands located to the east of the N-4 and south of Summerhill College	MIX1	MIX (50% RES)	6.50	3.25	114	284
5	Magheraboy - lands located to the west of the N-4 and to the north of the Western Distributor Road	R3-SLR, R3 & MIX1	MIX (50% RES)	23.80	11.90	417	1041
6	Magheraboy - site adjacent (east) of Sligo/Dublin railway line (SCC lands)	R3-SLR	nRES	2.50	2.50	62	155
7	Oakfield - lands adjacent (west) of Sligo/Dublin railway line)	R3-SLR	nRES	16.20	16.20	567	1418
Total				74	51.2	1767	4416

Table 11.3 Infill Sites

INF – Infill sites							
INF Site no.	Location	Zoning 2017	Proposed zoning 2024	Site area (ha)	of which net residential	Potential housing yield	Potential no. of residents
1	Finisklin - lands south of Finisklin Road (SCC lands)	R2-SLR & BITP	nRES	6.30	6.30	221	551
2	Cornageeha, Pearse Road	R3 & C2	nRES	3.19	3.19	112	279
3	Circular Road - lands to the east of former Summerhill College -eastern section	C2	nRES	1.18	1.18	21	52
4	Cranmore Road, Cleveragh Demesne (Brown's field)	C2	MIX (50% RES)	5.30	2.65	46	116
5	Rathedmond/Orchard Rd, adjacent to (north-west of) Sligo/Dublin railway line	R2 & R3	nRES	1.44	1.44	25	63
6	Lands between N-4 & Old Caltragh Road	R3 & R3-SLR	nRES	5.70	5.70	200	499
7	Lands between the 'Back Avenue', Cleveragh Retail Park & IDA lands	MIX2-SLR	MIX (50% RES)	2.17	1.09	38	95
8	Lands between N-15 & Ballytivnan Road, Cartron	C2	MIX (50% RES)	1.68	0.84	29	74

9	Tullynagracken North, Lands South of Ard Cairn/west of The Hawthorns	R2-SLR	nRES	2.15	2.15	105	263
10	Backland site to west of Oakfield Road	RE	nRES	0.97	0.97	34	85
				30.08	25.51	830	2076

Table 11.4 Additional Provision Sites

AP - Additional Provision sites							
AP Site no.	Location	Zoning 2017	Proposed zoning 2024	Site area (ha)	of which net residential	Potential housing yield	Potential no. of residents
1	Lands between N-15 & R-291, Ballytivnan	MIX1	MIX (50% RES)	2.66	1.33	47	116
2	Lands off Cairns Road, north of Woodtown Lodge housing estate	R2	nRES	1.36	1.36	48	119
3	Lands south of between Caltragh Crescent, Cornageeha	R3-SLR	nRES	6.44	6.44	225	564
4	Ballytivnan, lands at junction of N-15 and Mountshannon Road/Elm Gardens	MIX1	nRES	0.54	0.54	19	47
				11.00	9.67	338	846

Long-Term Strategic and Sustainable Development Sites

Two sites with a combined area of 81.5 hectares have potential for significant residential development to be built over a timescale greater than a single six-year development plan period. At present (2023), site IA 22/LT(M)-1 is not served by a foul sewer, while site IA 23/LT(R)-2 is not served by watermain, foul sewer, footpath or cycleway.

Given their strategic location and development potential, these lands are designated as Long-Term Strategic and Sustainable Development Sites (as recommended in Section 4.4.4 of the Development Plan Guidelines).

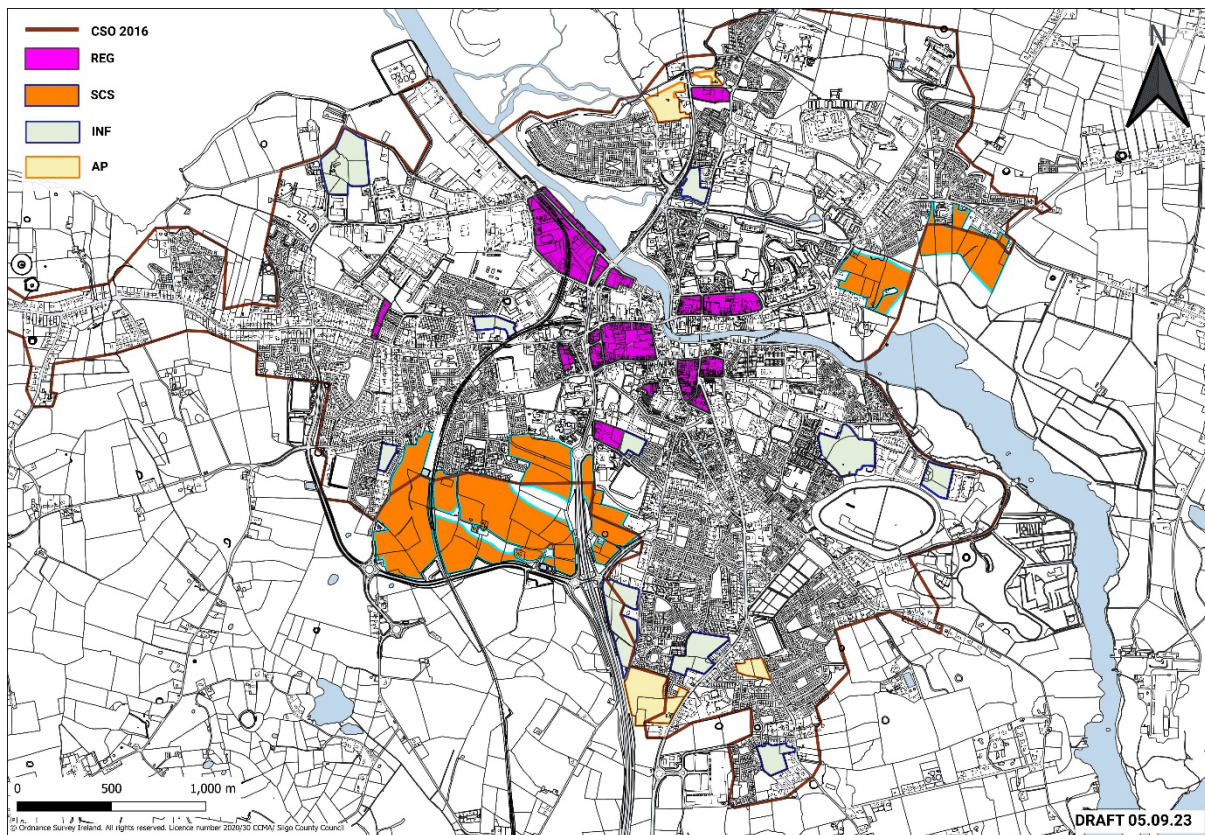
The sites are particularly suitable for the co-ordinated delivery of a large urban extension in tandem with all the necessary service infrastructure, due to their scale/size and joint location, between the Sligo-Dublin railway and the N-4 dual carriageway to the south of Sligo Town. (This urban extension could be delivered through the Urban Development Zone process envisaged in the forthcoming amendment to the Planning and Development Act 2000)

Table 11.5 Long-Term Strategic and Sustainable Development Sites

LT-SSDS Long-Term Strategic and Sustainable Development Sites				
Site no.	Location	Zoning	Site area (ha)	Housing yield
LT(M)-1	Maugheraboy/Caltragh/Ballyfree, Lands between N4 and Sligo/Dublin rail line	SLR-LT(MIX)	59.65	No allocation
LT(R)-2	Carrowroe, Lands between N4 and Caltragh Road	SLR-LT(RES)	21.88	No allocation
Total			81.53	

Fig. 11.A Compact growth designations in Sligo Town in the context of the 2016 Census settlement boundary (CSO)

(Note: a larger map (A1) with site numbers is available as a separate file)



11.2.2 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 11.6 Population, housing land and housing allocation for Sligo and Environs

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
20,608 (29.3%)	23,800 (31.77%)	2,512 (64.65%)	43 ha	86.85 ha	2,952	No excess

* 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 11.5

- **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 this figure.
- **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 11.2, 11.3 and 11.4)
- **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)

There is currently (2023) no excess of zoned land in Sligo Town. To ensure that sufficient lands is zoned for residential development during the Plan period, a number of serviced sites – previously included in the Strategic Land Reserve – are proposed to be zoned for residential use in the CDP 2024-2030.

11.3 Strategic objectives

The Sligo RGC Strategic Plan section of the RSES sets out the main directions for the development of County Sligo’s main urban centre, in the form of RPOs and other strategic provisions. The majority of these are addressed in Chapter 4 (Sligo RGC) of this Plan, which contains a number of strategic objectives supporting development in the Regional Growth Centre which would influence the RGC Strategic Plan area.

The following sections set out additional objectives of a strategic nature which support development in the short-term and guide the preparation of the Sligo and Environs Local Area Plan.

11.3.1 Transport and mobility

As Sligo grows, it will be necessary to ensure that adequate links are provided between different parts of the town, north and south, east and west. This section identifies the strategic urban roads necessary to complete the transport network in Sligo Town. More detail on these routes will be contained in the forthcoming Local Area Plan for Sligo.

Strategic objectives – urban roads

It is an objective of Sligo County Council to:

- SO-UR-1** Upgrade and realign the N4/N15 from Hughes Bridge northwards to the County Boundary.
- SO-UR-2** Complete the Eastern Garavogue Bridge and Approach Roads scheme during the life of the CDP 2024-2030.
- SO-UR-3** Upgrade and realign the N-16 from Yeats Heights/Abbvie Roundabout northwards to the County Boundary.
- SO-UR-4** Reserve indicative corridors for the construction of the following roads:
 - A.** From the *Eastern Garavogue Bridge and Approach Roads* northwards to connect with the N-16 at Yeats Heights/Abbvie Roundabout.
 - B.** From Tonafortes/Ballyfree northwards to the Summerhill Roundabout.
 - C.** From Pearse Road (R-287), adjacent to the proposed Neighbourhood Centre at Cornageeha (in the vicinity of Sligo Park Hotel), to Newtownholmes Road.
 - D.** From the junction of Burton Street / Pearse Road to the junction of Mail Coach Road / Connolly Street.
 - E.** From Temple Street / Flynn’s Terrace to Ray MacSharry Road.

11.3.2 Green corridors

An integrated trail and greenway system for walking, cycling and jogging will be created as part of the development of Sligo Town’s park and open space network. Development proposals on lands crossed by green corridors will be required to make adequate provision for their construction and facilitate access to these corridors, as appropriate.

Strategic objectives – green corridors

- SO-GC-1** It is an objective of Sligo County Council to develop a walking, cycling and jogging network, including the following green corridors:
- a. Doorly Park to Holy Well
 - b. Hazelwood to Ballinode
 - c. Gibraltar to Finisklin
 - d. Oakfield to Carraroe
 - e. Markiewicz Road to Standalone Point corridor (along the foreshore at Cartron)
 - f. Hyde Bridge to Hughes Bridge and Ballast Quay
 - g. Cleveragh River Way: Bridge Street to Hazelwood (northern Garavogue banks) and J. Fallon footbridge to Cleveragh Park (southern river banks)
 - h. Along the stream at Duck Lane and Ash Lane to Ballinode and Hazelwood
 - i. Oakfield Road to Summerhill Roundabout

Chapter 12. Ballymote Town Plan

Ballymote is located 24 km to the south of Sligo town, in the south-east of the County. The economic and social role of Ballymote is acknowledged in the CDP through its designation as a **Support Town**, which delivers services to its residents and to many rural communities in South Sligo.

12.1 Town profile

Ballymote town assets			
Population	2022 Census	1,711	+10.45% increase 2016-2022
	2016 Census	1,549	+0.63% increase 2011-2016
	2002-2022	+ 730 residents	+74.41% increase since 2002
Housing stock	2016 Census	893 dwellings, of which 196 were considered vacant	
Service infrastructure	Water supply	Sourced from Lough Talt through the Lough Talt Water Treatment Plant	
	Wastewater treatment	3,500 PE with spare capacity of approx. 906 PE	
	Road network	Regional roads R-293, R-294, R-295, and R-296 connect the town to Collooney, Boyle, Gorteen, Bunnanadden and Tobercurry	
Social infrastructure	Schools	One primary and two secondary schools (including PLC courses)	
	Churches	Two churches	
	Sports facilities	GAA pitch, Soccer pitch	
	Other assets	Town park, health centre, supermarkets, crèches and post office	
Sustainable transport	Train	Train Station on the Sligo-Dublin line	
	Bus	Served by Bus Eireann routes and the Local Link	
	Active Travel	No scheme at present (2023)	
Architectural heritage	Protected Structures	22 structures, 15 of which are located within an Architectural Conservation Area	
Natural heritage and environment	Natura 2000 sites nearby	Cloonacleigha Lough and Templehouse Lake cSAC	
	Flood risk	Present. Flood Zones A and B are mapped in Appendix 1 of the SFRA	

12.1.1 Housing

Residential development is spread throughout the town, with older terraced houses in the town centre and newer residential estates built on the approach roads and on backlands in a relatively low-density pattern.

12.1.2 Community facilities and recreational open space

Ballymote is served by one primary and two secondary schools, Colaiste Muire and Corran College. Among the most significant facilities are the Community Library in the town centre and the modern Primary Care Centre.

The Loftus Hall, the Art Deco Theatre/cinema, and the Family Resource Centre are also located in the town centre. Other community facilities include the GAA club and pitch, the Athletics Club and grounds, and the fire station. All these facilities should be maintained and enhanced where necessary.

12.1.3 Transport and mobility

Ballymote is served by three regional roads, R-293, R-294, and R-295, which connect it to the national roads N-4 (Sligo to Dublin) and N-17 (Sligo to Galway). In terms of public transport by road, the town is served by Bus Eireann and a Local Link daily service.

It is the only Support Town with a train station, as it is crossed by the railway line connecting Sligo to Dublin. However, the presence of the railway and train station is an insufficiently used opportunity for improving connectivity.

In order to encourage walking as a safe and convenient mode of transport, as well as a healthy leisure activity, it is proposed to expand the existing network of pedestrian routes and linkages throughout Ballymote.

12.1.4 Business, industry, enterprise

Manufacturing activities in Ballymote are located to the west of the town, along the R-296 (Tobercurry Road). The Tente factory and the OPHardt Hygiene factory, which occupy large sites at this location, employ approximately 200 people from the surrounding area.

Other areas where industrial activities are carried out include the Ballymote Business Park at the Railway Station, which accommodates The White Hag brewing company, TopChem Pharmaceuticals and local horticultural business Quickcrop. There are also a number of industrial units to the north of the town and the Homeland (former Connacht Co-op) Creamery to the south-west.

12.1.5 Retail

Ballymote acts as a service centre for the surrounding rural community of south-east Sligo. Retail uses are concentrated along Teeling Street, Lord Edward Street and O'Connell Street. Ballymote Mart operates on Thursdays and Fridays and casual trading takes place on O'Connell Street on designated days. A medium-sized supermarket is located in the town centre.

12.1.6 Tourism

Ballymote has historical attractions, like Ballymote Castle and Abbey, but also a variety of geographical areas of interest for tourists, such as the Kesh Caves on the slopes of Kesh Corran.

The Bricklieve Mountains are situated 6 km to the south-east of Ballymote, with the hill of Kesh Corann providing a picturesque backdrop to the town. The lakes and rivers in the environs of Ballymote are ideal for coarse angling.

There is potential to increase the tourism offer of the town by promoting and marketing its attractions. The establishment of a tourist information office in the centre of the town would be beneficial.

12.1.7 Natural heritage

Ballymote is surrounded by five wetland sites of local importance: Ballybrennan Bog, Maghera Bog, Carrigans Upper, Bellanascarrow Lough and Ardrea Lough. Designated sites such as at Cloonacleigha Lough and Templehouse Lake cSAC (Site Code 000636) are located to the west of the town.

Significant hedgerows and tree groups can be found in the Town Park, around the former Corn Mill in the north-east of the town, adjacent to the convent school and along the railway line.

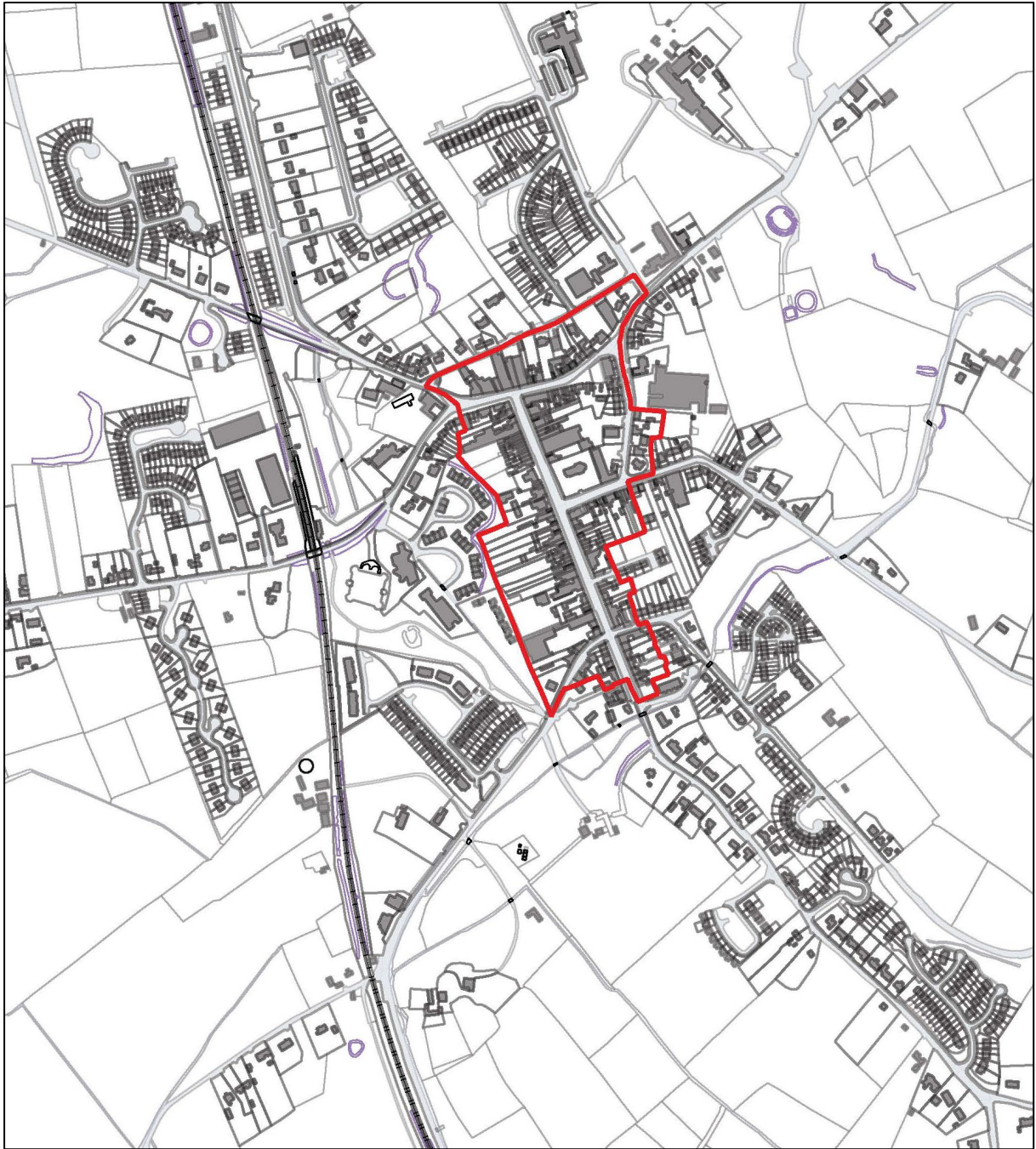
12.1.8 Built heritage

Ballymote contains the only Architectural Conservation Area (ACA) in the County outside Sligo Town. The ACA comprises streetscapes of very attractive buildings and shopfronts of various styles. Ballymote's streets are distinctive and a huge part of the identity of the town.

