

# 11. Open space, sports and recreation



View of Lough Gill and Keelogyboy Mountain from Doorly Park

**M**odern society places increasing emphasis on the availability of good quality recreation amenities, seen as beneficial to physical and mental health, and quality of life. Open spaces, both public and private, also act as visual breaks and green links throughout the city, provide a natural setting for vegetation and help preserve wildlife habitats.

Sligo Borough and County Councils recognise the importance of an adequate provision of attractive and conveniently-located open space throughout the City and Environs.

Open spaces can fulfil a variety of functions, including active recreation, passive recreation, visual amenity (important landscape views), protecting habitats and biodiversity, (wildlife, birds, plant species), drainage management (particularly storm water control) and fulfilling socio-economic needs (serving as meeting places, used as allotments etc.).

Sligo City will develop an integrated network of high-quality open space. The local authorities are committed to provide, protect and enhance the open space network through the implementation of an Open Space Strategy.

## 11.1 Open space strategy

The Open Space Strategy envisages the creation of a hierarchical network of various types of open space, from playgrounds and pocket greens to sports grounds and a regional park, interlinked by green corridors for the use of pedestrians and cyclists.

The Strategy is based on a hierarchy of parks and open spaces, which includes passive and active recreation areas.

A range of specific objectives have been put in place for the provision of parks and recreational facilities at particular locations within the SEDP area.

### Open space - strategic policies

It is the policy of Sligo Borough and County Councils to:

- SP-OS-1** Establish Sligo as a premier green city of Ireland.
- SP-OS-2** Protect and enhance the existing green areas and public open spaces, sports grounds, natural and semi-natural amenity areas, and provide high-quality new parks and recreational facilities to cater for the needs of the Gateway population.
- SP-OS-3** Seek the protection and enhancement of valuable parks and gardens in private/institutional ownership that have traditionally been accessible to the public.
- SP-OS-4** Develop green corridors in order to connect the city with its surroundings and interlink the various types of open space within and outside the urban area.
- SP-OS-5** Extend the range of recreational facilities provided within parks and other types of open space throughout the Plan area, subject to adequate protection of the environment.
- SP-OS-6** Manage and maintain open space in public ownership to the highest standards.

### Open space - strategic objectives

It is the objective of Sligo Borough and County Councils to:

- SO-OS-1** Provide an interconnected system of quality parks, open spaces and outdoor recreation areas to enable a wide range of passive and active recreational pursuits within easy reach of people's living and working environment.
- SO-OS-2** Integrate the following elements into the open space network, to provide ease of contact with nature:
  - key landscape elements – woodlands, significant tree groups, hill tops etc.;
  - sites of archaeological interest – raths, ringforts and other enclosures;
  - linear parks incorporating waterfronts – coastal, lakeshore and riverside areas;
  - streams with associated storm water retention facilities, as part of the system of linear parks;
  - areas for active recreation, including sports grounds and playing fields.

## 11.2 Hierarchy of parks

**T**able 11.A outlines Sligo's hierarchy of parks and open spaces incorporating a network of areas of passive and active recreation. The hierarchical approach seeks to achieve a balanced provision of parks of different sizes and functions distributed throughout the City.

Some of the examples used to illustrate the hierarchy of parks are under construction or have not yet been developed – e.g. Forthill Park or Cleveragh Regional Park.

The nature of the open space available within Sligo City and Environs can be interpreted in the context of different descriptors of open space as detailed in Table 11.B. This typology of open spaces forms the basis for the five categories of open space zoning as indicated on the Zoning Map.



**Table 11.A Hierarchy of parks/open spaces in Sligo City and Environs**

Park/open space category	Area (hectares)	Example
<b>Regional park</b>	over 40 ha	Cleveragh Regional Park
<b>District park</b>	from 10 ha to 40 ha	Doorly Park, Ballinode /Hazelwood Leisure Trail
<b>Neighbourhood park</b>	from 4 ha to 10 ha	Mitchell Curley Park, Forthill Park
<b>Local Park</b>	from 2 ha to 4 ha	Seaview Park
<b>Pocket Park</b>	under 2 ha	Salmon Point Park, Fairgreen Park



**Table 11.B Typology of open space in Sligo City and Environs**

Type of open space	Example	Description
<b>Public open space</b>	Public parks, public play-grounds, civic spaces, incidental open space	These are areas of land (sometimes enclosed) designed, constructed, managed and maintained by the local authorities. Public parks provide safe and accessible opportunities for children's play and informal social activities such as picnics. Civic spaces/squares and open space, provided in accordance with a planning permission and taken in charge by the relevant local authority, are also considered public open space.
<b>Private open space</b>	Private/institutional grounds and gardens, e.g. Hazelwood House, Cathedral Park	These are areas of land normally enclosed and privately managed and maintained. School grounds and parks/gardens on the grounds of existing or former institutions such as convents, which have traditionally been accessible to the public, are considered private open space.
<b>Sports grounds</b>	Sligo Rovers Showgrounds, Markiewicz Park	These are either local authority sports areas or non-local authority sports areas, which normally comprise areas of grassland or specially-designed hard surfaces used primarily for designated sports, i.e. playing fields, golf courses, tennis courts, racecourse etc.
<b>Natural and semi-natural open space</b>	Doorly Park wood	These comprise areas of undeveloped or previously developed land with residual natural habitats or which have been planted or colonised by vegetation and wildlife. These areas include woodlands and wetlands.
<b>Green corridors</b>	Cleveragh Leisure Trail	Green corridors are routes designed as open space, linking different areas within the city as part of a managed network used for cycling and walking, and linking the urban area with the surrounding natural environment.

### General open space policies

It is the policy of Sligo Borough and County Councils to:

- P-OS-1** Ensure that open space in new developments is provided in a meaningful, integrated and coherent manner, and generally discourage piecemeal and incidental open spaces.
- P-OS-2** Protect and improve existing areas of public open space. There will be a presumption against development on public open spaces within housing estates. In exceptional circumstances, development on public open space may be considered where the public open space is not functioning effectively due to scale, location, layout or where there is some significant community gain from its development for other purposes.
- P-OS-3** Promote the provision of high-quality open spaces that are well designed, suitably proportioned and accessible to the surrounding community.
- P-OS-4** Promote the development of high-quality parks and linked walkway/cycleway networks within large housing schemes, docklands developments, and large commercial developments.
- P-OS-5** Encourage multiple use of sports grounds within existing facilities on evenings and weekends and act in a leadership role to mediate between the range of groups in order to encourage a partnership involvement in providing broad ranging amenity and recreation programmes.
- P-OS-6** Facilitate the development of children's playgrounds in proximity to existing and proposed neighbourhood centres.
- P-OS-7** Require the implementation of landscape plans for all proposed open spaces within residential areas, except where playing fields are being provided and do not require landscaping.
- P-OS-8** Protect and enhance the character and appearance of coastal and waterway corridors through the control of development adjoining waterfronts, and enhance the value of river and coastal systems as natural assets to the urban environment.

### Recreation policies

It is the policy of Sligo Borough and County Councils to:

- P-OS-9** Create a hierarchical network of parks in the SEDP area, varying from large regional parks to small pocket parks and open spaces close to people's homes.
- P-OS-10** Cater for the sporting/recreational needs of all sectors of the community (children, teenagers, adults, older people, the disabled, the disadvantaged or marginalised) and promote the integration of those with special needs into the sporting and recreational environment.
- P-OS-11** Ensure developers make provisions for sports and recreational infrastructure as integral elements of their development proposals.

### Walkway and cycleway policies

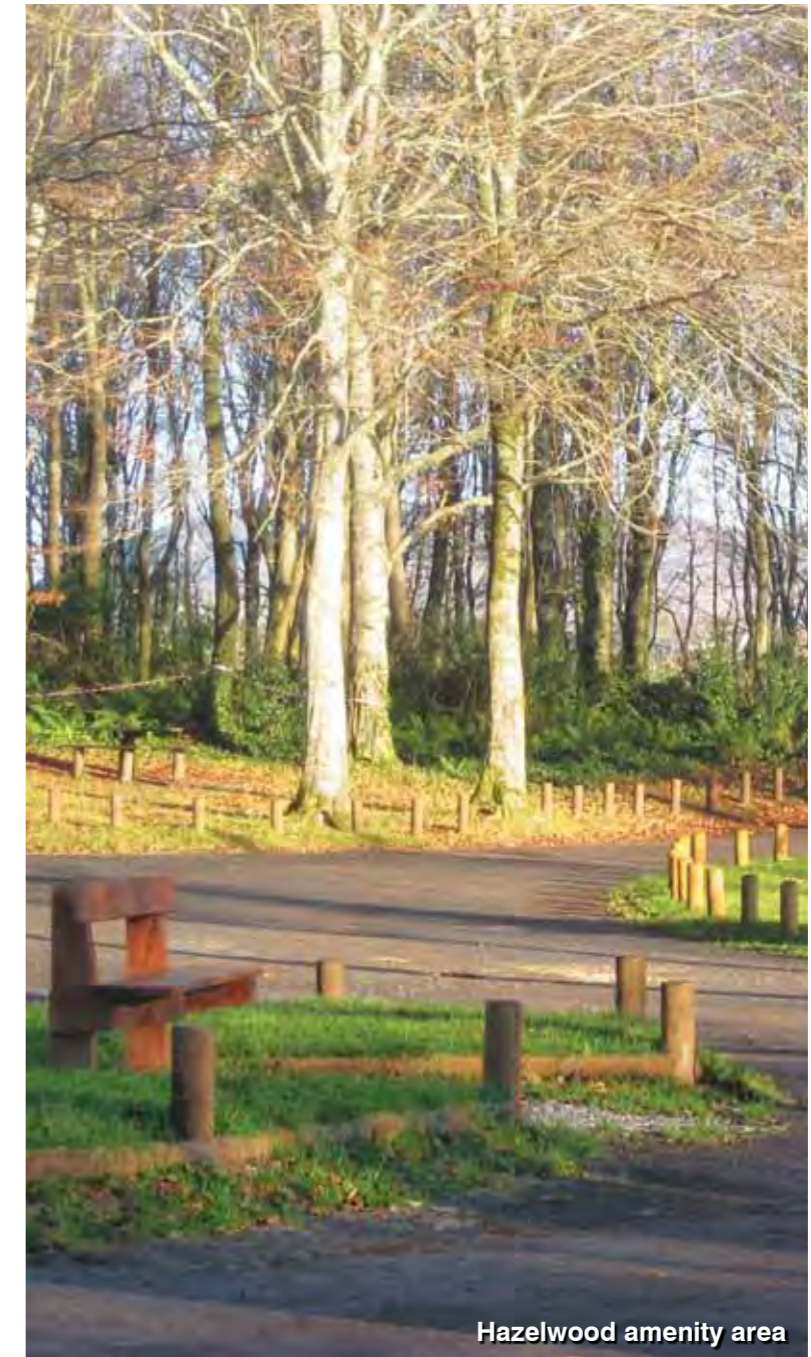
It is the policy of Sligo Borough and County Councils to:

- P-OS-12** Provide a network of safe, accessible, high-quality amenity walkways / jogging trails / cycleways.
- P-OS-13** Signpost, name and brand amenity walkways and cycleways in order to highlight their availability and accessibility.

### Urban forestry and street tree planting policies

It is the policy of Sligo Borough and County Councils to:

- P-OS-14** Promote the development of urban woodlands at Doorly Park / Cleveragh and other new sites suitable for the creation of small woodland areas.
- P-OS-15** Make Tree Preservation Orders where necessary.
- P-OS-16** Promote the planting of trees in parks, streets, squares and open space areas in housing estates.



Hazelwood amenity area

## 11.3 Open space objectives

The designation and development of nine principal areas will ensure that all existing and future built-up areas of the city and environs are adequately served by a variety of open space types.

While the scale and complexity of these projects vary, most involve the reservation of sites for playing fields, in addition to the provision of playgrounds, neighbourhood parks and other types of open space. All these areas will be linked into a network by green corridors.

Both parks/open space objectives and green corridor objectives are indicated on the Open Space Objectives Map. Parks are shown on the Zoning Map as open space.

### Open space objectives

It is the objective of the Borough and County Councils to develop nine principal areas as part of the open space strategy:

- O-OS-1** South-east: Cleveragh–Doorly Park–Cairns Hill
- O-OS-2** West/South-west: Mitchell Curley Park–Ballydoogan
- O-OS-3** North: Forthill Park–Rathbraughan–Cartron–Standalone Point
- O-OS-4** North-east: Rathquarter–Ballinode–Hazelwood–Farranacardy
- O-OS-5** North: Shannon Oughter–North Fringe
- O-OS-6** West: Gibraltar/Cumeen–Finisklin/Docklands
- O-OS-7** South-west: Maugheraboy–Caltragh
- O-OS-8** South: Tullynagracken–Carrowroe
- O-OS-9** Far South: Carrowroe–Belladrihid

### 11.3.1 South-east

#### Cleveragh–Doorly Park–Cairns Hill

A range of parkland amenities will be developed at Cleveragh Estate and Doorly Park, comprising four key recreational zones:

- Zone 1** Cleveragh Parkland opposite Sligo Regional Sports Centre
- Zone 2** Doorly Park, Riverside Gardens, Cleveragh Water Park
- Zone 3** Cleveragh Outdoor Activity Centre, Leisure Trails
- Zone 4** Cleveragh Regional Sports Centre and Environs

The proposal envisages a multi-functional network of linked spaces within the four distinct recreation zones. Each zone will have a variety of landscapes, recreational opportunities and functions. An ecological approach to landscape design will be the basis for all new development.

Proposed amenities will include playing pitches, children’s playgrounds, wetland wildlife areas, car parks and roadways, cycle ways, pedestrian walkways, landscaping, and water sports facilities.

It is envisaged that Cleveragh Leisure Trail will be developed eastwards from the city centre to Cleveragh across the Garavogue and back along the northern river banks at Hazelwood-Ballinode to the Mall.

The local authorities will continue to acquire lands for the development of Cleveragh Regional Park and continue the programme of planting and woodland rehabilitation within the park. Hard-surface activities (i.e. buildings, basketball courts etc.) will be grouped together, separate from the natural areas.

A short distance south of the proposed Regional Park at Cleveragh is Cairns Hill. It is proposed to further develop this area to incorporate the visually prominent and sensitive lands in the area into the open space network.

The illustrations below show, from left to right, the Recreational Zone 1, the Water Sports Zone 2 and the Outdoor Activity Centre Zone 3 of the planned Cleveragh Regional Park.

### 11.3.2 West/south-west

#### Mitchell Curley Park–Ballydoogan

Existing facilities at Mitchell Curley Park – sports pitches, children’s playground, teenagers’ multi-sports area, walking/fitness track – will continue to be managed and upgraded. The programme of planting and landscape enhancement within the park will continue. These recreational amenities will augment the existing private facilities at St. Mary’s GAA grounds, Mer-ville and the Showgrounds.

### 11.3.3 North

#### Forthill Park–Rathbraughan– –Cartron–Standalone Point

Forthill Park, a neighbourhood park, is under construction in a staged development programme. The park will be 8 hectares (20 acres) in size and will include three full-sized playing pitches, a multi-sports area for younger teenagers, a sports pavilion, walking trails and amenity parkland.

The enhancement of the Green Fort for passive recreational purposes and tourism will be pursued, with links to be established to the proposed Museum Square, adjoining the new County Museum and new wing of the Model:Niland Gallery.

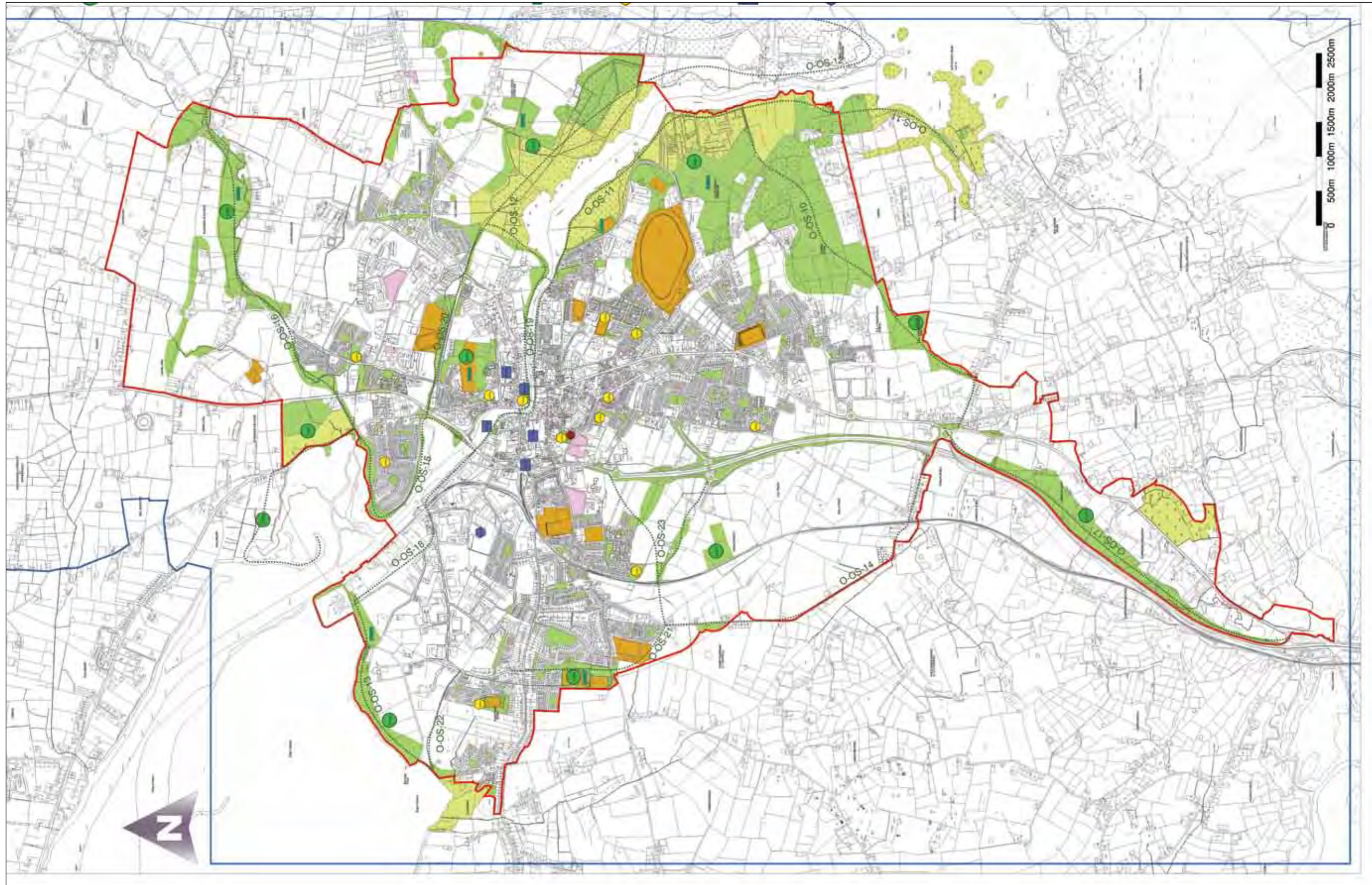
A pocket park will be constructed at Ballytivnan, incorporating ball playing areas, play facilities, walking tracks, landscaping.

A neighbourhood park will be established between the Rosses Point Road and the Bundoran Road. The park will incorporate an area of wetlands which have been identified for the protection of biodiversity. The lower-lying area of this park will provide fine views towards Knocknarea. The upper-level areas will be utilised for active recreation purposes, including playing pitches.

A district park will be developed at Standalone Point. This park will be approximately 12 hectares (30 acres) in size and will include three full-sized playing pitches, multi-sports areas and a sports pavilion. The development will involve the enhancement of the existing foreshore areas for passive recreational purposes and tourism.



Fig. 11.C Open space objectives - refer to the separate **Map 3. Open Space Objectives Map** for details



### 11.3.4 North-east

#### Rathquarter–Ballinode–Hazelwood– –Farranacardy

A network of open spaces has been identified for the Hazelwood-Ballinode area in the Local Area Plan 2004-2010 (LAP). The LAP seeks to protect the existing alluvial woodlands in the area, which have been identified as a candidate Special Area of Conservation (cSAC).

A broad linear park is proposed along the northern edge of the cSAC, providing a buffer between future development and the sensitive woodland areas.

An east-west pedestrian route will be incorporated into the linear park land and woodland area, connecting to J. Fallon Footbridge at Riverside and eventually linking into the waterfront path at Kempton Promenade.

The linear park will include stormwater retention ponds, to protect the natural hydrological characteristics of the alluvial woodland habitat and maintain the water quality of Lough Gill.

The hill top in the Rathquarter area (lying immediately south of the Ballinode Neighbourhood Centre) is proposed to be maintained free from development, as it affords views of the town, the Garavogue and Cleveragh. Likewise, the ridgeline at Farranacardy is also proposed as an area of open space for similar reasons.

### 11.3.5 North

#### Shannon Oughter–North Fringe

It is proposed to develop a district linear park along a stream that runs from Doonally to Cartron Bay, via Rathbraughan and Shannon Oughter.

The park will incorporate features of archaeological interest and significant tree groups. It will provide an attractive “green lung” in the area, establishing a link through the future built-up area between countryside and sea. Facilities such as playing fields will be incorporated into this linear park.

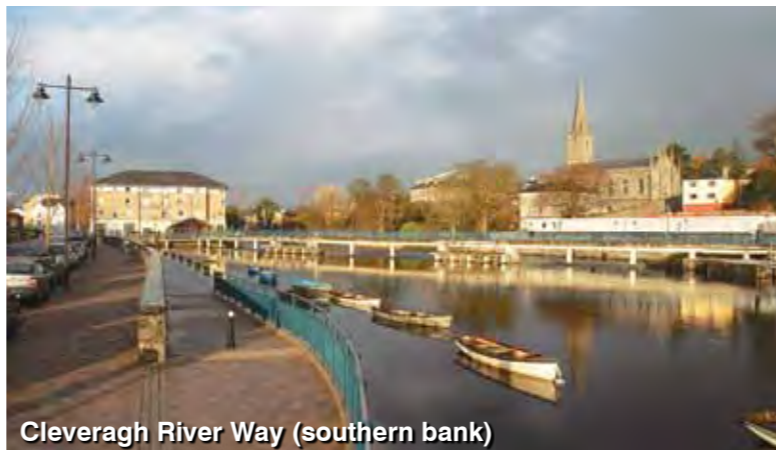
### 11.3.6 West

#### Gibraltar Point/Cumeen–Finisklin/Docklands

The proposed Gibraltar District Park will be established to protect the open space and coastal amenity of the foreshore areas at Gibraltar, Cumeen and Finisklin. Gibraltar Point affords significant fine views across Sligo Harbour, with views towards Rosses Point and its offshore islands, in addition to fine views of Knocknarea and the surrounding countryside.

The shore lands at Gibraltar and Finisklin are visually sensitive as viewed from the Rosses Point Road. The bay, the shore and wetlands at Cumeen have been designated as a Special Protection Area (SPA).

It is intended to link the proposed Gibraltar District Park to the city centre via pocket parks, greenways and waterfront amenities at quay areas in Finisklin/Docklands.



Cleveragh River Way (southern bank)

### 11.3.7 South-west

#### Maugheraboy/Caltragh

A local park including areas for playing fields will be developed in the vicinity of the proposed neighbourhood centre at Caltragh. A pocket park with a mix of recreational amenities will be upgraded at Maugheraboy to include a hard-surface playing area, children’s play area and landscaping.

Passive recreation needs will be supported by a series of east-west linear parks that run through the area, with the intention of providing direct access to the countryside to the west of the Inner Relief Road.

### 11.3.8 South

#### Tullynagracken–Carrowroe

An extensive area of land has been zoned for the provision of open space at Tullynagracken and to the east of the proposed neighbourhood centre and lands zoned for residential use at Carrowroe. A local park is proposed at this location. The park should be provided in tandem with the development of the lands zoned for residential use in the vicinity.

### 11.3.9 Far south

#### Carrowroe–Belladrihid

The spatial strategy reserved an area for land-extensive uses, such as vehicle sales, logistics and warehousing along the wedge of land that lies between Carrowroe and Belladrihid, defined by the N4 to the west and the Old Dublin Road to the east.

The N4 is the most important approach route to Sligo and, in order to ensure that a positive image of the city is presented, it is proposed to develop a landscape buffer to screen uses along the eastern edge of the national road. The open space areas will also act as a wildlife corridor and an area of visual amenity.

## 11.4 Green corridor objectives

An integrated trail and greenway system for walking, cycling and jogging will be created as part of the development of the city’s park and open space network. In association with Sligo Sports and Recreation Partnership, programmes related to wellness and fitness will be explored, to encourage increased use of the green corridor network.

The green corridors are indicated on the Open Space Objectives Map. Although they are not explicitly marked on the Zoning Map, 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.

Green corridor objectives	
It is an objective of Sligo Borough and County Councils to develop a linked green network including the following corridors:	
<b>O-OS-10</b>	Cairns Hill to Carrowroe
<b>O-OS-11</b>	Doorly Park to Holy Well
<b>O-OS-12</b>	Hazelwood to Ballinode
<b>O-OS-13</b>	Gibraltar to Finisklin
<b>O-OS-14</b>	Oakfield to Carraroe
<b>O-OS-15</b>	Markiewicz Road to Standalone Point corridor (along the foreshore at Cartron)
<b>O-OS-16</b>	Bundoran Road/Ballytivnan along Rathbraughan River to Doonally Cross
<b>O-OS-17</b>	Carrowroe to Belladrihid
<b>O-OS-18</b>	Hyde Bridge to Hughes Bridge and Ballast Quay
<b>O-OS-19</b>	Cleveragh River Way: Bridge Street to Hazelwood (northern Garavogue banks) and J. Fallon footbridge to Cleveragh Park (southern river banks)
<b>O-OS-20</b>	Along the stream at Duck Lane and Ash Lane to Ballinode and Hazelwood
<b>O-OS-21</b>	Oakfield to First Sea Road along the Western Distributor Road
<b>O-OS-22</b>	First Sea Road to Second Sea Road
<b>O-OS-23</b>	Oakfield Road to Summerhill Roundabout

## 11.5 Sports grounds

Playing fields are an important resource for sport. They also make a significant contribution to informal recreation and possess amenity value. Playing fields and sports grounds are a scarce resource. Loss of any part of a playing field may be irretrievable.

Sligo Borough and County Councils generally discourage development on, or the removal of playing fields. There is a need to safeguard existing playing fields and sports grounds from unacceptable development, in order to continue to provide for the needs of both current users and future generations.

The open space network provides seven key sites for active playing fields and sports grounds. These are shown on the Zoning Map as sports and playing fields, and are also indicated on the Open Space Objectives Map.

Guidelines for the provision of sports grounds indicate that all new dwellings in urban areas should be within one kilometre of such facilities. The Open Space Strategy established by this Plan will ensure that virtually all areas of the town and environs are served by a comprehensive and readily accessible network of playing fields.

The *Sligo Sports and Recreation Action Strategy* identifies an action framework within which recreational needs for the existing and future population will be met.

This programme specifies proposed developments at Cleveragh Estate / Doorly Park, Forthill and Kevinsfort. The development of these three recreational schemes will be the priority over the lifetime of this Development Plan.

Sligo has been included in a Sports and Recreational Partnership under the Irish Sports Council's *Era for Sports* programme, which affords everybody greater opportunities for participation in sport, by ensuring that sports resources are co-ordinated at a local level. This will augment and enhance the work being carried out by volunteers in local clubs and communities.



Sligo Rovers' grounds



Doorly Park



Cranmore



Markiewicz Park

## 11.6 Playgrounds

In line with *Ready, Steady, Play: A National Play Policy* (National Children's Office/ Department of Health and Children – NCO/DoHC, 2004), Sligo Borough and County Councils recognise the importance of play in childhood and the need to maximize opportunities for play within both the natural and built environment. The local authorities are committed to consulting with children and young people when developing plans for play provision, as recommended in the National Children's Strategy: *Our children – Their Lives* (NCO/DoHC, 2000).

There are currently five developed playgrounds in the City, at Mitchell Curley Park, Seaview Park, Hillside Adventure Playground, Doorly Park and Acorn Park–Cranmore.

Playgrounds or play areas in Sligo City are more likely to be integrated with other amenities in park environments. As they are not usually standalone playgrounds, they can be considered play zones, part of an integrated network of play opportunities and challenges in a varied play and recreational environment.

Playground objectives	
<b>O-OS-24</b>	It is the objective of Sligo Borough and County Councils to develop and maintain a primary network of children's playgrounds at the following locations: <ul style="list-style-type: none"> <li>■ Mitchell Curley Park</li> <li>■ Cleveragh Regional Park</li> <li>■ Forthill Park</li> <li>■ Doorly Park</li> <li>■ Ballinode Park</li> <li>■ North Fringe Park</li> <li>■ Docklands area</li> </ul>
<b>O-OS-25</b>	It is the objective of Sligo Borough and County Councils to develop and maintain a secondary network of children's playgrounds at the following locations: <ul style="list-style-type: none"> <li>■ Acorn Park, Cranmore</li> <li>■ Hillside Adventure Park, Forthill</li> <li>■ Seaview Park</li> <li>■ Ballytivnan Park</li> <li>■ Cranmore Estate</li> <li>■ Maugheraboy Park</li> <li>■ Mail Coach Road, Fairgreen</li> <li>■ Cathedral Park</li> <li>■ Stephen Street Square</li> <li>■ Cartron Estates</li> <li>■ Caltragh</li> </ul>

## 11.7 Urban squares

Sligo lacks public open spaces in the heart of the city. As part of the Urban Design Strategy outlined in detail in Chapter 12 of this Plan, five new urban squares are proposed for the city centre. This network of public spaces will be interconnected via a network of pedestrian linkages. The proposed squares are:

1. **Adelaide Square:** a new civic square near the junction of Adelaide Street and Wine Street which will link the city centre to the train station.
2. **Stephen Square:** a new urban square on the existing Stephen Street car park site which would be capable of accommodating a variety of open air activities
3. **Quay Square:** a new urban square addressing the riverfront on the site of the existing Quay Street car park.
4. **Central Square:** a new square in the Centre Block between Adelaide Street, Wine Street, John Street and O'Connell Street.
5. **Museum Square:** a new square in the Green Fort precinct, adjacent to the proposed new county Museum and Model:Niland Gallery extension off Connaughton Road.

The detailed design of each of these proposed squares will be based on individual masterplans to be prepared as resources permit. It will be an objective of the Parks Department to work closely with the relevant local authority sections to ensure that the landscaping, be it hard or soft, forms an integral part of the design of these spaces.