The extent of the Ballymote ACA is shown on **Fig. 12.A** below.

Please refer to **Section 25.3 Architectural Heritage** in Chapter 25 Built Heritage for the policies and objectives pertaining to ACAs.

Figure 12.A Ballymote Architectural Conservation Area



Protected Structures

The following buildings in Ballymote are included in the Record of Protected Structures (Volume 4 of this CDP):

RPS No. 43 Emlaghfad Parish Church	RPS No. 44 Former Garda Station	RPS No. 45 Former Market House
RPS No. 46 Ulster Bank	RPS No. 47 Bank of Ireland	RPS No. 48 Ballymote Post Office
RPS No. 49 House/Shop (Ds Barber shop)	RPS No. 50 House/Shop (Dwyers)	RPS No. 51 House/Shop (Tighe's, formerly Cawleys)
RPS No. 52 House with shopfront	RPS No. 53 House/Shop (Doddys)	RPS No. 54 House
RPS No. 55 Wall mounted post box	RPS No. 56 Stone house	RPS No. 57 L.Hayden's pub and town house
RPS No. 58 Ballymote Courthouse and attached west wing	RPS No. 59 Ballymote Railway Station and associated buildings and features	RPS No. 104 Earlfield House (Sisters of Mercy Convent)
RPS No. 117 Castlevew House	RPS No. 118 Road over railway bridge	RPS No. 119 Road over railway bridge
RPS No. 229 Former Corn Mill	RPS No. 360 Church of the Blessed Virgin and her Immaculate Conception (RC)	RPS No. 419 Old Emlaghfad Church (COI)
RPS No. 420 Former Church Warden's House		

12.2 Population and housing allocations

The potential housing yield of lands zoned for housing in Ballymote amounts to circa **215** units for the Plan period. The delivery of these dwellings would facilitate an increase of Ballymote’s population by up to **537** residents. **The actual housing allocation is 185 units, as per the Core Strategy Table (Section 3.3).**

Section 12.2.1 below lists the sites which have been designated to contribute to the compact growth of Ballymote, together with their potential housing and population yields.

Section 12.2.2 includes a table showing the amount of land with residential potential proposed to be zoned in Ballymote for the period of this CDP (2024-2030), compared to the previous Ballymote Local Area Plan (which was incorporated into the CDP 2017-2024).

12.2.1 Compact growth designations

A number of sites have been designated in Ballymote as **Settlement Consolidation Sites (SCS)** and **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 five sites designated for regeneration in Ballymote, of which three are located in the town core (refer also to **Section 12.3.3** 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 12.1 Regeneration sites

REG – Regeneration sites				
Site code	Location	Zoning 2017	Proposed zoning 2024	Site area (ha)
REG-1	Lands at the junction between Teeling Street and the R-296 (Sligo Road)	MIX	MIX	0.11
REG-2	Lands defined by Teeling St. and Marren Park (contains the former cinema)	MIX	MIX	0.41
REG-3	Backlands with frontage onto Fairgreen Road (including SuperValu car park)	MIX	MIX	0.70
REG-4	Land south of Cois na Dún (north of Ballymote Business Park).	RES	RES	0.64
REG-5	North & west of Earl’s Court housing development (Phase 2, eastern section)	RES	RES	1.28
Total				3.14

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:

- 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 Ballymote;
- the Council-owned site (SCS 1) included in the Housing Delivery Action Plan 2022-2026 site has a predetermined allocation of 30 houses for the period of the plan.
- sites zoned RES are presumed to be developed exclusively for housing;
- the residential component of sites zoned MIX is approximated to 50%;
- the average household size of future occupants of new housing is set at 2.5 persons.

All SCS and AP sites are located largely within the 2016 Census settlement boundary for Ballymote, with only some portions of SCS 1 and SCS 2 partly outside. It is estimated that circa 160 houses, i.e., 73% 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).

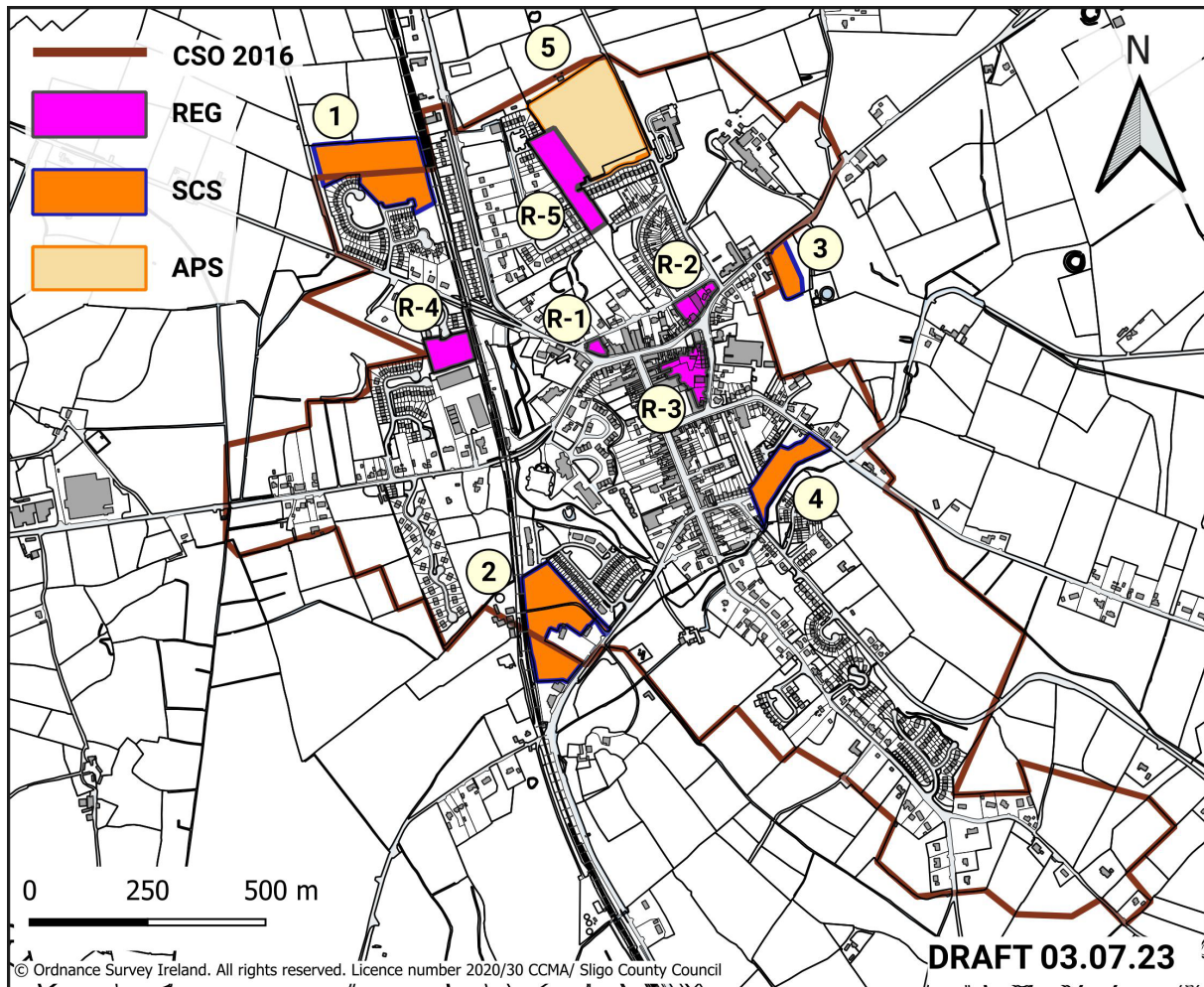
Table 12.2 – Settlement Consolidation Sites

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	Carrownanty, to the north of Mountain Drive (HDAP site)	RES	RES	2.57	2.57	30	75
2	Gurteen Road	RES	RES	2.29	2.29	57	142
3	Pearse Road	RES	RES	0.51	0.51	13	32
4	Lands between Grattan Street and R-295 (Boyle Rd.)	RES	RES	0.98	0.98	25	62
Total				6.35	6.35	125	313

Table 12.3 – 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
5	North & west of Earl’s Court housing development (Phase 1, western section)	RES	RES	3.59	3.59	90	224

Fig. 12.B 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)



12.2.2 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 12.4 Population, housing land and housing allocation for Ballymote

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	Proposed RES and MIX zoning 2024	Potential housing yield of RES and MIX zoned lands 2024	Current (2023) excess of zoned land
1,711 (2.43%)	1,850 (2.46%)	185 (4.7%)	22 ha	9.94 ha	215	12.09 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 12.4

- **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 12.2 and 12.3)
- **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 Ballymote Plan incorporated into the CDP 2017 zoned more land than what is now proposed in the Draft CDP 2024. The current (2023) excess of zoned land amounts to 12.09 ha.

These lands/sites 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 Ballymote, there are three sites of long-term interest, two of which were previously zoned for housing (2005 to 2011). One of these sites was placed in the Strategic Land Reserve from 2012 onwards.

The three sites have potential for significant residential development to be delivered over a timescale greater than the six-year development plan period. These lands represent the Strategic Land Reserve (SLR) of Ballymote Town.

12.3 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
- Addressing dereliction
- New residential areas
- New recreational areas
- Traffic and circulation

12.3.1 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 Ballymote.

A **TCF Plan** would significantly contribute to the regeneration of Ballymote, especially by proposing solutions to the dereliction that affects parts of the town centre.

It is essential that the **Ballymote 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.

12.3.2 Town centre refurbishment

The core of Ballymote, comprising Teeling Street, Lord Edward Street and O'Connell Street, has remained largely intact since the early part of the 20th Century. However, as is the case for many towns in the west of Ireland, dereliction and vacancy are significant issues.

The town centre of Ballymote 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 priority in terms of public realm is the enhancement of the town's character through the refurbishment of historic buildings, while providing pleasant spaces for pedestrians to congregate and spend time. The PRP should provide guidance for the following:

- enhancement of O'Connell Street;
- landscaped public space at Ballymote Courthouse;
- redesigned Teeling Street junctions

Two-phase enhancement of O'Connell Street

Phase 1 should see the enhancement of The Rock (one of the town's central areas, in front of the Protestant Church), including the creation of a "pocket park" in combination with the green space located within the church grounds, subject to the necessary consents.

Phase 2 should incorporate the improvement of the remaining section of O’Connell Street, from The Rock to the junction with Teeling Street, providing better pedestrians areas, while retaining the character of the ACA.

Complementing the proposed enhancement of Ballymote’s main shopping street, any additional large convenience store should be located on O’Connell Street, to boost footfall and encourage cross-visitation of shops.

Civic space in front of the old Courthouse

This is an underused central space in front of a local landmark building which closes the view along Teeling Street when coming from the Sligo Road. The transformation of this space into a usable public square, suitable for markets or outdoor concerts, would add to the visual and social appeal of Ballymote.

Reconfiguration of junctions in favour of pedestrians

The junction between Teeling Street/R-296 and the junction to the east of Teeling Street, adjacent to the former cinema building and the Cattle Mart area, are both uncomfortable for pedestrians because of their extensive road space. Footpaths should be widened, and safe crossing points should be provided, along with seating and landscaping. The focus should be on place-making, without disregarding traffic safety.

12.3.3 Addressing dereliction through regeneration

In addition to the refurbishment proposals set out in the previous section and complementing the actions expected to be included in the future TCF Plan for Ballymote, the Planning Authority has an obligation, under the Planning Act, to include objectives for the development of areas in need of regeneration. The purpose is to prevent or remove any adverse effects on local amenities resulting from the neglected condition of land or structures.

There are five sites designated for urban regeneration in Ballymote (refer to **Section 12.2.1**):

The **site REG-1**, adjoining the junction between Teeling Street and the R-296, is bounded by a stonewall and sheet metal gate. This site would lend itself to the development of a landmark building.

The **infill site to the west of the former cinema, REG-2**, has been neglected for a long time. The location would be suitable for a purpose-designed County Library Branch. A new building on this site, integrating a landscaped courtyard, would substantially enhance this area of Ballymote. Development of this site should incorporate direct access onto the proposed pedestrian link proposed under **BM-UDO-4**. A courtyard setting with benches could provide a pleasant amenity square.

The **site REG-3**, which comprises lands to the rear of SuperValu, would be capable of supporting a wide range of town-centre uses, including a car park serving the town centre.

The two other regeneration sites, **REG-4** and **REG-5**, located further from the town centre, have been previously zoned for housing, but the likelihood of such development during the Plan period is uncertain. The Planning Authority will utilise all the instruments at its disposal to facilitate appropriate development on these sites.

Each of these sites should be developed as a single project, possibly phased, where appropriate. Piecemeal developments on these sites will not be permitted.

12.3.4 New residential areas

There are circa 10 hectares of land designated for residential expansion in the short term, over the Development Plan period. Five sites located within 800m of the town centre can accommodate over 537 residents in circa new 215 dwellings.

All four Settlement Consolidation Sites and the Additional Provision site should be developed as a single project, possibly phased, where appropriate. Piecemeal developments on these sites will not be permitted.

12.3.5 New recreational areas

The enhancement of the Town Park has potential to significantly expand the outdoor recreation opportunities for the residents of Ballymote. The town park should offer improved walking, playing and other recreational facilities, linked to a heritage trail incorporating the Mill, the Castle and the Abbey (refer to **BM-CRO-1**).

Ideally, the various landscape and heritage features of interest in and around the town should be linked into the above-mentioned heritage trail, enhancing biodiversity and recreational opportunities for residents.

12.3.6 Traffic and circulation

First priority: active mobility

The priority for Ballymote in terms of mobility is the establishment of a town centre fully accessible by foot and bicycle, while reducing the visual dominance of cars on the town's streets.

While footpath coverage and footpath surfaces around the town are generally good, the width of footpaths is insufficient.

Facilities for cyclists need substantial improvement and this will be a priority objective for the County Council over the development plan period (**BM-TCO-1**).

New streets

A number of access points and indicative street layouts have been identified on backland areas of Ballymote in order to facilitate the consolidated growth of the town and ensure good accessibility for all modes of transport.

Corridors will be reserved for the following roads (**BM-TCO-5**)

- a link road from the R-296 to the L-1603;
- a link road between the L-6106 and the L-1502;
- a link road between the R-293 and the health care centre.

The above links should be designed with particular attention to the needs of pedestrians and cyclists.

Car parking

Most public car parking in Ballymote is on-street, with only a small car park to the rear of O'Connell Street. A larger car park on the opposite side of the street serves the town's main supermarket and chemist.

Traffic congestion along Teeling Street, Lord Edward Street and O'Connell Street can occur at various stages throughout a day, due in part to haphazard parking as well as to the scarcity of on-street car parking relative to the demand.

The delineation of on-street car-parking bays would have a positive effect on the public realm, by reducing the 'car clutter' on the street and re-organising it into a more orderly form. Consolidation of land to the rear of SuperValu would facilitate a larger car park serving the town (refer to objective **BM-TCO-3**).

12.4 Specific development objectives

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 Ballymote relating to urban design, transport and circulation, recreational facilities, natural and built heritage, tourism and retail.

Urban design objectives

It is an objective of Sligo County Council to:

- BM-UDO-1** Pursue public realm improvements on O’Connell Street in two phases:
- Phase 1** – Area in front of the Protestant Church at The Rock;
 - Phase 2** – Northern end of O’Connell Street, from The Rock to the junction with Teeling Street.
- BM-UDO-2** Maintain and enhance the public area in front of the old Court House as a public amenity space.
- BM-UDO-3** Enhance the public realm and pedestrian accessibility at the following junctions while maintaining traffic safety:
- A.** the junction between Teeling Street and the R-296 at Loftus Hall;
 - B.** the junction to the east of Teeling Street, adjacent to the former cinema building and the Cattle Mart area.
- The enhancements shall include widening of footpaths and the provision of safe and comfortable crossing points, seating and planted/landscaped areas.
- BM-UDO-4** Promote the redevelopment of the following regeneration sites, considering the guidance provided in **Section 12.3.3**:
- REG-1** The site adjoining the junction between Teeling Street and the R-296
 - REG-2** Infill site to the west of the former cinema.
 - REG-3** Backlands to the rear of SuperValu (O’Connell Street) with frontage onto Fairgreen Road.
 - REG-4** Land south of Cois na Dún, Carrownanty Td (wnorth of Ballymote Business Park)
 - REG-5** North and west of Earl’s Court housing development (Phase 2 eastern section)

Traffic and circulation objectives

It is an objective of Sligo County Council to:

- BM-TCO-1** Improve facilities for cyclists and pedestrians throughout the town, provide more bicycle parking facilities and widen footpaths where possible.
- BM-TCO-2** Seek the development of park-and-ride facilities associated with the car park at the railway station, to support any future rail commuter services between Ballymote and Sligo.
- BM-TCO-3** Promote the development of a car park to serve the town centre as part of any redevelopment of the **Regeneration Site REG-3** (lands to the rear of SuperValu).
- BM-TCO-4** Develop and delineate public car parking spaces at the northern end of O'Connell Street.

New roads and access points

- BM-TCO-5** Reserve the following corridors and access points to allow development of vehicular, pedestrian and cycle routes, thereby facilitating the development of backland areas and the future expansion of the town:
- a link road from the R-296 to the L1603;
 - a link road between the L-6106 and the L1502;
 - a link road between the R-293 and the health care centre.

Community and recreation facilities objectives

It is an objective of Sligo County Council to:

Town Park

BM-CRO-1 Pursue the enhancement of the Town Park by generally improving walking, playing and other recreational facilities, incorporating the Mill, the Castle and the Abbey.

Heritage trail

BM-CRO-2 Pursue the development of a heritage trail around the town incorporating key features of biodiversity, recreational and heritage interest including:

- a. Ballymote Castle, Town Park and Abbey;
- b. The former Corn Mill;
- c. The wetland area and stream corridor in Keenaghan;
- d. The ridgeline running to the archaeological ringfort;
- e. The mature tree line of the former Earlsfeld Estate House running up to the town's sports grounds;
- f. The old Emlaghfad Church (Col).

Built heritage objectives

It is an objective of Sligo County Council to:

- BM-BHO-1** Support the preparation and implementation of a heritage-led regeneration plan for Ballymote.
- BM-BHO-2** Safeguard the preservation of the Franciscan Abbey and ensure the continued maintenance of the adjoining graveyard.
- BM-BHO-3** Support the restoration of the former Mill Complex.
- BM-BHO-4** Support the preparation of a conservation management plan for Emlaghfad Church.
- BM-BHO-5** Support the Office of Public Works in the conservation, management and associated provision of public access and interpretation to Ballymote Castle.

Tourism objective

It is an objective of Sligo County Council to:

BM-TOU-1 Facilitate the provision of a tourist information office in Ballymote.

Retail objective

It is an objective of Sligo County Council to:

BM-RO-1 Facilitate the expansion of the existing supermarket or the provision of a new one in Ballymote. Any additional large convenience store should be located on the main shopping street of the town to boost footfall and encourage cross-visitation of shops.

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:

- 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;
- sites zoned RES are presumed to be developed exclusively for housing;
- the residential component of sites zoned MIX is approximated to 50%;
- 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).

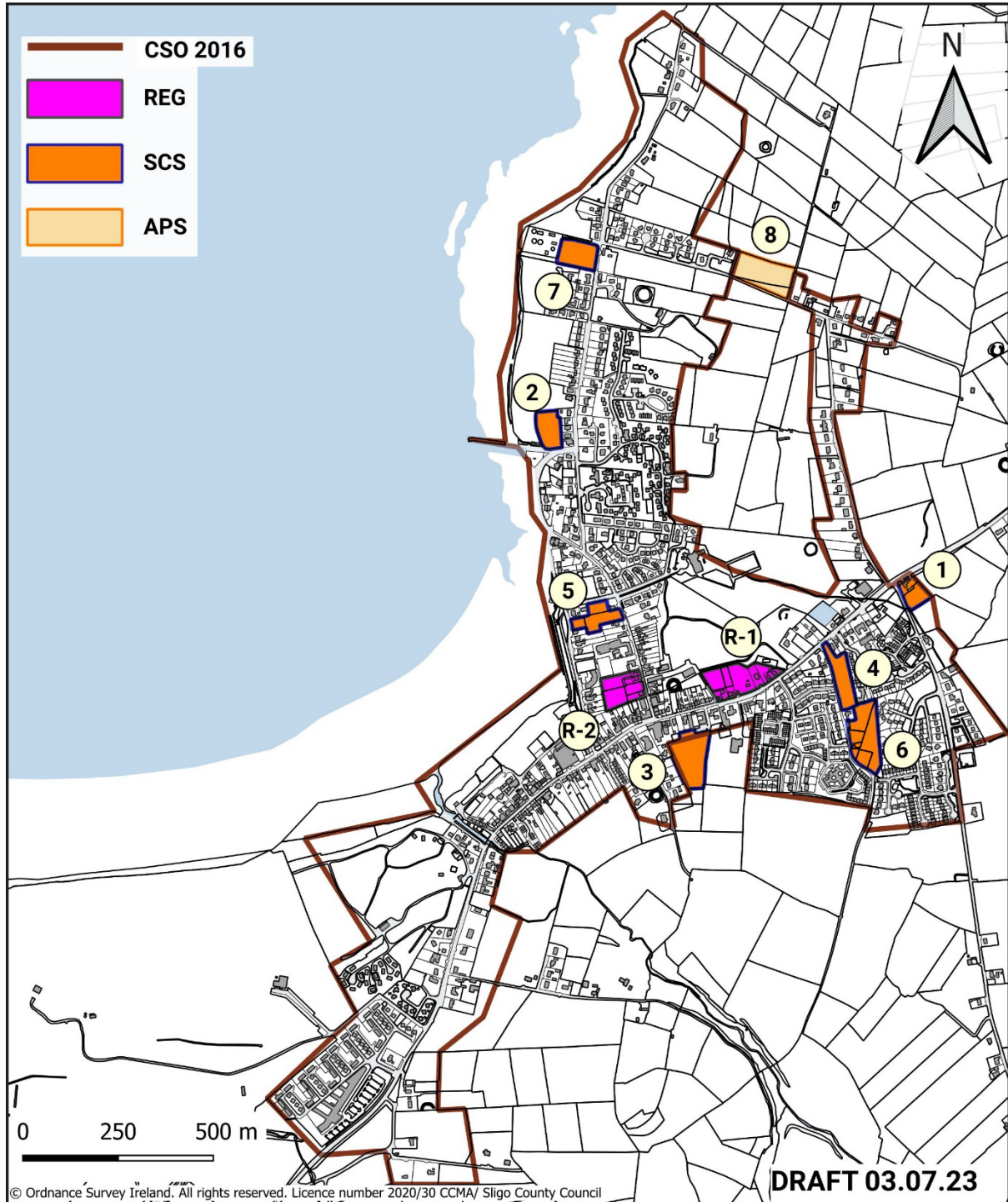
Table 13.2 – Settlement Consolidation Sites

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.

Chapter 14. Tobercurry Town Plan

Tobercurry is the second largest urban centre in the County. It is located approximately 35 km south of Sligo Town, in the south-west of the County, along the national primary road N-17 (Sligo to Galway). The economic and social role of Tobercurry is acknowledged in the CDP through its designation as a **Support Town**, which delivers services to its residents and to many rural communities in its hinterland.

14.1 Town profile

Tobercurry town assets			
Population	2022 Census	2,307	+16.16% increase 2016-2022
	2016 Census	1,986	+13.68% increase 2011-2016
	2002-2022	+ 1,136 residents	+97% increase since 2002
Housing stock	2016 Census	1,116 dwellings, of which 291 considered vacant	
Service infrastructure	Water supply	Sourced from Lough Talt through the Lough Talt Water Treatment Plant	
	Wastewater treatment	3,500 PE with spare capacity of approx. 1,080 PE	
	Road network	Served by the national primary road N-17 (Sligo to Galway) and regional road R-294 (linking to Ballymote and to Ballina)	
Social infrastructure	Schools	Two primary schools, a secondary school and a college of adult and further education	
	Churches	Two churches	
	Sports facilities	GAA pitch, Soccer pitch, South Sligo Athletic Club	
	Other assets	Teach Laighne “One-Stop-Shop” with Library and Council offices, St. Brigid’s Community Hall, burial ground, health centre, nursing home, Family Resource Centre, supermarkets, crèches, playground and post office	

Tobercurry town assets		
Sustainable transport	Train	Not available at present. Disused railway station and abandoned railway in situ, part of the Western Rail Corridor.
	Bus	Served by Bus Eireann and the Local Link
	Active travel	No scheme at present (2023)
Architectural heritage	Protected Structures	11 structures
	Buildings of Note	29 Buildings of Note
Natural heritage and environment	Natura 2000 sites nearby	Turloughmore Special Area of Conservation, Moylough Turlough pNHA
	Natural amenities	Tobercurry forest walks
	Flood risk	Present. Flood Zones A and B are mapped in Appendix 1 of the SFRA

14.1.1 Housing

Much of Tobercurry’s housing stock is older than 20 years and only limited dwellings constructed after 2010. Although the 2016 census recorded a total of 291 unoccupied dwellings, anecdotal evidence reveals that, for many years, rental accommodation has been insufficient compared to demand.

14.1.2 Community facilities

The Teach Laighne “One-Stop-Shop” is a substantial, modern building (opened in 2003) located on Humbert Street, which accommodates a library, local authority offices, community space/meeting rooms etc. It is used regularly by local groups and associations. A tourist office operates at the front of the building.

St. Brigid’s Hall is the other important community facility, which hosts a wide range of events, including the annual Western Drama Festival. This building needs modernization and upgrading. At time of writing (2023), funding had been provisionally allocated under the Rural Regeneration Development Fund (RRDF) for a major refurbishment project in Tobercurry, of which the redevelopment of St. Brigid’s Hall is one aspect.

The residents of Tobercurry have demonstrated a strong involvement in the development of the town to date. Sligo County Council will continue to maintain and enhance existing community facilities in the town and support local community groups.

14.1.3 Sports, recreation and open space

Tobercurry lacks publicly accessible, landscaped open spaces and recreational areas in the town centre. The undeveloped sports field on the Mountain Road is the only dedicated open space area in the town. The sports field is currently managed by the South Sligo Community Park association, which seeks to develop improved facilities, a new football pitch, running track and dressing rooms.

Outside the built-up area of Tobercurry there are a few walking routes in the immediate surroundings of the town. This network of walks has the potential to be expanded and enhanced.

14.1.4 Transport and mobility

Tobercurry is approximately 34 km from Sligo Town and 20 km from Knock International Airport, which is considered an important “selling point”. The town is also connected to Ballymote and Ballina (Co. Mayo) by the regional road R-294.

National road N-17 (Sligo to Galway)

At time of drafting this Plan (2023), the national road N-17 passes through Tobercurry, where it is known as the Circular Road (current “bypass”). The road is substandard in alignment and capacity, with too many junctions causing issues in terms of traffic safety.

Transport Infrastructure Ireland (TII) has approved the construction of a bypass for Tobercurry as part of a comprehensive realignment of the N-17. The emerging *Preferred Transport Corridor* identified in February 2023 no longer dissects the built-up area of Tobercurry.

The construction of the N-17 Tobercurry Bypass will have a major positive impact on the nature and volume of traffic in the town. Through-traffic will be reduced significantly, creating a safer environment for pedestrians and cyclists.

Disused railway

The disused railway line from Collooney to Bellaghy/Charlestown via Tobercurry forms the northern section of the Western Rail Corridor (WRC), potentially linking Sligo to Galway and Limerick. The RSES acknowledges the strategic importance of this corridor, describing it as ‘*key enabling and sustainable transport infrastructure for the region that presents an opportunity to effect ‘transformational change’ in the realisation of the Atlantic Economic Corridor*’.

The feasibility of reopening the Western Rail Corridor has been considered in the ***All-Island Strategic Rail Review*** (July 2023), but an option to reopen it was not included in the final recommendations.

Cycling

There are very few cycling facilities in Tobercurry. An off-road cycle lane exists along the R-294 as far as St. Attracta’s Secondary School and cycle parking facilities are available at the school.

The development of the Sligo Greenway (a 35-km long off-road public walking/cycling trail linking Sligo to Bellaghy/Charlestown), along or beside the disused railway line passing through Tobercurry, holds significant potential for attracting tourists to the wider area.

At the time writing (2023), feasible route options had not yet been determined. However, it is likely that the disused railway line will be one option brought forward for assessment to determine the preferred route.

Public transport

Bus services are the main form of public transport in Tobercurry and surrounding areas, The town is served by Bus Eireann and a Local Link daily service.

14.1.5 Business, industry, enterprise

The town's economy is relatively strong compared to other small towns in the region. Significantly, Tobercurry is the only town in the County outside Sligo Town to have a Chamber of Commerce. The local employment offer consists mainly of light engineering and manufacturing, with a number of small to medium-sized companies. There are two industrial estates in Tobercurry, both located off the R-294 (Ballina Road) on opposite sides.

The IDA estates occupy 4.2 ha on the southern side of the road hosting five businesses while the larger area on the northern side accommodates two firms plus An Chroí – the South Sligo Enterprise Centre.

While many people commute to work in Sligo Town or outside the County, the South Sligo Enterprise Centre (An Chroí)/Digital Hub supports new businesses and provides remote working facilities for the local community. Enhancement and expansion of this and similar facilities is important for the continued viability of Tobercurry.

14.1.6 Retail

Tobercurry functions as a retail and service centre for the surrounding rural communities of South Sligo. The primary retail zone comprises Wolfe Tone Square, Teeling Street, Humbert Street and Emmet Street. The town has a reasonable range of convenience shops along the Main Street, in the town centre.

Weekly shopping can be done at the medium-sized supermarket on Teeling Street and the weekly market stalls in Wolfe Tone Square. The most recent Retail Strategy for County Sligo indicated that there was scope to provide an additional supermarket in Tobercurry.

At the time of drafting this Plan (2023), planning permission had been sought for two additional supermarkets, one of which was awaiting decision from An Bord Pleanála. The other supermarket, permitted by Sligo County Council, is in fact a larger replacement of an existing outlet.

14.1.7 Tourism

The tourism sector in Tobercurry has growth potential, given its proximity to the Ox Mountains and Lough Talt, and the many festivals and events taking place annually. A community tourist office, operated in conjunction with Fáilte Ireland, is located at Humbert Street. It is staffed all year round and gives visitors information on attractions, activities and events. Ideally this office should be relocated to a more conspicuous and central location in town, such as the 'Mary Jacks' building at the corner of Swift Lane.

14.1.8 Natural heritage

Turloughmore, a turlough situated to the north-east of the town, is the only designated Natura 2000 site in the Plan area. The site is a designated Special Area of Conservation (site code 000637). The River Moy SAC (site code 002298) is located about 3.5 km to the west of the town, outside the Plan limit. This is the main receiving water body for surface water run-off from the Plan area.

There are two proposed NHAs: Turloughmore (Site Code 000637), which represents half of the designated SAC at Turloughmore, and Moy- lough Turlough (Site Code 001677), whose north-western tip is located within the Plan limit.

A number of stream channels, drainage ditches and wetland areas exist within the surroundings of Tobercurry. The County Sligo Wetlands Survey 2008-2011 identified and mapped potential wetland sites within County Sligo, some of which occur within the Tobercurry Plan area, outside the development limit.

14.1.9 Built heritage

The current RPS for County Sligo lists **eleven protected structures** within the town centre of Tobercurry.

RPS No. 377 St George's Church (COI)	RPS No. 381 House	RPS No. 385 Leonard's
RPS No. 378 Marist Convent	RPS No. 382 Allied Irish Bank	RPS No. 386 Water Tower
RPS No. 379 St John the Evangelist Church (RC)	RPS No. 383 House	RPS No. 387 The Mount
RPS No. 380 Parochial House	RPS No. 384 Bank of Ireland	

Buildings of Note

There are many other buildings in Tobercurry, which – while not protected structures – are considered significant in terms of their contribution to the character of the town. These **Buildings of Note** (identified in **Appendix B** of this Plan) have been selected by reason of their vernacular character and positive contribution to the streetscape. 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 retention. It is considered essential to preserve elements of the historical character of the town in order to define and strengthen the identity of the town.

BoN No. 1 - house	BoN No. 12 - house	BoN No. 22 - house with shop
BoN No. 2 - former school building	BoN No. 13 - hotel	BoN No. 23 – house with shop
BoN No. 3 - former funeral home	BoN No. 14 - shop	BoN No. 24 –house/cafe
BoN No. 4 - former house/shop	BoN No. 15 – public house/shop	BoN No. 25 – house
BoN No. 5, 6 and 7 – Teach Laigne and adjacent buildings	BoN No. 16 – house/shop	BoN No. 26 – house with shop
BoN No. 8 - Former shop/house	BoN No. 17 - house	BoN No. 27 - terrace of houses
BoN No. 9 - shop/house	BoN No. 18 & 19 – Pair of houses	BoN No. 28 - Springmount house
BoN No. 10 - house	BoN No. 20 - house/shop	BoN No. 29 - house
BoN No. 11 - house	BoN No. 21 - house with shop	

Shopfronts

Tobercurry has many historic shopfronts which add character and colour to the streets, in particular Teeling Street. The town’s shopfronts are distinctive in that the fascia, pilaster, architrave and cornice were often made in plaster. Many shopfronts do not have pilasters; they have just a fascia, architrave and a decorated cornice extending for the entire width of the building. As 19th-century shopfronts are becoming increasingly rare in Ireland, it should be a priority to protect what remains of this valuable heritage.

Double doors are a feature of late 19th Century/early 20th Century shopfronts which are becoming increasingly rare. However, in Tobercurry, a significant number of buildings and shopfronts retain the original double door. In the interest of retaining the richness of the traditional streetscape, these doors should be retained.

14.2 Population and housing allocations

The potential yield of lands zoned for housing in Tobercurry amounts to circa **153** units for the Plan period. The delivery of these dwellings would facilitate an increase of Tobercurry’s population by at least **378** residents. **The actual housing allocation is 130 units as per Section 3.3 Core Strategy Table.**

Section 14.2.1 below lists the sites which have been designated to contribute to the compact growth of Tobercurry, together with their potential housing and population yields.

Section 14.2.2 includes a table showing the amount of land with residential potential proposed to be zoned in Tobercurry for the period of this CDP (2024-2030).

14.2.1 Compact growth designations

A number of sites have been designated in Tobercurry as **Settlement Consolidation Sites (SCS)** and **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 six sites designated for regeneration in Tobercurry, of which three are located in the town core (refer also to **Section 14.3.3** 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 14.1 Regeneration sites

REG – Regeneration sites				
Site code	Location	Zoning 2017	Proposed zoning 2024	Site area (ha)
REG-1	Backlands to the east of Teeling Street and west of Mountain Road	No zoning	MIX	1.18
REG-2	Lands with frontage along Teeling Street and extending to the southeast	No zoning	MIX	1.22
REG-3	Lands defined by Circular Road (N-17), Teeling St. and the Ballina Rd (N-17)	No zoning	MIX	1.27
REG-4	Maiden Crescent, Maiden Road	No zoning	RES	0.18
REG-5	Lands to the north of the Fairways Estate	No zoning	RES	1.55
REG-6	Lands to the south of Ox Crescent	No zoning	RES	1.09
Total				6.56

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 Tobercurry;
- b. the Council-owned site (SCS 1) included in the Housing Delivery Action Plan 2022-2026 site has a predetermined allocation of 6 houses for the period of the plan.
- c. sites zoned RES are presumed to be developed exclusively for housing;
- d. the residential component of sites zoned MIX is approximated to 50% other than where permission already exists for development;
- e. the average household size of future occupants of new housing is set at 2.5 persons.

All SCS and AP sites are located within the 2016 Census settlement boundary for Tobercurry. 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).