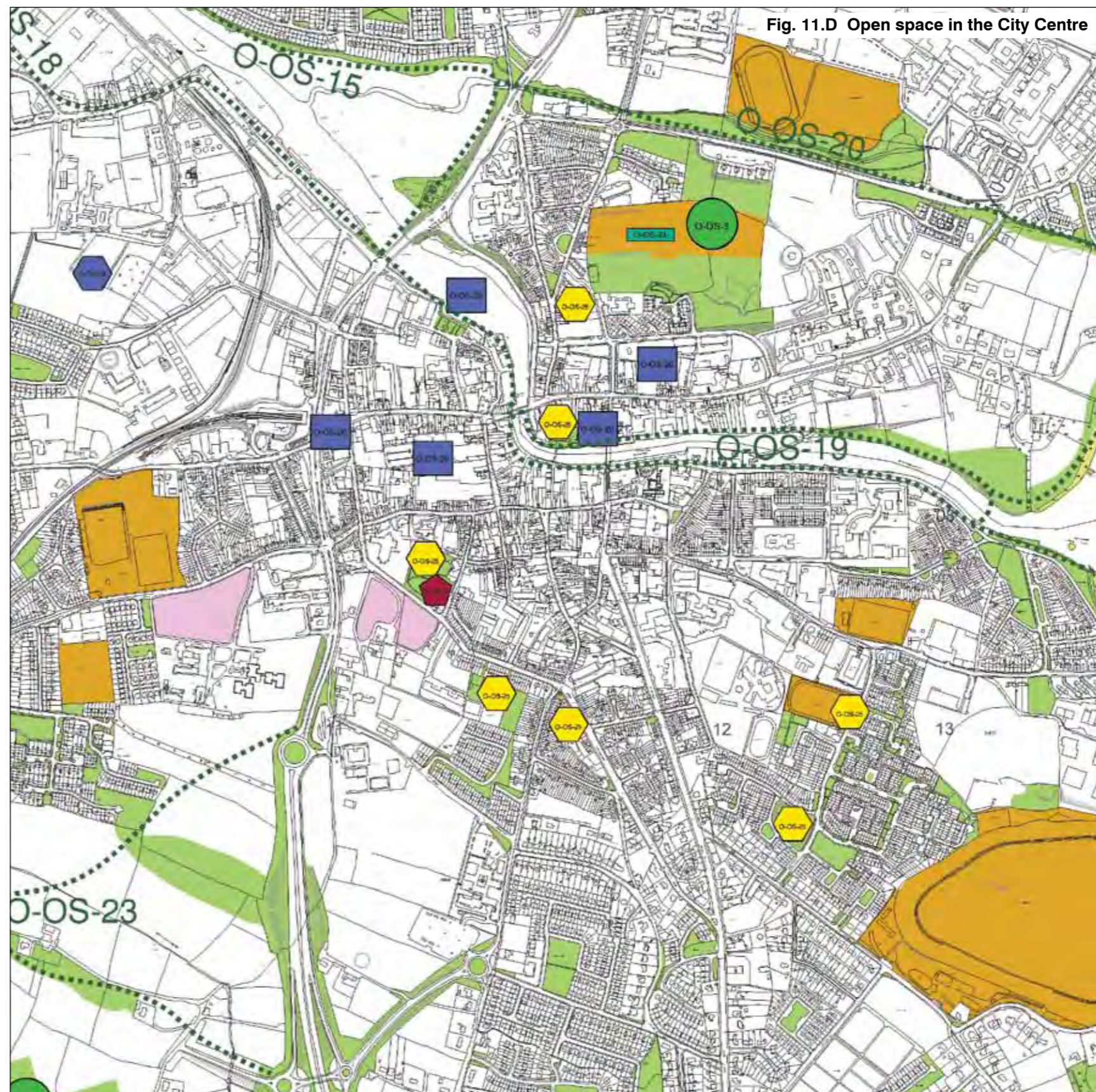


Fig. 11.D Open space in the City Centre

### Urban squares objectives

It is the objective of Sligo Borough Council to:

- O-OS-26** Develop suitably landscaped urban squares at the following locations:
- **Adelaide Square** - in the vicinity of the Wine Street-Adelaide Street Junction
  - **Stephen Square** - at Stephen Street car park
  - **Quay Square** - at Quay Street car park
  - **Central Square** - in the middle of the Centre Block
  - **Museum Square** - in the Green Fort precinct off Connaughton Road
- O-OS-27** Develop the Cathedral Park (a.k.a. Peace Park) as a city centre park, maintaining the special character of this walled space, while facilitating the use of the central area for purposes such as open air performances.
- O-OS-28** Develop an urban square/pocket park of minimum 0.5 ha as part of any redevelopment that would include the site of the former orchard associated with the Ursuline Convent.



# Chapter 12. Urban design



**U**rban design seeks to create and maintain successful places by ensuring that spaces are well-designed, attractive, easy to use and navigate around, pleasant and safe. It is interested in the relationship between buildings, their uses and their surrounding public realm.

The importance of implementing the core principles of good urban design when creating new places and integrating new development into established built environments cannot be underestimated.

Applying the principles of urban design to new developments involves thinking about the way people use space. This creative thinking process results in the shaping of spaces in which people like to work and play. Good urban design creates social well-being and, in the long-term, contributes to economic prosperity.

## 12.1 City vision and urban design strategy

As we face into the twenty-first century, the vision for the future Sligo is that of a compact, accessible, green, creative city, where people will want to engage with the city centre, where residents can enjoy attractive, healthy living places and where visitors and locals alike perceive the city as embracing rather than rejecting the surrounding countryside.

Sligo local authorities will pursue this vision through the enhancement of the city core, the creation of a vibrant city centre with pedestrian priority, safe streets, new linkages and urban spaces around key amenities such as the Garavogue River, its estuary and existing parks.

To achieve this vision, the local authorities will implement an Urban Design Strategy whose central aim is to ensure that the core principles of good urban design are applied to all developments in the SEDP area.

The Spatial Strategy outlined in Chapter 5 provides the basis for the Urban Design Strategy, which is tailored to the four types of areas identified in Section 1.2.3 Urban shape, namely:

- the **City Centre** – which includes key character areas that define the city's identity;
- the **Inner City** – which embraces the city core, containing the older residential areas, substantial amounts of institutional lands, including former convents, the General Hospital, several schools and the Institute of Technology.
- the **Outer City** – which comprises the newer residential areas and neighbourhood centres, parks/open spaces, some recent commercial developments and utilities.
- the **City Fringes** – which include the urban-rural interface and the approaches to the city via the national primary roads N4, N15 and N16.

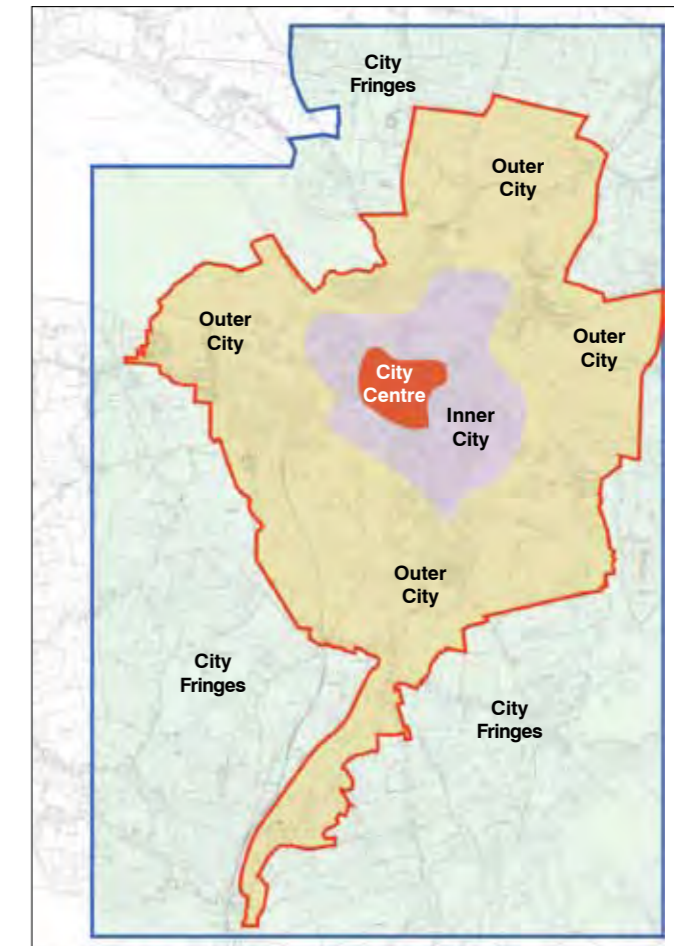
The strategic policies for urban design are derived from the vision for Sligo City.

### Strategic policies for urban design

It is the policy of Sligo Borough and County Councils to:

- SP-UD-1** Create a coherent urban structure, making the city more legible and pedestrian-friendly.
- SP-UD-2** Reinforce the diverse character of different parts of the city and ensure that new urban quarters develop their own identity.
- SP-UD-3** Protect the built heritage and create a contemporary fabric to co-exist in harmony with the old.
- SP-UD-4** Promote design excellence in the public realm.
- SP-UD-5** Create high-quality residential neighbourhoods.

Fig. 12.A Sligo and Environs - urban shape



## 12.2 City Centre

The vision for the core of the urban area is to create an interesting, attractive, pedestrian-friendly place that engages the imagination, cooperation and good will of its people through:

- a network of interconnected character areas;
- improvements to the public realm, improved pedestrian permeability and legibility;
- the coordinated regeneration of derelict or underdeveloped areas;
- the integration of the Inner Relief Road into the surrounding urban fabric;
- the careful management of the existing fabric and grain of the old town, encouraging new modern development whilst maintaining the essential Sligo character;
- the development of high-quality urban spaces;
- the identification of sites which – subject to good design – may accommodate taller buildings/ local landmarks, thus increasing the legibility and strengthening the character of the city.



Wine Street

### General City Centre policies

It is the policy of Sligo Borough Council to:

- GP-CC-1** Promote a vibrant mix of retail, service uses, employment uses, community and cultural facilities, natural features and civic buildings in the city centre.
- GP-CC-2** Improve the vitality of the city centre by encouraging a mix of upper-floor uses such as generously-sized apartments over shops.
- GP-CC-3** Encourage activities that enliven the evening economy, including culture and entertainment uses as well as late-night shopping.
- GP-CC-4** Discourage the provision of on-street car parking for new developments.
- GP-CC-5** Restrict further introduction of fast-food outlets and betting shops in the commercial core and historic south-east area.
- GP-CC-6** Restrict further introduction of bars/night clubs in the areas of O'Connell Street and John Street.
- GP-CC-7** Ensure that refurbishment and redevelopment proposals contribute to the environmental quality and are in keeping with the character of the city centre.
- GP-CC-8** Restrict the provision of amusement arcades on the ground-floor frontage of city centre streets.
- GP-CC-9** Prevent the proliferation of fast-food outlets in any particular area within the city centre.
- GP-CC-10** Encourage the retention and use of residential accommodation on the upper floors of city centre properties.
- GP-CC-11** Promote the development of brownfield sites and the consolidation of the city centre.
- GP-CC-12** Require the installation of high-quality signage/shop-fronts on commercial properties within the city centre and restrict the provision of internally-illuminated signage.
- GP-CC-13** Restrict new uses which do not present an active frontage to the street in the commercial core of the city centre and the centre block area.
- GP-CC-14** Discourage the change of use of existing properties on the western half of Wine Street to retail use.

## 12.3 Character areas within the City Centre

A useful way to describe the city is by means of character areas, defined by their built form and the way they are used by the people. In addition to old-town character areas (see below), new ones have emerged or have been reinforced thanks to significant investment in terms of developments and in terms of design frameworks or masterplans.

The aim is to strengthen these character areas and, in so doing, better define the identity of the city.

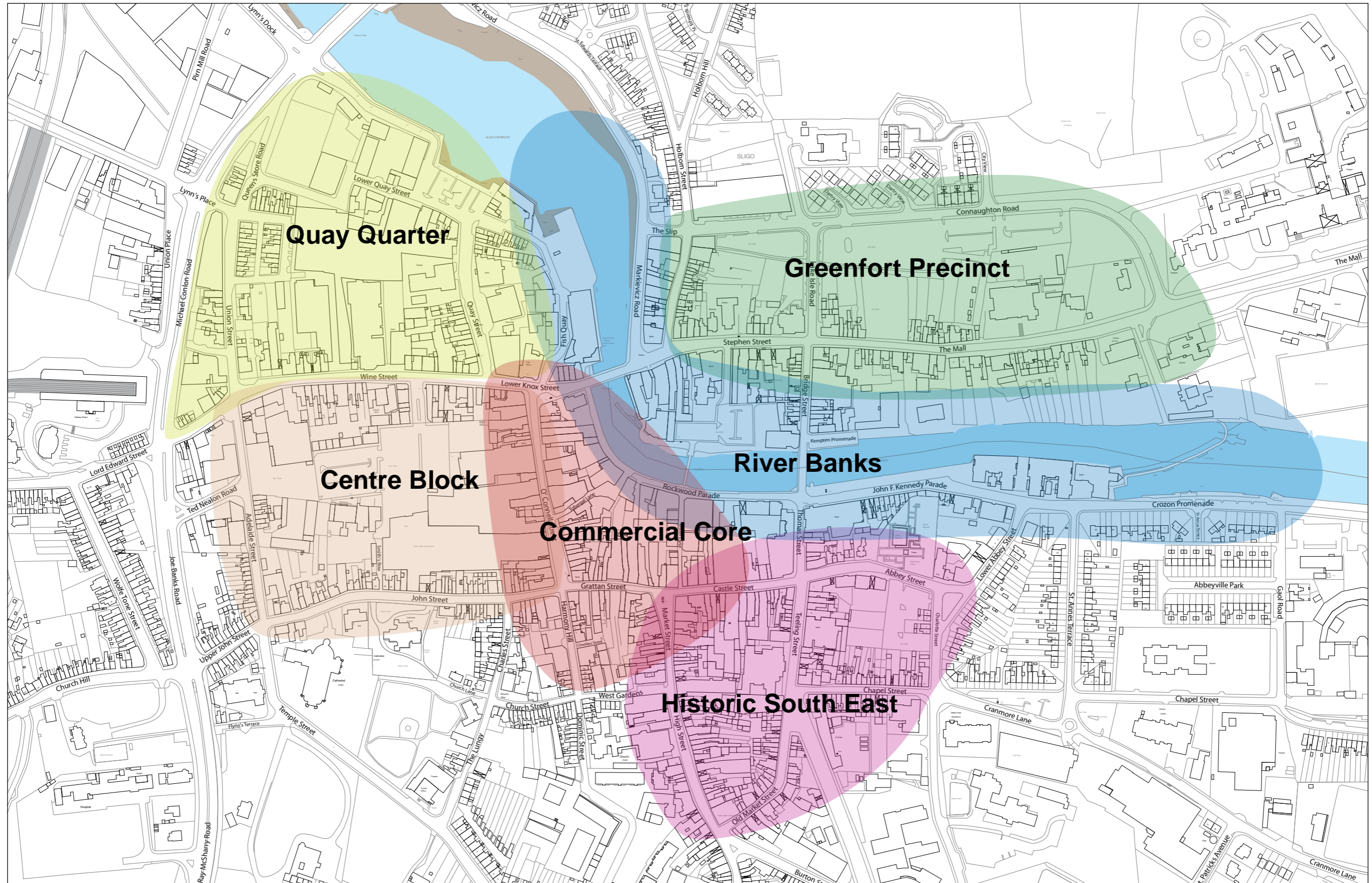
Loosely based on the medieval street pattern and urban block structure, the contemporary city centre comprises the following character areas:

- Commercial Core (CC) – O'Connell Street, Grattan Street, Harmony Hill, Market Cross, Lower Knox Street, Lower John Street and Tobergal Lane.
- Quay Quarter (QQ) – Wine Street, Quay Street, Lower Quay Street, Union Street, Custom House Quay.
- River Banks (RB) – Fish Quay, Markiewicz Road, Rockwood Parade, JFK Parade and Kempton Parade.
- Greenfort Precinct (GP) – Model–Niland Gallery and The Mall, Stephen Street with the County Museum and County Library, and Connaughton Road.
- Centre Block (CB) – area enclosed within Wine Street, Adelaide Street, John Street and O'Connell Street.
- Historic South-East (HSE) – Castle Street, Market Cross, High Street, Teeling Street, Old Market Street, Abbey Street and the Courthouse Block.



High Street

Fig. 12.B Character areas in the City Centre



### 12.3.1 Commercial Core

This area currently represents the commercial heart of the city centre in terms of pedestrian footfall and retail offer. It contains a mix of uses, including retail, financial services, leisure and a limited residential element. In order to maintain the vitality and vibrancy of this area, active ground floor uses should be required in all proposals for new outlets or changes of use. Much of the effort to improve the pedestrian realm and townscape should be focused on this area.

#### Commercial Core urban design policies

It is the policy of Sligo Borough Council to:

- P-CC-CC-1** Promote the improvement of the public realm in the Commercial Core area.
- P-CC-CC-2** On the ground floor of existing and proposed units, promote uses able to generate activity and contribute positively to the pedestrian realm.
- P-CC-CC-3** Require all proposals for new shopfronts/signage to be of high quality and consistent with the character of the area/building – in particular hand-painted signboards on traditional shopfronts or individual lettering on the modern shopfronts.

#### Commercial Core urban design objective

It is the objective of Sligo Borough Council to:

- O-CC-CC-1** Carry out environmental enhancement works to O'Connell Street, including the refurbishment of the pavement and the installation of new street furniture.



### 12.3.2 Quay Quarter

An urban design framework (UDF) has been prepared for the northern end of the Quay Quarter block.

The Quay Quarter UDF examines the development potential of lands adjoining the inner estuary on the south side of the Garavogue, east of Hughes Bridge, in terms of building height, scale, density and form, traffic management and the consequential capacity for the provision of a riverside square that links the historic quayside to the city centre via Quay Street.

The illustrations on this page are extracted from the UDF document prepared by the National Building Agency (NBA) for Sligo local authorities.

The UDF is published as a separate document, but is an integral part of the Development Plan.

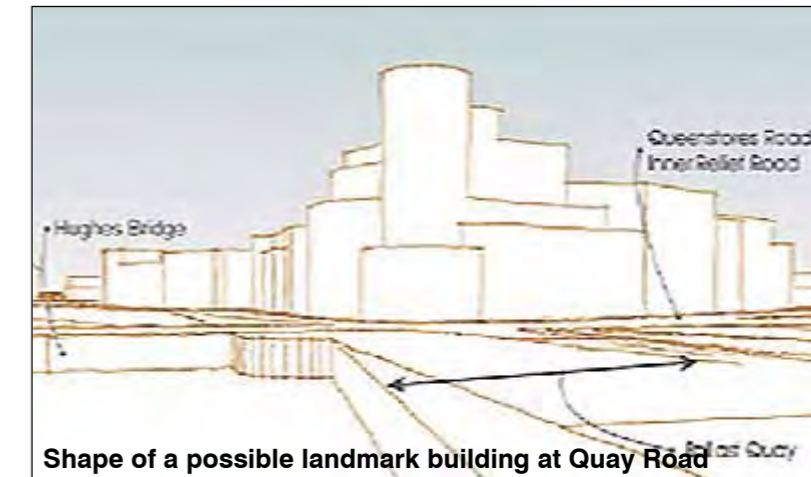
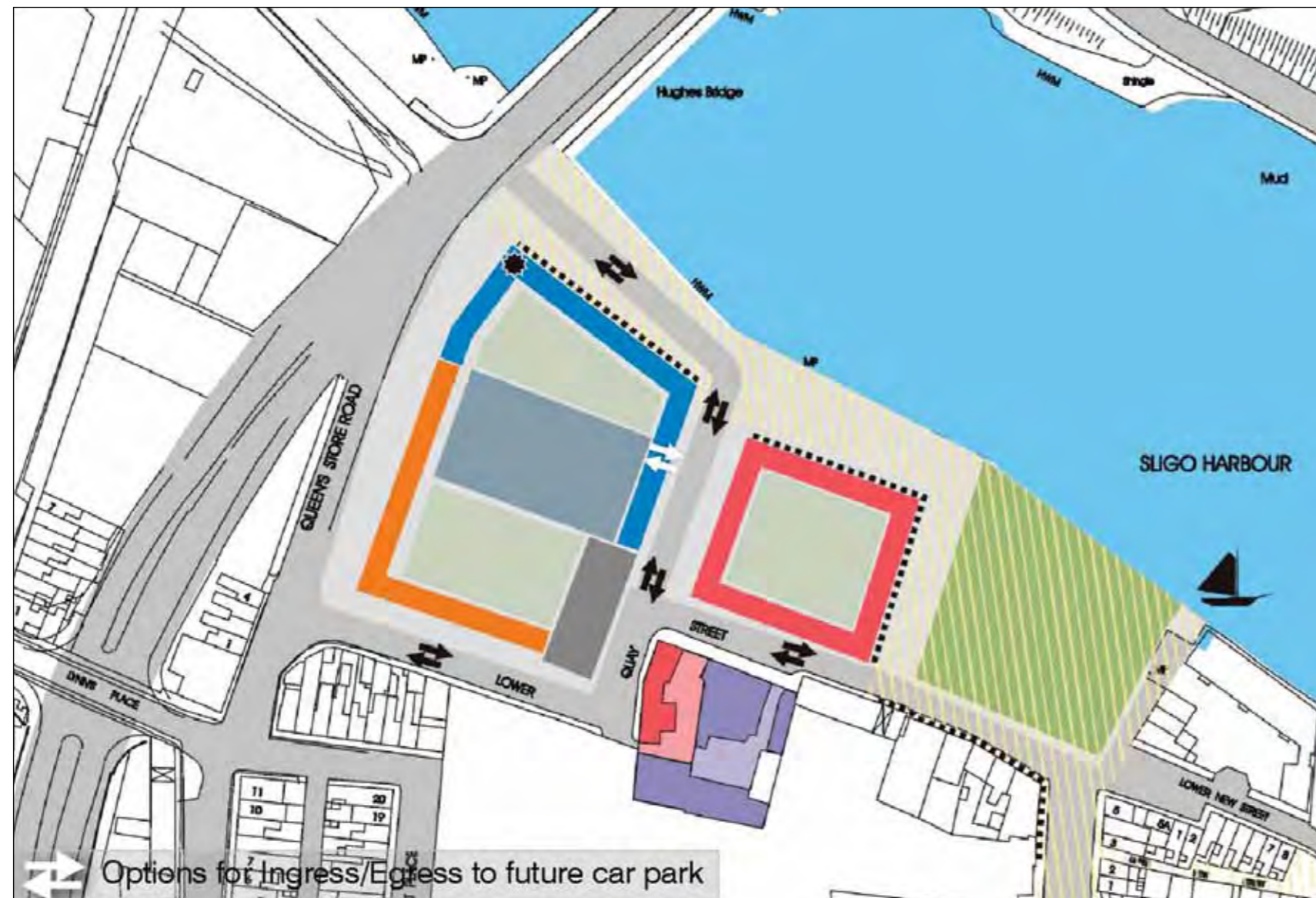


Fig. 12.C Basic principles of the Quay Quarter UDF



**Quay Quarter urban design policies**

It is the policy of Sligo Borough Council to:

- P-CC-QQ-1** Implement the provisions of the Quay Quarter Urban Design Framework.
- P-CC-QQ-2** Facilitate the coordinated improvement of the public realm along the waterfront.
- P-CC-QQ-3** Require that all new buildings be designed to the highest standards in terms of elevations and layouts.

**Quay Quarter urban design objectives**

It is the objective of Sligo Borough Council to:

- O-CC-QQ-1** Promote the construction of a multi-storey car park between Queen Stores Road and Custom House Lane.
- O-CC-QQ-2** Seek the reopening of the former Custom House Lane to facilitate the development of the area.
- O-CC-QQ-3** Redevelop the existing public surface car park as an urban square.
- O-CC-QQ-4** Encourage the development of a landmark building on the corner of Queen Stores Road and Custom House Quay, which will signal the entrance into the City Core and the Quay Quarter.

### 12.3.3 River Banks

The Garavogue River is a dominant feature of the city centre. The area adjoining the river directly to the north of Hyde Bridge is characterised by four- and five-storey buildings on the Markiewicz Road side and by the even taller Glasshouse Hotel and Swan Point building on the opposite river bank.

Rockwood Parade, between Hyde Bridge and New Bridge, is characterised by three-storey buildings with walkways, cafés and restaurants with on-street tables.

Beyond New Bridge is the JFK Parade on the south bank, characterised by a wide paved promenade with seating and sculptures, and Kempton Parade on the north bank, currently used as a car park.

East of Kempton Parade, towards the Glebe House to the rear of Calry Church, there is an area with significant riverside development potential.

The vision for this area is to extend Kempton Parade eastwards and to provide a strong and continuous building edge along its route, similar to buildings fronting Rockwood Parade.

The scale of development will be consistent with existing development on The Mall and Rockwood Parade, though an increase of up to four storeys may be permissible, given the sloping terrain from The Mall to the river. A mix of uses will be encouraged, but the predominant use should be residential.

Pedestrian and vehicular access to the area should be provided through archways off The Mall.

The development of a pedestrian route from Kempton Parade to the J Fallon Footbridge will allow greater enjoyment of the river and increase the permeability and interconnections in the city centre.



Garavogue's northern banks near J. Fallon footbridge

#### River Banks urban design policies

It is the policy of Sligo Borough Council to:

- P-CC-RB-1** Encourage the coordinated re-development of backlands and plots currently associated with the south side of The Mall, to create a new streetscape with a quasi-continuous building line, 3-4 storeys in height, with a minimum pedestrian pavement width of 8 metres from building edge to riverside boundary wall.
- P-CC-RB-2** Facilitate appropriate development that addresses the waterfront and encourages its public enjoyment along Rockwood Parade, JFK Parade and Kempton Promenade and in the environs of the existing Stephen Street Car-park.



Pedestrian-friendly river bank



Successful waterfront development

#### River Banks urban design objectives

It is an objective of Sligo Borough Council to:

- O-CC-RB-1** Build a new weir in the Garavogue River at Hyde Bridge.
- O-CC-RB-2** Open up views from JFK Parade to the Abbey by creating a stronger visual and/or pedestrian link with the riverside through the existing single-storey buildings fronting onto JFK Parade.
- O-CC-RB-3** Promote the floodlighting of Sligo Abbey Tower.



The weir at Hyde Bridge



New waterside apartments at Markiewicz Road

### 12.3.4 Green Fort Precinct

This area is characterised by the presence of the Model Arts::Niland Gallery and the traditional two- and three-storey terraces on The Mall, as well as a significant amount of undeveloped land currently used as a surface car park with access points onto Connaughton Road.

Plans are in place to extend and renovate the gallery and to construct a Regional Museum to the rear of the gallery fronting onto Connaughton Road.

This precinct has the potential to provide a “touchstone” or orientation point that will engage people with the city and the landscape, highlighting topographical, archaeological and artistic features throughout the city and wider environs.

The identification of the Green Fort as a character area within the City Centre represents an opportunity to enhance Sligo’s image as a “creative city”. The aim will be to cluster activities that harness and inspire a culture of creativity in Sligo, which in turn could result in significant economic benefits.

The Model with proposed rear extension (Sheridan Woods)



Artist’s impression of an environmentally enhanced Mall (courtesy of MCO Projects)

#### Green Fort Precinct urban design policies

It is the policy of Sligo Borough Council to:

- P-CC-GP-1** Promote and support the development of the Green Fort area as the main cultural destination within the city.
- P-CC-GP-2** Facilitate the coordinated development of lands within this area.
- P-CC-GP-3** Seek the creation of effective pedestrian linkages between the Green Fort Precinct and the city centre with its key tourist sites, particularly the Abbey.
- P-CC-GP-4** Develop Connaughton Road as an important street integrated within the city centre and encourage a mix of uses and a strong building line from the junction with Holborn Street to the junction with The Mall.
- P-CC-GP-5** Promote The Mall as an integral part of the Greenfort Precinct and carry out environmental enhancement works on this street as resources permit.
- P-CC-GP-6** Encourage the provision of pedestrian and restricted vehicular access between The Mall and the river-banks directly south of The Mall.

#### Green Fort Precinct urban design objectives

It is the objective of Sligo Borough Council to:

- O-CC-GP-1** Facilitate the preparation of a comprehensive site development brief for the Green Fort area and ensure that all development occurs in the context of this brief.
- O-CC-GP-2** Require the provision of a well-designed, generously-sized pedestrian link between The Mall and the proposed Regional Museum – to be incorporated into the above-mentioned site development brief for the area.
- O-CC-GP-3** Promote the construction of a multi-storey/underground car park in this area.



Fig. 12.D Planning status (2008) of the Centre Block Masterplan (courtesy of DMOD)

### 12.3.5 Centre Block

The area delimited by O'Connell Street, Wine Street, Adelaide Street and John Street is known as the Centre Block. In 1999, a masterplan was prepared for this area, with the purpose of providing a framework within which developers, traders and retailers could invest with a clear knowledge and expectation of the intended land use of adjacent sites. Since 1999, several developments have been permitted by Sligo Borough Council based on this masterplan.

**Centre Block urban design policies**

It is the policy of Sligo Borough Council to:

- P-CC-CB-1** Implement the provisions of the Centre Block Masterplan.
- P-CC-CB-2** Facilitate and assist in the rational and orderly development as set out in the Masterplan by assisting in site assembly and, if appropriate in this regard, by the using the Council's powers of compulsory acquisition.
- P-CC-CB-3** Promote uses on the ground floors of existing and proposed units which generate activity and contribute to the enhancement of the pedestrian realm.
- P-CC-CB-4** Promote the high-quality redevelopment of existing properties located between Wine Street and the Centre Block.

**Centre Block urban design objective**

It is the objective of Sligo Borough Council to:

- O-CC-CB-1** Secure the creation of effective pedestrian linkages between the Bus and Train Stations and the City Centre, via the Centre Block development.



### 12.3.6 Historic South-East

The slow migration of retail activity to the City Centre's north and west has resulted in a "shadow effect" being felt in the south-eastern area. However, there is much potential to build upon the area's traditional attractiveness. The proposals for eventual pedestrianisation of Market Street should assist in enhancing the environmental quality of this area.

In 2005, a Courthouse Block Urban Design Framework (UDF) was prepared by the National Building Agency for Sligo Borough Council. The Courthouse Block is part of the Historic South-East character area.