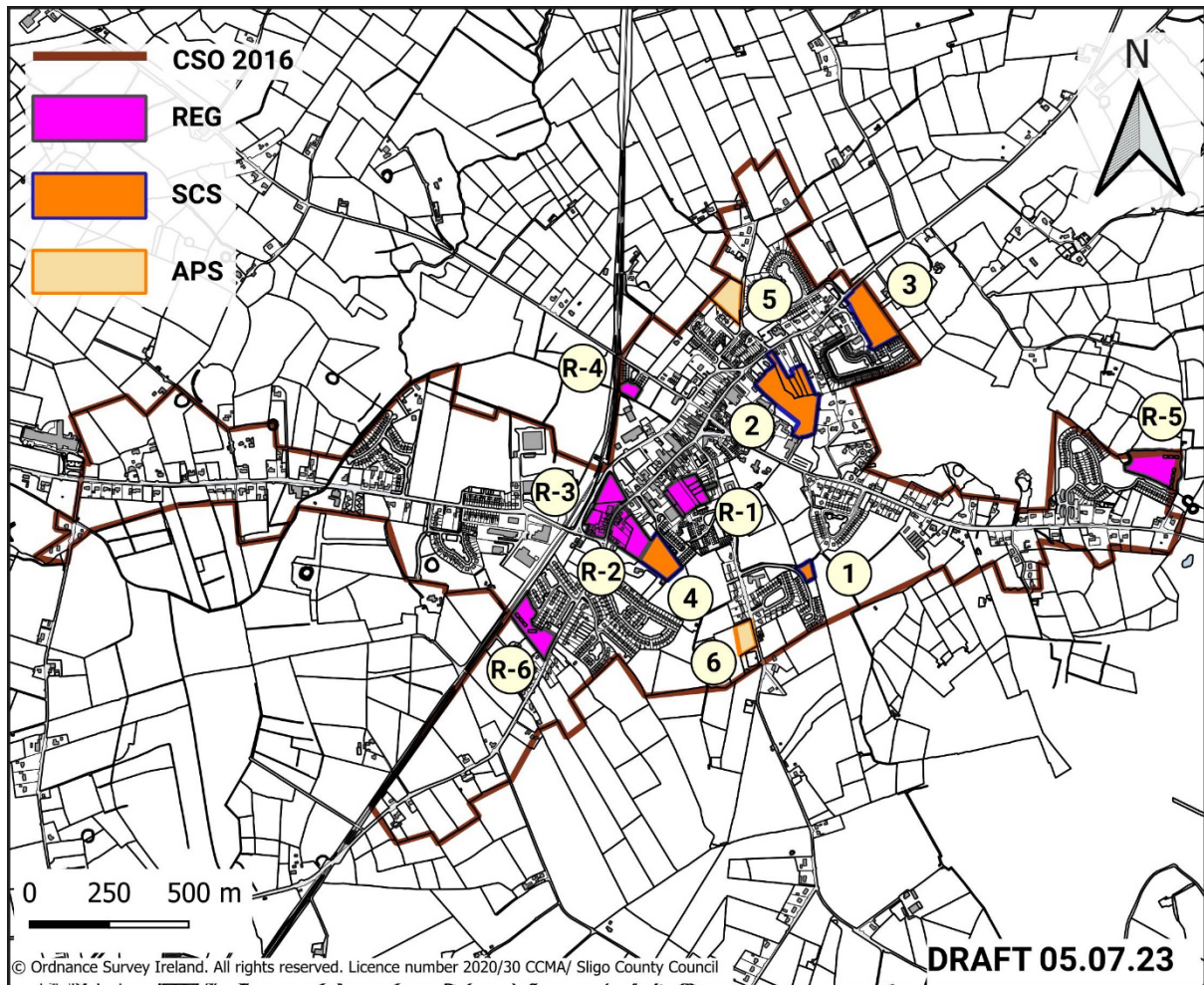
Table 14.2 – Settlement Consolidation Sites

SCS – Settlement Consolidation Sites						
Site no.	Location	Proposed zoning 2024	Site area (ha)	of which net residential	Potential housing yield	Potential no. of residents
1	Site at edge of Meadow Brook housing estate, accessed off Mountain Road	RES	0.22	0.22	6	14
2	Backlands behind St. George’s Church and the former Marist Sisters Convent building	RES	2.60	2.60	65	163
3	Lands at Sligo Road (N-17), at eastern town entrance	MIX	1.67	0.84	21	52
4	Lands west of Teeling Grove housing estate	RES	1.02	1.02	26	64
Total			5.51	4.68	118	292

Table 14.3 – Additional Provision Sites

AP – Additional Provision site						
Site no.	Location	Proposed zoning 2024	Site area (ha)	of which net residential	Potential housing yield	Potential no. of residents
5	Parkland Crescent	RES	0.86	0.86	22	54
6	Mountain Road	RES	0.51	0.51	13	32
Total			1.37	1.37	35	86

Fig. 14.A Compact growth designations in Tobercurry: Regeneration sites (REG), Settlement Consolidation Sites (SCS) and Additional Provision Sites (APS) in the context of the 2016 Census settlement boundary (CSO)



14.2.2 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 14.4 Population, housing land and housing allocation for Tobercurry

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	Proposed RES and MIX zoning 2024 (with housing potential)	Potential housing yield of RES and MIX zoned lands 2024	Current (2023) excess or shortfall of zoned land
2,307 (3.28%)	2,450 (3.27%)	130 (3.34%)	0 (no zoning)	6.88 ha	153	not applicable

* 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 14.4

- **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 this figure.
- **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 14.2 and 14.3)
- **Column 7** – the CDP 2017-2024 did not include any zoning for Tobercurry. Therefore, no excess or shortfall of zoned land can be calculated

Strategic Land Reserve

Within the 2016 Census boundary of Tobercurry, there are three other sites of long-term interest, of which two (one at Mountain Road and the other to the south of Ballymote Road) have been previously proposed to be zoned for residential development under the Draft Tobercurry LAP 2015 (not adopted by the Council). The third site, adjoining Ballina Road, had been “sterilised” by the former N-17 realignment corridor (road reservation). The revised N-17 corridor has now moved further west, outside the town boundaries.

The three sites have potential for significant residential development to be delivered over a timescale greater than the six-year development plan period. These lands, amounting to 9.81 ha in total, represent the Strategic Land Reserve (SLR) of Tobercurry Town.

14.3 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
- Addressing dereliction
- New residential areas
- New recreational areas
- Traffic and circulation

14.3.1 Town Centre First (TCF)

Tobercurry was selected by the National TCF Office as the first town in County Sligo to have a **Town Centre First Plan** prepared. In 2023, Sligo County Council appointed a Town Regeneration Officer to oversee the implementation of TF policy. At the time of drafting this Development Plan (2023), a TCF Town Team had not been established in Tobercurry and the preparation of the TCF plan had commenced with a first round of public consultation.

A Town Centre Health Check was carried out in Q2 of 2023, including a business survey, a residents' survey and a stakeholder engagement. The TCHC produced over 40 ideas, which were going to be further distilled down to circa 10 "pipeline" projects. It is expected that some of these projects will be incorporated into the CDP as amendments/specific objectives for Tobercurry before the Development Plan is adopted in 2024.

It is essential that the **Tobercurry 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.

14.3.2 Town centre refurbishment

The town centre of Tobercurry should be refurbished based on a **Public Realm Plan (PRP)**, to be prepared in consultation with the local community, the TCF Town Team and the Roads and Planning Sections of Sligo County Council (refer to objective **TY-UDO-1**). The PRP should be based on a detailed survey, should identify the essential works and should provide guidance for the following:

- undergrounding of overhead wires, the removal of wooden poles and installation of high-quality lamp standards.
- improvements to building facades and shop fronts.
- rationalisation of road and advertising signage.
- proposals for placing public art and coordinating street furniture.
- Improvements to pedestrian permeability around the town
- Preparation of a wayfinding and signage scheme.

Urban design interventions

Tobercurry is essentially a market town with a traditional streetscape comprising three main streets meeting in the centre, where a large triangular space functions (poorly) as a town square, at a level far below its potential. Many old buildings have been insensitively altered over the years, but despite this, the town does retain distinct features.

A well-kept town, with a distinctive character, will make the town more attractive for residents and visitors. A high-quality public realm, in conjunction with the development of the Sligo Greenway, could also transform Tobercurry into a tourist destination. The main urban design issues identified in Tobercurry are outlined below:

- the dominance of vehicular traffic in the town centre.
- an underutilised central public space – Wolfe Tone Square.
- extensive dereliction and vacancy (both land and buildings).
- poorly defined urban environment along Circular Road.
- a low-quality public realm and the erosion of the traditional street character.

The **Town Centre First Plan** (TCF) and the **Public Realm Plan** (PRP) for Tobercurry should address the above issues and propose specific projects with high-quality urban design elements.

Two-phase refurbishment of Wolfe Tone Square and converging streets

Phase 1 should incorporate Wolfe Tone Square and the immediately adjoining areas to all sides of the square. The Square could be made more inviting for pedestrians through the use of a shared surface or widened footpaths. Such an approach would reduce traffic speed.

To ensure that the redevelopment of Wolfe Tone Square is a success, it is important to provide safe and pleasant walking links to adequate car parking spaces, such as the link between Wolfe Tone Square and the car park at Teach Laighne.

Phase 2 would include Teeling Street, Humbert Street, portions of Emmet Street (as far as the Holy Family National School) and Mountain Road (as far as the playground). This phase should also involve the provision of additional pedestrian links between Teeling Street and Circular Road. Such links would be traversing and therefore refurbishing derelict areas.

A traffic management plan for a wider area should focus on reducing vehicular speed through the centre and retrofitting the main streets in accordance with the recommendations of the *Design Manual for Urban Roads and Streets* (DMURS – DTTS, DECLG, 2013) (See also **Section 14.3.5**).

14.3.3 Addressing vacancy and dereliction through regeneration

In addition to the refurbishment proposals set out in the previous section and complementing the actions expected to be included in the future TCF Plan for Tobercurry, the Planning Authority has an obligation, under the Planning Act, to include objectives for the development of areas in need of regeneration. The purpose is to prevent or remove any adverse effects on local amenities resulting from the neglected condition of land or structures.

There are six sites designated for urban regeneration in Tobercurry (refer to **Section 14.2.1**). The majority of vacant or derelict buildings and sites are found in the town core, along Humbert Street and Circular Road.

More efforts are needed from both the private sector and public agencies to reduce and eventually eliminate dereliction in Tobercurry. Potential projects to address dereliction include:

- the creation of a proper urban streetscape along Circular Road – this may require the assembling of derelict backlands between Teeling Street/Humbert Street and Circular Road (refer to objective **TY-UDO-4**).
- refurbishment of opportunity sites such the ‘Mary Jacks’ building on the corner of Swift Lane.

Circular Road presents significant opportunities for redevelopment once the national road traffic is removed from Tobercurry. In order to ensure that any redevelopment in this area results in a successful expansion and consolidation of the town centre, a master planning approach to development will be required. Piecemeal development of sites will be discouraged. Connectivity between Circular Road and the town centre will be strongly promoted.

Regeneration sites

Six regeneration sites have been designated for regeneration in the town (refer to **Table 14.1** and **Figure 14.A**) including two unfinished housing estates at the edge of the built-up area.

Each of these sites should be developed as a single project, possibly phased, where appropriate. Piecemeal developments on these sites will not be permitted (refer to objective **TY-UDO-6**).

14.3.4 Built heritage – shopfronts

As 19th-century shopfronts are becoming increasingly rare in Ireland, it should be a priority to protect what remains of this valuable heritage. It is a policy of this Plan to protect historic shopfronts – refer to **P-HS-8** in **Chapter 10 Urban Development Principles**. Any new shopfronts in Tobercurry should respect the historic character of existing shopfronts prevalent in the town.

The shopfronts considered worthy of protection are listed below:

- Shopfront at corner of Humbert Street and Wolfe Tone Square
- Murphy & Sons Auctioneers – Wolfe Tone Square
- O’Connor’s – Wolfe Tone Square
- Foleys Bar and Lounge – Wolfe Tone Square
- Shopfront (no name) – Wolfe Tone Square
- Ozanam Shop – Teeling Street
- T. Brennan’s Bar and Lounge – Teeling Street
- Vodafone – Teeling Street
- Barry’s Pharmacy – Teeling Street
- McCarrick & Sons – Teeling Street
- Jewel in the Crown – Teeling Street

14.3.5 New residential areas

There are circa 6 hectares of land designated for residential expansion in the short term, over the Development Plan period. Three sites located within 400 m of the town centre can accommodate over 280 residents in circa 113 new dwellings. All six sites are within 600 m of town centre.

Each of the sites should be developed as a single project, possibly phased, where appropriate. Piecemeal developments on these sites will not be permitted.

14.3.6 New recreational areas

Sports field at Mountain Road

Tobercurry needs modern, fit-for-purpose sports and recreation facilities for all ages and abilities. The existing playing fields located off Mountain Road are substandard. It is an objective of this Plan to develop these lands as a public park incorporating a range of appropriate uses (refer to objective **TY-OSO-1**).

Any upgrading of this space should encompass the following:

- a new football pitch, running track and dressing rooms.
- provision of a sensory garden with food growing and play areas.
- pedestrian and cycle access points into the park from surrounding residential areas and town centre, with fully illuminated routes.
- adequate parking and drop off points.

Walking routes

The network of walks around Tobercurry should be enhanced and expanded, incorporating, where possible, key landscape features such as views of the Ox Mountains, stream corridors and wetlands, significant hedgerows and mature trees, and possibly even the disused railway line. It is an objective of this Plan to maintain, expand and enhance the network of walks around Tobercurry (refer to objective **TY-OSO-3**).

The creation of a linear park along the Maiden River with walking and cycling routes, and potentially linking into the future Sligo Greenway (Collooney to Charlestown), would be a significant addition to the recreational area on offer to residents of Tobercurry (refer to objective **TY-OSO-2**).

A potential new walkway has been identified from the N-17 (Charlestown Road) to Mountain Road and the R-294 (Ballymote Road) alongside planned roads (Roads Objective **TY-TCO-1**), through the proposed town park and areas zoned for residential use (refer to objective **TY-OSO-4**).

14.3.7 Traffic and circulation

Traffic management

The central built-up area of Tobercurry should be subject to a traffic management plan, including the following elements:

- establishment of a town centre zone and transition zones along the approach roads, involving various degrees of traffic calming.
- provision of off-street car parks to remove on street car parking and thereby facilitate street enhancement schemes.
- the introduction of a one-way system along Teeling Street and around Wolf Tone Square.
- the facilitation of walking and cycling by building/upgrading of footpaths, pedestrian crossings and cycle lanes.

As an alternative to on-street car parking, it is proposed to reserve a centrally-located backland site with good vehicular and pedestrian linkages to the town's main shopping areas. This car park would be conditional on the development of a mixed-use area to the south-east of Teeling Street (refer to objective **TY-TCO-6**).

One-way systems

In accordance with the DMURS recommendations relevant to the town centre, it is proposed to introduce a one-way system along Teeling Street, Murphy's Lane, Wolfe Tone Square and the link road by Leonard's Court. This will facilitate the creation of a **town centre zone** and the introduction of shared surfaces or wider footpaths, along with other measures to enhance the ambiance for the pedestrians and to slow down vehicles (refer to objective **TY-TCO-5**).

New streets

In order for the town to develop in a consolidated manner, a network of auxiliary streets/roads is required to open up the backlands for development. Such roads will also assist in alleviating traffic congestion in the centre and will make Tobercurry more permeable and accessible.

Corridors will be reserved for the following roads (refer to objective **TY-TCO-1** and the **Zoning Map**):

- a link road from the junction of the Charlestown Road (current N-17) with the Ballina Road (R-294) eastwards to Mountain Road (L-4502-0) and onwards to the Ballymote Road (R-294);
- a link street between the above new road and Mountain Road serving the backlands zoned for mixed uses on the south-eastern side of Teeling Street.
- in the long term, a link road between the Charlestown Road (current N-17) and Mountain Road (L-4502-0), which will be able to facilitate any future expansion of Tobercurry to the south.

The above links should be designed with particular attention to the needs of pedestrians and cyclists.

It is important that vacant lands and backlands remain accessible and free from development for this purpose (refer to objective **TY-TCO-2**).

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 design stage.

14.4 Specific development objectives

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 Tobercurry relating to urban design, transport and circulation, natural and built heritage and tourism.

Urban design objectives

It is an objective of Sligo County Council to:

Town centre

TY-UDO-1 Prepare a **Public Realm Plan** for the **town centre zone** of Tobercurry. The town centre shall be refurbished in two phases:

- **Phase 1** will incorporate the reconfiguration of Wolfe Tone Square and immediately adjoining areas to create a large, pedestrian-friendly space with widened footpaths and shared surfaces, capable of hosting fairs, festivals, outdoor concerts, markets and other similar events.
- **Phase 2** will include Teeling Street, Humbert Street, Murphy's Lane, portions of Emmet Street (as far as the Holy Family National School) and Mountain Road (as far as the playground) and the provision of additional pedestrian links between Teeling Street and Circular Road.

TY-UDO-2 Facilitate the relocation of the petrol station/garage on Wolfe Tone Square to a suitable alternative site outside the town centre.

Circular Road

TY-UDO-3 Support the landscaping of the north-western backlands of Humbert Street according to an approved scheme.

TY-UDO-4 Promote the creation of a new streetscape along Circular Road through the (re)development of adjoining vacant lands and greenfied sites. Any such development will be required to provide active, mixed-use frontage onto this road.

TY-UDO-5 Encourage any redevelopment of the site currently occupied by warehouses on the north-western side of Circular Road to include mixed uses and provide an active frontage onto Circular Road.

Urban design objectives

Larger opportunity sites

TY-UDO-6 Promote the redevelopment of the following sites (refer to **Tables 14.1** and **14.2**), considering the guidance provided in **Section 14.3.3**:

- **SCS-2** – backlands behind St George’s Church and the former Marist Sisters Convent building
- **REG-1** – Backlands to the east of Teeling Street and west of Mountain Road
- **REG-2** – Lands with frontage along Teeling Street extending to the southeast
- **REG-3** – Lands defined by Circular Road (N17), Teeling Street and the Ballina Road

Transport and circulation objectives

It is an objective of Sligo County Council to:

New roads and access points

TY-TCO-1 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 link road from the junction of the Charlestown Road (N-17) with the Ballina Road (R-294) eastwards to Mountain Road (L-4502-0) and onwards to the Ballymote Road (R-294).
- B. a link street between the above new road and Mountain Road serving the backlands zoned for mixed uses on the south-eastern side of Teeling Street.
- C. in the long term, a link road between the Charlestown Road (N-17) and Mountain Road (L-4502-0), which should facilitate any future expansion of Tobercurry to the south.

TY-TCO-2 Reserve land throughout Tobercurry to allow access to backlands (refer to objective **TY-TCO-1** above). Access points should be wide enough to accommodate corner buildings where feasible, and should be overlooked and appropriately landscaped.

Transport and circulation objectives

Traffic Management Plan – town centre zone

- TY-TCO-3** Designate a **town centre zone** and upgrade this area by introducing a shared surface or reducing carriageway width and widening footpaths, as appropriate. This area shall be redesigned in accordance with the recommendations of the Design Manual for Urban Roads and Streets (DMURS - DTTS, DECLG, 2022).
- TY-TCO-4** Designate **transition zones** outside the **town centre zone** in order to reduce the speed of traffic. These areas shall be redesigned in accordance with the recommendations of the DMURS.

Traffic Management Plan – one-way systems

- TY-TCO-5** Seek the development of a one-way system on the following streets:
- A. Teeling Street
 - B. Murphy's Lane
 - C. Wolfe Tone Square
 - D. the link road beside Leonard's Court.

Traffic Management Plan – parking

- TY-TCO-6** Require the provision of a car park of minimum 60 spaces in conjunction with the development of lands zoned for mixed uses to the south-east of Teeling Street.

Walking and cycling

- TY-TCO-7** Enhance the existing pedestrian link between the car park at Teach Laighne and Wolfe Tone Square.
- TY-TCO-8** Improve footpaths throughout the town and provide cycle lanes where feasible.

Public transport

- TY-TCO-9** Reserve an area for a transport and parking node on lands adjoining the disused railway on its western side, with access from the Ballina Road.
- TY-TCO-10** Include a public transport and mobility hub comprising a designated bus stop and associated shelters as part of the reconfiguration of Wolfe Tone Square.

Built heritage objective

It is an objective of Sligo County Council to:

TY-BHO-1 Require the preservation and enhancement of the following shopfronts in Tobercurry:

- Shopfront at corner of Humbert Street and Wolfe Tone Square
- Murphy & Sons Auctioneers – Wolfe Tone Square
- O'Connor's – Wolfe Tone Square
- Foleys Bar and Lounge – Wolfe Tone Square
- Shopfront (no name) – Wolfe Tone Square
- Ozanam Shop – Teeling Street
- T. Brennan's Bar and Lounge – Teeling Street
- Vodafone – Teeling Street
- Barry's Pharmacy – Teeling Street
- McCarrick & Sons – Teeling Street
- Jewel in the Crown – Teeling Street

Natural heritage objectives

It is an objective of Sligo County Council to:

TY-NHO-1 Prepare a biodiversity action plan for Tobercurry to include a survey of invasive species along with habitat mapping for the town.

TY-NHO-2 Protect the established swift colony on the building on the corner site of Circular Road and the L-8705-29.

Tourism objective

It is an objective of Sligo County Council to:

- TY-TOU-1** Support the relocation of the tourist office to a more conspicuous and central location in the town, such as the 'Mary Jacks' building at the corner of Swift Lane.

Open space objectives

It is an objective of Sligo County Council to:

Public parks

- TY-OSO-1** Develop land between Mountain Road and Emmet Street as a public park incorporating sports and recreation facilities for a wide range of users.
- TY-OSO-2** Reserve land along the Maiden River for the creation of a linear park, walking and cycling route with links to the future greenway (Sligo Greenway/Collooney to Charlestown) subject to Appropriate Assessment in accordance with Article 6 of the EU Habitats Directive.

Walkways

- TY-OSO-3** Maintain, expand and enhance, subject to resources, the network of walks around Tobercurry.
- TY-OSO-4** Create a new walkway from the N-17 (Charlestown Road) to Mountain Road and the R-294 (Ballymote Road) alongside planned roads (Roads Objective TCO-1), through the proposed town park and areas zoned for residential use.

Chapter 15. Ballysadare Village Plan

Ballysadare is located approximately 9 km to the south of Sligo Town, within the Regional Growth Centre Strategic Plan Area. In the Settlement Strategy, Ballysadare 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.

15.1 Village profile

The settlement is bounded to the east by the main Sligo–Dublin railway line and the N-4 (Sligo–Dublin Road). The Ballysadare River, which crosses the village, is of particular heritage value and an essential component of the Unshin River SAC/NHA.

To the north and north-west, the village is contained by Ballysadare Bay and adjoined by Harrington’s quarry.

Ballysadare experienced a significant growth in residential development between 1999 and 2008, in mixed forms of suburban-type estates and apartment developments, concentrated along the banks of the Ballysadare River and close to the village centre.

Ballysadare village assets			
Population	2022 Census	1,747	+29.4% increase 2016-2022
	2016 Census	1,350	+0.4% increase 2011-2016
	2002-2022	+ 894 residents	+104.8% increase since 2002
Housing stock	2016 Census	789 dwellings	
Service infrastructure	Water supply	Sourced from Lough Gill through the Sligo and Environs Water Supply	
	Wastewater treatment	4,500 PE with spare capacity of approx. 2,814 PE	
	Road network	Crossed by the N-59 (Ballina Road) and adjacent to the N-4 (Dublin Road)	
Social infrastructure	Schools	A primary school and a secondary school	
	Churches	Two churches – St Brigid’s (Corhownagh) and Holy Trinity (Col)	
	Sports facilities	Community Centre with GAA and soccer pitches	
	Other assets	Playground, a viewing platform and walkway along the river, Avena leisure centre, post office, several crèches, new burial ground	

Ballysadare village assets		
Sustainable transport	Train	No train station at present. The Dublin–Sligo railway line passes through the village.
	Bus	Served by Bus Eireann routes 23, 64 and the Local Link
	Active travel	Footpaths along sections of the R-290 road to Collooney
Architectural heritage	Protected Structures	15, including notable structures such as Avena House and Glebe House
	Buildings of Note	11 Buildings of Note
Natural heritage and environment	Natura 2000 sites nearby	Ballysadare Bay SAC/SPA/pNHA, the Unshin River SAC (of which the Ballysadare River forms part) and Slieveward Bog NHA.
	Natural amenities	Ballysadare River and Bay
	Flood risk	Present. Flood Zones A and B are mapped in Appendix 1 of the SFRA

15.2 Housing and population allocations

The potential yield of lands zoned for housing in Ballysadare amounts to **94 units** for the Plan period. The delivery of these dwellings would facilitate an increase of Ballysadare’s population by at least **235 residents**. **The actual housing allocation is 80 units**, as reflected in the aggregate figure for Satellite Villages indicated in the Core Strategy Table (refer to Chapter 3 in Vol. 1).

Section 15.2.1 below lists the sites designated to contribute to the compact growth of Ballysadare, together with their potential housing and population yields.

Section 15.2.2 includes a table showing the amount of land with residential potential proposed to be zoned in Ballysadare for the period of this CDP (2024-2030), compared to the previous Ballysadare Mini Plan (2017-2024).

15.2.1 Compact growth designations

A number of sites have been designated in Ballysadare 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. Two 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 Ballysadare: the former Dun Maeve hotel site and another site across the river, adjoining the N-59 close to the bridge.

The vacant site of the former hotel (REG-1) has a prominent location in the village. Its designation seeks to stimulate the redevelopment of the site and provide the opportunity for a walkway along the river.

The second site contains a detached dwelling, commercial premises and a terrace of vacant houses on the southern side of the N-59. The designation seeks to promote the renovation or replacement of the vacant structures and the full use of the site's potential.

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 15.1 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 the former Dun Maeve hotel, along the Main Street	MIX	MIX	0.09 ha	n/a	n/a	n/a
REG -2	Lands and buildings to the south of the N59.	MIX	MIX	0.32 ha	n/a	n/a	n/a

Settlement Consolidation Sites (SCS)

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

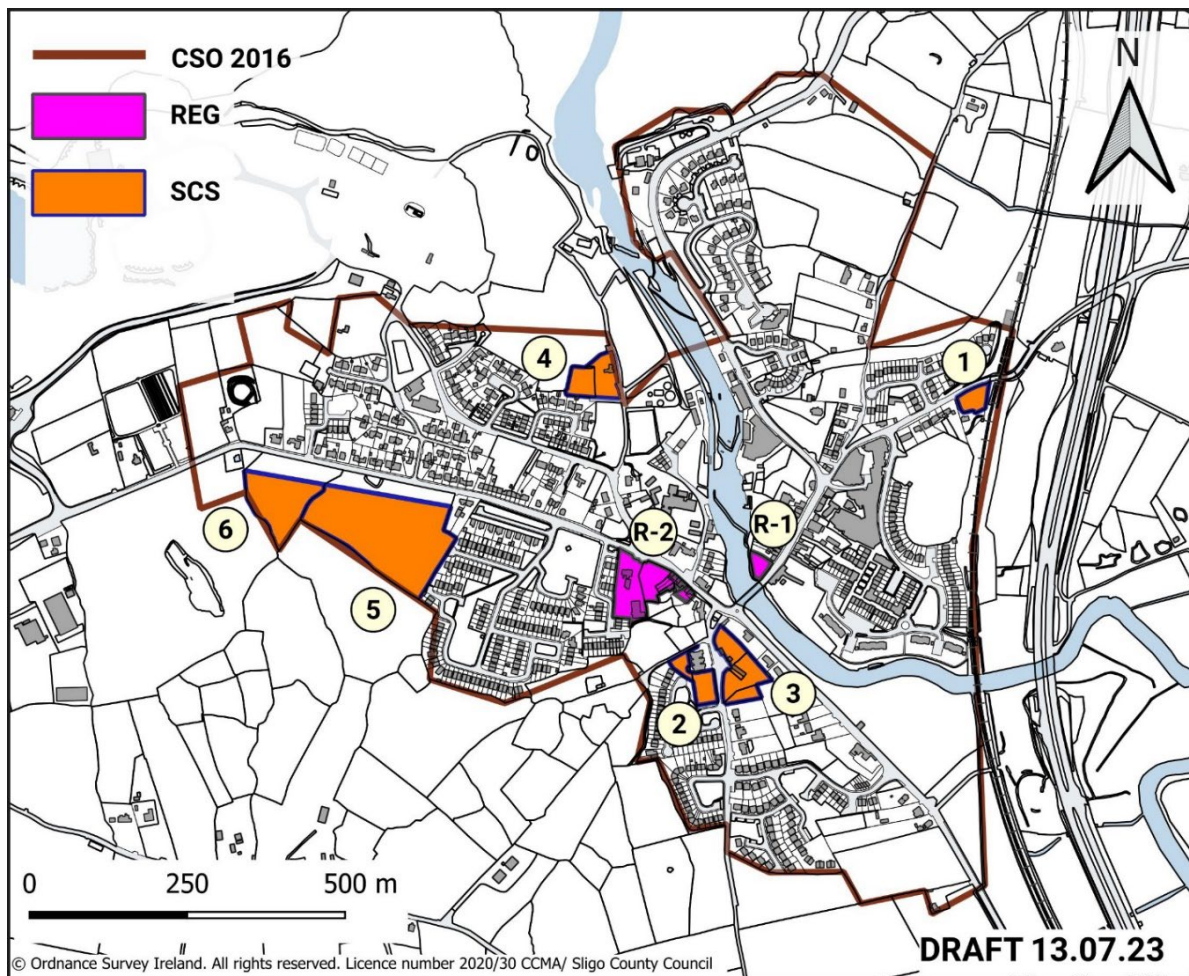
- the average residential density is 20 units per hectare, which is higher, but not excessive when compared with the density of existing housing estates in Ballysadare;
- sites zoned RES are presumed to be developed exclusively for housing;
- the average household size of future occupants of new housing is set at 2.5 persons;

With the exception of SCS 4, all SCS sites are located within the 2016 Census boundary for Ballysadare. This means that at least 84 houses, i.e., 89% 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 15.2 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 south of Union Road, west of Sligo-Dublin Railway line	RES	RES	0.16	0.16	3	7
2	Site west of local road L-61013-0, south of the Grotto	RES	RES	0.27	0.27	5	12
3	Site east of local road L-61013-0, south of the Grotto	RES	RES	0.57	0.57	11	28
4	Site west of local road L-7615-0, opposite WWTP.	RES	RES	0.49	0.49	10	25
5	Site south of N-59	GB	RES	2.44	2.44	49	123
6	Site south of N-59	GB	RES	0.82	0.82	16	40
Total				4.75	4.75	94	235

Fig. 15.A Compact growth designations in Ballysadare: Regeneration sites (REG) and Settlement Consolidation Sites (SCS) in the context of the 2016 Census settlement boundary (CSO)



15.2.2 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 15.3 Population, housing land and housing allocation for Ballysadare

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
1,747 (2.48%)	1,900 (2.53%)	80 (2%)	3.03 ha	4.75 ha	94	No excess

* 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 15.3

- **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 15.2)
- **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 of zoned land (2023)

There is currently no excess of zoned land in Ballysadare. To ensure that sufficient lands is zoned for residential development during the Plan period, two serviced sites – previously zoned Green Belt in the CDP 2017/Ballysadare Mini-Plan – are proposed to be zoned for residential use in the CDP 2024-2030.

15.3 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.

15.3.1 Natural heritage and open space

- A. Protect and enhance the riverbanks, both north and south of the bridge, and the floodplain meadow located to the south-east of the village and preserve these areas as a wildlife corridor/river buffer zone.
- B. Provide improved access to the river, a town park and pedestrian walkways connecting the village with any new railway station and the Knoxspark Amenity Area located east of the N-4 (Sligo-Dublin Road).
- C. Seek the restoration of Sally Gardens and the provision of pedestrian walkways along the Ballysadare River to the west and south of the road bridge.

15.3.2 Streetscape

- A. Support the redevelopment of the former Dun Maeve Hotel site in a sensitive manner, making provision for access to the river walk. Any development proposal on this site shall be subject to a site-specific Flood Risk Assessment and to Habitats Directive Assessment.
- B. Seek the removal of the caravans/mobile homes from the south-east of the Main Street, beside the bridge, and the redevelopment of the site in a sensitive manner, making provision for access to the river walk. Any redevelopment of the site shall be subject to a site-specific Flood Risk Assessment and to Habitats Directive Assessment.

15.3.3 Transport, circulation and parking

- A. Facilitate the provision of a new train station with park-and-ride facilities, to serve Ballysadare and commuters from West Sligo.
- B. Provide a pedestrian river crossing south of the village, allowing access to any new railway station, town park, and Knoxspark Amenity Area.
- C. Improve the following junctions in conjunction with the redevelopment of adjacent sites.
 - i. junction of the N-59 and the R-290 (existing roundabout)
 - ii. junction of the N-59 and the L-7615-0
 - iii. junction of the N-59 and Mill Grove Road
- D. Provide pedestrian and cycle links within and between existing and new housing/mixed development throughout the village. The following specific links shall be considered:
 - i. along the river, on both sides, as far as is feasible.
 - ii. between the village and the Knoxspark Amenity Area east of the N-4.

- iii. from the Cemetery Road (L-7615) westward, through the area zoned for community facilities and open space, to the existing road accessing the primary school.
 - iv. from Cloondara housing estate to the industrial zone, the new cemetery and to St. Brigid's Church at Corhawnagh (junction of N-59 with L-6101).
- E. Ensure that development does not interfere with any route for a possible future by-pass of Ballysadare between the N-59 and the N-4.
- F. Provide a segregated (where feasible) cycle lane from Sligo Town through Ballysadare village centre, continuing towards Collooney along the R-290. Portions of this route will be required to be provided in conjunction with any development of adjoining lands.

15.3.4 Community facilities

- A. Facilitate a range of community-related uses on lands zoned CF to the south of the village.

15.3.5 Industrial development

- A. Ensure that the operation of the quarry at Abbeytown complies with the following requirements:
 - i. protection of the residential and recreational amenities of the village.
 - ii. conservation and protection of the natural environment, specifically the designated natural heritage sites such as Ballysadare Bay.
 - iii. preservation of protected views of Knocknarea and Ballysadare Bay from the N-59.
 - iv. protection of the water quality in Ballysadare Bay.

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).

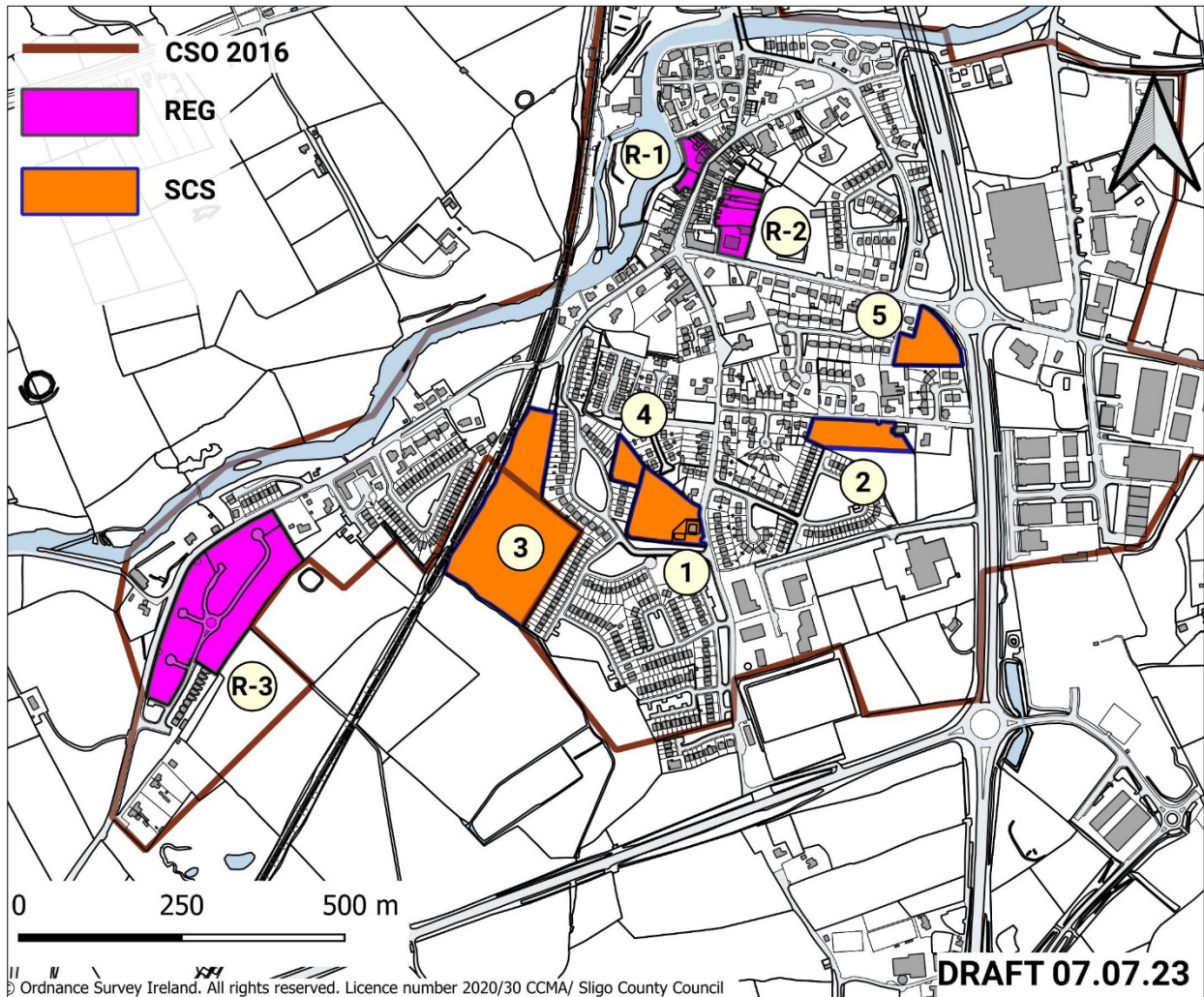
Section 16.2.1 below lists the sites designated to contribute to the compact growth of Collooney, together with their potential housing and population yields.

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.

Chapter 17.

Coolaney–Rockfield Village Plan

Coolaney is situated approximately 23 km to the south-west of Sligo Town. The Settlement Strategy designates Coolaney-Rockfield as a **Satellite Village** of Sligo Regional Growth Centre (RGC).

17.1 Village profile

The settlement is bound by the disused Sligo-Limerick railway line (which forms part of the Western Rail Corridor) to the south-east and by the Owenbeg River to the north-west. The village church and primary school are located in Rockfield, approximately 1 km west of the village centre.

The Western Rail Corridor has the potential to improve transport links. Its protection is important for the future development of Coolaney - Rockfield.

The Coolaney National Mountain Bike Centre, located approximately 1 km to the north-west of the village, attracts large numbers of cycling enthusiasts to the area. Phase 1 of the development, completed in 2021, includes 80 km of bike trails. At time of writing (2023), a planning application for the provision of a café, bike hire facility and public toilets was being processed by the local authority.