The UDF was subsequently incorporated into the SEDP 2004-2010 and it continues to be an integral part of the SEDP 2010-2016.

**Historic South-East urban design policies**

It is the policy of Sligo Borough Council to:

- P-CC-HSE-1** Implement the provisions of the Courthouse Block Urban Design Framework.
- P-CC-HSE-2** Promote the coordinated development of lands within the Courthouse Block.

**Historic South-East urban design objectives**

It is the objective of Sligo Borough Council to:

- O-CC-HSE-1** Prepare a site development brief for the area defined by Abbey Street, Chapel Street and Charlotte Street, which will make provision for a multi-storey car park and the enhancement of the streets and amenities in the immediate surroundings.



Fig. 12.E Courthouse Block development options (extract from the Courthouse Block Urban Design Framework prepared by the National Building Agency)

## 12.4 City-Centre urban design initiatives

Sligo Borough Council is committed to ensuring that good urban design principles are incorporated into the built form of the city centre, whilst maintaining the character of older sections of the city. A central component of the urban design strategy for the city is the implementation of a series of initiatives aimed at enhancing the urban experience for pedestrians, such as:

- the creation of new urban spaces/squares or the refurbishment and re-use of existing spaces and their inclusion into the life of the city;
- the creation/enhancement of pedestrian linkages throughout the city centre;
- the enhancement of the public realm in terms of improved street furniture and paving, traffic calming and pavement widening;
- the integration of the Inner Relief Road into the surrounding urban fabric and its evolution into a central component of city life.

### 12.4.1 Urban squares

Public squares/spaces are important aspects of the life of a city, allowing citizens to enjoy the urban experience, facilitating outdoor public events and festivals, public art installations – temporary or permanent –, street markets, buskers, etc.

Sligo lacks public open spaces in the heart of the city. In order to address this deficiency, five new urban squares are proposed for the city centre. These new public spaces will be interconnected via a network of pedestrian linkages.

#### Adelaide Square

It is proposed to create a new civic space near the junction of Adelaide Street and Lord Edward Street, which will connect the town centre to the train station and act as an entrance point into the city centre.

The square should contain a zone of bus and taxi pick-ups and a pedestrian area that can host cafés and other such uses. The site of the current bus maintenance depot, to the south of the proposed square, has potential for a well-designed office block, with more active ground floor uses. Any new building on this site should tie into the existing streetscape.

Adelaide Square will act as a cue, signal or “gateway” to the city centre. People arriving from the public transport node should be encouraged to enter the city centre via the Centre Block and Wine Street, in order to maximise commercial opportunities. Pavement widening on Adelaide Street and the provision of ground-floor retail uses on the street will assist in maintaining the flow of pedestrians through the central retail areas.

This square would be a suitable location for the provision of a tourist information point, giving advice and guidance to tourists at their point of entry into Sligo.

The location of ticketing outlets for Iarnrod Eireann and Bus Eireann in Adelaide Square would also be of considerable benefit in the context of providing of a pedestrian sky-walk over the Inner Relief Road. In this manner, pedestrians would have direct access from the square to the station and the public transport node would no longer be severed from the city centre.



Fig. 12.F Possible shape of Adelaide Square at the junction of Adelaide Street and Lord Edward/Wine Street (courtesy of Luciana Campos, urbanist)

#### Stephen Square

This new, south-facing urban square on the existing Stephen Street car park site will address the Garavogue riverside. The size of the square would allow it to accommodate a variety of open-air activities, such as an outdoor market for the sale of arts, crafts, antiques, and specialist food items, including locally-produced organic fruit and vegetables on the weekends. This market could also provide an outlet for local artists and organic farmers, building on Sligo’s reputation for culture and fine food produce.

Stephen Square would also serve as a transition space, with a niche market between the main retail area and the emerging Greenfort cultural precinct located to the north-east, between The Mall and Connaughton Road.

#### Quay Square

On the site of the existing Quay Street car park, it is proposed to create a new urban square/park overlooking the inner estuary. This space will comprise both hard and soft landscaping, taking advantage of its waterfront location and facilitating future restaurants and cafés to spill out onto the pavement with tables and chairs.

#### Central Square

In the middle of the Centre Block, between Adelaide Street and O’Connell Street, the Central Square is to be created. This new public space, framed by buildings with shops at the ground floor and upper-floor apartments, should be designed and managed to become a commercially and socially vibrant place.

#### Museum Square

Adjoining the new Museum off Connaughton Road and the extension of the Model::Niland Gallery, a new square is proposed: Museum Square. The vision for this square is to create an animated civic space for people, that reflects the richness and diversity of the contemporary and traditional culture of Sligo.

Due to the envisaged development of Forthill Park across Connaughton Road and the location of key institutions in the vicinity (General Hospital, Institute of Technology), Museum Square has the potential to become an important crossing point of several pedestrian and cycle routes through the city linking key destinations. It should also be an entrance point to many diverse facilities and a “compulsory” station on key routes through the city.

### Urban squares - objectives

It is an objective of Sligo Borough Council to:

#### Adelaide Square

- O-CC-AS-1** Promote and facilitate the development of Adelaide Square in the vicinity of the Wine Street/Adelaide Street Junction, as a new civic space and gateway to the city centre.
- O-CC-AS-2** Ensure that any developments along Adelaide Street (including road widening or the provision of new building lines) incorporate a widened pavement so as to encourage pedestrian linkage from the proposed civic square to the entrance of the centre-block.
- O-CC-AS-3** Ensure the framing of the square by either existing or new buildings of sufficient heights, subject to appropriate visual and contextual site analysis.
- O-CC-AS-4** Require effective pedestrian linkages to Mac Duir-mada Station from Adelaide Square.
- O-CC-AS-5** Encourage the provision of a focal point in the square, possibly in the form of public art structures.
- O-CC-AS-6** Facilitate the relocation of the existing bus maintenance depot currently accessed off the corner of Adelaide Street and Lord Edward Street, and the appropriate redevelopment of the site.

#### Quay Square

- O-CC-QS-1** Create a public square/park on the existing site of Quay Street Car Park.
- O-CC-QS-2** Ensure that any redevelopment proposal in the vicinity of Quay Street Car Park (including its redevelopment as a public open space) involves buildings of a suitable scale and a volumetric composition able to frame the proposed urban square.

#### Stephen Square

- O-CC-SS-1** Develop Stephen Street car park as a public square capable of accommodating a variety of open-air activities, including an outdoor market area.
- O-CC-SS-2** Retain, where possible, the existing mature trees on the riverbank adjacent to the existing car park site.

#### Central Square

- O-CC-CS-1** Create an urban square in the middle of the Centre Block, in accordance with the Centre Block Master-plan and permitted developments.

#### Museum Square

- O-CC-MS-1** Create an urban square in the Green Fort Precinct, connecting the proposed County Museum and the refurbished and extended Model::Niland Gallery.

## 12.4.2 Public realm improvements

In order to achieve spatial coherence within the city, it is essential to improve the public realm, which is made of streets, pedestrian lanes, formal open spaces, and all the other non-defined but publicly-accessible spaces between buildings.

Crucial to the improvement of the public realm is the creation of a series of pedestrian links and spaces that would shape an environment where the public can enjoy the urban experience.

### Public realm policies

It is the policy of Sligo Borough Council to:

- P-CC-PR-1** Promote the development of a pedestrian-friendly city centre through a programme of pedestrianisation, pavement widening and traffic calming.
- P-CC-PR-2** Improve the public realm in the city centre by requiring that overhead wires be placed underground, by improving street lighting, paving, landscaping, introducing street furniture and placing public art objects.
- P-CC-PR-3** Ensure that street furniture is sympathetic with its historic surroundings as part of a consistent approach for each of the various character areas of the city centre.
- P-CC-PR-4** Encourage the “greening” of the city centre by planting trees/flowers and by introducing planter boxes at appropriate locations.

### Public realm objectives

It is an objective of Sligo Borough Council to:

- O-CC-PR-1** Carry out street improvement works to Castle Street, Grattan Street, High Street, Market Street, John Street and Abbey Street to provide for reduced carriageway width, wider public footpaths and repaving.
- O-CC-PR-2** Carry out street improvement works to the western side of Wine Street from the Adelaide Street Junction to O’Connell Street to include for reduced carriageway width, wider public footpaths and repaving while facilitating servicing, public utility access and access for people with disabilities.
- O-CC-PR-3** Pedestrianise Market Cross at the heart of the city





Inner Relief Road - cut through established residential areas



Inner Relief Road in front of the Station



Inner Relief Road - a walled artery

### 12.4.3 Inner Relief Road – an edge to the City Centre

The Inner Relief Road (IRR), which opened in 2005, was designed to relieve traffic congestion in the city centre. By its very nature and design, cutting through an established built-up area, the road has created a definite edge and boundary to the west of the city centre.

As the city develops and as the focus is turning to the redevelopment of the Docklands area, it is imperative to re-examine the treatment of frontages on either side of this major road.

The purpose of such an examination would be to soften the “boundary” effect and better integrate the road and adjacent hinterlands into the surrounding urban fabric.

A number of sites along the IRR have the potential to be redeveloped in a manner that would create an articulate, attractive urban edge with links between the opposite road sides, be it physically via footbridges or symbolically through careful design treatment of spaces and building frontages.



A possible new look for the Inner Relief Road, with pedestrian-friendly frontages (courtesy of Luciana Campos, urbanist)



**Inner Relief Road urban design policies**

It is the policy of Sligo Borough Council to:

- P-CC-IRR-1** Consider permitting taller buildings (at least five stories) on particular sites along the Inner Relief Road, subject to high-quality design based on comprehensive site contextual analysis.
- P-CC-IRR-2** Encourage the upgrading and improved presentation of the rear elevations of properties fronting onto Wolfe Tone Street.

**Inner Relief Road urban design objectives**

It is an objective of Sligo Borough Council to:

- O-CC-IRR-1** Promote street-fronting development with active ground floors along the Inner Relief Road between Hughes Bridge and the junction with John Street, in order to create a pedestrian-friendly streetscape and reduce the strong boundary effect between the west and east sides of city.
- O-CC-IRR-2** Improve the pedestrian environment along the Inner Relief Road between Hughes Bridge and the junction with John Street in terms of pedestrian crossings, pavements, railings, landscaping.

## 12.5 The Inner City

The Inner City, immediately outside the City Centre, incorporates older, established residential areas and substantial amounts of public/institutional lands. The vision for the Inner City is to maintain, enhance and improve, where necessary, the public realm within these areas, whilst also facilitating the redevelopment of brownfield sites and the consolidation of the built-up area.

As discussed in Chapter 7, within established residential areas there may be opportunities for infill development, subdivision of existing units, or replacement of existing dwellings with more suitably designed structures. While the primary consideration will be to protect the existing residential amenities, consideration will be given to higher-density developments that would contribute significantly to the improvement of the public realm and would enhance the sense of place and legibility of the areas in which they are located.

### Inner City urban design policies

It is the policy of Sligo Borough Council to:

- P-IC-UD-1** Encourage, as appropriate, the redevelopment and regeneration of brownfield sites in existing residential areas where it can be shown that new developments incorporate proposals to improve the public realm – such as the upgrading of an existing open space, the development of a playground, repaving and landscaping – and where such improved areas are accessible to the wider community.
- P-IC-UD-2** Improve the public realm of existing residential areas by introducing traffic calming measures, environmental improvements, open spaces, landscaping, and tree planting.
- P-IC-UD-3** Facilitate the large-scale, comprehensive redevelopment of established residential areas, where appropriate, based on detailed masterplans prepared in consultation with the community in the context of Local Area Plans for the respective areas.

## 12.6 The Outer City

The Outer City comprises a mix of newer, suburban-style housing estates, business/industrial zones (e.g. Finisklin, Ballytivnan), warehousing, logistics (Belladrihid), public utilities (e.g. water/wastewater treatment plants) and recreational areas (such as Cleveragh and Hazelwood). A substantial portion of the proposed Economic Spine is also located in the Outer City.

Unlike in the rather compact Inner City area, there are substantial gaps in development in the Outer City. These are the designated urban expansion areas, where new development should create a tightly-knit urban fabric, with pedestrian, cycle and public transport links to the Inner City and City Centre.

### 12.6.1 Planning urban extensions

If cities are to achieve the critical mass required to sustain balanced regional development, they must be capable of attracting both people and investment in order to create and maintain sustainable communities.

The aim of this plan is to create a destination city, compact and sustainable, to which outsiders will want to re-locate, where locals want to remain, where emigrants want to return and where businesses and employers will want to settle.

Crucial to this vision is the creation of attractive residential areas with a sense of place, identity and character with sufficient densities to support public transport, generous parklands, leisure facilities, and services within walking distance. The quality of new urban residential development is central to the aim of creating sustainable communities.

#### Local area plans and masterplans

Five areas of the Outer City have significant potential for new residential, commercial and industrial development that would enable the city to expand in a comprehensive and planned manner. (Refer to Section 5.3 in Chapter 5. Spatial Strategy)

These areas are: the Docklands, Cranmore-Cleveragh, Caltragh-Carrowroe, Hazelwood-Ballinode and the North Fringe. Each of these areas should be developed on the basis of a Local Area Plans comprising detailed masterplans.

A local area plan (LAP) has been adopted for Hazelwood-Ballinode in 2004. This LAP includes a masterplan that provides sufficient details to indicate to prospective developers the planning intentions of the local authorities for the area.

A local area plan for the North Fringe is being prepared alongside this Draft Development Plan. The North Fringe LAP also includes a detailed masterplan indicating the preferred layout of streets, residential neighbourhoods, community facilities, commercial and industrial development, and open space.



Neighbourhood centre at Crozon

### 12.6.2 Designing new neighbourhoods

#### Residential Areas

To attract, create and maintain sustainable communities, the provision of a good quality living environment is essential. Chapter 16 of this Plan sets out the development management standards that will be applied to new development proposals to ensure high-quality living spaces.

Ensuring high design quality in new residential development will remain a priority of the local authorities. At the same time, it is essential that the new communities are adequately served in terms of local facilities, such as corner shops, crèches and recreational spaces.

#### Neighbourhood Centres

It is proposed to develop a network of neighbourhood centres, strengthening existing and emerging centres and creating new ones, in order to ensure that all new residential areas are adequately served by local facilities (refer also to Sections 6 and 7 of this Draft Plan). One of the functions of such centres should be to consolidate the surrounding communities, acting as focal points in their areas. Apart from a diverse service offer, good design is essential in ensuring that neighbourhood centres are attractive and functional.

**Neighbourhood Centres – urban design policies**

It is the policy of Sligo Borough and County Councils to:

- P-OC-NC-1** Consider, subject to high-quality design, increased building heights and higher densities in mixed-use developments at new and existing neighbourhood centres (with retail units at ground-floor level and offices/apartments overhead).
- P-OC-NC-2** Require the provision of open space in the form of a pocket park or urban square, with playgrounds or skate-board parks where appropriate. The open space should be framed and overlooked by buildings.
- P-OC-NC-3** Require that car parking serving neighbourhood centres be located behind the building line, while ensuring that all spaces are overlooked, convenient and easily accessible. In particular, provision for private car parking (for either business owners or apartment dwellers) will be required to be located to the rear or side of buildings.



**Apartments at Connaughton Road**

**12.6.3 The Economic Spine**

The main roads into Sligo city centre with remaining development potential are the N4/Dublin Road (approach from the south) and the N15/Bundoran Road (approach from the north). In Chapter 5, lands along this corridor have been identified as the Economic Spine of the City and substantial areas have been zoned accordingly for mixed uses (not including retail).

Along the two main roads, particularly along the Inner Relief Road, it is desirable to encourage strong building lines, in order to consolidate the image of Sligo as a compact, well-structured and attractive city. Too often the roads approaching a city are characterised by haphazard and uncoordinated development, which creates an unsettling impression of the area.

It is vitally important that any development that occurs along/within the Economic Spine is carried out in a comprehensive, planned manner, ideally in the context of a Local Area Plan or masterplan.

The design of buildings in this area, particularly those visible from the N4/Inner Relief Road and N15/Bundoran Road will be required to be of exceptionally high quality in terms of elevational treatment and use of materials.

**New residential areas – urban design policies**

It is the policy of Sligo Borough and County Councils to:

- P-OC-R-1** Require diversity in the density of development and in the form, size and type of dwellings within new residential areas. Monotonous, repetitive use of a limited number of house types (“suburban”-style estates) is strongly discouraged.
- P-OC-R-2** Require a high standard of design for all residential developments in terms of buildings, and also in terms of streets and open space layout, in order to ensure pedestrian safety and to create an attractive, distinctive living environment.
- P-OC-R-3** Promote energy conservation and renewable energy technologies in new residential developments. Such measures shall be consistent with national policies.
- P-OC-R-4** Encourage the provision of strong building frontages onto the main thoroughfares, to create definite building lines and continuity of the city structure where appropriate.
- P-OC-R-5** Ensure that new developments are designed in a manner that respects the residential amenity of adjoining dwellings.
- P-OC-R-6** Require new developments to have regard to the DoEHLG’s documents *Quality Housing for Sustainable Communities – Best Practice Guidelines* (2007), *Sustainable Residential Development in Urban Areas* (2008) and the accompanying *Best Practice Urban Design Manual* (2008).

- P-OC-R-7** Implement the requirements of the *Sustainable Residential Development in Urban Areas* and the *Quality Housing for Sustainable Communities* guidance documents published by the DoEHLG, in respect of all apartments and housing units built in mixed-use or dedicated apartment complexes.  
Such requirements will refer to:
  - a. apartment/house design
  - b. minimum internal design standards for apartments
  - c. provision of community facilities, open space and balconies
  - d. access for people with disabilities
- P-OC-R-8** In schemes comprising more than 20 residential units, require that the standards relating to apartment size and private open space are exceeded in at least 40% of the units.
- P-OC-R-9** Ensure that the design of residential development located on the edge of the current built-up area takes into consideration the context and character of the surrounding countryside, retains and enhances – where appropriate – existing features such as field boundaries, green roads, mature trees, distinctive landscape features etc.
- P-OC-R-10** Require development boundaries at the current urban-rural interface (at time of planning) to reflect the nature and character of boundaries typical to the surrounding countryside.

**Economic Spine – urban design policy**

It is the policy of Sligo Borough and County Councils to:

- P-OC-ES-1** To promote the development of strong building lines in terms of design – height, scale, orientation, massing and elevational treatment – along the identified Economic Spine (N4/Inner Relief Road, N15/Bundoran Road and along the old N4/Dublin Road north of Carrowroe Roundabout).

## 12.7 City Fringes

The City Fringes, extending into the Buffer Zone between the development limit and the Green Belt, are defined by the urban-rural divide and the main approach roads to the City Centre. This is an area reserved for future urban expansion, after the existing gaps in the Outer City areas will have been filled by development. However, such expansion is a long-term perspective and in the meantime it is important to create and maintain a clear edge of the city, inter alia by restricting single-house and ribbon development in the City Fringes.

While Chapter 7 deals with the settlement policy issues that arise in Sligo's fringe area, this section addresses the urban-rural edge and the design treatment of the approach roads to the city.

### 12.7.1 Urban-rural edges

The interface between the built-up area and the surrounding countryside is important in terms of the image the city presents to people entering and exiting. In many locations around the perimeter of the city, housing estates back onto open countryside with bare concrete block walls, timber fences and rear elevations of houses.

This presents an image of an urban area which has rejected and ignored its surrounding rural context and does not create a pleasant sight for the passer-by. It is in the interests of sustainable development and integrity of the rural landscape that the distinction between urban and rural environments is very clear. However, this does not mean that the urban environment should turn its back on the rural landscape.

The local authorities should ensure that all new development on or in the vicinity of the development limit addresses and presents an attractive front to its rural surroundings.

### 12.7.2 City approach roads

The main approach roads into the city comprise the N4/Dublin Road, the N15/Bundoran Road and the N16/Enniskillen Road. Other important roads are the R292/Strandhill Road and the R286/Dromahair Road. Long stretches of the regional approach roads are characterised by extensive ribbon development.

The local authorities aim to halt the process of urban sprawl and prevent rural areas becoming subsumed into the built-up area of the City. It is considered essential to maintain the urban/rural divide where possible and retain the rural character of these areas outside the urban continuum.

The old N4/Dublin Road, between Belladrihid and Carrowroe, is also an important access road into the City, located within the development limit and with significant potential for the development of industrial-type activities (WILT – waste management, industry, logistics and transport-related uses).



Rural housing at Drumaskibbole, south of the city

#### City Fringes – urban design policies

It is the policy of Sligo Borough and County Councils to:

- P-CYF-1** Ensure that any development of single houses, which occurs within the City Fringes in accordance with policies stipulated in Chapter 7 of this Plan, respects the local character and integrates into the surrounding countryside and/or built environment.
- P-CYF-2** Ensure that the design of residential, commercial or industrial development located on the edge of the built-up area or in the vicinity of the development limit takes into consideration the context and character of the surrounding countryside, retains and enhances – where appropriate – existing features such as field boundaries, green roads, mature trees, distinctive landscape features etc.
- P-CYF-3** Require development boundaries at the urban-rural interface to reflect the nature and character of boundaries typical to the surrounding countryside.
- P-CYF-4** Ensure that all new development at the urban-rural edge is of a high quality in terms of design, layout and use of materials and finishes.
- P-CYF-5** Require that the layout of any new development located on or in proximity to the city edge addresses rather than “backs onto” the surrounding countryside and has regard to any designated green corridors identified in Chapter 11 in terms of their layout, orientation and design.
- P-CYF-6** Facilitate permeability at the edge of built-up areas and improve access to the surrounding countryside and to all designated green corridors identified in Chapter 11 of this Plan, where possible and appropriate.

## 12.8 Urban regeneration

Urban regeneration can be defined as the redevelopment of brownfield sites in an urban area involving the demolition and rebuilding of existing structures, reusing and refurbishing existing building stock or a combination of the above. It can be used as a tool for creating completely new character areas within a city, re-establishing or reinforcing existing distinctive places and revitalising dilapidated spaces.

During a period extending from the mid-1980s to the late 1990s, Sligo benefited from the various urban renewal tax incentive schemes available at the time, and areas such as Rockwood Parade, Tobergal Lane and Market Yard were redeveloped and incorporated into the heart of the city.

In the context of the city of Sligo facing into an “incentive-less” future in terms of urban renewal schemes, the impetus for further urban regeneration should be set by local area plans, urban design frameworks, master-plans or site development briefs. As resources permit, the local authority should lead the way in directing and encouraging urban regeneration on selected sites/areas within the city.

In this regard, a number of sites within the city have been identified as being suitable for redevelopment, having regard to their location within the city centre or inner city and their current under-utilisation or dereliction. Many of these sites have significant potential to become important elements of the city centre in visual terms, also in terms of their capacity for commercial development and their potential to add to the vitality and vibrancy of the city.

These sites are as follows:

1. backland areas to the west of Wolfe Tone Street;
2. the area bound by The Lungy, the rear of properties fronting Church Street and Dominic Street, Temple Street and Market Place;
3. the area bound by the Inner Relief Road, Adelaide Street, Lord Edward Street and the rear of properties fronting Upper John Street, possibly extending to lands bound by Union Street and the Inner Relief Road;
4. the site of the existing Stephen Street car park;
5. the north bank of the Garavogue River – Kempton Parade to J. Fallon footbridge;
6. the lands bound by Church Street/Charles Street/John Street/Harmony Hill;
7. the lands between Stephen Street, Holborn Street, Lake Isle Road and Connaughton Road;
8. lands at the rear of the Train Station as far north as Finisklin Road;
9. lands defined by Charlotte Street, Abbey Street, Teeling Street and Chapel Street including the Abbey;
10. lands defined by Queen Stores Road, Custom House Quay and Lower Quay Street (Quay Quarter);
11. lands defined by Burton Street, Pearse Road and the rear of properties fronting onto Old Market Street;
12. lands defined by Harmony Hill, West Gardens, Market Street and Grattan Street.



### Urban regeneration objective

It is an objective of Sligo Borough Council to:

- O-UR-1** Prepare, as resources permit, or require the preparation by private developers in conjunction with the local authorities, of urban design frameworks for the above-mentioned sites.



### Urban regeneration policies

It is the policy of Sligo Borough Council to:

- P-UR-1** Discourage piecemeal development on the listed regeneration sites.
- P-UR-2** Require that any development on the listed sites be planned/designed in the context of an urban design framework or site development brief.
- P-UR-3** Ensure that new development is carried out in an orderly and planned manner, having consideration for the future development and form of the area.
- P-UR-4** Permit and facilitate plot amalgamation and land assembly in the centre of blocks (backlands of plots), as a means of assisting urban regeneration, so as to promote the commercial viability of the city centre, while ensuring that there is a balance between the scale of the development proposals, in terms of height, mass and bulk, and that the traditional perimeter buildings of the block are not dwarfed.
- P-UR-5** Generally, maintain a continuous building line around the perimeter of the block – this assists in maintaining the character of the area and can screen multi-storey and surface car parks, loading bays and service yards within blocks.
- P-UR-6** Promote the principles of contextual compatibility for all new buildings within the historic city centre and promote carefully-designed architectural solutions that are modern and innovative.
- P-UR-7** Ensure that any new development activity acknowledges the urban block structure as the traditional frame for development. In particular, buildings will be required to maintain historical building lines and there will be a presumption against new buildings stepping back from established building lines, except for key public buildings, or where a new building might interfere with the setting of a protected structure or adjoining an ACA.
- P-UR-8** The maintenance of the traditional plot width along the perimeter of blocks will be generally required within the Zone of Archaeological Potential of Sligo, particularly where the building façade is manifested on the streetscape. Under special circumstances, a new building with a broader plot width might be permitted, but the façade would be required to include some form or articulation that emulates or fits in with the traditional streetscape character.
- P-UR-9** Any development in the city centre should have regard to the urban morphology of the area (i.e. the street pattern, block form, plot width and depth). For any infill development in the heart of the city centre, particularly along the street front or block edge, there is a need to consider the established plot width and building height, as these contribute significantly to the “grain” of a streetscape.

## 12.9 Tall buildings

Taller buildings placed into an urban environment, if properly designed and sited according to their context, can contribute significantly to the character, identity and legibility of an area. A tall building can be defined as a building substantially higher than the surrounding built-up area. In the case of Sligo, a tall building could be defined as having at least five storeys.

Certain sites have been identified within the built-up area of Sligo City where buildings taller than would normally be permitted may be considered, subject to high-quality, innovative design and use of materials.

Tall buildings on these sites should perform a specific urban design function in terms of announcing the approach of the city centre (sites C, D, E – see below) or defining a particular area (sites A, B, D – see below).

These sites are as follows:

- A. Narrow triangular site between Queen Stores Road and the Inner Relief Road
- B. Site between the Inner Relief Road and Adelaide Street
- C. Larger triangular site between Lynn’s Place, Lynn’s Dock and the Inner Relief Road
- D. Site to the south of Hughes Bridge between Custom House Quay and Queen Stores Road
- E. Site to the west of the Summerhill Roundabout of the Inner Relief Road

On the approaches to the city, a number of strategic sites – “gateways” to the city area – have been identified, where taller buildings may also be appropriate. These sites are highly visible and as such, it is essential that any building on these sites is designed to the highest standards. Such developments would announce the presence of the built-up area, would “set the tone” for the city and influence the public perception of Sligo as a modern urban centre.

These sites are:

- F. The Northern Gateway: Lisnalurg
- G. The Southern Gateway: Carrowroe Roundabout – two sites

### Tall buildings policies

It is the policy of the Sligo Borough and County Councils to:

- P-TB-1** Require that all proposals for development on the above-mentioned sites have regard to the provisions of section 16.2.4 in the Development Management Standards chapter of this Plan.
- P-TB-2** Require that all proposals for development on the identified sites are accompanied by a detailed design statement.
- P-TB-3** Ensure that all new developments on the identified sites are of high quality in terms of design, layout, use of materials and finishes.

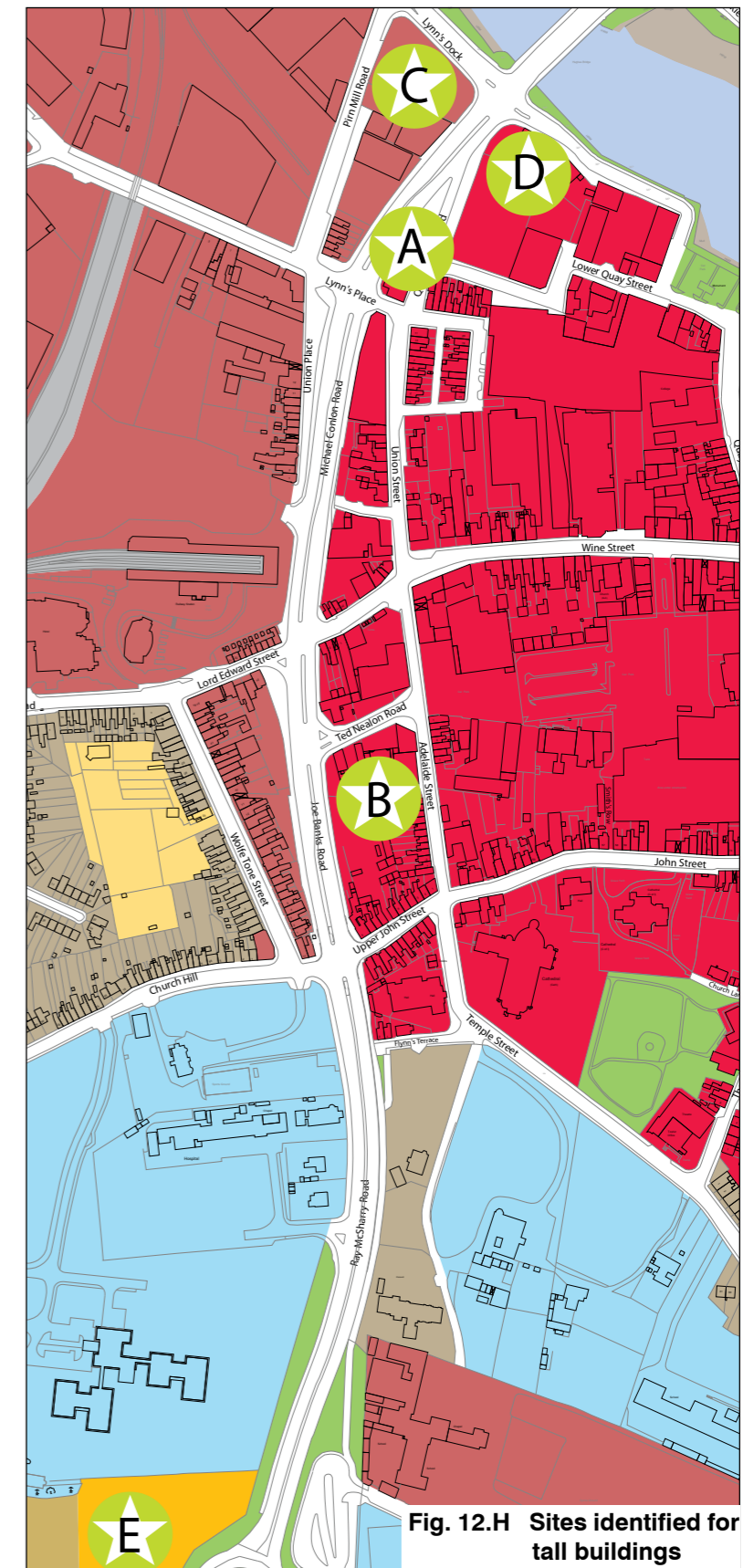


Fig. 12.H Sites identified for tall buildings

## 12.10 Implementing urban design policies

### Design statements

For sensitive sites and major development proposals, applicants will be required to provide a *Design Statement*, i.e. a written statement setting out the design principles adopted, as well as illustrative material in plan, elevation and 3-D format. The purpose of such a statement is to facilitate a better understanding of the design approach and to provide evidence of the level of design appreciation behind the application.

For all infill developments, the applicants will be required to produce contextual elevations of buildings on all sides and submit photographs of the streetscape within which the development is proposed.

### Urban design frameworks and site briefs

Large schemes shall be developed on the basis of a masterplan.

In the case of large schemes, the applicant may be required to prepare an urban design framework or a site brief that would have to be agreed with the planning authority prior to submitting a planning application including a masterplan.

Photomontages, 3-D images and townscape views illustrating the design proposal would also be required. For a good example, refer to the illustrations of Sligo Museum and Model::Niland Gallery extension in Chapter 9 (Sheridan Woods Architects + Urban Planners).

### Urban design implementation policies

It is the policy of Sligo Borough and County Councils to:

- P-IMP-1** Promote high-quality architectural solutions and innovative urban design initiatives, through the preparation of design guidelines, urban design frameworks, masterplans and site briefs.
- P-IMP-2** Require the submission of a design statement with all major developments, proposals for sensitive sites and sites where taller buildings may be considered.

# Chapter 13. Heritage

**H**eritage includes many aspects of the world around us. Landscapes, hedgerows, field systems, rivers, plants and animals are all part of our natural heritage. Archaeological sites and many other buildings and structures – such as houses, shops, bridges and mills are features of our built heritage. The Sligo and Environs area has a rich and varied heritage, including dramatic landscapes, archaeological monuments, the coastline and the historic town core.

Heritage is integral to the identity of Sligo. It gives the area a strong sense of place, character and distinctiveness. Many features of our local heritage are nationally or internationally important and are therefore protected by international and national legislation. These features are non-renewable resources and once destroyed, they are lost forever.

The principles of sustainable development encompass the protection and conservation of our heritage. As the current custodians of this heritage, we have a duty to continue our guardianship role, so that future generations may also benefit from and enjoy this rich inheritance.

In 2002, the Government published the *National Heritage Plan* and the *National Biodiversity Plan*, which set out strategies for the conservation and management of our heritage. A key element of both plans is an enhanced role for local authorities in heritage awareness and management, to be given effect through the preparation and implementation of *County Heritage Plans* and *Biodiversity Actions Plans*.

## 13.1 Archaeological heritage

The archaeological heritage of an area includes structures, constructions, groups of buildings, developed sites, moveable objects, monuments of other kind as well as their context, whether situated on land or on water. The Sligo City and Environs area has a significant archaeological heritage, which provides a valuable cultural, educational and tourism resource. The local authorities recognise the importance of preserving and protecting that resource, while fostering a greater public appreciation of the archaeological heritage within the Plan area.

The principles set out in the DoEHLG publication *Framework and Principles for the Protection of the Archaeological Heritage* (1999) provide the national policy framework in relation to archaeological heritage.

### 13.1.1 Archaeological remains

The area covered by the Sligo and Environs Development Plan is rich in archaeological interest, containing traces of social activity dating from 7000 B.C, including significant remains from the pre-Christian period. The most significant element among these is the city of Sligo itself and the megalithic cemetery at Carrowmore.

Sligo City has been the scene of human activity in Prehistoric, Early Historic, Medieval and post-Medieval times. The megalithic tomb in Abbeyquarter North is similar to those at Carrowmore and it indicates the pre-

Heritage objectives	
It is the objective of Sligo Borough and County Councils to:	
<b>O-H-1</b>	Prepare and implement, in partnership with all relevant stakeholders, a County Heritage Plan.
<b>O-H-2</b>	Prepare and implement, in partnership with all relevant stakeholders, a Local Biodiversity Action Plan.

sence of people in Sligo from the late fourth and early third millennium BC. With the exception of the Dominican friary and the Green Fort, all other standing archaeological remains pre-1640 within Sligo City have been removed. Although the destruction of buildings above ground has been substantial, the street pattern of the 17th-Century town is largely intact and archaeological deposits are likely to exist over a wide area.

The cluster of megalithic tombs at Carrowmore represents one of four major passage tomb cemeteries in Ireland. There are approximately 30 passage-tombs, which date from around 4000 BC or earlier, as suggested from excavations. This site formed an important ritual centre for the Stone Age inhabitants of the Cuil Irra (Knocknarea) peninsula and perhaps further a field. Monuments of later periods, barrows (earthen burial mounds) and ringforts occur in the vicinity of the cemetery area with a number of isolated passage-tombs on the eastern edge of Sligo City.

### 13.1.2 Current legislation

The National Monuments Acts 1930-2004 provide for the protection of the archaeological heritage.

The Record of Monuments and Places (RMP) was established under Section 12 of the National Monuments (Amendment) Act 1994 and structures, features, objects or sites listed in the Record are known as Recorded Monuments.

Associated with each Recorded Monument is a Zone of Archaeological Potential (ZAP), which in some cases may be quite extensive. Sligo City has been identified as an Historic Town and appears in the Record of Monuments and Places. Its associated ZAP indicates where archaeology is known to be present (see Fig. 13.A).

The National Monuments (Amendment) Act 2004 provides for the conservation and protection of National Monuments. The Act defines a National Monument as a Recorded Monument in the ownership or guardianship of the State or of a local authority.

All excavation, digging, ploughing or ground disturbance in proximity to a National Monument requires the written consent of the Minister (Section 14 as substituted by Section 5 of the National Monuments (Amendment) Act 2004.



**Carrowmore** © Mark Keane

The legislative provision for protection also applies to the setting and appreciation of a National Monument. A list of National Monuments occurring within the SEDP area is given in Appendix A.

Section 3 of the National Monuments (Amendment) Act 1987 (further amended in the 1994 Act) makes specific provision for the protection of shipwrecks (shipwrecks more than a 100 years old) and underwater archaeological objects. Sligo's rivers and tidal estuaries may contain such objects and any development within these areas should take into consideration the potential for archaeological discoveries.

The Planning Authority recommends that potential developers consult as early as possible with the relevant agencies, such as the National Monuments Service of the DoEHLG and the relevant planning authority (Borough or County Council), in order to ensure that archaeological concerns can be integrated into development proposals at as early a stage as possible.

The value and significance of our archaeological heritage is recognised by Sligo Local Authorities, who seek to ensure the effective protection, conservation and enhancement of archaeological sites, monuments and their settings through the policies contained in this Development Plan.

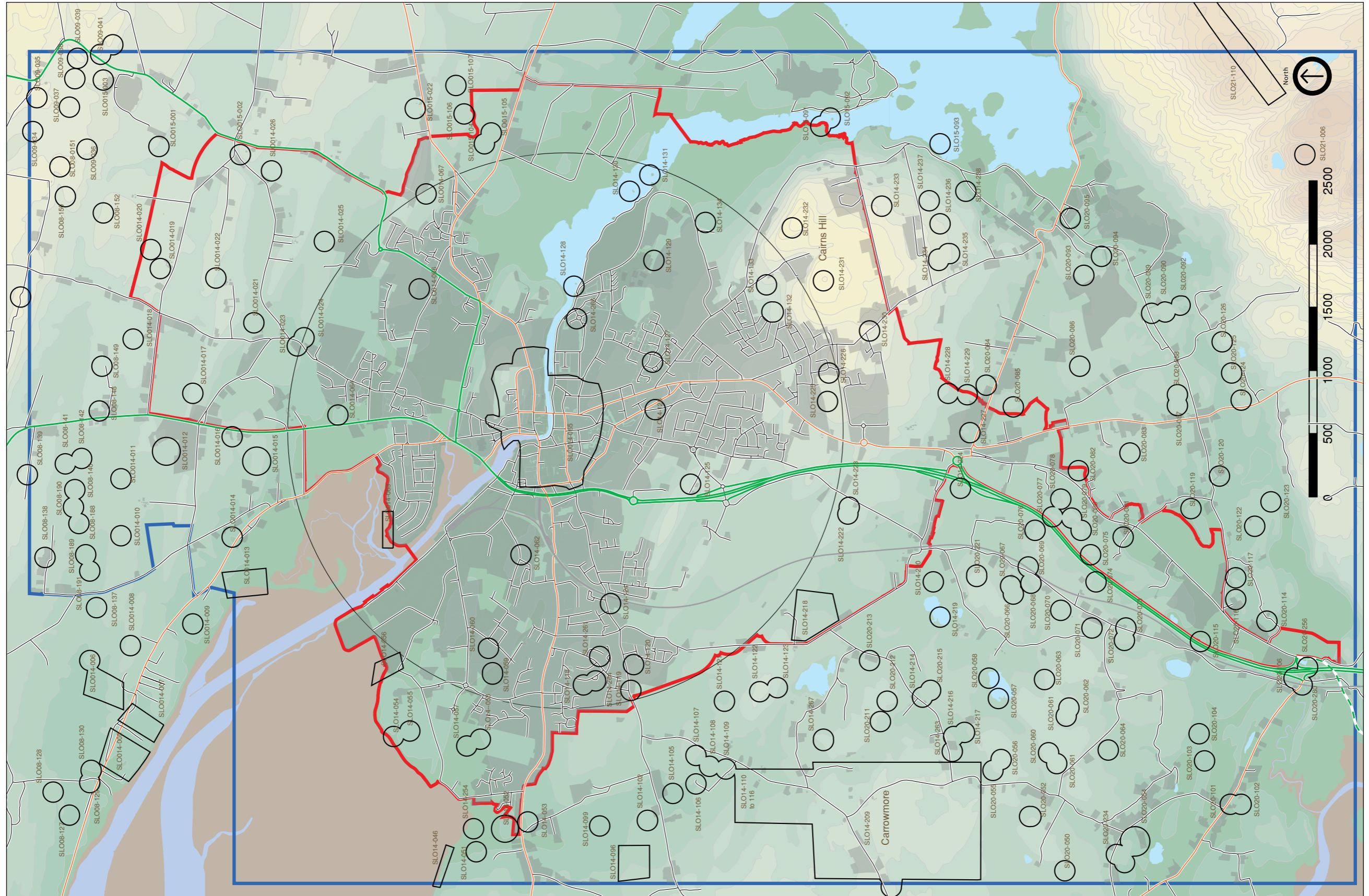


Carrowmore © Photographic Unit, DoEHLG

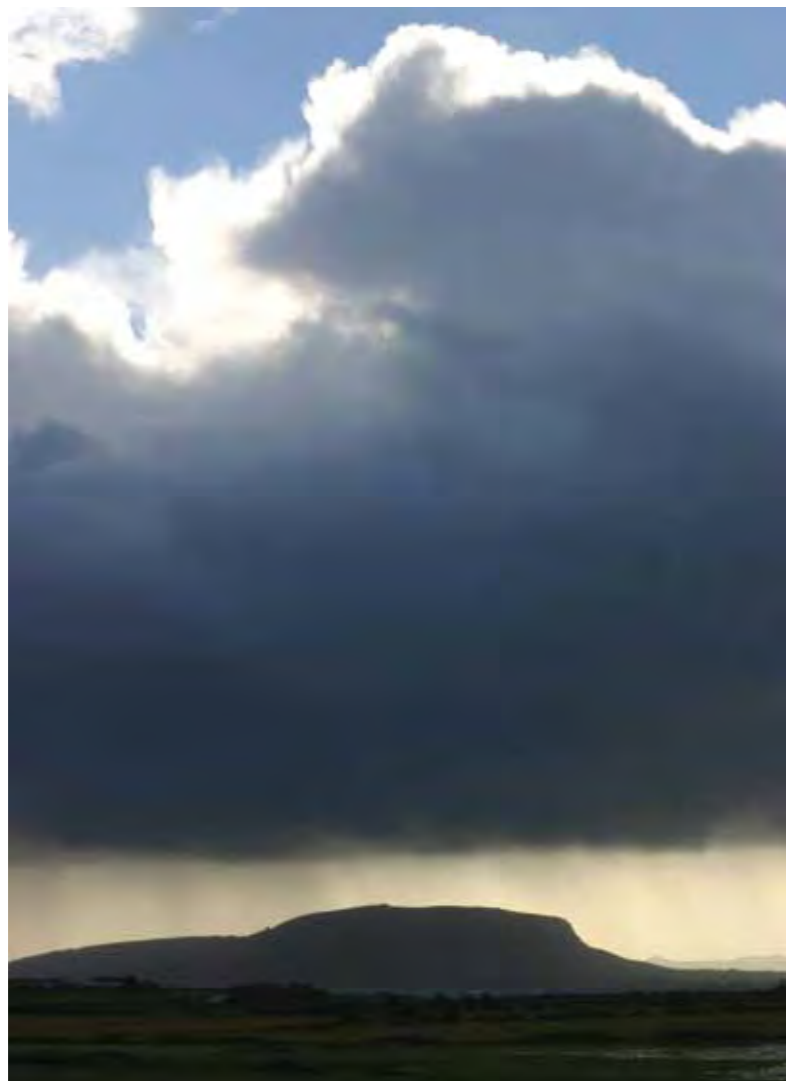
Archaeological heritage objectives	
It is an objective of Sligo Borough and County Councils to:	
<b>O-AH-1</b>	Seek archaeological impact assessments as part of the planning application when proposed development could affect a Recorded Monument, a Zone of Archaeological Potential, or an as yet unidentified element of archaeological heritage, or its setting.
<b>O-AH-2</b>	Ensure that a suitably qualified archaeologist carries out all archaeological works required when permission is granted for development that requires mitigation of impacts on the archaeological heritage.
<b>O-AH-3</b>	Have regard to the advice and recommendations of the prescribed bodies as defined in the Planning and Development Act 2000) in relation to undertaking, approving or authorising development.
<b>O-AH-4</b>	Ensure that all proposals for linear development over one kilometre in length, or proposals for development involving ground clearance of a half hectare or more, or proposals for development affecting present or former wetlands, un-enclosed land, or rivers and estuaries, are referred to the prescribed bodies mentioned above.
<b>O-AH-5</b>	Encourage the incorporation of, or the reference to significant archaeological finds into development schemes, where feasible.
<b>O-AH-6</b>	Identify and protect internationally important archaeological landscapes such as the megalithic cemetery of Carrowmore and its associated monuments at Knocknarea and Cairns Hill, in co-operation with the appropriate Government agency.
<b>O-AH-7</b>	Identify appropriate archaeological sites in the Plan area to which public access could be provided and work to secure public access, where appropriate, in consultation with the land owners.

Archaeological heritage policies		
It is the policy of Sligo Borough and County Councils to:		
<b>P-AH-1</b>	Protect and enhance archaeological sites, monuments, their setting and ZAPs within the SEDP area, including those that are listed in the Record of Monuments and Places (RMP) or newly discovered sub-surface archaeological remains.	
<b>P-AH-2</b>	Require archaeological surveys, test excavation and/or monitoring for planning applications in areas of archaeological importance, if the application is likely to impact upon in-situ archaeological structures and deposits. Other areas of high archaeological potential may exist outside the boundaries of conventionally recognised monuments especially in wetlands and former wetlands and in the inter-tidal zone.	
<b>P-AH-3</b>	Ensure that full consideration is given to the protection of archaeological heritage when undertaking, approving or	
		authorising development in order to avoid unnecessary conflict between development and the protection of the archaeological heritage.
<b>P-AH-4</b>	Favour the preservation in-situ (or at a minimum, preservation by record) of archaeological sites or objects and their settings, in accordance with national policy. This is most effectively achieved by the refurbishment of existing buildings, in situations where it is possible to retain the greater part of existing structures without the need for new foundations.	
<b>P-AH-5</b>	Ensure that development within the vicinity of a Recorded Monument or ZAP does not detract from the setting of the feature and is sited and designed appropriately.	
<b>P-AH-6</b>	Protect historical burial grounds and encourage their maintenance in accordance with conservation principles. Development may be restricted or conditions requiring substantial excavation may be imposed in and adjacent to former burial grounds.	
		<b>P-AH-7</b> Require the retention of surviving medieval plots and street patterns within Sligo City in the course of development.
		<b>P-AH-8</b> Encourage and promote the appropriate management and enhancement of the archaeological heritage within the Plan area.
		<b>P-AH-9</b> Facilitate and enhance public access to, and understanding of, the archaeological heritage and disseminate information and advice on the archaeological heritage to prospective developers and the general public.
		<b>P-AH-10</b> Require that all development proposals for industrial buildings and sites of industrial archaeological importance be accompanied by an assessment of the surrounding environment. New development should be designed in sympathy with existing features and structures.
		<b>P-AH-11</b> Ensure – through the application of appropriate design standards and criteria – that land uses do not give rise to significant losses of the integrity, quality or context of archaeological material - except as may be conditioned or directed by the appropriate heritage agencies.

Fig. 13.A Zones of Archaeological Potential (ZAPs) - refer to the separate Map 5. Protected Structures, ACAs and ZAPs and to Appendix A for details



### 13.1.3 Cuil Irra peninsula – Carrowmore, Knocknarea and Cairns Hill



To the east of Cuil Irra and again overlooking Carrowmore are two large cairns on the summit of Cairns Hill. The cairns are comparable in size to Maeve’s Cairn on the summit of Knocknarea.

Sligo Local Authorities recognise the significance of the unique and internationally-important archaeological landscape of the Cuil Irra Peninsula and are fully committed to ensuring that this special archaeological landscape is protected and preserved in situ.

Sligo local authorities will seek to develop a Management Plan for the Cuil Irra Peninsula to include Knocknarea, Carrowmore and Cairns Hill and will work with the relevant agencies to achieve that objective within the timeframe of this Plan.

In this regard, the Department of Environment, Heritage and Local Government has appointed a steering group to oversee the preparation of a Conservation Study of Archaeological Features at Knocknarea, Carrowmore and Cairns Hill, Sligo.

**Archaeological heritage objectives  
for the Cuil Irra peninsula**

It is the objective of Sligo Borough and County Councils to:

**O-AH-8** Establish a co-ordinated signage programme for Carrowmore Megalithic Cemetery, Knocknarea and Cairns Hill with the relevant agencies.

**Archaeological heritage policies  
for the Cuil Irra peninsula**

It is the policy of Sligo Borough and County Councils to:

**P-AH-12** Have regard to the recommendations and guidelines which will be established in the document *A Conservation Study of the Passage Tomb Group and Associated Archaeological Features and Other Monuments of Knocknarea, Carrowmore and Cairns Hill, Co. Sligo*, commissioned by the DoEHLG in partnership with relevant stakeholders.

**P-AH-13** Protect groups of important National Monuments in the Cuil Irra Peninsula, inclusive of their contextual setting and interpretation through careful management of development in the area.

**P-AH-14** Protect the vulnerable archaeological and cultural landscape and to protect views within and adjacent to Carrowmore Megalithic Cemetery, Knocknarea and Cairns Hill.

**P-AH-15** Protect the context, amenity and integrity of archaeological heritage and the landscape at Cairns Hill, including the direct intervisibility between cairns on Cairns Hill, the direct views between Cairns Hill and Knocknarea and Carrowmore and the direct views between Cairns Hill and other relevant locations within the wider Cuil Irra passage tombs complex.

The cluster of megalithic tombs at Carrowmore represents one of the four major passage tomb cemeteries in Ireland and is the largest such cemetery in Ireland. Others include Carrowkeel, also in County Sligo, as well as Newgrange and Lough Crew in Co. Meath. The archaeological landscape of the Cuil Irra (Knocknarea) peninsula dates from around 4,000 BC or earlier, as suggested from excavations. The site formed an important ritual centre in the Neolithic period and the known archaeological monuments present are mostly laid out on an east/west axis.

Providing a focus at the centre of the peninsula is the megalithic cemetery at Carrowmore comprising an oval-shaped cluster of 30 monuments surrounding the centrally placed cairn of “Listoghil” (Tomb 51).

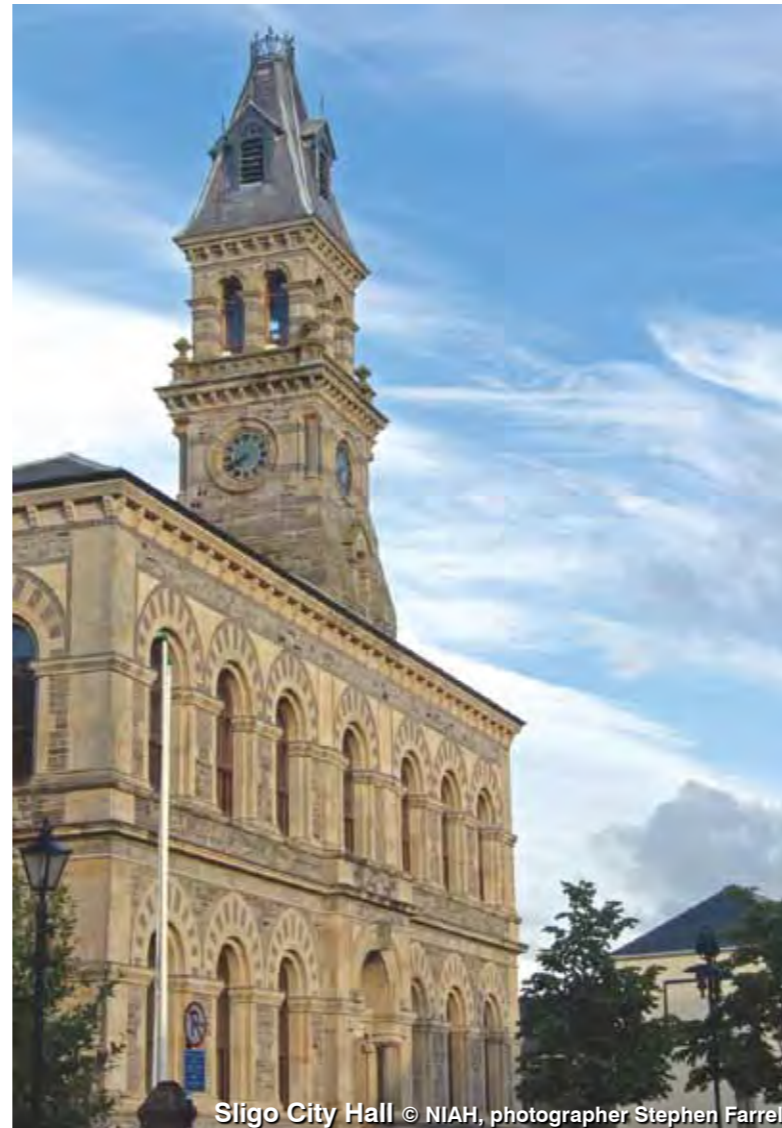
To the west of the peninsula and overlooking Carrowmore megalithic cemetery from the summit of Knocknarea Mountain is the iconic flat-topped cairn known as Miosgán Meadhbha (Maeve’s Cairn).

## 13.2 Built heritage

This refers to all built features in the environment, including buildings and other structures such as civic buildings, vernacular houses, bridges, wells, field walls and archaeological sites. The Sligo and Environs Plan area has an important built heritage with almost 300 Recorded Monuments and 299 structures listed for protection on the Record of Protected Structures. As new archaeological sites are discovered, and as the review of the Record of Protected Structures is an on-going process, these figures may change during the lifetime of the plan.



Frieze at Sligo Abbey © Photographic Unit, DoEHLG



Sligo City Hall © NIAH, photographer Stephen Farrell



Stained glass windows at Sligo Cathedral

### 13.2.1 Sligo's buildings through history

Sligo was founded by the Anglo-Normans, in the 13th century, at a strategic river crossing used by people travelling between the provinces of Connacht and Ulster. These origins are reflected in the city's street pattern. However, earlier influences on the street pattern are evident on Old Market Street and in the High Street area.

In 1245 a castle was erected beside the bridge, close to where the present City Hall stands, and in 1252-53 the Dominican Friary was established. Apart from the ruins of the commonly known Sligo Abbey, only part of the street pattern survived from the medieval times, when Sligo was a prosperous market place. Castle Street and Old Market Street originate from this period, but numerous military conflicts over the city destroyed its built fabric.

The Borough was eventually created in 1612. In the late 17th century, Sligo functioned as a garrison city. Earthen fortifications as well as two forts were constructed in the city. One called The Stone or New Fort was built on the site of the old medieval castle. The second fort, known as the Green or Sod Fort, was placed on a hill to the north of the city, where some remains are still evident at Forthill. An earthen city wall was erected between 1689 and 1691. There is some evidence that there might have been earlier fortifications, but their alignment is unknown. The line of the 17th-century city defences is based entirely on the oldest surviving map of Sligo, which dates from 1689. This line forms Sligo's Zone of Archaeological Potential.

During the 17th and 18th centuries, British settlers, in particular those of Scottish origin, set up shops and brought new skills to Sligo. During this period, Sligo Port established itself as an important focus of trade and the city's linen industry was well established. Wealthy merchants set up their homes along the fashionable Castle Street and Radcliffe Street (later renamed Grattan Street). This wealth is demonstrated by the construction of the Cathedral of St. Mary the Virgin and John the Baptist, which was

completed in 1730. It was designed by Richard Cassels, the architect of many important buildings at the time, such as Leinster House in Dublin and Russborough House in County Wicklow.

Famine in the 1820s, followed by a cholera epidemic in 1832 and the great famine in 1846, greatly reduced the population of the city and led to its economic decline. It was not until the second half of the 19th century that wealth returned. The overwhelming majority of buildings in the core of the city date from this period. The prosperity of the time is reflected in the buildings of that period, e.g. the Lombardo-Romanesque style City Hall from 1865 (designed by W. Hague), the new Courthouse in Gothic Revival style and the grand bank buildings along Stephen Street, such as the Bank of Ireland and Allied Irish Banks.

Residential areas expanded to the immediate west of the city centre and later to the southwest in the late 19th century and early 20th century. The attractive terraces of this period, reflecting late Victorian and Edwardian architectural styles, are still evident along Wolfe Tone Street and Temple Street.

### 13.2.2 The Record of Protected Structures (RPS)

The Planning and Development Act, 2000 (Part II, Section 10) places a statutory obligation on local authorities to include in their development plans objectives for the protection of structures, or parts of structures, which are of special architectural, historic, archaeological, artistic, cultural, scientific, social or technical interest.

These buildings and structures are listed in a register known as the Record of Protected Structures (RPS). A Protected Structure, unless otherwise stated in the RPS, includes the interior of the structure, the land lying within its curtilage, any other structures and their interiors lying within that curtilage, plus all of the fixtures and features that form part of the interior or exterior of any of these structures.

In preparing the RPS for the SEDP area, the Planning Authorities had regard to:

- the recently-published Architectural Inventory for County Sligo, prepared by the National Inventory of Architectural Heritage (NIAH) of the DoEHLG.
- the Architectural Heritage Protection – Guidelines for Planning Authorities (DoEHLG 2004).

The traditional juxtaposition of buildings of different character, quality, age and style contribute to the intrinsic qualities of the urban area forming interesting townscapes and attractive streetscapes. The buildings and structures identified on the RPS are irreplaceable records of the past of the local and national heritage and therefore require protection. Their presence enhances the character of Sligo and adds to its local distinctiveness.

It is recognised that in order to prolong the life of the building, it may be necessary for protected structures to accommodate change or new uses. The effect of the Protected Structure status is to ensure that any changes or alterations to the character of the building are carried out in such a way that the existing special character is retained and enhanced. With a view to encouraging the restoration of protected structures, the Council will not seek development contributions provided for under Section 48 of the Planning and Development Act 2000, which might normally apply to the development, if the proposal involves restoration/refurbishment to a high architectural standard.

The RPS may be amended between reviews of the Development Plan. The Planning Authorities can add to or delete from the RPS at any time by following the procedures outlined in Section 55 of the Planning and Development Act 2000. An up-to-date RPS, incorporating any additions or deletions within the lifetime of the current Development Plan, will be maintained on both Councils' websites and also be made available for inspection at the public counters of the Councils' Offices.

### 13.2.3 Enabling development

Enabling development is development that would be unacceptable in planning terms (e.g. inconsistent with zoning objectives for an area) but for the fact that it would bring significant public benefits in the form of securing the long-term future of a protected structure. Enabling development will be considered in circumstances where:

- it secures the restoration of a protected structure, currently in poor condition, to best-practice conservation standards for any purpose compatible with the character of the structure or its constituent features including the setting of the protected structure;
- it is demonstrated that the extent of enabling development is the minimum necessary to secure the future of the protected structure;
- the public benefit associated with securing the future of the protected structure decisively outweighs the drawbacks of breaching other planning objectives;
- it involves the conversion of a protected structure to a use compatible with the character of the building;
- it avoids detrimental fragmentation of the heritage asset.

### 13.2.4 Architectural Conservation Areas (ACAs)

The Planning and Development Act 2000 places a statutory obligation on local authorities to include an objective for the preservation of the character of architectural conservation areas (ACAs).

ACAs are defined as places, areas, groups of structures or townscapes, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. They also include areas which contribute to the appreciation of protected structures as the setting of a protected structure is often an essential part of its character.

Most structures in an ACA are important in the context of their contribution to the streetscape or character of an area. ACAs could encompass, for example, a terrace of houses, a whole streetscape, town centre or a small cluster of structures associated with a specific building such as a mill or country house. In ACAs, protection is placed on the external appearance of such areas or structures.

The inclusion of a building within an ACA has the effect of de-exempting works to the exterior of any structure within the ACA where the proposed works would materially affect the character of the ACA, as piecemeal alterations on individual non-protected structures can have a significant cumulative affect on a streetscape.