Coolaney village assets			
Population	2022 Census	1,155 (without Rockfield)	+16.6% increase 2016-2022
	2016 Census	990 (without Rockfield)	+14.3% increase 2011-2016
	2002-2022	+ 988 residents	+591.6% increase since 2002
Housing stock	2016 Census	463 dwellings	
Service infrastructure	Water supply	Sourced from Lough Talt Regional Water Supply	
	Wastewater treatment	2,500 PE with spare capacity of approx. 1,299 PE.	
	Road network	Local road network provides links to the N-59 (Sligo to Ballina), N-4 and N-17 (via Collooney).	
Social infrastructure	Schools	Primary school in Rockfield	
	Churches	Church of the Sacred Heart and St Joseph in Rockfield	
	Sports facilities	Soccer pitch	
	Other assets	Crèche, community centre, playground, church, burial ground, health centre and the Coolaney National Mountain Bike Centre	

Coolaney village assets		
Sustainable transport	Train	Access to the Sligo-Dublin line at Collooney train station (8 km) Crossed by the Western Rail Corridor, which has the potential to be reopened for rail transport (or as a greenway)
	Bus	Served by Bus Eireann Route 475 and the local link.
	Active travel	Pedestrian and cycle infrastructure connecting Rockfield and Coolaney
Architectural heritage	Protected Structures	4, including the former Leyny train station
	Buildings of Note	5 Buildings of Note
Natural heritage and environment	Natura 2000 sites nearby	Unshin River Special Area of Conservation
	Natural amenities	Owenbeg River and adjoining River Walk
	Flood risk	Present. Flood Zones A and B are mapped in Appendix 1 of the SFRA.

17.2 Population and housing allocations

The potential yield of lands zoned for housing in Coolaney–Rockfield amounts to **32 units** for the Plan period. The delivery of these dwellings would facilitate an increase of Coolaney–Rockfield’s population by at least **80 residents**. **The actual housing allocation is 27 units**, as reflected in the aggregate figure for Satellite Villages indicated in the Core Strategy Table (refer to Chapter 3 in Vol. 1).

Section 17.2.1 below lists the sites which have been designated to contribute to the compact growth of Coolaney - Rockfield, together with their potential housing and population yields.

Section 17.2.2 includes a table showing the amount of land with residential potential proposed to be zoned in Coolaney–Rockfield, for the period of this CDP (2024-2030), compared to the previous Coolaney–Rockfield Mini-Plan/CDP 2017.

17.2.1 Compact growth designations

Three sites have been designated in Coolaney–Rockfield 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.

Regeneration sites

The three sites designated for regeneration are the Mountain Inn site and adjacent lands at Rockfield (REG-1), the dwelling house and associated back lands at the junction of main street and the L-6105 (REG- 2) and the unfinished portion of the Fort Haven Housing Development (REG-3).

At time of writing (2023), the Mountain Inn (REG-1) and the Main Street-fronting property (REG-2) were vacant and becoming derelict. The designations seek to stimulate the redevelopment of the properties.

The REG-3 designation of the abandoned construction site at Fort Haven seeks to promote the completion of the housing development.

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 17.1 Regeneration sites

REG – Regeneration sites				
Site code	Location	Zoning 2017	Proposed zoning 2024	Site area (ha)
REG-1	Mountain Inn site and adjacent lands (Rockfield)	MIX	MIX	0.42
REG-2	Vacant dwelling and backlands at the junction of Main Street and L-6105 (Mountain Road)	MIX	MIX	0.24
REG-3	Unfinished portion of Fort Haven housing development	RES	RES	2.07
Total				3.14

Settlement Consolidation Sites (SCS)

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

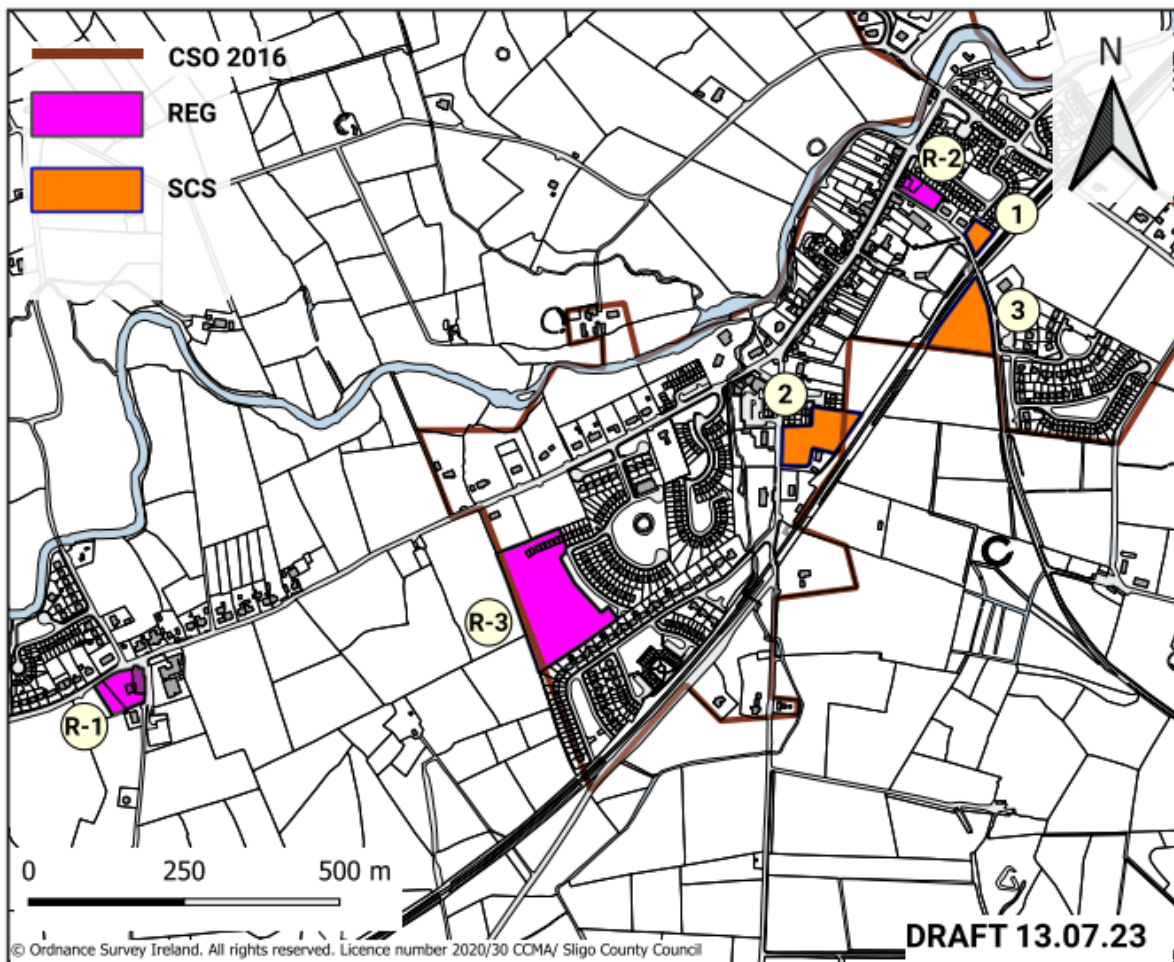
- a. the average residential density is 20 units per hectare, which is higher, but not excessive when compared to the density of existing housing estates in Coolaney - Rockfield;
- b. sites zoned RES are presumed to be developed exclusively for housing;
- c. the average household size of future occupants of new housing is set at 2.5 persons.

All SCS sites are largely within the 2016 Census boundary for Coolaney, with only a small portion of SCS- 2 partly outside. It is estimated that circa 28 houses, i.e. 87% of the 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 17.2 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 adjoining the L-6105 (Mountain Road) and the disused railway corridor	RES	RES	0.14	0.14	3	8
2	Site between the disused railway corridor and the L-2801 (Cloonacool Road)	RES	RES	0.72	0.72	14	35
3	Site between the disused railway corridor and the L-6105 (Mountain Road)	RES	RES	0.76	0.76	15	37
Total				1.62	1.62	32	80

Fig. 17.A Compact growth designations in Coolaney: Regeneration sites (REG) and Settlement Consolidation Sites (SCS) in the context of the 2016 Census settlement boundary



17.2.2 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 17.3 Population, housing land and housing allocation for Coolaney–Rockfield

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	Excess zoned land in 2017 compared to 2024
1,155 (without Rockfield) (1.64%)	1,300 (1.7%)	27 (0.6%)	4.59 ha	1.62 ha	32	2.97 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 17.3

- **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 17.2)
- **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 Coolaney 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 2.97 ha.

These lands/sites have been redesignated (e.g. Regeneration Sites) or rezoned for other uses.

17.3 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.

17.3.1 Natural heritage and open space

- A. Preserve the Owenbeg river banks as a wildlife corridor, in order to protect the conservation value of the Unshin River SAC (of which the Owenbeg is part).
- B. Enhance the River Walk as a public amenity, extend pedestrian access along the river (e.g. from Coolaney to Rockfield) and provide connections to the village Main Street in conjunction with the development of adjoining lands.

17.3.2 Built heritage and streetscape

- A. The old mill building along the river walk (to the rear of the main street) should be sensitively repurposed and restored ideally incorporating a tourist/heritage facility. Special attention should be afforded to the protection and careful management of the natural setting of the building.

17.3.3 Transport, circulation and parking

- A. Reserve sufficient land for a new train station, with adequate vehicular access and park-and-ride facilities, serving Coolaney and the surrounding area. Additional parking to serve the train station could be located on the south-eastern side of the railway line.
- B. Support the development of an active travel scheme, i.e. pedestrian and cycle route (shared surface), to connect Rockfield and Coolaney.
- C. 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.

17.3.4 Community facilities

- A. Reserve land for the possible future expansion of the primary school at Rockfield.

Chapter 18. Grange Village Plan

Grange is located approximately 16 km north of Sligo Town, along the N-15 (Sligo-Donegal Road). The Settlement Strategy designates Grange as a **Satellite Village** of Sligo Regional Growth Centre (RGC).

18.1 Village profile

The scale and range of commercial facilities in the Grange make it a notable centre of services and employment for the surrounding area. The village has two separate commercial areas. The old village core is located to the north-east of the Church. A second commercial area has grown in recent years at the southern entrance to the village, with modern retail development and a Primary Healthcare Centre which opened in 2023.

Although Census figures appear to indicate a 2.9% decrease in the village population between 2016 and 2022, it must be noted that the BUA (“Built-Up-Area”) of Grange (new boundary established by the CSO in 2022) excludes at least 16 occupied dwellings that had been counted previously within the 2016 Census boundary.

Grange village assets			
Population	2022 Census	569	–2.9% decrease 2016-2022
	2016 Census	586	+1.3% increase 2011-2016
	2002-2022	+ 344 residents	+152.8% increase since 2002
Housing stock	2016 Census	240 dwellings	
Service infrastructure	Water supply	Sourced from the North Sligo Regional Water Supply	
	Wastewater treatment	900 PE with spare capacity of approx. 93 PE	
	Road network	Located along the N-15 (Sligo to Letterkenny/Derry)	
Social infrastructure	Schools	A primary school and a vocational school	
	Churches	Church of Mary Immaculate	
	Sports facilities	North Sligo Sports Centre and a GAA pitch	
	Other assets	Community hall, playground, post office and a Primary Healthcare Centre (HSE)	

Grange village assets		
Sustainable transport	Train	Not available in the area
	Bus	Served by Bus Eireann route 64 and the Local Link
	Active travel	Pedestrian and cycleways within the village only
Architectural heritage	Protected Structures	10, including Lang’s Pub and Grange Courthouse
Natural heritage and environment	Natura 2000 sites nearby	Streedagh Point Dunes SAC/pNHA
	Natural amenities	Grange river and community park
	Flood risk	Present. Flood Zones A and B are mapped on p. 214 in Appendix 1 of the SFRA

18.2 Population and housing allocations

The potential yield of lands zoned for housing in Grange amounts to **52 units** for the Plan period. The delivery of these dwellings would facilitate an increase of Grange’s population by at least **130 residents. The actual housing allocation is 44 units**, as reflected in the aggregate figure for Satellite Villages indicated in the Core Strategy Table (refer to Chapter 3 in Vol. 1).

Section 18.2.1 below lists the sites which have been designated to contribute to the compact growth of Grange, together with their potential housing and population yields.

Section 18.2.2 includes a table showing the amount of land with residential potential proposed to be zoned in Grange for the period of this CDP (2024-2030), compared to the previous Grange Mini Plan (2017-2024).

18.2.1 Compact growth designations

A number of sites have been designated in Grange 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. Two **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 Grange: the unfinished portion of the Granary Drive residential development (REG-1) and the substantial backlands behind the existing buildings which front onto Main Street (N-15) and Chapel Road (REG-2).

The unfinished portion of the Granary Drive (REG-1) housing scheme detracts from the amenities of the area. The designation seeks to promote the completion of the estate.

Development on the backland site (REG-2) could share an access road with any housing scheme built on the adjoining residential lands to the north. The development of these sites would significantly contribute to the compact growth and vitality of the village.

The designations seek to fully utilise both site and stimulate their redevelopment. But since there is no certainty regarding their potential housing yields, the two sites have not been included in the Core Strategy housing allocation.

Table 18.1 Regeneration sites

REG – Regeneration sites				
Site code	Location	Zoning 2017	Proposed zoning 2024	Site area (ha)
REG-1	Lands to south of the Granary Drive housing estate	RES	RES	1.11
REG-2	Lands to rear of Main Street (N-15) and Chapel Road	MIX	MIX	1.28
Total				2.39

Settlement Consolidation Sites (SCS)

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:

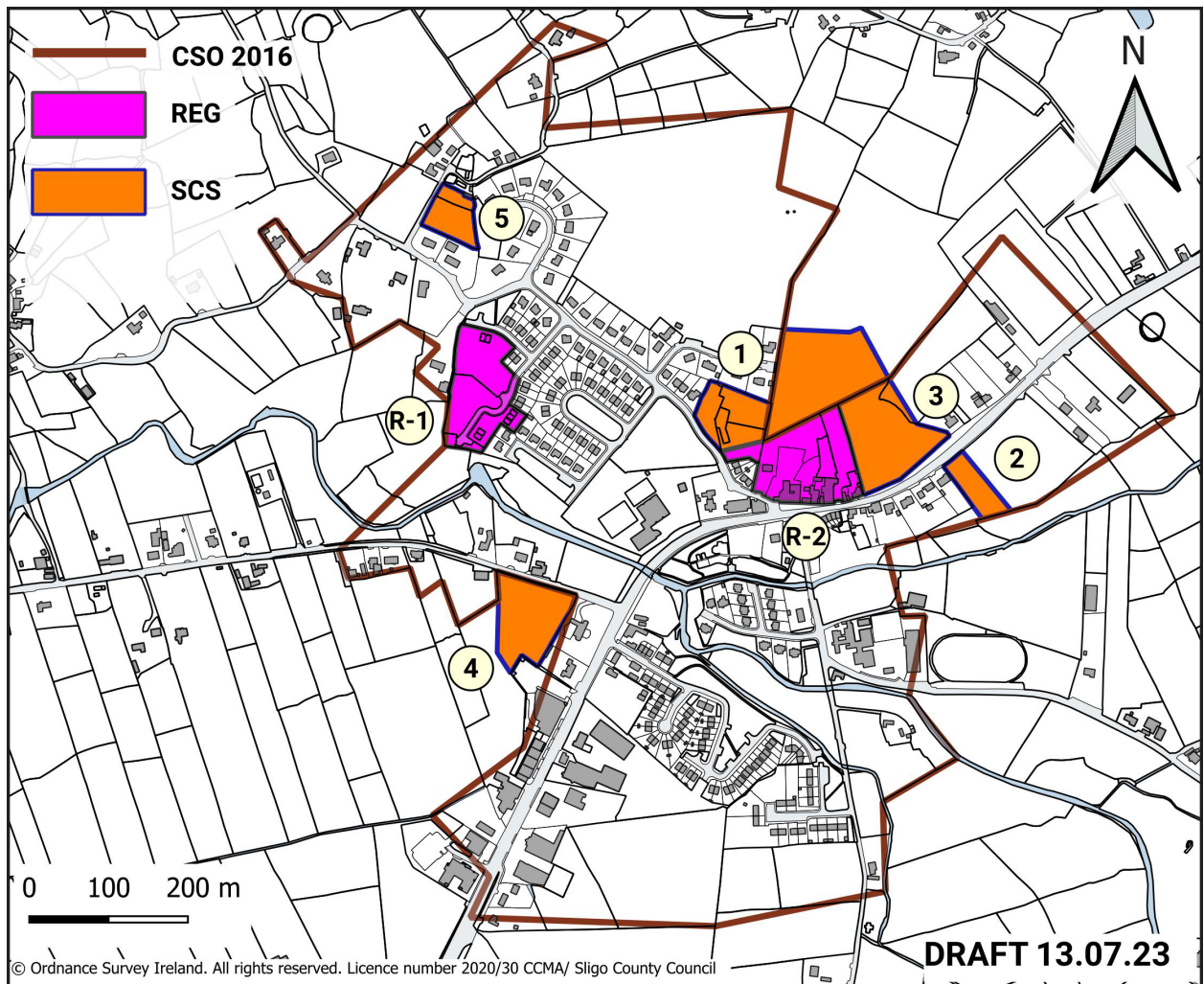
- a. the average residential density is 20 units per hectare, which is higher, but not excessive when compared to the density of existing housing estates in Grange;
- b. the Council-owned site (SCS 1), which is included in the Housing Delivery Action Plan 2022-2026, has a predetermined allocation of 15 houses for the period of the plan.
- c. sites zoned RES are presumed to be developed exclusively for housing;
- d. the residential component of sites zoned MIX is approximated to 50%;
- e. the average household size of future occupants of new housing is set at 2.5 persons.

The sites SCS-2, SCS-3 and SCS-5 are located entirely within the 2016 Census boundary for Grange. It is estimated that circa 39 houses, i.e. 75% of the 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 18.2 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	Backland site with access off Chapel Road	CF & RES	RES	1.88	1.88	15	38
2	Site to the south of the N - 15	MIX	MIX	0.29	0.15	3	7
3	Site to the north of the N-15	MIX	MIX	1.07	0.53	11	28
4	Lands to south of the L-3203/Streedagh Road	TOU	RES	0.81	0.81	16	40
5	Site to west of Glenview Park	RES	RES	0.35	0.35	7	17
Total				4.40	3.72	52	130

Fig. 18.A Compact growth designations in Grange: Regeneration sites (REG) and Settlement Consolidation Sites (SCS) in the context of the 2016 Census settlement boundary (CSO)



18.2.2 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 this 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 18.3 Population, housing land and housing allocation for Grange

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 allocation)	Potential housing yield of RES and MIX zoned lands 2024	Current (2023) excess of zoned land
569 (0.81%)	650 (0.86%)	44 (1.11%)	7.83 ha	3.72 ha	52	4.11 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 18.3

- **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 18.2)
- **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 Grange 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 4.11 ha. These lands/sites have been redesignated as Regeneration Sites or rezoned as BIE or Green Belt.

18.3 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.

18.3.1 Natural heritage and open space

- A. Preserve and enhance the river banks and floodplain meadows located east and west of the N-15 as wildlife corridors / river buffer zones, to avoid flood damage to existing developments upstream.
- B. Support the provision of landscaped river walks through the village, east and west of the N-15, connecting the public park with the other open space areas.

18.3.2 Built heritage

- A. Maintain the cut-stone masonry arch bridge and ancillary walling at the eastern end of the playground.

18.3.3 Transport and circulation

- A. Require the realignment of the junction of the N-15 and the L-7204, in conjunction with the redevelopment of the adjacent sites.
- B. Ensure that development does not interfere with the preferred route corridor for **the N-15 Sligo to County Boundary Realignment** to the east of the village.