Former Pollexfen offices, Adelaide Street

General guidelines for works in ACAs are given in the following pages. The identification of new ACAs and the modification of existing ACAs may be proposed during the lifetime of the Plan. The Local Authorities may adopt additional ACAs as resources allow, and in consultation with the local residents, property owners, the business community and other relevant parties, both private and public.

A total of five Architectural Conservation Areas are proposed for Sligo:

1. **Market Cross ACA**
2. **Courthouse ACA**
3. **Cathedral ACA**
4. **Wolfe Tone Street ACA**
5. **O'Connell Street ACA**



Fig. 13.B City-Centre buildings listed in the Record of Protected Structures - refer to the separate Record of Protected Structures



Fig. 13.C Market Cross ACA

### 13.2.4.1 Market Cross ACA

#### Boundary

This ACA is centred on the Market Cross area and comprises the traditional urban block defined by Market Street - High Street - Castle Street and Grattan Street. It also includes some of the neighbouring block edges, where these contribute to the essential character of the area.

#### Statement of Character

These streets belong to the oldest part of Sligo, with some pre-1800 buildings that are in need of serious attention. The Lady Erin statue at the centre of the T-shaped area is the focus of this ACA. The sense of enclosure and space that is most attractive and interesting is determined by the historic layout of the streets and the form and scale of the buildings.

The streetscapes in this ACA are characterised by narrow street patterns with terraced buildings of various building heights, alternating two and three storeys. Buildings lines are not straight but follow a somewhat curved line. Alongside the generally plastered buildings, some cut-stone and red-brick façades enliven the streetscape. Decorative detailing of façades is especially evident along Castle Street and Grattan Street in the form of pedimented and shouldered architraves, aedicules, and quoins.

High Street was part of the old south road out of Sligo, once containing many inns and hotels. There are still some former hotel buildings evident with rich décor, such as balustrades and cast iron balcony railings. Most buildings have commercial units on the ground floor and display some of the finest traditional shop fronts in Sligo.

#### Issues

Many buildings along Castle Street and Grattan Street are in need of substantial maintenance work, particularly at the upper floor areas, while the ground floor levels sometimes comprise of insensitive advertisement and shop signage. Overall, the buildings have suffered from undesirable alterations in recent years, when PVC and/or aluminium types replaced timber windows and doors.

Vacancy and dereliction along Market Street and High Street pose a threat to the life of the significant buildings along these streets. These buildings are crucial to maintaining the integrity of the area and need to be preserved and refurbished. The paving of these streets and footpaths should be of a high standard and the presentation of the Lady Erin statue should be enhanced.



Market Cross ACA - management policies	
Existing built fabric	New development
It is the policy of Sligo Borough Council to:	
<b>Plots</b>	
<b>P-ACA-MC-1</b> Retain the city plan of narrow building plots. Plot amalgamation and rebuild on street fronts is discouraged.	<b>P-ACA-MC-10</b> Historic building plots have to be followed by new developments. Plot amalgamation is discouraged.
<b>Windows</b>	
<b>P-ACA-MC-2</b> Require the conservation, retention, and/or reinstatement of traditional features and window elements, such as the original sash and casement windows.	<b>P-ACA-MC-11</b> New development must respect historic rooflines; building heights are generally restricted to two- and three-storey buildings.
<b>P-ACA-MC-3</b> Respect the original fenestration patterns, window opening sizes and window alignments of the historic streetscape.	<b>Building Line</b>
<b>P-ACA-MC-4</b> Ensure that window designs and details are consistent with original designs, e.g. prohibit swing-out designs where sash windows were the traditional type.	<b>P-ACA-MC-12</b> Retain the character of continuous building lines and terraces.
<b>Doors</b>	
<b>P-ACA-MC-5</b> Original doors are to be conserved, retained and/or replaced. PVC or aluminium type doors are not acceptable.	<b>Design</b>
<b>Façade</b>	
<b>P-ACA-MC-6</b> Prohibit the painting of cut stone and red brick details or facades of buildings.	<b>P-ACA-MC-13</b> Historicist styles are to be avoided; good quality buildings of modern expression are preferred. The involvement of an architect is recommended.
<b>P-ACA-MC-7</b> Retain all decorative elements of facades.	<b>Use</b>
<b>Shop fronts</b>	
<b>P-ACA-MC-8</b> Preserve all historic shop fronts.	<b>P-ACA-MC-14</b> The mixture of commercial and residential use in the area is to be retained. Particular residential uses are to be protected and will be encouraged above ground floor level.
<b>P-ACA-MC-9</b> Remove inappropriate oversized signage and replace with a more sympathetic one according to the guidelines set out in the development management section.	<b>Streetscape</b>
	<b>P-ACA-MC-15</b> Remove all overhead wires and cabling at facades.
	<b>P-ACA-MC-16</b> Following the completion of any pedestrianisation of Castle Street and Grattan Street, there may be opportunities for extending the footpath width of streets of residential character, reinforcing traffic calming and traffic management. Colours and materials should be chosen that respect existing context and materials of those streetscapes.
	<b>P-ACA-MC-17</b> Enhance the presentation of the Lady Erin statue and remove the telephone box.



Fig. 13.D Courthouse ACA

### 13.2.4.2 Courthouse ACA

#### Boundary

This ACA focuses on the Courthouse and the buildings in its immediate vicinity on Teeling Street and the northern end of Old Market Street.

#### Statement of character

The Courthouse and the buildings in its immediate vicinity are a group of great architectural merit. The recently refurbished Gothic-Revival Courthouse is noted as being of national importance in the NIAH. It forms a landmark both along Teeling Street and at the approach from the south of the city. The building north of the Courthouse features a curved corner bay and window mouldings as well as an arched carriageway.

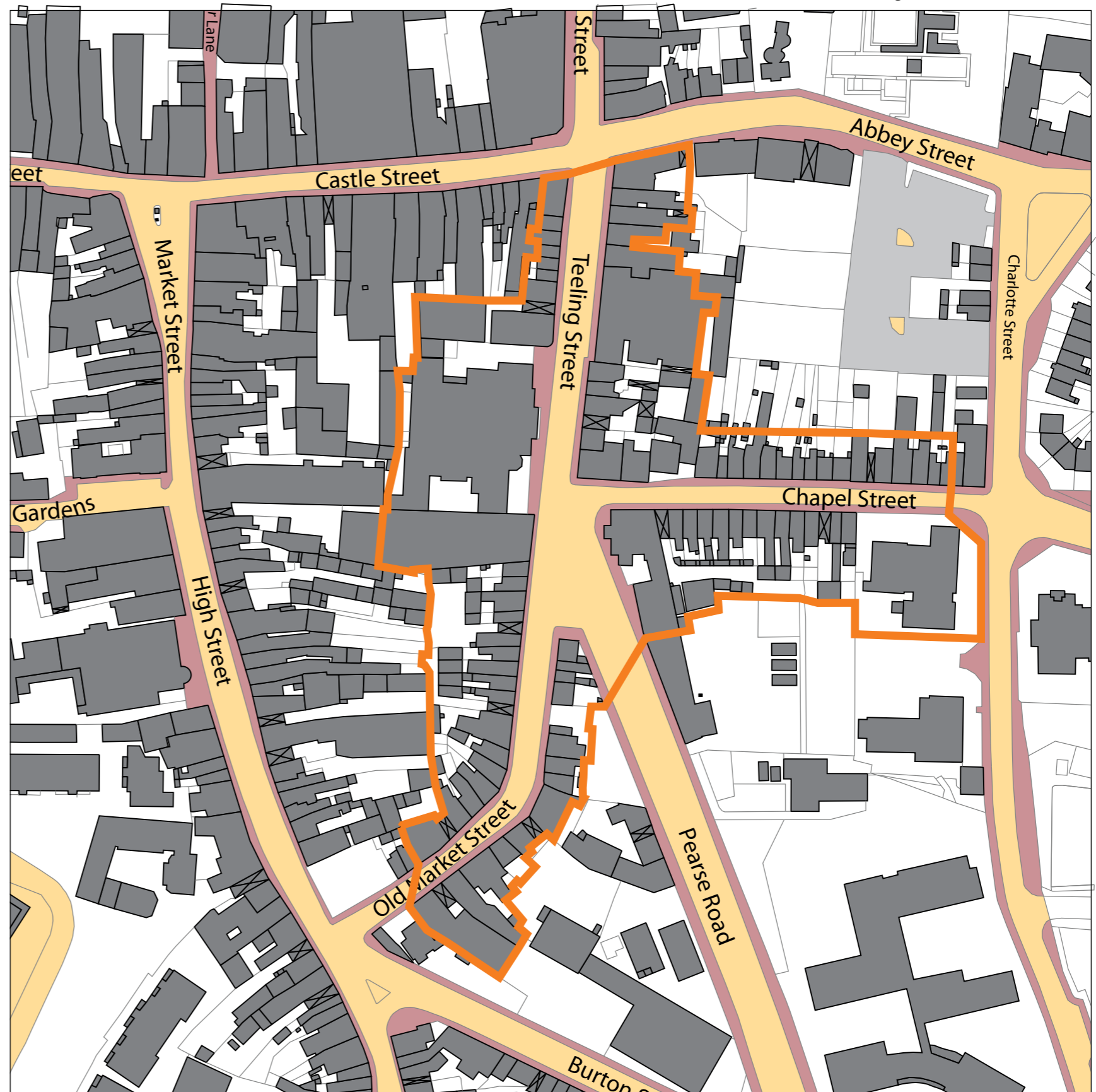
The terrace opposite the Courthouse features stone urns carried by pedimented fronts and Gothic-style window hood moulds. Other decorative details which are evident along Teeling Street include window mouldings, dentils, Gibbsian surrounds, key stones, pediments, aedicules and one building shows unique chamfered reveals to ground floor openings. Cobblestone paving at access points to courtyards are also still evident and should be kept as a feature.

Old Market Street most probably derives its name from the location of an early market here. This short street, which slopes down from High Street towards Teeling Street, curves in an attractive fashion and the lower buildings are included in the ACA. The buildings along the street are very simple domestic houses with little decorative detailing, mostly dating from the first half of the 19th century, and two buildings dating back to the 18th century. Some quoin stones and window surrounds can be found. Due to the topography, one or two granite steps lead to some of the entrance doors. Some houses have retained their timber sash windows and timber gates and doors. Archways to the rear lead to rubble stone outbuildings and coach houses, some of which are converted into residential units. Some of these gateways to the rear retain their spur stones and are still paved with cobblestones.

#### Issues

Vacancy and dereliction in Old Market Street and parts of Teeling Street pose a threat to the life of the significant historic buildings along these streets. These buildings need to be preserved and refurbished, in conjunction with further environmental improvements.

The refurbishment of historic buildings should have priority over demolition and new-build. Historic coachhouses and outbuildings should, where feasible, be incorporated in any future uses of the inner block area. Careful attention will have to be paid to urban design, particularly in relation to street furniture and planting.



Courthouse ACA - management policies	
Existing built fabric	New development
<p><b>Plots</b></p> <p><b>P-ACA-CH-1</b> Retain the city plan of narrow building plots. Plot amalgamation and rebuild on street fronts is discouraged.</p> <p><b>Windows</b></p> <p><b>P-ACA-CH-2</b> Require the conservation, retention, and/or reinstatement of traditional features and window elements, such as the original sash and casement windows.</p> <p><b>P-ACA-CH-3</b> Respect the original fenestration patterns, window opening sizes and window alignments of the historic streetscape.</p> <p><b>P-ACA-CH-4</b> Ensure that window designs and details are consistent with original designs, e.g. prohibit swing-out designs where sash windows were the traditional type.</p> <p><b>Doors</b></p> <p><b>P-ACA-CH-5</b> Original doors are to be conserved, retained and/or replaced. PVC or aluminium type doors are not acceptable.</p> <p><b>Façade</b></p> <p><b>P-ACA-CH-6</b> Prohibit the painting of cut stone and red brick details or facades of buildings.</p> <p><b>P-ACA-CH-7</b> Retain all decorative elements of facades.</p> <p><b>Shop fronts</b></p> <p><b>P-ACA-CH-8</b> Preserve all historic shop fronts.</p> <p><b>P-ACA-CH-9</b> Remove inappropriate oversized signage and replace with a more sympathetic one according to the guidelines set out in the development management section.</p>	<p><b>Plots</b></p> <p><b>P-ACA-CH-10</b> Historic building plots have to be followed by new developments. Plot amalgamation is prohibited</p> <p><b>Heights</b></p> <p><b>P-ACA-CH-11</b> New development must respect historic rooflines.</p> <p><b>Building Line</b></p> <p><b>P-ACA-MC-12</b> Retain the character of continuous building lines and terraces.</p> <p><b>Design</b></p> <p><b>P-ACA-MC-13</b> Historicist styles are to be avoided; good quality buildings of modern expression are preferred. The involvement of an architect is recommended.</p> <p><b>Streetscape</b></p> <p><b>P-ACA-MC-14</b> Remove all overhead wires and cabling at facades.</p> <p><b>P-ACA-MC-15</b> Introduce good quality, modern street furniture, which respects the historic setting without being neo-traditional.</p> <p><b>Paving</b></p> <p><b>P-ACA-MC-16</b> Conserve, retain and where appropriate replace traditional limestone flags and cobblestones on Old Market Street.</p>



Fig. 13.E Cathedral ACA

### 13.2.4.3 Cathedral ACA

#### Boundary

This ACA consists of the ecclesiastical quarter of Sligo with its two cathedrals, and also the residential quarter of John Street, The Lungy and Charles Street.

#### Statement of character

The Cathedral of St. Mary the Virgin and St. John the Baptist, commonly known as St. John's Cathedral, was designed by Richard Cassels and completed in 1730. A church has continuously existed on the site of the Cathedral since the 12th century. In the Cathedral's vicinity there is an old graveyard with tombstones and mausoleums dating back to 1700.

Adjacent to the grounds of St. John's Cathedral, stands the Cathedral of the Immaculate Conception. The grounds of the Cathedral contain a Church Hall at John Street, a former Glebe House at The Lungy and a park. This is a tranquil recreational amenity located in the city centre, enclosed by high walls that shield the park from the heavy traffic volumes of Temple Street.

In addition to the ecclesiastical buildings, John Street contains attractive domestic terraces. This street features coursed-stone buildings with brick-dressed windows and other decorative elements along the facades. Steps generally lead up to the entrance doors. While John Street has a residential character, the east part of John Street is part of Sligo's commercial core, with some fine timber shop fronts remaining. The roofline varies between two and three storeys with a strict building line on the north side of John Street.

#### Issues

Charles Street, The Lungy and Church Street are predominantly quiet residential areas, despite their proximity to the commercial core. Their character should be protected and the conversion of existing residential units into commercial or office use should be restricted, especially where it is likely to alter the facades of buildings and the character of the area. The local authority will also seek to protect the ecclesiastical character of the area.

This contrast of formal architectural designs is enhanced by the surrounding simple and traditional urban domestic buildings and creates the essential character of the ACA.



Cathedral ACA - management policies	
Existing built fabric	New development
It is the policy of Sligo Borough Council to:	
<b>Setting</b>	
<b>P-ACA-CA-1</b> Protect the graveyard related to St. John's Cathedral, in particular historic tombstones and mausoleums.	<b>P-ACA-CA-12</b> Retain the character of continuous building lines and terraces.
<b>P-ACA-CA-2</b> Protect and enhance the amenity of the park within the grounds of the Cathedral of the Immaculate Conception.	<b>P-ACA-CA-13</b> Historicist styles are to be avoided; good quality buildings of modern expression are preferred. The involvement of an architect is recommended.
<b>P-ACA-CA-3</b> Preserve details, such as walls, cast-iron railings, steps etc.	<b>Use</b>
<b>P-ACA-CA-4</b> Retain the grounds of St. Mary's Presbytery free from development and protect the avenue of mature trees.	<b>P-ACA-CA-14</b> The conversion of residential uses to commercial and other uses will be strictly controlled and will generally be prohibited, except where there is no change to the façade or the character of the area. Possible exemptions are B&Bs, or medical surgeries. Live-work units will be permitted subject to small scaled signs of minimal impact.
<b>Windows</b>	
<b>P-ACA-CA-5</b> Require the conservation, retention, and/or reinstatement of traditional features and window elements, such as the original sash and casement windows.	<b>Streetscape</b>
<b>P-ACA-CA-6</b> Respect the original fenestration patterns, window opening sizes and window alignments of the historic streetscape.	<b>P-ACA-CA-15</b> Remove all overhead wires and cabling at facades.
<b>P-ACA-CA-7</b> Ensure that window designs and details are consistent with original designs, e.g. prohibit swing-out designs where sash windows were the traditional type.	<b>P-ACA-CA-16</b> Introduce good quality, modern street furniture, which respects the historic setting without being neo-traditional.
<b>Doors</b>	
<b>P-ACA-CA-8</b> Original doors are to be conserved, retained and/or replaced. PVC or aluminium type doors are not acceptable.	<b>Paving</b>
<b>Façade</b>	
<b>P-ACA-CA-9</b> Prohibit the painting of cut stone and red brick details or facades of buildings.	<b>P-ACA-CA-17</b> There may be opportunities for extending the footpath width of streets of residential character, reinforcing traffic calming and traffic management - particularly on Charles Street, Church Street and John Street. Colours and materials should be chosen that respect existing context and materials of those streetscapes.
<b>P-ACA-CA-10</b> Retain all decorative elements of facades. Brick dressings of openings should not be painted or rendered.	
<b>Shop fronts</b>	
<b>P-ACA-CA-11</b> Remove inappropriate over-sized signage and replace with a more sympathetic one according to the guidelines set out in the Development Management chapter.	



### 13.2.4.4 Wolfe Tone Street ACA

**Boundary**

The Wolfe Tone Street ACA is situated on the western edge of the city centre, close to the railway station. The ACA consists of Wolfe Tone Street and the adjoining corner buildings.

**Statement of character**

Except for a few small corner shops, a hair dresser, a pub and a crèche, the buildings are in residential use, some of which offer B&B accommodation. The terraces along this street have similar characteristics, with some attractive features. Knox Terrace, built in the early 20th century, features gabled dormers and box-bay windows at ground floor. The terrace is set back slightly, with front gardens enclosed by low walls and railings. Other details that can be found along Wolfe Tone Street include window mouldings, gabled porches and canopies over front doors.

**Issues**

The aim of the Wolfe Tone ACA is to safeguard the residential amenity along these streets and protect their architectural merit. Due to their proximity to the city centre, these buildings may come under pressure for conversion into commercial uses. This is to be restricted.

The original features and detailing of buildings, including windows and doors, need to be maintained and protected. The character of the area as a quiet residential district close to the city centre should be enhanced through careful reinstatement of traditional urban features protecting not only the buildings character but also the street and setting.

Fig. 13.F Wolfe Tone Street ACA





Wolfe Tone Street ACA - management policies	
Existing built fabric	New development
It is the policy of Sligo Borough Council to:	
<b>Dwellings</b>	
<b>P-ACA-WT-1</b>	Conserve and retain original features and decorative elements of terraces, including bargeboards, railings, etc.
<b>Plots</b>	
<b>P-ACA-WT-2</b>	Retain the city plan of narrow building plots. Plot amalgamation and rebuild on street fronts is discouraged.
<b>Windows</b>	
<b>P-ACA-WT-3</b>	Require the conservation, retention, and/or reinstatement of traditional features and window elements, such as the original sash and casement windows.
<b>P-ACA-WT-4</b>	Respect the original fenestration patterns, window opening sizes and window alignments of the historic streetscape.
<b>P-ACA-WT-5</b>	Ensure that window designs and details are consistent with original designs, e.g. prohibit swing-out designs where sash windows were the traditional type.
<b>Doors</b>	
<b>P-ACA-WT-6</b>	Original doors are to be conserved, retained and/or replaced. PVC or aluminium-type doors are not acceptable.
<b>Façades</b>	
<b>P-ACA-WT-7</b>	Prohibit the painting of cut stone and red brick details or facades of buildings.
<b>P-ACA-WT-8</b>	Retain all decorative elements of facades.
<b>Plots</b>	
<b>P-ACA-WT-9</b>	Historic building plots have to be followed by new developments. Plot amalgamation is discouraged.
<b>Heights</b>	
<b>P-ACA-WT-10</b>	New development must respect historic rooflines. Building heights are restricted to two and three storeys. Where strict rooflines appear along terraces, these have to be adopted.
<b>Building line</b>	
<b>P-ACA-WT-11</b>	Retain the character of continuous building lines and terraces.
<b>Design</b>	
<b>P-ACA-WT-12</b>	Historicist styles are to be avoided; good quality buildings of modern expression are preferred. The involvement of an architect is recommended.
<b>Use</b>	
<b>P-ACA-WT-13</b>	The conversion of residential uses to commercial and other uses will be strictly controlled and will generally be prohibited, except where there is no change to the façade or the character of the area. Possible exemptions are B&Bs, or medical surgeries. Live-work units will be permitted subject to small scaled signs of minimal impact.
<b>Streetscape</b>	
<b>P-ACA-WT-14</b>	Remove all overhead wires and cabling at façades.
<b>P-ACA-WT-15</b>	Encourage the provision of street trees, where this is likely to enhance the street.
<b>Street furniture</b>	
<b>P-ACA-WT-16</b>	Introduce good quality, modern street furniture, which respects the historic setting without being neo-traditional.



### 13.2.4.5 O'Connell Street ACA

**Boundary**

This ACA is at the commercial core of Sligo. Along with the Market Cross ACA, it represents the main commercial centre and consequently the character of the city. O'Connell Street is placed at a right angle to Grattan Street. It is wider at its southern end and as it heads north, it funnels towards the Post Office.

**Statement of character**

There are many fine shop fronts from a variety of periods and styles that create a sense of vibrancy and interest. Whilst many have retained or sympathetically restored shop fronts, future developments must recognise the value that such items have on the overall character of the area. Not only the lower floors of these buildings define this character, but also the increased width of the street enable views and elevations to be fully seen, while the upper levels also contribute to the sense of place created.

The sense of enclosure and space that is most attractive and interesting has been determined by the historic layout of the street and the form and scale of the buildings. The street line is consistently maintained with two and three storey buildings to both sides with varied combinations. The widening at the southern end adds variety to a linear street pattern and a contrast to the vertical emphasis in adjoining Grattan Street.

**Issues**

The completion, to a high standard, of the environmental improvement works associated with the pedestrianisation of O'Connell Street is critical to maintaining its position as Sligo's primary retailing area.

Fig. 13.G O'Connell Street ACA



O'Connell Street ACA - management policies	
Existing built fabric	New development
<p>It is the policy of Sligo Borough Council to:</p> <p><b>Windows</b></p> <p><b>P-ACA-OC-1</b> Require the conservation, retention, and/or reinstatement of traditional features and window elements, such as the original sash and casement windows.</p> <p><b>P-ACA-OC-2</b> Respect the original fenestration patterns, window opening sizes and window alignments of the historic streetscape.</p> <p><b>P-ACA-OC-3</b> Ensure that window designs and details are consistent with original designs, e.g. prohibit swing-out designs where sash windows were the traditional type.</p> <p><b>Doors</b></p> <p><b>P-ACA-OC-4</b> Original doors are to be conserved, retained and/or replaced. PVC or aluminium-type doors are not acceptable.</p> <p><b>Façade</b></p> <p><b>P-ACA-OC-5</b> Prohibit the painting of cut stone and red brick details or façades of buildings.</p> <p><b>P-ACA-OC-6</b> Retain all decorative elements of façades. Brick dressings of openings should not be painted or rendered.</p> <p><b>Shop fronts</b></p> <p><b>P-ACA-OC-7</b> Preserve all historic shop fronts.</p> <p><b>P-ACA-OC-8</b> Remove inappropriate over-sized signage and replace management a more sympathetic one according to the guidelines set out in the Development Management chapter.</p>	<p><b>Plots</b></p> <p><b>P-ACA-OC-9</b> Historic building plots have to be followed by new developments. Plot amalgamation is prohibited.</p> <p><b>Heights</b></p> <p><b>P-ACA-OC-10</b> New development must respect historic rooflines; building heights are restricted to two and three storeys. Where strict rooflines appear along terraces, these have to be adopted.</p> <p><b>Building line</b></p> <p><b>P-ACA-OC-11</b> Retain the character of continuous building lines and terraces.</p> <p><b>Design</b></p> <p><b>P-ACA-OC-12</b> Historicist styles are to be avoided; good quality buildings of modern expression are preferred. The involvement of an architect is recommended.</p> <p><b>Streetscape</b></p> <p><b>P-ACA-OC-13</b> Remove all overhead wires and cabling at facades.</p> <p><b>P-ACA-OC-14</b> Introduce good quality, modern street furniture, which respects the historic setting without being neo-traditional.</p> <p><b>P-ACA-OC-15</b> Introduce high-quality fittings which respect and enhance the historic character of the area without being pastiche.</p> <p><b>Paving</b></p> <p><b>P-ACA-OC-16</b> Ensure that any paving being laid out in conjunction with the pedestrianisation of O'Connell Street uses suitably-coloured materials that are sensitive to the historic setting.</p>



Built/architectural heritage – general policies	
It is the policy of Sligo Borough and County Councils to:	
<b>P-BH-1</b>	Preserve, protect and enhance the architectural heritage of the Sligo and Environs Plan area for future generations. The area's architectural heritage is of national and regional importance and is central to Sligo's ability to promote itself as a centre for cultural tourism.
<b>P-BH-2</b>	Generally encourage the re-use of older buildings through renovation and rehabilitation, in preference to their demolition or reconstruction.
<b>P-BH-3</b>	Secure the protection of buildings and structures or features of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest identified on the Record of Protected Structures.
<b>P-BH-4</b>	Have regard to the 2004 <i>Architectural Heritage Protection Guidelines</i> issued by the DoEHLG when assessing proposals for development affecting a protected structure.
<b>P-BH-5</b>	Exempt the normal requirement for the payment of a development contribution if the proposal involves restoration/refurbishment of a protected structure to a high architectural standard.
<b>P-BH-6</b>	Ensure that any development, modifications, alterations, or extensions affecting a protected structure, adjoining structure or structure within an ACA is sited and designed appropriately and is not detrimental to the character of the structure, to its setting or the general character of the ACA.
<b>P-BH-7</b>	Promote the principles of contextual compatibility for all new buildings within the historic city centre and promote carefully-designed architectural solutions that are modern and innovative, except in or adjoining an ACA or a protected structure, where, in the opinion of the planning authority, redevelopment in the traditional or historicist manner may be more appropriate.
<b>P-BH-8</b>	Ensure that any new development activity acknowledges the urban block structure as the traditional frame for development - in particular, buildings will be required to maintain historical building lines. There will be a presumption against new buildings stepping back from established building lines, except for key public buildings, or where a new building might interfere with the setting of a protected structure or an ACA.
<b>P-BH-9</b>	Maintain the traditional plot width along the perimeter of blocks within the central Zone of Archaeological Potential of Sligo, particularly where the building façade is manifested on the streetscape. Under some circumstances, a new building with a broader plot width might be permitted, but the façade will be required to include some form or articulation that emulates or fits in with the traditional streetscape character.
<b>P-BH-10</b>	Facilitate and permit plot amalgamation and land assembly in the centre of blocks (backlands of plots), as a means of assisting urban renewal and so as to promote the commercial viability of the city centre, while ensuring that there is a balance between the scale of the development proposals, in terms of height, mass and bulk, so as not to dwarf the traditional perimeter buildings of the block. An exception to this policy is made within delineated boundaries of ACAs, unless it can be shown that plot amalgamation would complement the character of the area.
<b>P-BH-11</b>	Generally maintain a continuous building line around the perimeter of the urban blocks - this assists in maintaining the character of an area and can screen multi-storey and surface car parks, loading bays and service yards within blocks.
<b>P-BH-12</b>	Ensure that historic landmark buildings are protected and that new buildings do not interfere negatively with the historic skyline.
<b>P-BH-13</b>	Generally, only consider applications for change of use where the level of physical intervention required to make the building suitable for its new use does not damage or alter the character of the structure that makes it of special interest.
<b>P-BH-14</b>	Protect the historic bridges, harbours, railways and road-side features (such as historic milestones, cast-iron pumps and post-boxes) and furniture within the Plan area.
<b>P-BH-15</b>	Encourage and advise on the restoration of the city's traditional shop fronts.
<b>P-BH-16</b>	Promote the visual attractiveness of the city by encouraging owners of derelict sites/buildings to develop and improve them in an appropriate manner and pursue, where necessary, owners of buildings and sites under the Derelict Sites Act, 1990.
<b>P-BH-17</b>	Have regard to the recommendations and guidelines established in the Conservation Plan for Sligo Gaol, commissioned by Sligo local authorities.
<b>P-BH-18</b>	Facilitate enabling development to be carried out in conjunction with works to protected structures where consistent with the parameters outlined in Section 13.2.3 Enabling development.
<b>P-BH-19</b>	Continue to develop the Council's advisory/educational role with regard to heritage matters and to promote awareness and understanding of the architectural heritage.
<b>P-BH-20</b>	Encourage the retention of original windows, doors, renders, roof coverings, chimneys, rainwater goods and other significant features of structures of architectural heritage merit, whether protected or not.

Built/architectural heritage objectives	
It is an objective of Sligo Borough and County Councils to:	
<b>O-BH-1</b>	Review the RPS on an ongoing basis and add structures of special interest as appropriate, including 20th-century structures and incorporating recommendations from the National Inventory of Architectural Heritage.
<b>O-BH-2</b>	Have regard to the advice and recommendations of prescribed bodies in relation to undertaking, approving or authorising development.
<b>O-BH-3</b>	Provide detailed guidance notes and advice to the public, developers, public bodies, groups and associations with regard to protected structures, ACAs, conservation grant schemes and architectural heritage in general.
<b>O-BH-4</b>	Assess the surviving demesnes within the SEDP area and promote the conservation of their essential character, both built and natural, while allowing for appropriate re-use.
<b>O-BH-5</b>	Identify and retain in situ good examples of historic street furniture, e.g. cast-iron post-boxes, water pumps, signage, street lighting, kerbing, traditional road and street surface coverings/finishes etc.
<b>O-BH-6</b>	Introduce a uniform type of fitting for street lighting throughout the city centre, which is sympathetic with the historic surroundings.

## 13.3 Natural heritage

Our natural heritage includes the variety of life we see around us every day, often referred to as biodiversity. It includes plants, animals and their habitats as well as the physical and geological foundation that forms our landscape (including seascapes).