18.3.4 Mixed-use zones

- A. Ensure that the design of new development fronting onto the N-15 at the north-eastern end of the village takes account of the high visibility of the lands and is capable of acting as a “gateway” to the built-up area.
- B. Any further development of the southern nucleus should be phased to co-ordinate with the N-15 realignment.

18.3.5 Community facilities

- A. Reserve land to the north of the national school to facilitate the planned expansion of the school and associated facilities.

18.3.6 Business and enterprise

- A. Support the enhancement of façades of existing business, enterprise and industrial development, especially where structures are located in highly visible positions or fronting the Main Street (current N-15).

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	Present. Flood Zones A and B are mapped in Appendix 1 of the SFRA	

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:

- a. 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;
- b. the Council-owned site (SCS-2) included in the Housing Delivery Action Plan 2022-2026 site has a predetermined allocation of 50 houses
- c. sites zoned RES are presumed to be developed exclusively for housing

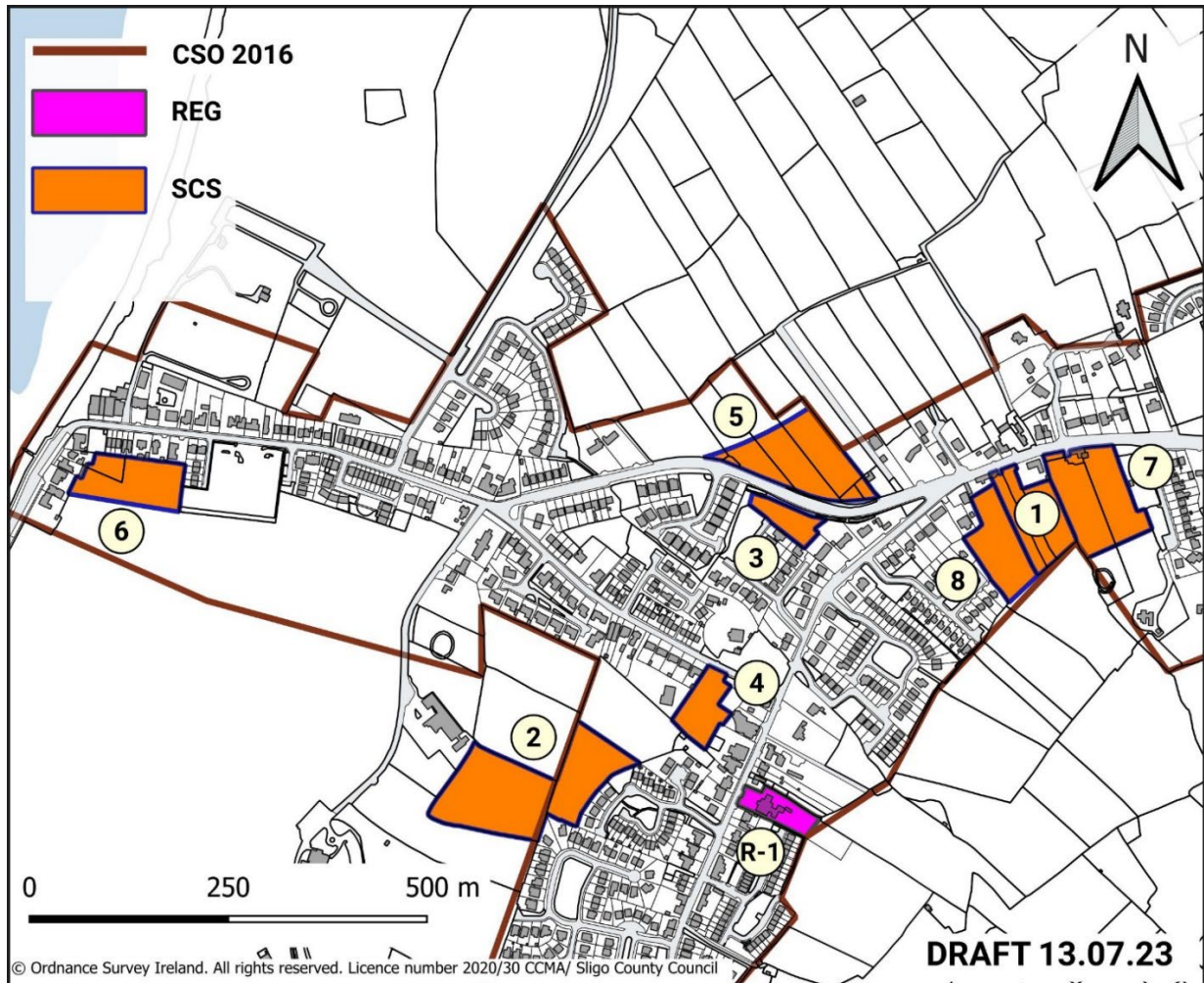
- d. The residential component of sites zoned MIX is presumed to be circa 50%
- e. The average household size of future occupants of new housing is set at 2.5%.

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

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	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
Total				7.04	6.46	141	353

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.

Chapter 20. Easky Village Plan

Easky is a coastal settlement located approximately 40 km to the west of Sligo Town. The Settlement Strategy for County Sligo designates Easky as a **settlement with special coastal tourism functions**. It has adequate infrastructural capacity for small-scale development and is seen as a viable alternative to rural one-off housing.

20.1 Village profile

Easky's tourism function is due to its international fame amongst surfers. The village has its own tourist office and hosts the headquarters of the Irish Surfers Association.

The Main Street presents a 19th Century streetscape with many vernacular dwellings which retain their original character. Three buildings on this street have been identified as Buildings of Note and two are protected structures. There is potential to restore the original 19th Century character of the entire streetscape. Residential development is concentrated to the east of the village, in the Sligo/Dromore West direction, along the regional road R-297.

Although Census figures appear to indicate a 1.67% decrease in the village population between 2016 and 2022, it must be noted that the BUA ("Built-Up-Area") of Easky (new boundary established by the CSO in 2022) excludes a number of dwellings that had been counted previously within the 2016 Census boundary.

Easky village assets			
Population	2022 Census	235	-1.67% decrease 2016-2022
	2016 Census	239	-2.5% decrease 2011-2016
	2002-2022	+ 24 residents (211 in 2002)	+11.37% increase since 2002
Housing stock	2016 Census	181 dwellings (of which 41 vacant and 24 holiday homes)	
Service infrastructure	Water supply	Sourced from Lough Easky Regional Supply Scheme	
	Wastewater treatment	450 PE with spare capacity of approx. 79 PE	
	Road network	Served by the R-297 (Dromore West to Enniscrone)	
Social infrastructure	Schools	One secondary school	
	Churches	Two churches	
	Sports facilities	GAA pitch located 1km to the west of the village	
	Other assets	Community centre with caravan park, post office, Roslea Castle, Easky pier, health centre, cemetery	

Easky village assets		
Sustainable transport	Train	Not available in the area
	Bus	Served by Bus Eireann route 458 and the Local Link
	Active travel	No scheme in place (2023)
Architectural heritage	Protected Structures	16, including Easky Bridge
	Buildings of Note	3 Buildings of Note
Natural heritage and environment	Natura 2000 sites nearby	Easky River pNHA
	Natural amenities	Easky River
	Flood risk	Present. Flood Zones A and B are mapped in Appendix 1 of the SFRA

20.2 Population and housing allocations

The potential yield of lands zoned for housing in Easky amounts to circa **30 units** for the Plan period. The delivery of these dwellings would facilitate an increase of Easky’s population by at least **75 residents. The actual housing allocation is 25 units**, reflecting the aggregate figure for Villages with Special Coastal Tourism Functions as indicated in the Core Strategy Table (refer to Chapter 3 in Vol. 1).

Section 20.2.1 below lists the sites which have been designated to contribute to the compact growth of Easky, together with their potential housing and population yields.

Section 20.2.2 includes a table showing the amount of land with residential potential proposed to be zoned in Easky for the period of this CDP (2024-2030), compared to the previous Easky Mini Plan 2017 – 2023.

20.2.1 Compact growth designations

A number of sites have been designated in Easky 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.

One **Regeneration Site** has also been designated in accordance with Section 10(2)(h) of the Planning Act.

Regeneration site

The REG-1 site at the western end of the village consists of a number of vacant properties along the Main Street. Among these is a former shop with a dwelling at the first-floor level (County RPS No. 182).

The designation seeks to promote sensitive restoration of the buildings for new uses, preferably mixed uses, which might include a tourist/heritage facility. The restored former shop building should act as a focus for the regeneration of the overall site. Because there is no certainty regarding the potential housing yield of any redevelopment on the site, it has not been included in the Core Strategy housing allocation.

Table 20.1 Regeneration site

REG – Regeneration sites				
Site code	Location	Zoning 2017	Proposed zoning 2024	Site area (ha)
REG-1	Site with frontage onto Main Street (and associated backlands) which includes a former store building (County RPS No. 182)	MIX	MIX	0.43
Total				0.43

Settlement Consolidation Sites (SCS)

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:

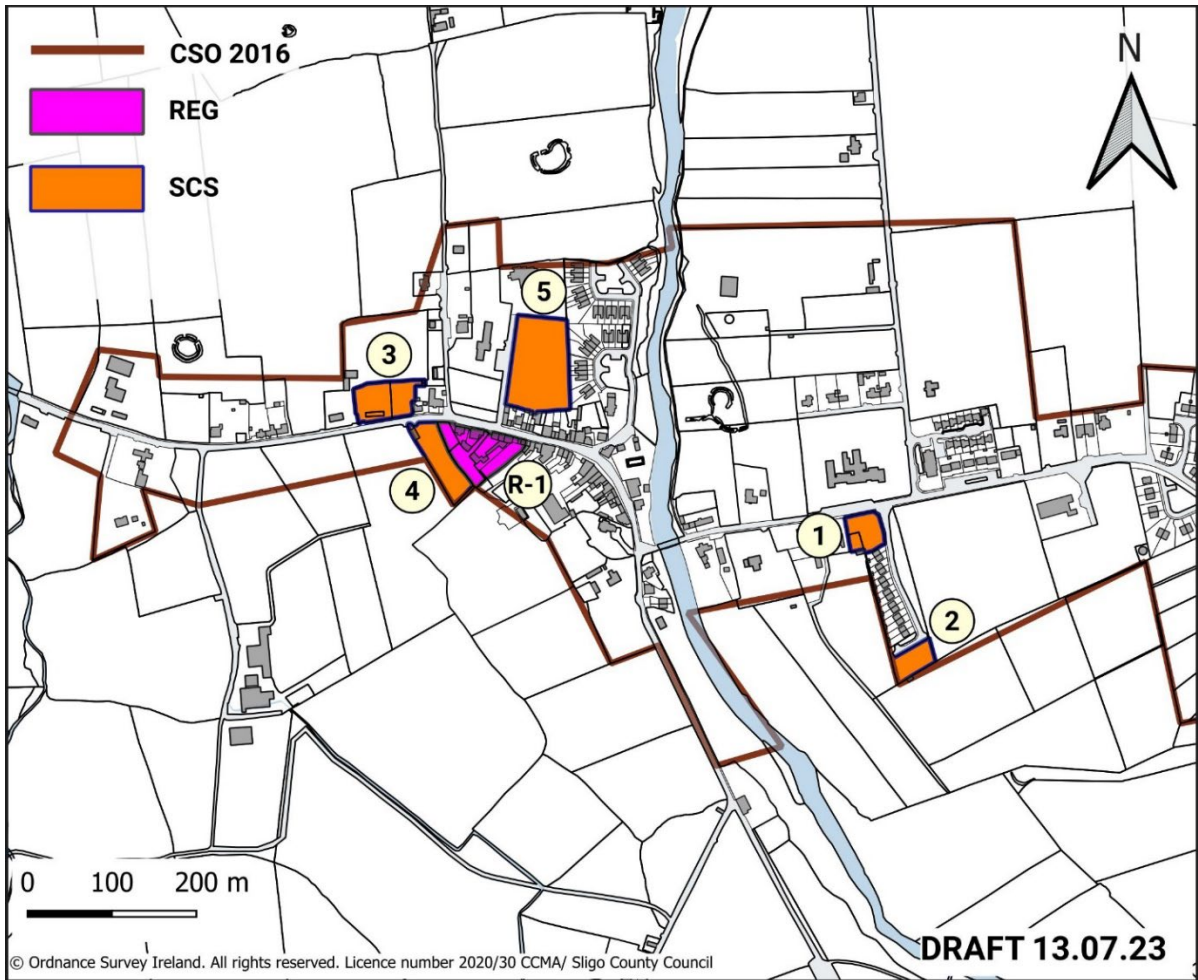
- the average residential density is 20 units per hectare, which is higher, but not excessive when compared to the density of existing housing estates in Easky;
- the Council-owned site (SCS-1) included in the Housing Delivery Action Plan 2022-2026 has a predetermined allocation of 10 houses for the period of the plan
- sites zoned RES are presumed to be developed exclusively for housing;
- the residential component of sites zoned MIX is approximated to 50%;
- the average household size of future occupants of new housing is set at 2.5 persons.

All SCS sites are located within the 2016 Census boundary for Easky, with only a small portion of SCS-4 located outside the boundary. It is estimated that circa 29 houses, i.e. 97% 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 20.2 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 at the junction of the R-297 and Woodland Crescent	RES	RES	0.18	0.18	10	25
2	Site immediately to the south of Woodlawn Crescent	RES	RES	0.15	0.15	3	8
3	Site at Castletown, north of the R-297	RES	RES	0.31	0.31	6	15
4	Site at Curraghmagap to the south of the R-297	MIX	MIX	0.31	0.16	3	7
5	Site between Main Street and St. Josephs Church	MIX	MIX	0.75	0.38	8	20
Total				1.70	1.18	30	75

Fig. 20.A Compact growth designations in Easky: Regeneration sites (REG) and Settlement Consolidation Sites (SCS) in the context of the 2016 Census settlement boundary (CSO)



20.2.2 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 20.3 Population, housing land and housing allocation for Easky

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 (only lands with housing allocation)	Potential housing yield of RES and MIX zoned lands 2024	Current (2023) excess of zoned land
235 (0.33%)	270 (0.36%)	25 (0.64%)	6.73 ha	1.18 ha	30	5.55 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 20.3

- **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 20.2)
- **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 Easky 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 5.55 ha. These lands/sites have been redesignated as Regeneration, BIE or Green Belt.

20.3 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.

20.3.1 Natural heritage and open space

- A. Preserve the woodland, trees and vegetation along the banks of the Easky River and promote the development of a semi-natural open space around the ancient monuments on the eastern bank of the river.
- B. Support the improvement of access to the river by providing/extending/upgrading riverside walkways and by requiring the provision of such walkways in conjunction with the development of any adjoining lands.

20.3.2 Built heritage and streetscape

- A. The former store building to the rear of the Main Street (Protected Structure No. 182) should be sensitively restored for new use, preferably mixed uses which might include a tourist/heritage facility. The restored building should act as a focal point for the overall development of the surrounding village centre backlands at this location.
- B. Protect the stone walls along the R-297 on both approaches to the village
- C. Promote and encourage the sensitive restoration of historic or vernacular buildings in Easky, in order to preserve and enhance the 19th Century character of the Main Street.

20.3.3 Circulation and parking

- A. Preserve and enhance the existing car-parking area within the village.
- B. Support the development of a circular pedestrian and cycle route through the village, along the local road L-2401-0 to the Roslea Castle and back along the Easky River.

20.3.4 Village centre mixed-use zone

- A. Enhance existing civic spaces and, where feasible, provide additional small squares or pocket parks with appropriate furniture, planting, landscaping and public lighting.
- B. Any development proposal on lands between Main Street and St. Joseph's Church should be based on an overall design proposal or masterplan for the entire site. Furthermore, any such proposal should:
 - create an appropriate streetscape along the adjoining public road to the west;
 - be limited to two storeys in height and reflect the scale and character of existing development within the village;
 - incorporate pedestrian links to the Main Street, subject to appropriate design and necessary consents;
 - provide on-site car parking.

20.3.5 Community facilities

- A.** Support initiatives to develop the former primary school building and associated grounds for community uses.
- B.** Facilitate any possible further expansion of the secondary school by reserving lands to the west of the school for community uses.

20.3.6 Tourism development

- A.** Support the development of a small-scale tourist facility on lands in the vicinity of Roslea Castle, including the enhancement of the existing car parking area.

20.3.7 Business and enterprise

- A.** Require any new development on the lands zoned for tourism at the eastern end of the village to use the existing entrance and access road.

Chapter 21. Mullaghmore Village Plan

The village of Mullaghmore is a coastal settlement located on a headland approximately 25 km north of Sligo Town. The Settlement Strategy designates Mullaghmore as a **village with special coastal tourism functions**.

21.1 Village profile

The harbour and associated stone piers are located in the heart of the Mullaghmore. Classiebawn Castle (a Protected Structure) overlooks the village from an elevated position to the south-west of the settlement.

Commercial activities in the village are linked to tourism. Enterprise is generally based on the hospitality sector. The harbour is an important asset for the village and the local economy. A flexible and supportive approach should be adopted to extend the range of services in Mullaghmore.

The village has experienced a low level of residential development over the last twenty years, due to the absence of adequate wastewater treatment infrastructure.

Mullaghmore village assets			
Population	2022 Census	172	+26.4% increase 2016-2022
	2016 Census	136	+6.2% increase 2011-2016
	2002-2022	+ 35 residents	+25.54% increase since 2002
Housing stock	2016 Census	250 dwellings, of which 157 holiday homes and 29 vacant	
Service infrastructure	Water supply	Sourced from the North Sligo Regional Scheme	
	Wastewater treatment	320 PE, no spare capacity. The provision of a new WWTP is expected to be included in Uisce Eireann's CIP 2025–2029.	
	Road network	Served by the R-284	
Social infrastructure	Schools	None	
	Churches	One church	
	Sports facilities	None	
	Other assets	Community hall (old national school), the Star of the Sea Convent and a hotel leisure centre	
Sustainable transport	Train	Not available in the area	
	Bus	Served by the TFI Local Link	
	Active travel	No scheme in place and no proposals (2023)	

Mullaghmore village assets		
Architectural heritage	Protected Structures	8, including notable structures such as Classiebawn Castle and Mullaghmore Harbour.
	Buildings of Note	5 Buildings of Note
Natural heritage and environment	Natura 2000 sites nearby	Bunduff Lough and Machair / Trawalua / Mullaghmore SAC / pNHA.
	Natural amenities	Beach and scenic coastal walk (along coastal loop road)
	Flood risk	Present. Flood Zones A and B are mapped in Appendix 1 of the SFRA

21.2 Population and housing allocations

In the absence of adequate wastewater treatment facilities in Mullaghmore, it is not possible to allocate a population growth target to the village.

At time of writing (2023), the provision of a new WWTP was proposed in Uisce Eireann’s Small Towns and Villages Growth Programme, with a potential completion date within the lifetime of this Development Plan, subject to the statutory approvals process.

While lands have been zoned for residential and mixed uses, it is an objective of the Plan to restrict multi-unit housing developments until work has commenced on the construction of the new WWTP (refer to **Section 21.3.6**).

Section 21.2.1 below lists the sites which have been designated to contribute to the compact growth of Mullaghmore, together with their potential housing and population yields.

Section 21.2.2 includes a table showing the amount of land with residential potential proposed to be zoned in Mullaghmore for the period of this CDP (2024-2030), compared to the previous Mullaghmore Mini Plan/CDP 2017.

21.2.1 Compact growth designations

A number of sites have been designated in Mullaghmore 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.

Settlement Consolidation Sites (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:

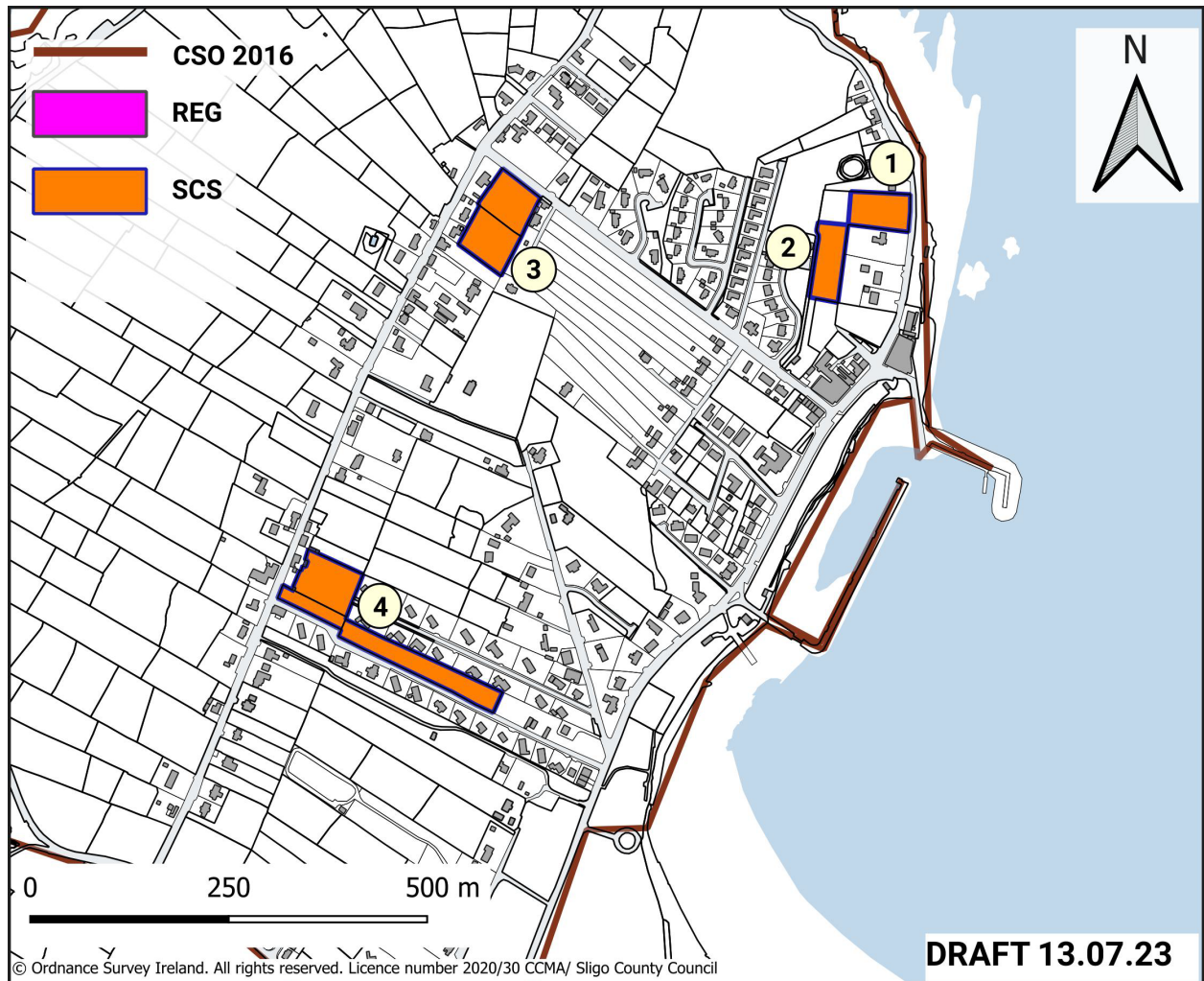
- a. the average residential density is 20 units per hectare, which is higher, but not excessive when compared to the density of existing housing development in Mullaghmore;
- b. sites zoned RES are presumed to be developed exclusively for housing;
- c. the average household size of future occupants of new housing is set at 2.5 persons.

All SCS sites are located within the 2016 Census boundary for Mullaghmore. If the new WWTP is completed during the life of this Plan, up to 51 dwellings, i.e. 100% of the zoned lands' potential, could be delivered within the settlement's built-up footprint, which is far in excess of the 30% requirement of RPO 3.2(c).

Table 21.1 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 west of Mullaghmore Head Road	MIX	RES	0.34	0.34	7	17
2	Site north of the Pier Head Hotel Car Park	MIX	RES	0.35	0.35	7	17
3	Site south of Quay View Road	w	RES	0.72	0.72	14	35
4	Lands at the junction of the Top Rd & Dartry Hill Road	RES	RES	1.14	1.14	23	57
Total				2.55	2.55	51	126

Fig. 21.A Compact growth designations in Mullaghmore: Settlement Consolidation Sites (SCS) in the context of the 2016 Census settlement boundary (CSO)



21.2.2 Housing potential of zoned lands

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 21.2 Potential population and housing yield of zoned lands

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 (only lands with housing potential)	Proposed RES zoning 2024	Potential housing yield of RES zoned lands 2024	Current (2023) excess of zoned land
172 (0.24%)	No allocation (inadequate wastewater treatment facility)	No allocation (inadequate wastewater treatment facility)	10.58 ha	2.55 ha	51	8.03 ha

* County population 2022 = 70,198

Notes on Table 21.2

- **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 21.1)
- **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 Mullaghmore 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 8.03 ha. These lands/sites have been included in the Strategic Land Reserve.

21.3 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.

21.3.1 Natural heritage and open space

- A. Ensure the ongoing preservation of the existing trees on the Tree Preservation Order (TPO) site in accordance with the terms of the TPO that covers this area.
- B. Support the provision and improvement of pedestrian links/access from the village to the seashore and to other natural amenities by providing walkways and open space and by requiring the provision of such facilities in conjunction with any development of adjoining lands.

21.3.2 Circulation and parking

- A. Realign the junction along the L-671010, (existing roundabout adjacent to Pier Head) to give priority to traffic travelling in a north – south direction. The junction upgrade should also improve facilities for vulnerable road users.
- B. In cases where on-site car-parking spaces cannot reasonably be provided with a development, a shortfall may be accepted, subject to satisfactory proposals such as the payment of a financial contribution or the provision of parking at a suitable alternative location.

21.3.3 Village centre

- A. Support the redevelopment of the site to the north of the Pier Head Hotel for uses appropriate to the village centre. Any development proposal on this site should:
 - create a suitable streetscape along the adjoining public road and present an aspect onto Donegal Bay;
 - be designed to a high standard, reflecting the prominent position of the site at the centre of the village.

21.3.4 Community facilities

- A. On lands zoned for community facilities, support the development of a multi-purpose community building, with shared use of services and resources.

21.3.5 Tourism

- A.** Support the continued development of the harbour and associated facilities.
- B.** The Zoning Map identifies a large area which is reserved for the provision of tourism-related uses. Residential development (apart from short-term accommodation such as hotel, hostel etc.) will not be permitted on these lands.

Any development proposal on these lands shall:

- be based on a masterplan coordinating the development of individual landholdings;
 - provide an appropriate aspect when viewed from the surrounding public roads and other main vantage points along scenic routes;
 - be sited and designed to a high standard, having regard to the topography and scenic views of Donegal Bay and the Atlantic Ocean.
- C.** Support the consolidation of caravan, camping and mobile home park facilities on and between the sites of existing facilities. Such proposals will be permitted only subject to satisfactory proposals regarding wastewater treatment and disposal.

21.3.6 Wastewater treatment

- A.** Support the provision of a new wastewater treatment plant (WWTP) as part of Uisce Eireann's Small Towns and Villages Growth Programme or any superseding programme and reserve land to accommodate this facility.
- B.** No multi-unit residential or mixed use development shall be permitted until work has commenced on the construction of the new WWTP.
- C.** In the case of small-scale commercial/retail proposals or one-off houses, applicants shall make a pre-connection enquiry to Uisce Eireann about the feasibility of a connection to water supply and/or wastewater collection/treatment infrastructure.

Chapter 22. Rosses Point Village Plan

Rosses Point is located approximately 8 km north-west of Sligo Town, accessed via the regional road R-291. The Settlement Strategy for County Sligo designates Rosses Point a **village with special coastal tourism functions**.

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

22.1 Village profile

The growth of Rosses Point in recent decades can be largely attributed to its coastal setting and proximity to Sligo Town, as well as to its tourism role. Residential developments have largely taken the form of medium-density estates, individual houses and a few apartment developments.

A long and rich maritime tradition continues today with facilities for sailing, boating, sea angling, windsurfing, sea kayaking, open water swimming, sea scouting and the annual International Sea Shanty Festival. Rosses Point is also the base for the Sligo Bay Lifeboat Station.

Rosses Point village assets			
Population	2022 Census	883	No change from 2016 to 2022
	2016 Census	883	+7.1% increase 2011-2016
	2002-2022	+ 109 residents	+14% increase since 2002
Housing stock	2016 Census	460 dwellings (of which 61 holiday homes and 49 vacant)	
Service infrastructure	Water supply	Sourced from Kilsellagh Water Supply Scheme	
	Wastewater treatment	The village is served by a pumped sewage rising main from the village to Ballincar, and a new gravity sewer from Ballincar to the sewage pumping station at Shannon Eighter	
	Road network	Served by the R-291	
Social infrastructure	Schools	One primary school	
	Churches	Two churches (Catholic and Church of Ireland)	
	Sports facilities	Golf course and yacht club	
	Other assets	Leisure centre (hotel), caravan and camping park, post office, burial grounds	

Rosses Point village assets		
Sustainable transport	Train	Not available in the area
	Bus	Served by Sligo Town Service S2
	Active travel	Pedestrian and cycle route from the junction of the L-3311 with the Old Village Road, along the Top Road (L-3311) to the junction outside the Yeats Country Hotel
Architectural heritage	Protected Structures	8 , including notable structures such as Sligo County Golf Club and the Pilots Watch House
	Buildings of Note	2 Buildings of Note
Natural heritage and environment	Natura 2000 sites nearby	Cummeen Strand/Drumcliff Bay (Sligo Bay) SAC/pNHA and Cummeen Strand SPA
	Natural amenities	Three beaches, coastal walks
	Flood risk	Present. Flood Zones A and B are mapped in Appendix 1 of the SFRA

22.2 Population and housing allocations

The potential yield of lands zoned for housing in Rosses Point amounts to circa **52 units** for the Plan period. The delivery of these dwellings would facilitate an increase of Rosses Point’s population by at least **130 residents**. **The actual housing allocation is 44 units**, reflecting the aggregate figure for Villages with Special Coastal Tourism Functions as indicated in the Core Strategy Table (refer to Chapter 3 in Vol. 1).

Section 22.2.1 below lists the sites which have been designated to contribute to the compact growth of Rosses Point, together with their potential housing and population yields.

Section 22.2.2 includes a table showing the amount of land with residential potential proposed to be zoned in Rosses Point for the period of this CDP (2024-2030), compared to the previous Rosses Point Mini Plan/CDP 2017.

22.2.1 Compact growth designations

Two sites have been designated in Rosses Point as **Settlement Consolidation Sites** as recommended in the *Development Plan Guidelines* (2022), in order to give effect to the NPF requirements for compact growth.

Settlement Consolidation Sites (SCS)

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

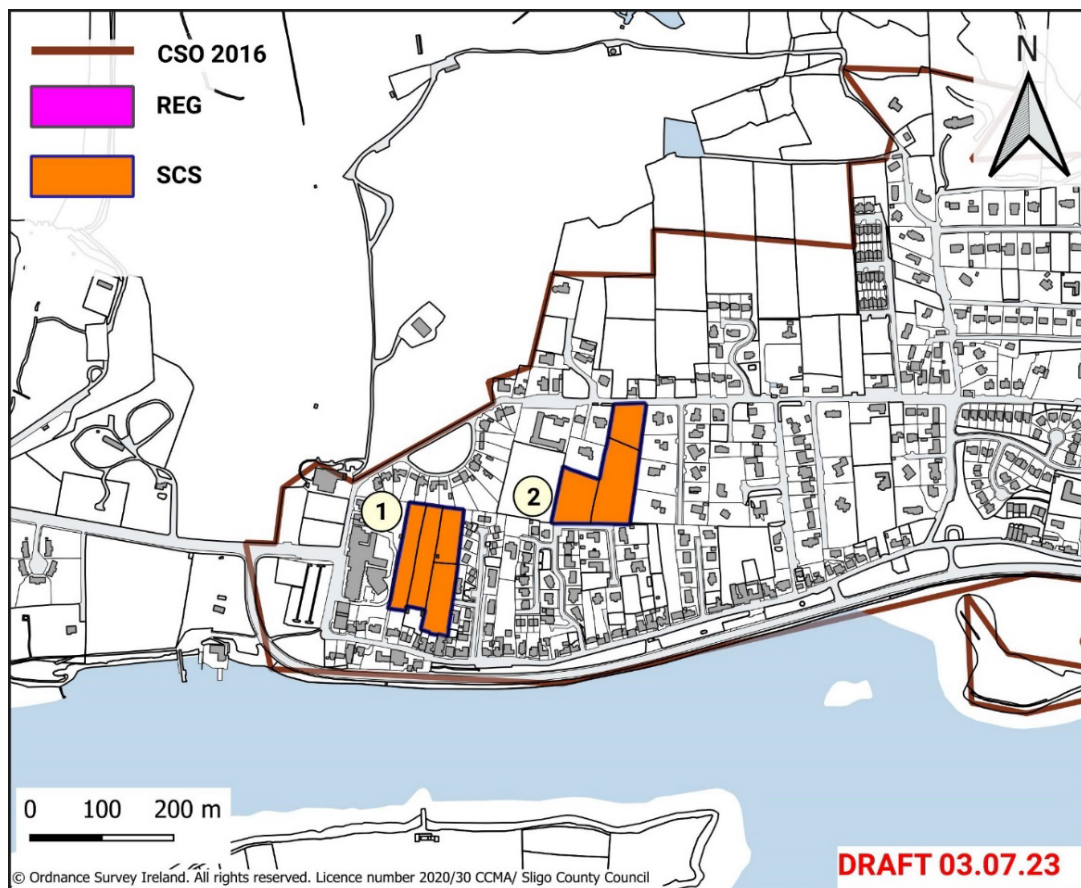
- the average residential density is 20 units per hectare, which is higher, but not excessive when compared to the density of existing housing estates in Rosses Point;
- sites zoned RES are presumed to be developed exclusively for housing;
- the average household size of future occupants of new housing is set at 2.5 persons.

Both the Settlement Consolidation Sites are located within the 2016 Census boundary for Rosses Point. This means that 100% of the zoned lands' potential (52 houses) could be delivered within the settlement's built-up footprint, which is far in excess of the 30% requirement of RPO 3.2(c).

Table 22.1 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	Backland site between the Yeats Country Hotel and Colmcille Drive	RES	RES	1.33	1.33	27	67
2	Site with frontage onto the Top Road (L-3311)	RES	RES	1.23	1.23	25	63
Total				2.56	2.56	52	130

Fig. 22.A Compact growth designations in Rosses Point: Settlement Consolidation Sites (SCS) in the context of the 2016 Census settlement boundary (CSO)



22.2.2 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.

Table 22.2 Population, housing land and housing allocation for Rosses Point

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 (SCS sites with RES zoning)	Potential housing yield of RES zoned lands 2024	Current (2023) excess of zoned land
883 (1.25%)	930 (1.24%)	44 (1.11%)	3.52 ha	2.56 ha	52	0.96 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 22.2

- **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 22.1)
- **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 Rosses Point 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 0.96 ha. These lands/sites are proposed to be zoned eRES (existing residential and infill), as they are not capable of accommodating anything other than small infill development.

22.3 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.

22.3.1 Open space

- A. Encourage improved access to the seashore by providing walkways/open spaces and enhancing/extending the existing seashore walk and by requiring the provision of such links in conjunction with the development of adjoining lands.

22.3.2 Built heritage

- A. In order to retain the character and rhythm of the existing historical streetscape, require the retention and refurbishment of existing properties along the old village road rather than demolition and reconstruction.
- B. Facilitate a range of potential uses (particularly tourism-related) as a means toward the renovation and redevelopment of Elsinore House (County RPS No. 351).

22.3.3 Transport and circulation

- A. Prepare a traffic management plan (TMP) for Rosses Point in accordance with the Design Manual for Urban Roads and Streets (DMURS 2022). The TMP should address the issue of conflict between pedestrian and vehicular traffic along the old village road and should investigate the feasibility of a one-way system through the village.
- B. Reconfigure the Promenade Road R-291 to include the widening of existing footpaths where possible, the inclusion of a two-way segregated cycle path on the seaward side, a reduction in carriageway width and improved pedestrian crossing facilities along the entire length of the road.
- C. Enhance the following junctions in terms of traffic safety and pedestrian permeability:
 - i. junction between the Promenade Road R-291 and the L-3309-0;
 - ii. junction between the Promenade Road and the Old Village Road at the Little Cottage Café/Gala shop.
- D. Upgrade the existing pedestrian access to the First Beach and provide universal accessibility to Dead Man's Pool.
- E. Improve pedestrian and cycle infrastructure from the junction of the L-3311 and the Old Village Road, along the Top Road (L-3311) to the junction outside the Yeats Country Hotel (2023 Active Travel scheme).
- F. Implement the following active travel and public transport measures recommended in the (Draft) **Sligo Local Transport Plan**:

- i.** provide a new bus stop along the R-291 between the existing bus stops at the eastern end of the village and the bus stops at the western end of Ballincar (Cregg Corner). (Refer to Public Transport Measure 05 and Figure 6-11 of Draft SLTP).
- ii.** Upgrade infrastructure at the Yeats Country Hotel bus stop and the bus stops along the R-291 at the eastern side of the village, including the addition of shelters and hardstands (Public Transport Measure 06)
- iii.** provide footpaths connecting the village to the beach, existing bus stops and surrounding natural amenities, and provision of pedestrian crossings in conjunction with the new footpaths. Compliance with this objective will be required in conjunction with any development on adjoining lands.
- iv.** Upgrade the existing cycle route to Sligo Town, to provide a segregated cycle track where possible. Extend the cycle lane to reach Rosses Point Beach Car Park Compliance with this objective will be required in conjunction with any development on adjoining lands.

22.3.4 Community facilities

- A.** Pursue the development of a children's playground in the village.
- B.** Facilitate the potential expansion of the graveyard onto the adjacent lands to the north.

22.3.5 Tourism

- A.** Facilitate the enhancement of the caravan park site at the western end of the village. Consideration will also be given to alternative tourism-related activities on this site, subject to appropriate scale, siting and design.
- B.** Prepare a feasibility study into the redevelopment/repurposing of the former 'Beachery' building into a flagship tourist attraction.
- C.** Provide a dedicated water sports facility near the beach car park, comprising changing facilities, showers, toilets and secure storage facilities.