Protecting and enhancing our biodiversity and landscape is vital for the health, well-being and quality of life of communities throughout the Sligo and Environs Plan Area. It is a key objective of this development plan to protect, conserve and manage these natural resources in a sustainable manner to ensure that economic growth complements this unique environmental setting.

The *National Biodiversity Plan (2002)* sets out the framework through which Ireland will provide for the conservation and sustainable use of Ireland's biological diversity over a five year period. The Plan requires local authorities to prepare and implement Local Biodiversity Action Plans.

### 13.3.1 European and national designated natural heritage sites

European and national legislation protects the most valuable of our natural heritage areas. At European level, Natura 2000 sites form a network of protected areas throughout the European Union. They comprise Special Areas of Conservation (SACs) designated under the EU Habitats Directive, and Special Protection Areas (SPAs) designated under the EU Birds Directive.

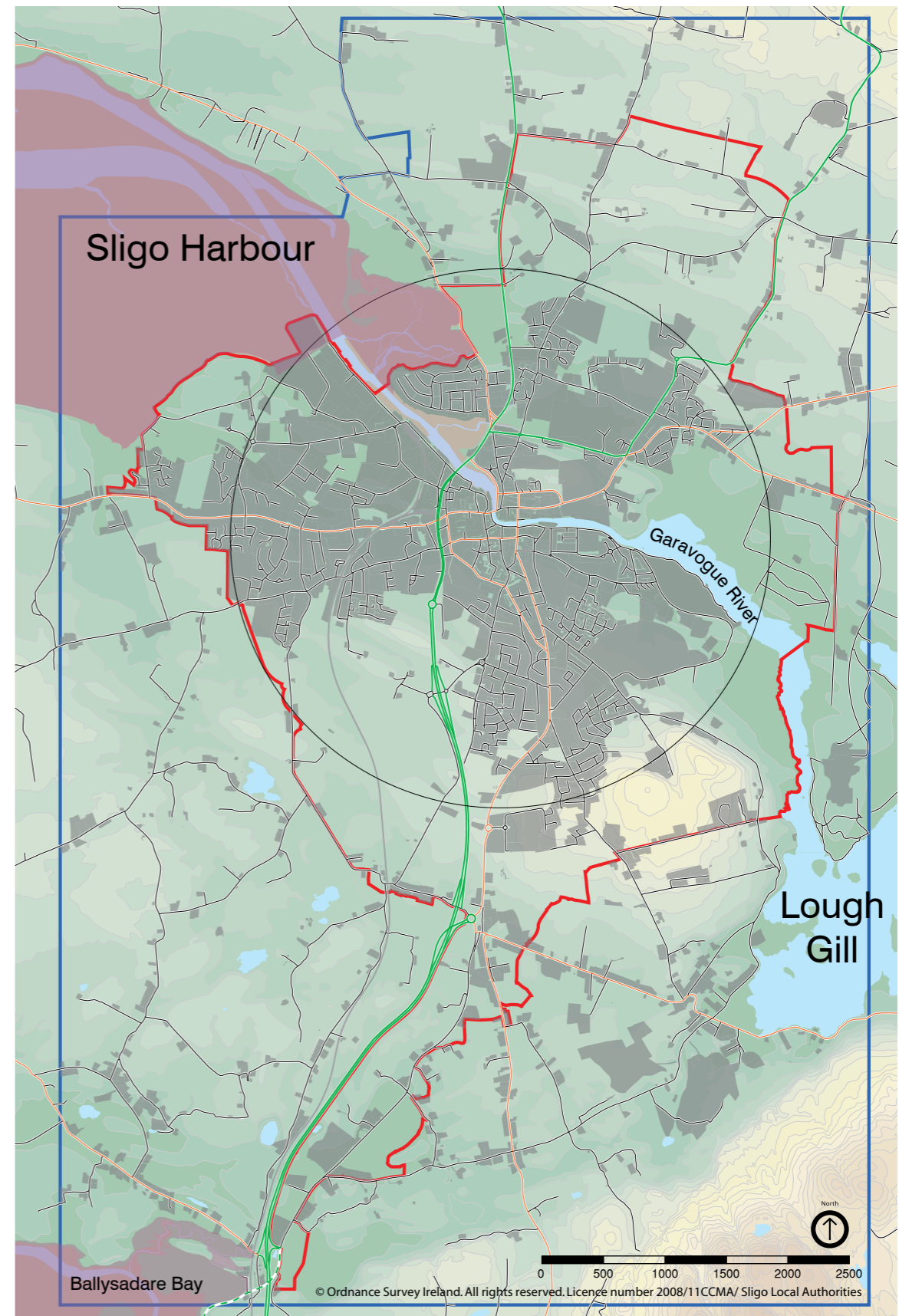
Local authorities are required to ensure that an appropriate assessment of the implications of proposals affecting designated conservation sites is undertaken in respect of developments requiring planning permission. This applies to all development proposals, irrespective of location, likely to impact on these sites.

At national level, the Wildlife Act 1976 and the Wildlife (Amendment) Act 2000 are the principal statutory provisions for the protection of wildlife (both flora and fauna) and the control of activities which may impact adversely on the conservation of wildlife.

Under the Wildlife (Amendment) Act 2000, Natural Heritage Areas (NHAs) are designated to conserve species and habitats of national importance and sites of geological interest.

At present there are several internationally and nationally important natural heritage sites within the Sligo and Environs Plan area.

Fig. 13.H Special Protection Areas (SPAs)



### Designated natural heritage sites policies

It is the policy of Sligo Borough and County Councils to:

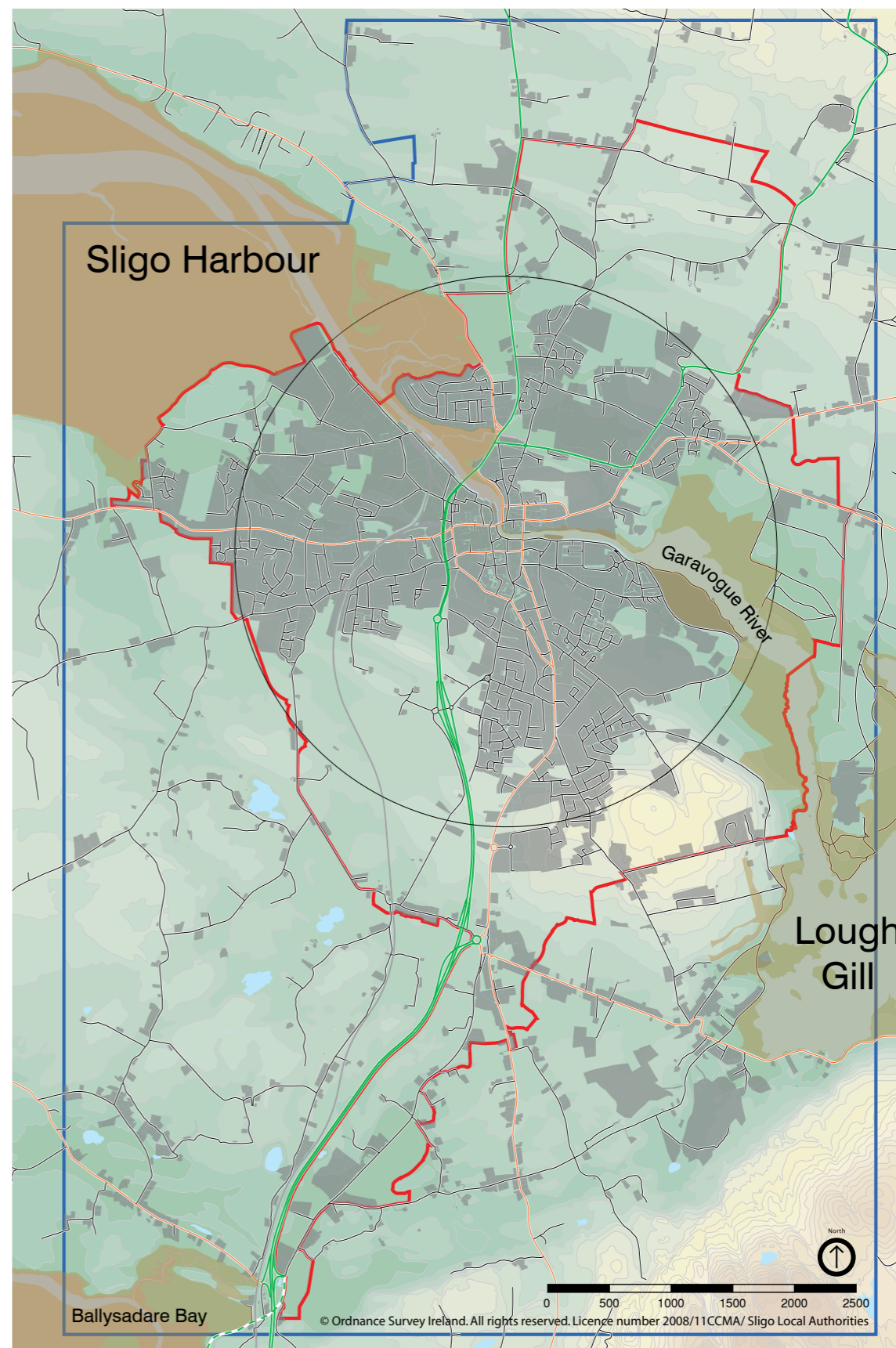
- P-NH-1** Protect natural heritage sites designated in European and national legislation and in other relevant international conventions, agreements and processes. This includes sites designated or proposed as Special Areas of Conservation (SACs), Special Protection Areas (SPAs), Ramsar sites and Natural Heritage Areas (NHAs).
- P-NH-2** Maintain, and where possible enhance, the conservation value of cSACs (candidate SACs) and SPAs and any other sites that may be proposed for designation during the lifetime of this plan.
- P-NH-3** Consult with the relevant prescribed bodies and appropriate agencies when considering undertaking, approving or authorizing developments which are likely to affect designated natural heritage sites or those proposed to be designated.
- P-NH-4** Support and co-operate with statutory authorities and others in support of measures taken to manage designated nature conservation sites in order to achieve their conservation objectives.
- P-NH-5** Promote areas for appropriate development, primarily for recreational and educational purposes, that would not conflict with maintaining favourable conservation status and the meeting of the conservation objectives for these sites.

### Designated natural heritage sites objectives

It is an objective of Sligo Borough and County Councils to:

- O-NH-1** Require an appropriate environmental assessment in respect of any proposed development likely to have an impact on a designated natural heritage site or those sites proposed to be designated.
- O-NH-2** Ensure that environmental assessments in relation to designated natural heritage sites (or those sites proposed to be designated) are carried out by appropriate professionals.
- O-NH-3** Provide guidance to developers in relation to proposed developments which are likely to affect designated natural heritage sites or those sites proposed to be designated.
- O-NH-4** Any plan or project not directly connected with or necessary to the management of a Natura 2000 site, but likely to have significant effect thereon, either individually or in combination with other plans or projects, shall be subject to an appropriate assessment in accordance with Art. 6 of Directive 92/43/EEC, of its implications for the Natura 2000 site in view of the site's conservation objectives.

Fig. 13.I Special Areas of Conservation (SACs)



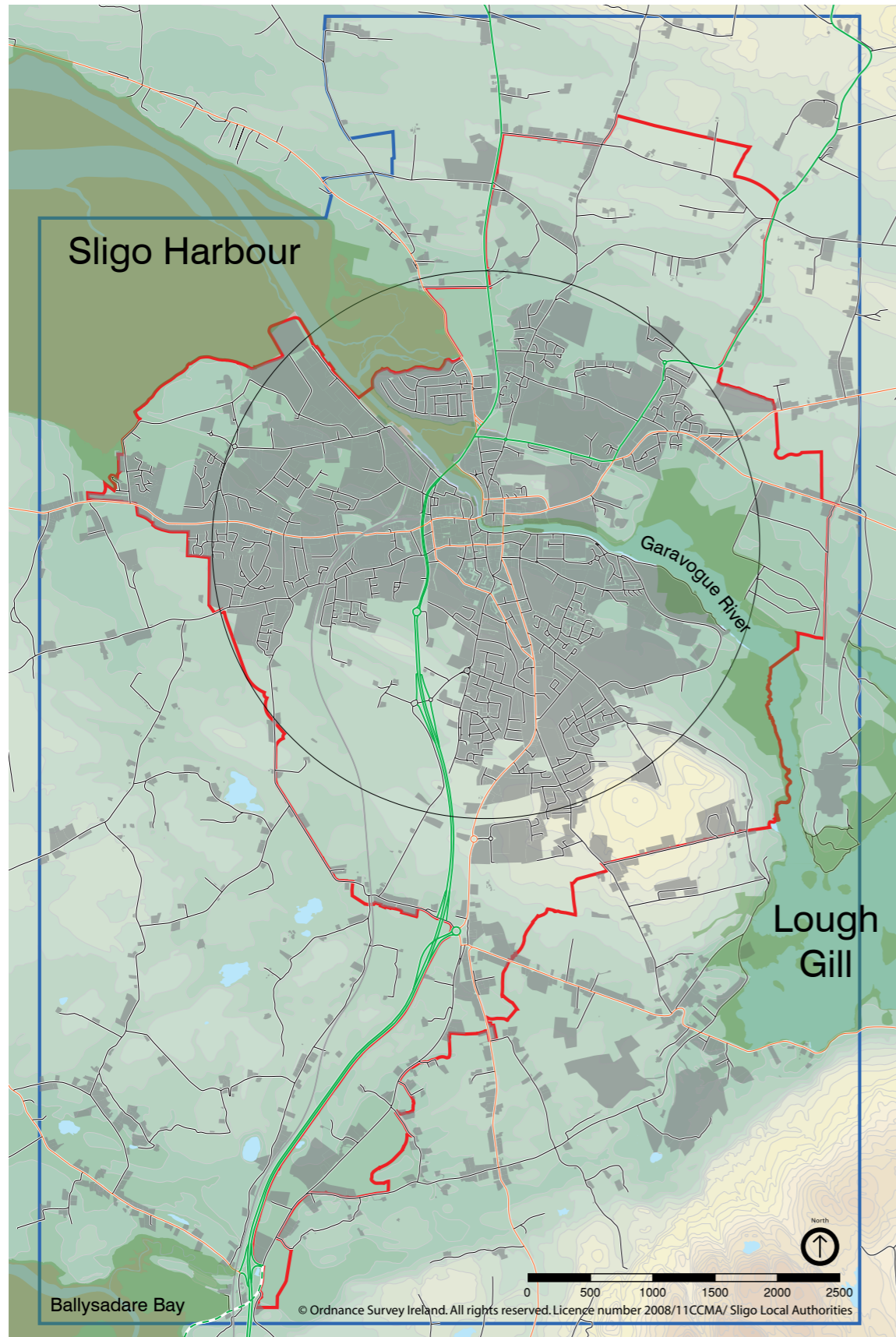


Fig. 13.J Natural Heritage Areas (NHAs)

### 13.3.2 European and national designated protected species

Certain plant, animal and bird species are protected by law. This includes plant species listed in the Flora Protection Order 1999 (or other such Orders) and animals and birds listed in the Wildlife Act 1976 and subsequent statutory instruments, those listed in Annex IV of the Habitats Directive, and those listed in Annex I of the Birds Directive. This protection applies wherever the bird species are found and is not confined to sites designated for nature conservation. The planning process should seek to protect and enhance species protected by law and their habitats.

**Protected species policies**

It is the policy of Sligo Borough and County Councils to:

- P-NH-6** Ensure that development does not have a significant adverse impact, incapable of satisfactory mitigation, on plant, animal or bird species protected by law.
- P-NH-7** Consult with the National Parks and Wildlife Service, and take account of any licensing requirements, when undertaking, approving and authorising development which is likely to affect plant, animal or bird species protected by law.

**Protected species objectives**

It is an objective of Sligo Borough and County Councils to:

- O-NH-5** Provide guidance to developers and others in relation to species protected by law and their protection and management in the context of development.
- O-NH-6** Undertake surveys, as appropriate, to establish the location of protected flora and fauna in the Plan area.

### 13.3.3 Nature conservation outside of designated sites

Most of our biodiversity occurs outside sites that are subject to legal protection under national and EU law. There are habitats and features which are of particular importance for biodiversity throughout the Sligo and Environs Plan area. These include: woodlands; hedgerows and other field boundary types such as stone walls, earthen embankments and ditches; salt marshes; rivers; streams and associated riparian zones; canals; marine and freshwater wetlands. These elements must be protected and enhanced.

Habitats and landscape features cannot be sustained in the long-term in isolation from one another. There must be a network of protected areas, ecological corridors, and ecological “stepping stones” available to support the movement of species and to sustain the habitats, ecological processes and functions necessary to maintain biodiversity.

Key elements in this ecological network need to be identified, protected and enhanced. The Local Authorities recognise the importance of waterways as wildlife corridors.

Invasive non-native plant and animal species are the second greatest threat to biodiversity worldwide after habitat destruction. They can impact negatively on native species, can transform habitats and threaten whole ecosystems causing serious problems to the environment and the economy. Japanese Knotweed occurs within the Plan area and it will be the policy of the Councils to prevent its spread and to seek eradication of the plant where possible, as opportunities and resources allow.



Estuary of the Garavogue



Hazelwood with Killery Mountain in the background

**Objectives for nature conservation outside designated sites**

It is an objective of Sligo Borough and County Councils to:

- O-NH-7** Provide guidance for developers and the general public in relation to the conservation and enhancement of biodiversity and geological heritage.
- O-NH-8** Identify and protect, in co-operation with the relevant statutory agencies and other relevant groups, sites of local biodiversity importance, not otherwise protected by legislation.
- O-NH-9** Encourage the development of proposals for new woodlands utilising funding available through schemes such as the NeighbourWood and Native Woodland Schemes.
- O-NH-10** Undertake a study to document and map significant mature trees and hedgerows within the plan area within the lifetime of the plan.
- O-NH-11** Undertake a study to quantify the extent of invasive species within the Plan area, with recommendations of priority species for control and /or eradication, the degree of threat posed and the resources required for effective management.

**Policies for nature conservation outside designated sites**

It is the policy of the local authorities to:

- P-NH-8** Ensure that proposals for development protect and enhance biodiversity, wherever possible, by minimising adverse impacts on existing habitats and by including mitigation and/or compensation measures, as appropriate, which ensure that biodiversity and landscape character are enhanced.
- P-NH-9** Protect and conserve ecological networks and prevent loss and fragmentation of ecological corridors where possible.
- P-NH-10** Protect and manage existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character, and ensure that proper provision is made for their protection and management when undertaking, approving or authorising development.
- P-NH-11** Ensure that, when undertaking, approving or authorising development, sufficient information is provided to enable an assessment of impacts on woodlands, trees and hedgerows.
- P-NH-12** Integrate biodiversity considerations into Local Authority plans, programmes and activities.
- P-NH-13** Recognise the biodiversity and archaeological importance of townland boundaries, including hedgerows, and promote their protection and retention.
- P-NH-14** Seek the control and/or eradication of invasive species as appropriate within the Plan area as opportunities and resources allow. Targeted invasive species control should be informed by current distribution of species, degree of threat posed and resources available to control and/or eradicate them.



### 13.3.4 Inland waters – rivers, streams, wetlands and groundwater

The rivers and streams occurring within the Plan area are home to a variety of habitats and species. The banks (riparian zones) of rivers and streams are particularly important as they contain a range of habitats and species which are different from the surrounding landscape. River banks also function as ecological corridors and “stepping stones” that enable species to move from place to place.

Wetlands associated with rivers and streams, such as wet grasslands and marshes, are important for biodiversity but have other benefits. They reduce the flow of pollutants to both surface water and ground water and ease the impacts of flooding by retaining floodwaters and releasing them slowly back into our waterways. Rivers and streams also provide recreational benefits for local communities. Groundwater is important for supplying water to and maintaining wetlands and river flows in dry periods.

Rivers and streams will be maintained in an open, semi-natural condition, wherever possible. Their corridors and valleys will be protected and maintained for their biodiversity, landscape and flood protection value. This will be achieved by strictly controlling development in river and stream corridors and valleys and by implementing sustainable drainage systems for commercial and residential developments. Groundwater resources will be protected and managed in a sustainable manner.

#### Inland waters policies

It is the policy of Sligo Borough and County Councils to:

- P-NH-15** Protect rivers, streams and other water courses and, wherever possible, maintain them in an open state capable of providing suitable habitat for fauna and flora.
- P-NH-16** Protect and enhance the natural heritage and landscape character of river and stream corridors and valleys, maintain them free from inappropriate development and make provision for public access where feasible and appropriate.
- P-NH-17** Protect and enhance biodiversity richness by protecting rivers and stream corridors and valleys by reserving land along their banks for ecological corridors, maintaining them free from inappropriate development, and discouraging culverting or realignment.
- P-NH-18** Ensure that all proposed greenfield residential and commercial developments use sustainable drainage systems in accordance with best current practice.
- P-NH-19** Ensure that floodplains and wetlands within the Plan area are retained for their biodiversity and flood protection value.
- P-NH-20** Ensure that proposed developments do not adversely affect groundwater resources.



Western shores of Lough Gill

#### Inland waters objectives

It is an objective of Sligo Borough and County Councils to:

- O-NH-12** Consult with prescribed bodies prior to undertaking, approving or authorising any works or development that may impact on rivers, streams and watercourses.
- O-NH-13** Require that runoff from a developed area does not result in deterioration of downstream watercourses or habitats, and that pollution generated by a development is treated within the development area prior to discharge to local watercourses.

**Natural heritage - general policies**

It is the policy of Sligo Borough and County Councils to:

- P-H-21** Require any plans or projects arising from this plan – which are susceptible of having a significant adverse effect on Natura 2000 sites (as per Art. 6 of the Habitats Directive) due to their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects – to comply with the provisions of the Directive.
- P-H-22** Subsequent plan-making and adoption of plans arising from this plan shall be screened for the need to undertake Appropriate Assessment under Article 6 of the Habitats Directive.

**P-H-23** Ensure that the findings of habitat mapping projects (when completed) are utilised to inform the development management process.

**P-H-24** Ensure that no ecological networks, or parts thereof which provide significant connectivity between areas of local biodiversity, are lost without remediation as a result of implementation of the Plan.

**Landscape**

**P-H-25** Require an appropriate visual impact assessment to be prepared for any proposed development that has potential to cause significant adverse impact on the landscape character in the Plan area and adjoining lands, using agreed and appropriate viewing points and methods.

# Chapter 14. Environmental infrastructure

## 14.1 Water supply

There are two main sources of water supplying the Sligo and Environs area, namely Kilsellagh Reservoir and Lough Gill. There is a water treatment plant at Kilsellagh and two plants treating water from Lough Gill – Cairns Hill and Foxes Den.

Kilsellagh largely serves northern parts of Sligo City, Rosses Point and Kiltycahill, while Cairns Hill and Foxes Den largely serve the south side of the City and Environs.

The three water treatment plants have been, or are in the process of being upgraded to facilitate the improved treatment and overall quality of the water supply. Foxes Den was constructed in 2001, with a design capacity of 11,000 cubic metres per day.

The refurbishment of Cairns Hill was completed in 2002. The plant has a design capacity of 5,450 cubic metres per day. A new water treatment plant is due to be constructed at Kilsellagh to replace the existing plant. Construction should be completed in early 2010 with an output of 4,500 cubic metres per day.

A further expansion of the Foxes Den plant (Phase 2) is also planned. When constructed, this expansion would add a further 5,500 cubic metres per day to the supply.

A water conservation programme is being implemented within the Sligo and Environs area, to reduce water loss and promote a more sustainable approach to usage.

The total existing supply, combined with a reduction in leakage and the construction of Foxes Den (Phase 2) expansion, are considered sufficient to cater for planned development in the City and Environs over the Development Plan period and beyond.

Water supply policies	
It is the policy of Sligo Borough and County Councils to:	
<b>P-WS-1</b>	Ensure that the existing and future population of the Sligo and Environs area is supplied with clean and wholesome drinking water, and has an adequate, sustainable and economic supply of good quality water for domestic, commercial and industrial use.
<b>P-WS-2</b>	Conserve water supplies through the minimisation of leakage and wastage in the interests of efficiency and sustainability.
<b>P-WS-3</b>	Promote public awareness and involvement in water conservation measures and implement water demand management strategies for all developments.
<b>P-WS-4</b>	Implement the requirements of, and provide the necessary water treatment infrastructure to achieve compliance with the 48 parameters set out under the EC (Drinking Water) (No. 2) Regulations 2007.
<b>P-WS-5</b>	Achieve compliance with the relevant recommendations set out in The Provision and Quality of Drinking Water in Ireland - A Report for the Years 2006-2007 (Office of Environment Enforcement - EPA, 2007).
<b>P-WS-6</b>	Ensure the adequacy of existing water supply in terms of quality, quantity and the potential risk to human health.

Water supply objectives	
It is the objective of Sligo Borough and County Councils to:	
<b>O-WS-1</b>	Complete the planning and construction of the new water treatment plant at Kilsellagh.
<b>O-WS-2</b>	Extend the existing water treatment plant at Foxes Den.
<b>O-WS-3</b>	Improve and extend water supply schemes as needed arise.
<b>O-WS-4</b>	Resolve any outstanding issues – including the identified inadequate treatment for Cryptosporidium at the Kilsellagh treatment plant – in order to allow the removal of public water supplies from the EPA remedial action list
<b>O-WS-5</b>	Complete the Water Conservation Programme Stages 1 and 2, commence Stage 3 and seek funding for the preparation of a Water Conservation Plan for the Sligo and Environs area.
<b>O-WS-6</b>	Provide support for the funding of water supply infrastructure, as identified by the local authorities.
<b>O-WS-7</b>	Strive to address all water service deficits on zoned lands within the life time of the Plan.
<b>O-WS-8</b>	Strive to complete all the planned water schemes within the timeframe as indicated in Table 14.A.
<b>O-WS-9</b>	Address the significant water management issues identified in the <i>Water Matters</i> consultation publication of the Western River Basin District Project.

**Table 14.A Water supply schemes and proposed upgrades** (\* All estimated dates are dependant upon sufficient funding and resources)

Water treatment works	Treatment process	Current design capacity	Proposed future capacity	Estimated completion date*	Objective reference
Kilsellagh	Microstaining, chlorination	4,500 m3 / day	4,500 m3 / day	2010	O-WS-1
Foxes Den	Disolved air flotation, rapid gravity filtration, chlorination, fluoridation	11,000 m3 / day	16,500 m3 / day	Depending on future growth in Sligo and Environs	O-WS-2
Cairns Hill	Microstraining, ozonization, filtration, chlorination, fluoridation	5,450 m3 / day	5,450 m3 / day	N/A – No upgrade proposed at present	N/A



Water treatment installation at Foxes Den

## 14.2 Wastewater services

Most of the area within the Development Limit of Sligo and Environs is serviced or serviceable by wastewater drainage infrastructure.

### Sligo Main Drainage Scheme

The Sligo Main Drainage Scheme has developed a new wastewater treatment plant, sludge hub centre, pumping station and treated effluent outfall, located at Far Finisklin. This scheme will eliminate the discharge of untreated wastewater into Sligo Bay, ensure compliance with the Urban Wastewater Treatment Regulations 2001 and facilitate the future growth and development of the city. The main phase of this design–build–operate contract began in 2006 and ended in 2008. The plant currently caters for a population equivalent (PE) of 50,000, and has capacity for expansion to serve up to 80,000 PE.

### Other drainage schemes

In addition to the new wastewater treatment plant, further upgrading of the wastewater drainage infrastructure is required to ensure adequate

service to all areas. Whilst the Teesan–Lisnalgur Main Drainage Scheme will be completed in 2009, further proposed drainage schemes include: Ballincar–Cregg–Rosses Point and Cummeen. It is also possible that infrastructure in some areas will be upgraded in collaboration with the private sector.

The proposed Carrowroe Main Drainage System has a catchment area of 417 acres, of which only a small portion (i.e. Phase 1) is targeted for development over the lifetime of this Plan. The foul sewage from this scheme (along with the other schemes mentioned above) will be pumped into the Sligo Main Drainage system. Phase 1 (involving the installation of a foul sewage collection system including pumping stations and rising mains) will be completed in 2009, and will serve the lands zoned as WILT in the Carrowroe–Belladrihid area. Phase 2 of the Carrowroe Scheme (involving some lands between Carrowroe and the Aughamore area) will be completed at a later date.

The improvements to the treatment plant and drainage network as outlined above will be capable of accommodating the future development and growth of the city proposed over the period of the Development Plan.

**Table 14.B Wastewater schemes and proposed upgrades**

Wastewater scheme	Treatment process / works proposed	Current design capacity	Proposed future capacity (PE = population equivalent)	Estimated completion date*	Objective reference
Sligo Main Drainage Treatment Works	Extended Aeration	50,000 PE	80,000 PE	Expected to be commissioned in 2009 (expansion to 80,000 PE depends on future growth)	O-WW-1
Carrowroe Main Drainage Scheme (WILT zoned lands – Phase 1)	To be pumped into Sligo Main Drainage Scheme	N/A	3,450 PE	2009	O-WW-2
Ballincar – Cregg – Rosses Point Drainage Scheme	To be pumped into Sligo Main Drainage Scheme	N/A	5,000 PE	2010	O-WW-3
Cummeen Drainage Scheme	To be pumped into Sligo Main Drainage Scheme	N/A	1,271 PE	2010	O-WW-4
Teesan – Lisnalgur Drainage Scheme	To be pumped into Sligo Main Drainage Scheme	N/A	6,580 PE	Q1 2009	O-WW-5
Carrowroe Main Drainage Scheme (Phase 2)	To be pumped into Sligo Main Drainage Scheme	N/A	3,750	Dependant on future growth and development	O-WW-6

Wastewater policies	
It is the policy of Sligo Borough and County Councils to:	
<b>P-WW-1</b>	Continue to implement the Sligo Main Drainage Scheme, by carrying out improvements to identified sewerage and drainage schemes so as to ensure sustainable treatment of effluent generated within the City and Environs.
<b>P-WW-2</b>	Ensure that developers provide efficient drainage systems with separate foul and surface water networks.
<b>P-WW-3</b>	Ensure that effluent / sludge is treated and disposed of in accordance with the required European Union standards.
<b>P-WW-4</b>	Facilitate appropriate proposals from private developers to extend existing public wastewater infrastructure networks, where such proposals would result in the servicing of zoned lands. Any such proposal shall be assessed on a case-by-case basis.
<b>P-WW-5</b>	Ensure that all development involving wastewater disposal is permitted only on lands that are serviced by (or capable of being serviced by immediate connection to) public wastewater infrastructure with adequate capacity.
<b>P-WW-6</b>	Ensure that public wastewater infrastructure connection is in place, with adequate capacity, before developments are occupied.

\* All estimated completion dates are dependent upon the availability of sufficient funding and resources

## 14.3 Surface water and flooding

Some areas of the Sligo and Environs area are prone to floods due to flash-flooding of streams and the inability of old and inadequate drainage systems to deal with such occurrences. The physical nature of the built environment, with its impervious surfaces such as roads, car parks and roofs, increases the flow of stormwater run-off into artificial drainage systems and adjacent streams. This can cause flooding where culverts are in need of upgrading or where stream channels have not adapted to such rapid environmental change.

Natural areas such as woodlands and wetlands retain surface water, thereby helping in the regulation of stream flows. In contrast, culverts and underground stormwater systems involve additional development costs and may need ulterior upgrading to facilitate increases in run-off from development, especially where this occurs upstream.

### Increased rainfall and tidal flooding

It is predicted that Ireland's west coast will suffer increased rainfall intensity and more numerous and intense storms. The increase in rainfall, particularly of high intensity, is likely to result in increased river, land and associated flood plain water levels. River catchment areas that are influenced by tidal effects are likely to be impacted more frequently due to combined effects. Surface water drainage design should reflect the likely increase in intensity and frequency of rain storms.

Outfall levels should take cognisance of potentially higher receiving water levels. Future potential additional discharges into receiving water that are themselves tide-locked should be analysed and risk-assessed taking cognisance of existing predictions.



Sligo's Main Drainage Scheme, finalised in August 2008

### Wastewater objectives

It is the policy of Sligo Borough and County Councils to:

- O-WW-1** Complete the Sligo Main Drainage Treatment Works and monitor the need for expansion of capacity in the future.
- O-WW-2** Implement Phase 1 (WILT Phase) of Carrowroe Main Drainage Scheme.
- O-WW-3** Implement the Ballincar-Cregg-Rosses Point Main Drainage Scheme.
- O-WW-4** Implement the Cummeen Drainage Scheme.
- O-WW-5** Implement the Teesan-Lisnalurg Drainage Scheme.
- O-WW-6** Implement Phase 2 of the Carrowroe Main Drainage Scheme.
- O-WW-7** Continue the upgrading of the existing wastewater and stormwater sewer network to alleviate flooding and provide for future development.
- O-WW-8** Reserve lands for a pumping station at Tonafortes, to the west of the Carrowroe Roundabout, to facilitate the servicing and development of zoned lands at this location.
- O-WW-9** Ensure that adequately designed grease-traps are installed in all commercial premises where food is prepared.
- O-WW-10** Ensure that adequately designed oil interceptors are installed in all commercial developments that include car-parks or other oil- and petrol-related activities.
- O-WW-11** Strive to address all wastewater service deficits on zoned lands within the life time of the Plan.
- O-WW-12** Strive to complete all the planned wastewater schemes within the timeframe as indicated in Table 14.B
- O-WW-13** Implement the relevant recommendations set out in *Urban Wastewater Discharges in Ireland for Population Equivalents Greater than 500 Persons - A Report for the Years 2004 and 2005* (Office of Environment Enforcement - EPA, 2007).
- O-WW-14** Examine the feasibility of connecting unserved areas, including individual properties serviced by septic tanks, to existing and planned sewer networks.

### Flood prevention policies

It is the policy of Sligo Borough and County Councils to:

- P-FP-1** Restrict development within 50 m of 'soft' shoreline.
- P-FP-2** Ensure that no further reclamation of estuary land takes place.
- P-FP-3** Ensure that no removal of sand dunes, beach sand or gravel is undertaken.
- P-FP-4** Assess all coastal defence measures for environmental impact.
- P-FP-5** Facilitate, where possible, the landward migration of the coastal features of the Plan area - such as intertidal flats and marshes, as these features form an integral part of the coastal system - both physically and ecologically.
- P-FP-6** Land uses shall not give rise to increases in the run-off characteristics above those that currently exist.

- P-FP-7** Require new developments, where relevant, to integrate appropriate sustainable urban drainage systems (SUDs).
- P-FP-8** Avoid development in areas at risk of flooding, particularly floodplains, by not permitting development unless:
  - it is demonstrated that there are wider sustainability grounds for appropriate development;
  - the flood risk can be managed to an acceptable level and
  - where possible, it reduces the overall flood risk.
- P-FP-9** Adopt a sequential approach to flood risk management, based on avoidance, reduction and then mitigation of flood risk within an overall framework for assessing the location of new development.
- P-FP-10** Require new development proposals in relevant areas to be accompanied by a flood risk assessment.

**Sea level rise and coastal flooding**

In considering future development in areas of Sligo City at low elevations, e.g. the Docklands and the city centre close to the lower Garavogue River, cognisance must be taken of the predicted sea level rise. Current forecasts are that sea levels around Ireland will rise between 0.1 m and 0.9 m by 2100. The mean value from various models is 0.48 m, according to the EPA's Climate Change document (2003).

This would result in highest tide levels being close to overtopping at locations like the Docklands, Hughes Bridge, Fish Street and the Mardyke (R291). A one-in-fifty-years storm surge can further add one metre to the sea level. Furthermore, the high spring tide (still water) level – according to predictions – is likely to rise to circa 3.0 m OD Malin Head in the next fifty years. Certain coastal roads and many coastal plains are at or below this level.

All development proposals in the coastal zone must consider the implications of sea level rise and new works should be located and designed accordingly. Setback lines and “no-development” zones may be used as necessary.

**Flood alleviation**

The Sligo Main Drainage Flood Alleviation Study identified a number of areas liable to flooding within Sligo City. These areas have been included within the Sligo Main Drainage Scheme, which will facilitate flood alleviation and enable the accommodation of spare capacity.

Stormwater retention facilities also serve a function in storing water in excess of the capacity available in downstream channels until storm flows have abated. They also provide for sediment settlement and thereby assist in pollution control. The provision of such facilities enables an economically and environmentally sustainable approach to stormwater control.

The DoEHLG is preparing guidance on flooding and has recently published ‘The Planning System and Flood Risk Management, Consultation Draft Guidelines for Planning Authorities, September 2008’. These guidelines will put in place a systematic approach to integrating flood risk management into the planning process, building upon its long-standing acknowledgement in legislation as an important planning issue. The Local Authorities will have regard to the guidelines published by the DoEHLG on this issue.

**Directive 2007/60/EC**

European Directive 2007/60/EC on the assessment and management of flood risks aims to reduce and manage the risks that floods pose to human health, the environment, cultural heritage and economic activity. The Directive applies to inland waters as well as all to coastal waters across the whole territory of the EU.

The Directive requires Member States to carry out a preliminary assessment by 2011 in order to identify the river basins and associated coastal areas at risk of flooding. For such zones flood risk maps are required to be drawn up by 2013. Flood risk management plans focused on prevention, protection and preparedness must be established by 2015.

The Directive is to be carried out in coordination with the Water Framework Directive. Flood risk management plans and river basin management plans should be coordinated.

**Coastal zone development policy**

It is the policy of Sligo Borough and County Councils to:

**P-CZ-1** Require any development proposal in the coastal zone to consider the implications of predicted sea-level rise

**Coastal zone development objectives**

It is an objective of Sligo Borough and County Councils to:

**O-CZ-1** Examine the implications of predicted sea-level rise on existing and proposed infrastructure, establish priorities and take action as appropriate,

**O-CZ-2** Explore the possibility of designating “no-development zones” and establishing setback lines in coastal zones where there is a substantial risk of flooding due to sea-level rise.

**Surface water drainage objectives**

It is an objective of Sligo Borough and County Councils to:

**O-SWD-1** Maintain the natural wetland characteristics of lands at the following locations, free from development, so as to ensure that at a minimum, part of their lands continue to function as natural stormwater retention areas: Cummeen, Ballinode, Cleveragh, Rosses Point Road, Drumaskibbole, Oakfield-Derrydarragh, Cloverhill Lough.

**O-SWD-2** Incorporate stormwater retention facilities, including possible reconstructed wetlands and ponds, in the following designated areas of open space:

- the proposed open space that adjoins the alluvial woodlands at Hazelwood and Ballinode, so as not to alter the natural hydrological characteristics of the existing alluvial woodlands and maintain the water quality of Lough Gill;
- the linear park and associated stream course that runs from Doonally, Shannon Oughter, Ballytivnan to Sligo Harbour.

**Surface water drainage policies**

It is the policy of Sligo Borough and County Councils to:

**P-SWD-1** Promote stormwater retention facilities for new developments and existing catchment areas, particularly where developments are proposed in proximity to an existing open water course or stream.

**P-SWD-2** Generally prevent the alteration of natural drainage systems and, in the case of development works, require the provision of acceptable mitigation measures in order to minimise the risk of flooding and negative impacts on water quality (including run-off, erosion and sedimentation).

**P-SWD-3** Preserve and protect the water quality of natural surface water storage sites, such as wetlands, where these help to regulate stream flows, recharge groundwater and screen pollutants (such features also provide important habitat functions).

**P-SWD-4** Generally prohibit the landfilling of wetlands, except in cases of overriding public interest.

**P-SWD-5** Protect river channels and streams, which can facilitate surface water drainage, by ensuring that development is kept at an appropriate distance from stream banks and adequate protection measures are put in place.

**P-SWD-6** Discourage development in flood plains and natural water storage areas.

**P-SWD-7** Encourage and, where appropriate, require that the permitted flow from a development to a public stormwater drain or watercourse is restricted/equal to the natural run-off rates from the undeveloped site.

**P-SWD-8** Have regard to the DoEHLG Draft Planning Guidelines - *The Planning System and Flood Risk Management*, September 2008.

## 14.4 Water quality



Kilsellagh reservoir

As stated in section 14.1, there are two main sources of water supplying the Sligo and Environs area: Kilsellagh Reservoir and Lough Gill. It is important that the water quality of these supplies (as well as other waters) is protected.

### EU Water Framework Directive

The EU Water Framework Directive 2000/60/EC (WFD) rationalises and updates existing water legislation and provides for water management on the basis of River Basin Districts. It addresses inland surface waters, estuarine and coastal waters, and groundwater. The fundamental objectives of the WFD is to maintain “high status” of waters where it already exists, to prevent the deterioration of the existing status of waters, and achieving at least “good status” for all waters by 2015.

The SEDP area is located in the Western River Basin District. A Management Plan is currently being prepared for this district, which will also include a Programme of Measures aimed at achieving the objectives of the Water Framework Directive. The outcome of this process will strongly inform the water quality policies and objectives of the local authorities.

### Groundwater

Groundwater is an important natural resource which supplies some 20-25% of drinking water in Ireland and helps maintain wetlands and river flows through dry periods. A practical and effective means of protecting groundwater and preventing pollution is through the use of a Groundwater Protection Scheme.

The Geological Survey of Ireland (GSI), the DoEHLG and the EPA have jointly developed a methodology for the preparation of Groundwater Protection Schemes. Sligo’s local authorities are currently involved with the GSI in the preparation of such a scheme for County Sligo. The Scheme will offer guidelines for the Local Authorities in carrying out their functions, and will provide a framework to assist in decision-making on the location, nature and control of developments and activities in order to protect groundwater.

### Water quality policies

It is the policy of Sligo Borough and County Councils to:

- P-WQ-1** Protect, maintain or improve the water quality of Lough Gill and Kilsellagh catchments, the Garavogue River, and all other water bodies in the Plan area to the status required in the Western River Basin District Management Plan (WRBDMP).
- P-WQ-2** Promote public awareness regarding the protection of water quality and water conservation.
- P-WQ-3** Ensure that all development proposals have regard to the policies and objectives of the Sligo Groundwater Protection Scheme.
- P-WQ-4** Discourage additional development within the catchment area of Lough Gill (including Aughamore sub-catchment) and Kilsellagh Reservoir, so as to protect the water quality of these sources.
- P-WQ-5** Safeguard the drinking water sources of Lough Gill and Kilsellagh by controlling afforestation and agricultural, commercial, industrial and domestic development within their catchments.
- P-WQ-6** Seek to achieve consistency between development management and environmental pollution control measures to ensure that all development proposals have regard to the policies, objectives and measures detailed in the WRBDMP.
- P-WQ-7** Require farmers to prepare nutrient management plans in all areas designated as “high risk” in the WRBDMP.
- P-WQ-8** Protect the quality of estuarine and coastal waters, including designated bathing areas and designated shellfish areas in Sligo Bay, by controlling land-based discharges to these areas. Any significant development in the catchment of a designated shellfish area will require an assessment of the likely impact on shellfish.
- P-WQ-9** Ensure that all single-house developments outside serviced areas comply with EPA standards and guidelines for effluent treatment.
- P-WQ-10** Strictly control forestry developments in all areas designated as “high risk” in the WRBDMP.
- P-WQ-11** Ensure that measures set out in the Action Programmes/ Pollution Reduction Programmes for Shellfish Waters, currently being prepared, are taken into account when zoning /rezoning of lands and development proposals are being considered.
- P-WQ-12** Ensure that the ongoing development of Sligo City and Environs does not compromise the quality of surface and groundwater and associated species/habitats in the Plan area.
- P-WQ-13** Ensure that land uses do not give rise to pollution of ground- and surface water during the construction and operation of developments. This shall be achieved by adhering to best practice in the design, installation and management of systems for the interception, collection and appropriate disposal or treatment of all surface waters and effluents.



Kilsellagh reservoir

### Water quality objectives

It is an objective of Sligo Borough and County Councils to:

- O-WQ-1** Prepare and enforce Source Protection Plans for drinking water catchments for Lough Gill and Kilsellagh.
- O-WQ-2** Continue to monitor, audit and review the environmental status with regard to the water quality of rivers, lakes, estuarine and coastal waters.
- O-WQ-3** Protect, maintain or improve water quality to the status set out in the WRBDMP. All discharges to water bodies and sewers shall be licensed in accordance with the provisions of the Local Government (Water pollution) Acts 1977 & 1990.
- O-WQ-4** Encourage the establishment of catchment management committees to prepare catchment management plans. These committees should include members of statutory bodies with responsibilities for environmental protection, and members of relevant community groups.
- O-WQ-5** Implement the Programme of Measures detailed in the WRBDMP.
- O-WQ-6** Ensure compliance with the relevant objectives and measures that will be set out in the Groundwater Protection Scheme for County Sligo.
- O-WQ-7** Incorporate in the SEDP (using the Plan variation procedure) the relevant policies and objectives of the WRBDMP and associated Programmes of Measures (when published).
- O-WQ-8** Ensure that development consents based on this Plan do not - individually or cumulatively - impact on the ability of Rosses Point seawater bathing area to meet the requirements of Directive 2006/7/EC as implemented by the Bathing Water Quality Regulations 2008 (S.I. no. 79/2008).

## 14.5 Waste management, recycling and reuse

**W**aste management is one of the most challenging environmental issues in Ireland at present. The adoption of the Waste Management Act in 1996 provided the turning point for waste management in Ireland by introducing the concept of a “waste hierarchy” and emphasising prevention, minimisation, reuse, recycling and recovery as opposed to landfill disposal.

The Waste Management Act 1996 enabled local authorities to come together to adopt a common waste management plan. The local authorities in Connaught – i.e. counties Sligo, Galway, Mayo, Roscommon and Leitrim – adopted a Waste Management Strategy in September 2001.

The 2001 Strategy set targets for municipal waste in the Connaught region: by 2013, 48% of waste is to be recycled, 33% recovered and only 19% will go to landfill.

Significant progress has been made towards the regional and municipal recycling targets. This can be attributed to the expansion of segregated collection of dry recyclables, the provision of additional bring banks and the increased network of recycling centres.

### Regional Waste Management Plan 2006-2011

The Connacht Region Waste Management Replacement Plan covers the period from 2006 to 2011. The emphasis in the new plan is placed on waste prevention and minimisation targets. To date, waste management initiatives have been concentrated on diverting waste from landfill disposal by promoting segregated waste collection, the use of bring banks, recycling centres and home composting.

### 14.5.1 Waste collection

The area covered by the Sligo and Environs Development Plan is covered by a waste collection service and a kerbside dry recycling collection service. There are eight recycling bring-banks, which accept glass and cans for recycling. A recycling centre is located at the Greenstar Depot (Deep Water Quay) where the public can bring dry recyclables, textiles and electrical goods.

Sligo County Council provides a household hazardous waste collection service, which also serves the Sligo Borough area. This takes the form of a mobile collection unit which accepts hazardous household waste for recycling. The provision of a permanent facility for Sligo is under consideration. A green garden waste facility was opened at Young’s Quarry, Ballysadare, in July 2008. This facility, which also serves Sligo City, provides a valuable compost product while diverting waste from landfill.

Waste management policies	
It is the policy of Sligo Borough and County Councils to:	
<b>P-WM-1</b>	Comply with the EU and national environmental/waste management legislation.
<b>P-WM-2</b>	Implement the relevant provisions of Connaught Regional Waste Management Plan.
<b>P-WM-3</b>	Promote the development of facilities in accordance with the waste hierarchy principle which involves a shift toward prevention and minimisation measures, while developing recycling and reuse, disposal with energy recovery and, as the last option, disposal of residual waste to landfill.
<b>P-WM-4</b>	Prevent and minimise waste by: <ol style="list-style-type: none"> <li>promotional and educational campaigns;</li> <li>continuing promotion of home composting units for biowaste;</li> <li>the promotion of the Youngs Quarry Green Garden Waste Facility, Ballisodare;</li> <li>diverting some urban biowaste (through the introduction of a third bin for organic household waste) from landfill for bulk treatment and re-use;</li> <li>incorporating measures during licensing procedures of industry to encourage minimisation and prevention, wherever possible.</li> <li>developing Construction Waste Management Plans, whereby materials chosen for building will focus on reducing environmental impacts and the generation of construction and demolition waste will be minimised.</li> </ol>
<b>P-WM-5</b>	Apply the <i>polluter pays</i> principle, proximity principle, precautionary principle and the principle of shared responsibility in all waste management initiatives (see right).
<b>P-WM-6</b>	Liaise with/encourage the private sector, semi-state and voluntary groups to actively pursue initiatives involving recycling and/or reuse.
<b>P-WM-7</b>	Support the continued provision of a private refuse collection service and segregated domestic waste collection arrangements.
<b>P-WM-8</b>	Encourage the recycling of construction and demolition waste and the reuse of aggregates and other materials in future construction projects.
<b>P-WM-9</b>	Encourage energy recovery, where possible, by including biogas installations in large sewage treatment facilities.
<b>P-WM-10</b>	Support an expanded waste recovery and recycling sector in Sligo in order to service the region’s existing and future regional needs.
<b>P-WM-11</b>	Encourage the recycling of construction / demolition waste, particularly from local authority projects, as an additional source of aggregates for future developments.
<b>P-WM-12</b>	Have regard to the Environmental Protection Agency’s National Hazardous Waste Management Plan –2008-2012.
<b>P-WM-13</b>	Development proposals on brownfield sites – such as former petrol stations, fuel/chemical storage areas and similar sites – shall be required to undertake an assessment of the potential for contaminated materials, soil, etc. to be unearthed during demolition/development works, and the associated environmental risks.  Where any environmental risk is identified, appropriate investigations shall be undertaken to determine the nature and extent of any materials or contaminated soils on the proposed development site.  A site specific “remediation plan” shall be prepared to ensure that the construction and operation phases of development do not result in risk to human health, water quality, biodiversity, fisheries, air quality etc.
<b>P-WM-14</b>	Ensure that the known waste disposal site at Finisklin is assessed and an appropriate remediation plan is developed and implemented in order to reduce the environmental risk associated with the former landfill.

#### Box 14.C Waste management principles

##### **Polluter pays principle**

The generator of the waste is obliged to ensure that the waste is properly managed.

##### **Proximity principle**

In order to minimise environmental impact, waste must be dealt with as close to its source as possible.

##### **Precautionary principle**

If an action or policy might cause severe or irreversible harm to the public or to the environment, in the absence of a scientific consensus that harm would not ensue, the burden of proof falls on those who would advocate taking the action.

##### **Principle of shared responsibility**

All economic actors, including producers, importers, distributors and consumers, bear their specific share of responsibility as regards the prevention, recovery and disposal of waste.



## 14.5.2 Construction and demolition waste (C&D)

Waste produced by construction and demolition (C&D) activities accounts for a very high proportion of the overall volume of waste produced in the region.

It includes excavated materials, concrete, masonry, bricks etc. Some of these waste streams can be dealt with during land recovery and improvement, but this still requires a high level of monitoring to ensure that they are managed appropriately.

There are a number of licensed waste sites in operation in the environs of Sligo City that accept C&D waste. These sites have accepted much of the waste generated from the development of the city itself.

C&D waste is generally “recovered” (as opposed to disposed of) and used for the improvement of land through in-filling for agricultural purposes.

However, in order to deal with C&D waste in the most sustainable way, it is imperative that there are C&D facilities available that can process C&D waste streams and produce materials usable in the building industry, e.g. aggregates. This also reduces the reliance on raw or virgin materials.

In order to achieve this, it is envisaged that there will be at least one licensed site carrying out this type of waste reprocessing close to the environs of Sligo (at Ballysadare).

The local authorities will also examine the scope for recovery of construction and demolition waste from local authority projects, as well as the use of recycled construction materials in site development, road building and other infrastructural projects.

Waste management objectives	
It is an objective of Sligo Borough and County Councils to:	
<b>O-WM-1</b>	Increase the number of Recycling Bring Banks from 8 to 15 in the period of the Plan.
<b>O-WM-2</b>	Promote the introduction of a third bin for organic waste by the end 2009.
<b>O-WM-3</b>	Require the provision of recycling bring-bank facilities as part of major developments – i.e. residential developments in excess of 500 units or other single-use or mixed-use developments with a comparable waste generation potential.
<b>O-WM-4</b>	Develop a permanent Household Hazardous Waste Collection Service.
<b>O-WM-5</b>	Ensure that all new development provides waste management facilities commensurate with its nature and scale so as to enable the achievement of high levels of recycling as specified in the Connaught Waste Management Strategy.
<b>O-WM-6</b>	Continue to carry out the investigation of the landfill site at Finisklin, and complete the management and remediation of the site.
<b>O-WM-7</b>	In relation to any proposals for development of lands at the Finisklin landfill site, or any other lands that may be contaminated (e.g. reclaimed / filled lands formerly used for port-related activities, or the site of the former Saehan factory at Hazelwood), require the applicants to engage specialist environmental consultants to investigate and assess the presence and extent of contamination, and to recommend remediation measures for agreement with the local authorities.
<b>O-WM-8</b>	Require the preparation of Waste Management Plans for the construction stages of developments where deemed necessary.
<b>O-WM-9</b>	Maximise the reuse and recycling of Construction and Demolition Waste, including the securing of at least one licensed C&D waste reprocessing site within, or close to, the environs of Sligo.

## 14.6 Litter control

Sligo Borough and County Council will tackle the effects of litter on the environment via the Litter Management Plan 2007-2010 and subsequent Plans. It is the aim of this plan to reduce litter in accordance with the Litter Pollution Act 1997 and to encourage the public to become more vigilant in relation to the disposal of litter.

The local authorities will continue their campaign on litter prevention and awareness and encourage Operation Clean Sweep, specifically aimed at businesses. An association with Tidy Towns committees and their activities will also assist in encouraging better control of litter and general environmental quality throughout the city.

Litter control policies	
It is the policy of Sligo Borough and County Councils to:	
<b>P-LC-1</b>	Enforce the provisions of the Litter Management Plan 2007–2010 and subsequent Plans.
<b>P-LC-2</b>	Support and encourage anti-litter and environmental awareness campaigns, Green Schools and Tidy Towns initiatives, Operation Clean Sweep, and other measures that will positively contribute to the environmental quality of the city.

## 14.7 Air quality and noise

The emissions from fossil fuels can have a detrimental impact on air quality and contribute to the greenhouse effect. Fossil fuels are used in transport and general energy consumption in heating, lighting, businesses, agriculture etc.

In order to facilitate improvements in air quality, it is necessary to reduce the number of individual trips made by car, and encourage alternative means of travel, such as public transport, cycling and walking.

It would also be beneficial to encourage a shift in the mode of transport for freight from road to rail. The strategy for the future development of Sligo (Chapter 5) has sought to integrate land use and transport to support such objectives.

In Irish law, noise is dealt with under the EPA Act 1992 and the EPA Noise Regulations 1994. Most large-scale activities that result in high noise levels are subject to an Integrated Pollution Control (IPC) License from the EPA.

Air quality and noise policies	
It is the policy of Sligo Borough and County Councils to:	
<b>P-AN-1</b>	Support public transport and non-motorised means of travel to improve air quality.
<b>P-AN-2</b>	Protect significant tree groups and other vegetation types and encourage landscaping and tree planting as a means of air purification and the filtering of suspended particles.
<b>P-AN-3</b>	Encourage a more energy-efficient approach to the design and servicing of buildings for residential, commercial, industrial and other uses, including public buildings.
<b>P-AN-4</b>	In conjunction with the EPA, ensure that all existing and new developments are operated in a manner that does not contribute to a deterioration of air quality.
<b>P-AN-5</b>	Seek to protect the amenity of dwellings, businesses, community facilities and other existing development, when assessing proposals for development that is likely to generate significant levels of noise and/or odour (e.g. restaurants, take-aways and bars).
<b>P-AN-6</b>	Continue to restrict the use of bituminous fuels.
<b>P-AN-7</b>	Continue to discourage the unauthorised burning of waste.

## 14.8 Major Accidents Directive (Seveso II)

The Major Accidents Directive (Council Directive 96/82/EC) on the Control of major-accident hazards involving dangerous substances was introduced into Irish law through the EC Regulations 2000 (S.I. No. 476 of 2000).

The Directive aims at preventing major accidents involving dangerous substances and the limitation of the consequences of such accidents for humans (in terms of health and safety) and for the environment.

Appropriate distances (as outlined in Part 11 and Schedule 8 of the Planning and Development Regulations 2001) must be maintained between establishments covered by the Directive and residential areas, areas of public use, and areas of particular natural sensitivity or interest.

The planning authorities must seek technical advice from the National Authority for Occupational Safety and Health in relation to:

- the provision of a new Seveso establishment or modifications to an existing establishment (as defined in Schedule 9) which may have consequences or risks of a major accident;
- development within a certain distance of Seveso establishments;
- certain developments considered by the planning authorities as being capable of adding to the risk of a major accident in the vicinity of an existing Seveso establishment.

In association with the procedures for planning applications for certain establishments, as above, there are further procedures outlined for such establishments in relation to planning appeals, local authority developments which may or may not require an Environmental Impact Assessment (EIA), state authority development and also declaration and referral under Section 5 of the Planning and Development Act 2000.

The planning authorities have not defined zones for uses that may be classified as Seveso establishments or modifications to existing establishments.

However, such uses will not normally be permitted in the vicinity of residential areas, areas of concentrated public use, or in environmentally sensitive areas. The planning authorities will also seek technical advice on the risks arising from the establishment of such uses in determining planning applications.



The estuary of the Garavogue and Sligo Bay

**Major Accidents Directive policy**

It is the policy of Sligo Borough and County Councils to:

**P-MA-1** Consult with the Health and Safety Authority when assessing proposals for a new Seveso establishment or modifications to an existing establishment, and when assessing proposals for development in the vicinity of existing Seveso establishments.

**Major Accidents Directive objective**

It is an objective of Sligo Borough and County Councils to:

**O-MA-1** Maintain appropriate distances between establishments covered by the Major Accidents Directive and residential areas, areas of public use and areas of particular natural sensitivity or interest.

## 14.9 Climate change

Sligo Borough Council and Sligo County Council have commenced the preparation of a joint Climate Change Strategy, in accordance with the National Climate Change Strategy.

It is an objective of Sligo Borough Council and Sligo County Council to implement the provisions of the Joint Sligo Borough and County Council Climate Change Strategy, when finalised.

# Chapter 15. Energy and telecommunications

## 15.1 Energy

The availability of energy is of critical importance to facilitate new development. The NDP 2007-2013 sets out the policies for the provision of electricity from both renewable and non-renewable sources. In addition, the Government has also set out a number of policies and guidelines in relation to energy in the following publications:

- National Climate Change Strategy (2007-2013);
- Energy White Paper *Delivering a sustainable Energy future for Ireland* (2007);
- National Energy Efficiency Action Plan;
- Regulations on New Energy Plan for new houses and apartments built from July 2008;
- Consultation paper on National Energy Efficiency Action Plan for Ireland 2007-2010 .

### 15.1.1 Wind energy

County Sligo's mountainous landscape and exposed location on the western seaboard combine to create the ideal conditions for the generation of wind power.

The Wind Energy Guidelines published by the DoEHLG in June 2006 outline the main criteria to be used in assessing development proposals. These criteria include:

- seeking visual harmony and balance – choice of turbines, towers, colour and siting;
- keeping secondary structures to a minimum – buried on-site cabling, minimal fencing, transformers placed inside towers where possible;
- keeping access roads to a minimum – using established roads where possible and following natural contours if roads are necessary;
- managing the “building site” – removing waste, avoiding erosion, re-planting the land.

### 15.1.2 Renewable energy

The development of renewable energy sources is a priority at national and European level from both environmental and energy conservation perspectives. Sligo local authorities recognise the contribution that alternative energy sources can make towards limiting pollution associated with the generation of electricity and it is the Councils' policy to promote renewable and alternative energy sources in an environmentally acceptable manner.

### 15.1.3 Gas

While Sligo is not served by gas infrastructure at present, Bord Gáis has identified Sligo City as a “Phase 3: town being considered for connection to the distribution network” and part of north Sligo towards Donegal has been identified as an “Area location for consideration”.

The extension of the natural gas pipeline to Sligo would be a significant boost to the economic growth of the region.

### 15.1.4 Bioenergy

Bioenergy is energy derived from biofuels, such as biodiesel, biogas or biomass. Biofuels are considered to be “CO<sub>2</sub>-neutral”, not adding to the carbon dioxide level in the atmosphere. Technologies used to produce electricity from biofuels vary widely.

The local authorities will consider each proposal on its merits, subject to proper planning and environmental consideration.

### 15.1.5 Electricity

Nationally, the demand for electricity has grown by approximately 40% in the last decade and projections suggest that the local demand will more than double in the next 25 years.

In 2002 and 2003, planning permission was granted to the ESB for major upgrading of the electricity transmission infrastructure in Sligo and neighbouring counties.

For County Sligo, this included the construction of a 220 kV line running from the south-east of the County to a new substation at Ballysumaghan, along with the construction of five other new 110 kV lines to serve the north and east of the County.

Construction commenced in April 2004 and the substation at Ballysumaghan has now been completed. This will improve quality of supply and provide security and adequate capacity of supply to service future industrial, commercial and domestic development.

#### Energy policies

It is the policy of Sligo Borough and County Councils to:

- P-EN-1** Support the infrastructural development of ESB transmission networks, including the overhead lines required to provide the network needed.
- P-EN-2** Support national and international initiatives for limiting emissions of greenhouse gasses and encouraging the development of renewable energy sources in an appropriate and sustainable manner.
- P-EN-3** Promote energy conservation and efficiency measures and facilitate innovative building design that promotes energy efficiency in accordance with national policy and guidelines.
- P-EN-4** Encourage the development of sustainable, energy-efficient buildings throughout the plan area.

#### Energy objectives

It is an objective of Sligo Borough and County Councils to:

- O-EN-1** Preserve significant landscape views from the visual intrusion of large-scale energy infrastructure.
- O-EN-2** Require the placing of electricity cables underground within the urban area of Sligo City.
- O-EN-3** Seek the extension of the natural gas pipework to Sligo.

## 15.2 Telecommunications

**I**ntensive digitisation offers a competitive advantage in attracting economic development and investment. It also offers more flexible working arrangements, enabling people to work and communicate locally and internationally from their homes.

There is a movement away from labour-intensive manufacturing industry to the skilled services sector of the economy, which has major policy implications for the provision of infrastructure, particularly the provision of telecommunications.

Sligo local authorities acknowledge the importance of the telecommunications sector, in particular the development of broadband telecommunications, in terms of capitalising on investment opportunities.

The following initiatives are supported by the local authorities to target full coverage of broadband connectivity throughout the Plan area:

- Ireland's Broadband Strategy
- Group Broadband Scheme
- Metropolitan Area Network
- School Broadband Access Programme.

### 15.2.1 Broadband and MAN (Metropolitan Area Network)

Sligo Broadband Project consisted of the construction of a modern metropolitan area telecommunications network (MAN) around Sligo City and its environs.

The MAN involved the laying of a fibre-optic cable within special ducts within the Sligo Area. This 27-km cable has the capacity to transmit large volumes of information (telecoms, data, internet and other advanced media applications) at high speeds.

The MAN enables telecommunications companies to provide cheap, "always-on", high-speed broadband access to the internet, a vital tool for industry and business and invaluable for educational institutes, health and research bodies and private consumers.



Telecommunications mast at Cranmore Road

#### Telecommunications policies

It is the policy of Sligo Borough and County Councils to:

- P-TEL-1** Achieve a balance between facilitating the provision of telecommunications services in the interest of social and economic progress, sustaining residential amenities and environmental quality. The local authorities will have regard to DoEHLG guidelines in regard to this.
- P-TEL-2** Protect areas of significant landscape, habitats and species importance from the visual and physical intrusion of large-scale telecommunications infrastructure.

#### Telecommunications objectives

It is an objective of Sligo Borough and County Councils to:

- O-TEL-1** Support programmes of connectivity throughout the Plan area by liaising with telecommunication service providers.
- O-TEL-2** Support the Group Broadband Scheme and the School Broadband Access Programme.
- O-TEL-3** Require, by planning condition, where appropriate, the development of underground telecommunications broadband infrastructure for road, commercial and residential schemes, as set out in the Government's recommendations.
- O-TEL-4** Have regard to Government guidelines on telecommunications infrastructure, including Telecommunications Antennae and Support Structures – Guidelines for Planning Authorities (DoEHLG, 1996) and any subsequent revisions.

# Chapter 16. Development management standards

## 16.1 Development management principles

The purpose of this chapter is to give guidance to developers regarding the criteria used by the local planning authority to assess planning applications.

Each application for development is unique and each site is unique. A decision to grant or refuse planning permission takes this uniqueness into account. Individual applications for development will be assessed against the policies and objectives of the Development Plan. The decision is not taken by using a standard formula or set of rules.

The guidance contained in this chapter is not exhaustive, but merely a statement of general principles.

### Planning Application

To obtain planning permission, it is necessary to submit a comprehensive planning application, which complies with the Planning and Development Act 2000-2006 and the Planning and Development Regulations. Advice and guidance on making a planning application are available from the relevant planning authority, i.e. Sligo Borough Council or Sligo County Council.

The Department of Environment, Heritage and Local Government publishes a series of leaflets on all aspects of the planning system and these are available free of charge from the Department or from planning authorities. They cover a whole range of issues, including how to make a planning application, lodge an appeal, requirements for change of use, building extensions etc.

The leaflets can be downloaded from the website of the DoEHLG — [www.environ.ie](http://www.environ.ie).

Before submitting a development proposal, potential applicants are advised to examine the Zoning Map (Map 1) and associated Zoning Matrix (section 16.1.1), to check whether the proposal is in accordance with the zoning objectives for the respective area. Another useful checklist is the set of Sustainability Indicators (see section 16.1.2).

### 16.1.1 Land use Zoning Matrix

The purpose of land use zoning is to indicate the intended uses of all lands within the SEDP limit – refer to the Zoning Map.

The Zoning Matrix states the degree of acceptability of particular types of development within areas zoned for various use categories.

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

### Key for the Zoning Matrix: zoning categories

<b>C1</b>	City centre uses
<b>C2</b>	Commercial and mixed land uses
<b>MIX-1</b>	Mixed uses (non-retail)
<b>MIX-2</b>	Mixed uses (optional retail warehousing)
<b>RE</b>	Existing residential area
<b>R1</b>	Low-density residential area
<b>R2</b>	Low/medium-density residential area
<b>R3</b>	Medium/high-density residential area
<b>NC</b>	Neighbourhood centre
<b>CF</b>	Community facilities
<b>RP</b>	Retail park
<b>BITP</b>	Business, industry and technology park
<b>WILT</b>	Waste management, industry, logistics and transport-related uses
<b>PF</b>	Port facilities and related uses
<b>OS-PUB</b>	Public open space
<b>OS-PRI</b>	Private open space
<b>OS-SPO</b>	Sports and playing fields
<b>OS-NAT</b>	Natural/seminatural open space
<b>OS-COR</b>	Green corridors
<b>NR</b>	Natural resource reservation
<b>PU</b>	Public utilities
<b>AA</b>	Archaeological amenity zone at Carrowmore
<b>BUF</b>	Buffer zone
<b>GB</b>	Green belt

### P Permitted in Principle

A use which is permitted in principle is one which the local 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.

### O Open for Consideration

A use open for consideration is one which the local authority may permit where it is satisfied that the suggested form of development is compatible with the policies and objectives for the zone, does not conflict with the permitted uses and conforms with the proper planning and sustainable development of the area.

### N Not Normally Permitted

Development classified as not normally permitted in a particular zone is one which will not be entertained by the local authority, except in exceptional 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.

### Neighbourhood Centres

The designation of certain Neighbourhood Centres – such as Caltragh or Shannon Oughter – overlaps with other zoning categories. In these areas, the priority will be to create vibrant and sustainable local service centres to serve the surrounding residential areas.

Therefore, certain uses that might not be normally permitted in some zoning categories also covered by NC designation will be permitted or open to consideration in neighbourhood centres. For example, small retail units, not normally permitted in residential areas, are normally permitted in neighbourhood centres.

At the same time, pending further clarifications on detailed layouts, some uses that might be generally permitted or open for consideration in a zone, are identified as not normally permitted in a neighbourhood centre. For example, halting sites, open to consideration in residential areas, are not normally permitted in neighbourhood centres.

### 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 necessarily precluding the reasonable extension/expansion of non-conforming uses or the conversion of these developments to similar uses.

## 16.1.2 Sustainability indicators

These indicators act as a simple checklist for developers and local authorities to address a number of issues relating to new development and sustainability.

**Mix of uses** – *is the development in an appropriate location and does it encourage an appropriate mix of uses?*

Where appropriate (e.g. neighbourhood centres, city centre, new large-scale developments, mixed-use zones, along major transportation routes and transport nodes) a mix of uses should be incorporated into the development, such as housing, offices, industrial, retail, educational, leisure, live-work units, crèches, community facilities etc. This will enable easy access for all to facilities and could also contribute to a reduction in traffic generation.

**Mix of dwelling types** – *does the development provide a mix of dwelling types?*

To address the social balance within communities, there needs to be an adequate mix of types of housing, including affordable and social housing. Provision for this is made under Part V of the Planning and Development Act 2000. There is also a need for a mix of dwelling sizes within housing developments – i.e. one-, two- and three-bedroom houses, apartments, townhouses etc. – to cater for changing demographics.

**Development density** – *does the development encourage higher densities?*

Density indicates how heavily developed a particular site is. Higher densities should generally be encouraged, particularly in neighbourhood centres, the city centre, at transportation nodes and along major transportation routes. However, higher densities should only be permitted where an important emphasis is placed on qualitative standards in relation to design and layout, so that the highest quality residential environment is achieved.

**Footprint ratio** – *does the development utilise the land well?*

This indicator will reveal how much of the site is built over, and thus how much of it is available for public or open space. The footprint ratio may be a factor in creating a balanced and sustainable development.

**Green space** – *does the development include useable green areas?*

This indicator addresses the quality and usability of the green space provided. Open space can be used for leisure and productive uses such as vegetable gardens. It can also be beneficial in providing potential habitats for wildlife.

**Mix of open space** – *does the development include a mix of open space types?*

It is essential that there is a mix of open space types throughout the urban area and also within large-scale new developments. The mix could include agricultural use (e.g. allotments) in certain areas, leisure and amenity areas (sports, public parks), public open space (streets and squares) and wildlife areas/parks (linear parks, lakes/ponds, wildlife corridors, reed beds, woodland etc.).

**Waste** – *does the development address the issue of waste?*

Development should address issues such as construction/demolition waste recycling and the location and provision of household/business recycling facilities. All development should provide adequate facilities to enable a high standard of waste management to be applied to those wastes arising from the development when used in accordance with its intended approved use.

**Energy use** – *has the development considered and addressed energy consumption and its reduction?*

Development will be assessed on its attention to reduce energy use in buildings, i.e. by using energy-efficient design, integration of solar-heat energy within building design, building fabric, consideration of the topography etc. (more information on these issues can be obtained from Sustainable Energy Ireland – [www.sei.ie](http://www.sei.ie)).

**Water use** – *has the development used water-efficient design, i.e. for collection, storage, efficient use and recycling?*

Clean water is a key environmental resource. Water should be recycled and used more efficiently where possible.

**Mobility** – *is there adequate provision and access to all modes of transport, including cycling and walking?*

As transport is a major energy user, sustainable transport is important in creating sustainable developments. Access to good-quality transport facilities should therefore be integral to all new developments, with an emphasis on integrating land use and transportation facilities (cycling, walking, rail access and bus access). As well as promoting a comprehensive and integrated transport strategy, it is also important to consider mobility management plans and the integration of different transport modes.

In residential developments, road design should minimise the impact of the car and should promote a transfer to more sustainable modes of transport. An emphasis on walking and cycling routes/linkages should be a priority within new residential developments.

**Sustainable use of land** – *does the development proposal conform with the sequential approach?*

In terms of efficiency of land use, it is important to use land in a more economic and efficient manner, particularly within urban environments. In the interests of sustaining a more compact centre, it is recommendable to use land within the city centre before developing greenfield sites. To this end, the Local Authorities will promote, where suitable, the reuse of brownfield and derelict sites.

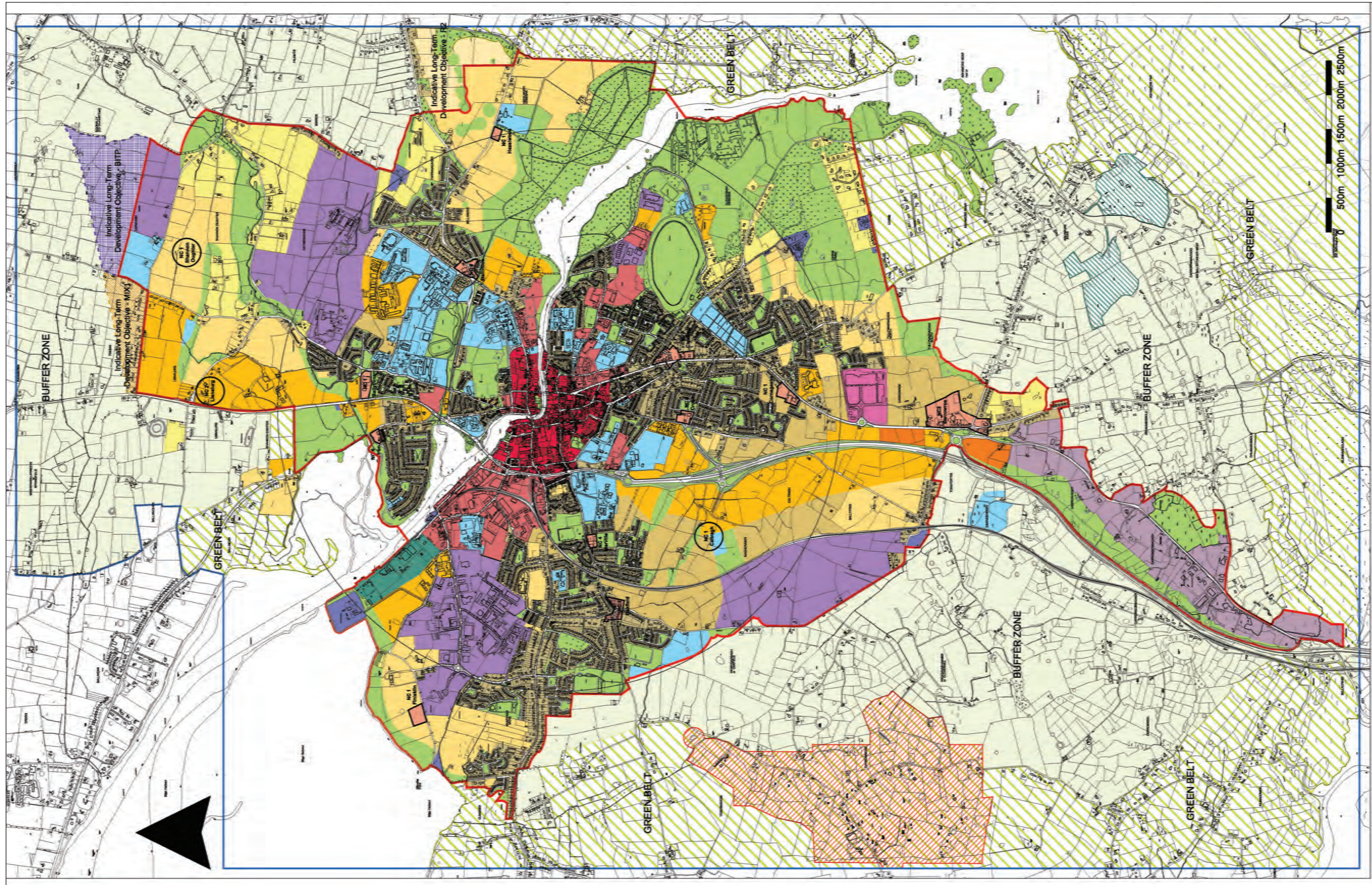
**CO<sub>2</sub> emissions** – *what are the overall CO<sub>2</sub> emissions associated with the building's energy consumption?*

In 2002, the EU adopted the Building Energy Performance Directive 2002/91/EC (EPBD), which contains a range of provisions aimed at improving energy performance of residential and non-residential buildings, both new-build and existing. This Directive was transposed into Irish law as Regulations in 2006.

The EPBD requires that specific forms of information and advice on energy performance be provided to building purchasers, tenants and users, enabling them to take this issue into consideration in any decisions on property transactions.

As part of the Directive, a Building Energy Rating (BER) certificate, which is effectively an energy label, is required at the point of sale or rental of a building, or on completion of a new building.

Fig. 16.A Land use zoning within the SEDP area - refer to the separate Zoning Map (Map 1) for details



# Zoning Matrix (A-G)

Use type	C1	C2	Mix-1	Mix-2	R1	R2	R3	RE	NC	CF	PU	RP	OS	GB	WILT	BITP	PF	NR	BUF	AA
Abattoir	N	N	N	N	N	N	N	N	N	N	N	N	N	N	O	O	O	N	N	N
Advertisement Boards	O	O	O	O	N	N	N	N	N	N	N	O	N	N	O	O	O	N	N	N
Agricultural Building	N	N	N	N	O	N	N	N	N	N	N	N	O	P	N	N	N	O	P	O
Amusement arcade	O	P	O	O	N	N	N	N	O	N	N	N	N	N	N	N	N	N	N	N
Bank/building society	P	P	O	O	N	N	N	N	P	N	N	N	N	N	N	O	N	N	N	N
Bed and Breakfast	P	P	P	P	P	P	P	P	O	N	N	N	N	N	N	N	N	N	O	N
Betting office	P	P	N	N	N	N	N	N	P	N	N	N	N	N	N	N	N	N	N	N
Boarding kennel	N	N	N	N	N	N	N	N	N	N	N	N	N	O	N	N	N	N	P	N
Buildings for the health, safety and welfare of the public	P	P	P	P	O	O	O	O	P	P	O	N	N	N	O	N	O	N	N	N
Café	P	P	P	P	O	P	P	P	P	N	N	O	O	N	O	P	O	N	O	N
Car park (1)	N	O	O	O	N	N	N	N	P	O	N	P	O	N	O	O	O	N	O	N
Car park multi-storey	P	P	O	O	N	N	N	N	O	N	N	P	N	N	N	O	N	N	N	N
Caravan park/camping site	N	N	N	N	N	N	N	N	N	N	N	N	O	O	N	N	N	N	P	N
Casual trading	P	O	O	O	N	N	N	N	O	N	N	N	N	N	N	N	N	N	N	N
Cemetery	N	N	N	N	N	N	N	N	N	P	N	N	N	O	N	N	N	N	O	N
Childcare facilities (crèche/nursery)	P	P	P	P	P	P	P	P	P	P	N	O	N	N	P	P	N	N	N	N
Club house and associated facilities	P	P	P	P	P	P	P	P	P	P	N	N	P	O	N	N	N	N	O	N
Community facility	P	P	P	P	O	O	O	O	P	P	N	N	O	O	N	N	N	N	O	N
Conference centre	P	P	P	P	O	O	O	O	O	O	N	N	N	N	O	P	N	N	N	N
Dancehall (2)	P	P	P	P	O	O	O	O	O	O	N	N	N	N	N	N	N	N	N	N
Data centre/web-hosting centres (3)	O	P	P	P	N	N	N	N	N	O	N	N	N	N	N	O	O	N	N	N
Drive-through restaurant	N	N	O	O	N	N	N	N	N	N	N	O	N	N	N	N	N	N	N	N
Education - excluding a night-time use	P	P	P	P	O	O	O	O	P	P	N	N	N	N	N	N	N	N	N	N
Education - night-time education use	P	P	P	P	O	O	O	O	P	P	N	N	N	N	N	O	N	N	N	N
Education - third-level institution	O	P	P	P	N	O	O	O	P	P	N	N	N	N	N	O	N	N	N	N
Education - training centre	O	O	P	P	N	O	O	O	P	P	N	N	N	N	N	P	O	N	N	N
Enterprise centre/campus/industry	O	P	P	P	N	N	N	N	N	O	N	N	N	N	N	P	O	N	N	N
Enterprise unit	O	P	P	P	N	N	N	N	O	O	N	N	N	N	N	P	O	N	N	N
Enterprise - live-work units	O	O	O	O	O	O	O	O	O	O	N	N	N	N	N	N	O	N	N	N
Extractive industry and associated activities	N	N	N	N	N	N	N	N	N	N	N	N	N	O	O	N	N	P	N	N
Funeral home	O	P	O	O	N	N	N	N	O	O	N	N	N	N	N	N	N	N	N	N
Garage facilities - motor sales showroom	O	O	O	O	N	N	N	N	O	N	N	O	N	N	O	O	N	N	N	N
Garage facilities - petrol station	N	P	P	P	N	N	N	N	O	O	N	P	N	N	O	O	O	N	N	N
Garage facilities - service garage	O	P	P	P	N	N	N	N	O	N	N	N	N	N	O	O	O	N	N	N
Garage facilities - scrapyard	N	N	N	N	N	N	N	N	N	N	N	N	N	N	P	O	O	N	N	N
Garden centre	N	O	P	P	N	N	N	N	O	N	N	O	N	N	N	N	N	N	N	N
Golf course	N	O	N	N	N	N	N	N	N	N	N	N	P	P	N	O	N	N	O	N
Guesthouse	P	P	P	P	P	P	P	P	N	O	N	N	N	N	N	N	N	N	N	N

(1) Excluding car-parking ancillary to other uses, for example employees' car parking at offices

(2) A dancehall 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. It does not include night-club/music club/disco activity (which is treated as a separate use in the matrix - refer to "night-club")

(3) A data centre may be defined as a facility which has information technology equipment installed and operated, as well as storing and distributing electronic data.



# Zoning Matrix (H-W)

Use type	C1	C2	Mix-1	Mix-2	R1	R2	R3	RE	NC	CF	PU	RP	OS	GB	WILT	BITP	PF	NR	BUF	AA
Hair-dressing salon	P	P	O	O	N	O	O	O	P	O	N	N	N	N	N	N	N	N	N	N
Hospital	N	O	O	O	O	O	O	N	O	P	N	N	N	N	N	N	N	N	N	N
Hostel	P	P	P	P	O	O	O	O	O	O	N	N	N	N	N	N	N	N	N	N
Hotel	P	P	P	P	O	N	N	N	P	O	N	N	N	N	N	N	N	N	N	N
Household fuel depot	N	O	O	P	N	N	N	N	O	N	N	N	N	N	O	O	O	N	N	N
Industry - general industrial use (4)	N	N	N	N	N	N	N	N	N	N	N	N	N	N	P	P	P	N	N	N
Industry - small-scale manufacturing	O	O	O	O	N	N	N	N	N	O	N	N	N	N	P	P	O	N	N	N
Industry - light	O	O	O	O	N	N	N	N	N	O	N	N	N	N	P	P	P	N	N	N
Industry - with workshop / ancillary showroom (5)	N	N	N	N	N	N	N	N	N	N	N	N	N	N	O	O (6)	N	N	N	N
Industry - science and technology-based	O	P	P	P	N	N	N	N	N	N	N	N	N	N	O	P	O	N	N	N
Internet café	P	P	O	O	O	O	O	O	P	O	N	N	N	N	N	P	N	N	N	N
Library	P	P	O	O	O	O	O	O	P	P	N	N	N	N	N	N	N	N	N	N
Media recording and general media-associated uses	O	P	P	P	O	O	O	O	O	O	N	N	N	N	N	P	O	N	N	N
Medical and related consultants	P	P	P	P	O	O	O	O	P	P	N	N	N	N	N	N	N	N	N	N
Night-club	P (7)	P	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Office	P	P	P	P	N	N	N	N	P	O	N	N	N	N	N	P	P	N	N	N
Park-and-ride facility	N	O	P	P	O	P	P	P	O	N	N	P	N	N	P	P	N	N	N	N
Place of public worship	P	P	P	P	O	O	O	O	P	P	N	N	N	N	N	N	N	N	N	N
Public house	P	P	P	P	N	N	N	N	P	O	N	N	N	N	O	O	N	N	N	N
Public service installation	O	O	O	O	O	O	O	O	O	O	P	N	N	N	O	O	O	N	N	N
Recreation - cultural facilities	P	P	P	P	O	O	O	O	P	P	N	P	O	O	O	O	N	N	O	O
Recreation - leisure facilities	O	O	O	O	O	O	O	O	P	O	O	P	O	O	N	O	N	N	N	N
Recreation - water-based facilities	P	P	O	O	O	O	O	O	O	O	N	O	P	O	O	N	O	N	O	N
Residential - apartments	P	P	P	P	O	P	P	P	P	O	N	N	N	N	N	N	N	N	N	N
Residential - houses	N	P	P	P	P	P	P	P	O	O	N	N	N	N	N	N	N	N	N	N
Residential - traveller accommodation	O	O	O	N	P	P	P	P	P	O	O	N	N	O	N	O	N	N	N	N
Restaurant	P	P	P	P	O	O	O	O	P	O	N	N	N	N	N	N	N	N	N	N
Retirement home	O	O	P	P	P	P	P	P	N	P	N	N	N	N	N	N	N	N	N	N
Retail - shop (comparison)	P	P	N	N	N	N	N	N	P	O	N	O	N	N	N	N	N	N	N	N
Retail - shop (convenience)	P	P	O	O	O	O	O	O	P	O	N	N	N	N	N	O	N	N	N	N
Retail - shopping centre	P	O	N	N	N	N	N	N	O	N	N	N	N	N	N	N	N	N	N	N
Retail - cash-and-carry	N	O	O	O	N	N	N	N	N	N	N	O	N	N	P	O	N	N	N	N
Storage depot	N	O	O	O	N	N	N	N	N	N	N	N	N	N	P	P	P	N	N	N
Take-away	P	O	O	O	N	N	N	N	O	N	N	N	N	N	N	N	N	N	N	N
Transport depot	N	O	O	O	N	N	N	N	N	O	N	N	N	N	P	P	P	N	N	N
Veterinary surgery	O	O	O	O	P	O	O	O	P	O	N	N	N	N	N	N	N	N	N	N
Warehousing - retail/non-food	N	O	N*	O	N	N	N	N	N	N	N	P	N	N	N	N	N	N	N	N
Warehousing - wholesale/repository	N	O	O	O	N	N	N	N	N	N	N	N	N	N	P	P	P	N	N	N
Waste-recycling depot	N	N	N	N	N	N	N	N	N	N	P	N	N	N	P	N	O	N	N	N

(4) General industrial uses include all industrial manufacturing, processing and storage outside the definition of light industry.

(5) Net retail selling space to be a maximum of 100 sq.m. and restricted to the sale of bulky goods.

\* Whilst retail warehousing is not normally permitted on BITP-zoned lands, a retail warehousing park of up to 5,000 sq.m. net retail floor space will be open for consideration in the North Fringe.

(6) This use is permissible only in the Cleveragh BITP zone.

(7) Excluding O'Connell Street and Grattan Street).

## 16.2 Site development standards

### 16.2.1 Residential density

Increased densities are intended to maximise the use of existing infrastructure, support the feasibility of appropriate uses (i.e. neighbourhood centres), facilitate the development of public transport and ensure that residents are located as close as possible to services and community facilities.

In higher-density urban environments, where a high proportion of the population lives within reasonable walking distance of the shops and facilities they visit on a regular basis, a reduced dependency on car travel will result.

In turn, this will tend to lead to subsequent benefits such as reductions in air pollution and emissions, a safer and healthier urban environment, increased social inclusion and community participation (particularly for the older people, the less mobile and those without private transport).

Three residential density ranges are prescribed:

**R1** Low density: 3 to 19 dwellings per hectare

**R2** Low-medium density: 20 to 34 dwellings per hectare

**R3** Medium-high density: 35 to 50+ dwellings per hectare

By making provision for a range of densities, the Local Authorities wish to encourage variety and avoid uniform and monotonous development patterns.

The residential zones are spatially dispersed to the north, south, east and west of the city, to ensure a balanced provision of housing for various needs.

Higher densities are to be accommodated within the city centre and brownfield sites, as well as along strategic transport corridors.

Higher-density development can be achieved via a combination of dwelling types, e.g new apartments, conversions, and three-story town houses with private gardens. Single-category housing will be discouraged.

Densities higher than those specified may be acceptable in certain locations when it can be clearly illustrated that an innovative and high-quality residential environment is proposed.

In exceptional circumstances, the planning authorities may determine a more appropriate density in any particular location by considering the following:

- the extent to which the layout meets all other criteria for residential development;
- existing densities in adjoining residential areas;
- the capacity of the infrastructure to absorb the demands of the proposed development;
- existing landscape and other features of the site;
- the housing need of the area;
- the amount of land serviced for housing in the area;

- principles of sustainability;
- design quality – higher densities may be permitted in developments exhibiting high-quality design.
- proximity to main transportation routes;
- the level to which other density provisions have been met during the life of the Plan;
- levels of privacy and amenity;
- quality of pedestrian linkages between open spaces and to/from local facilities.

Apartments will normally be permitted in areas zoned RE, R1, R2, R3, C1, C2, NC, Mix-1 and Mix-2.

Where feasible, the planning authorities will try to accommodate a density above 50 units per hectare for apartment developments, except in areas zoned R1.

### 16.2.2 Plot ratio

Plot ratio is the relationship between site area and the total floor area of the buildings erected on it. The plot ratio is calculated by dividing the gross floor area of the building by the site area. The purpose of plot ratio control is to prevent the adverse effects of both over-development and under-development on the amenity and layout of buildings, to achieve desirable massing and heights. The planning authorities may use their discretion in varying plot ratios, but the following are generally recommended:

Zones C1, C2, RE, Mix-1, Mix-2, NC	plot ratio between 1 and 2.5
Zones R2, R3, CF	plot ratio between 0.5 and 1
Zones R1, BITP, PU, RP, WILT, PF	plot ratio maximum 0.5

### 16.2.3 Site coverage

Site coverage is expressed as a percentage, determined by dividing the total site area covered by buildings by the total ground floor area within the curtilage of the buildings, excluding any land lying between the building line and the public street. Site coverage is controlled in order to provide for light and space within the city. It ensures that the urban fabric is not inappropriately overloaded with building mass.

The maximum recommended standards for site coverage are outlined below. These standards are indicative only. Each site and its proposed development will be assessed in the context of the immediate surroundings.

Zone C1	80-100%
Zones C2, Mix-1, Mix-2, R2, R3, NC, CF, BITP	70%
Zones R1, RP	50% maximum

### 16.2.4 Building/structure height

Chapter 12 outlines the local authorities' policies and objectives in regard to urban design. It indicates that an increase in building height may be particularly suitable for certain sites, such as at approach gateways to the city and key focal sites.

In assessing all developments, the following factors will be considered in assessing building height:

- degree of overshadowing and loss of light to surrounding properties;
- degree of overlooking and consequent loss of privacy for adjoining properties;
- the scale and rhythm of existing streetscapes;
- the extent to which the building impacts on structures or spaces of architectural or historic importance;
- the extent to which the building impacts on important landmarks;
- the extent to which the building impacts on attractive public views from significant vantage points;
- the degree of impact of the building on the skyline;
- the degree to which the building may contribute to the overall townscape; particular care will be required in the treatment of rooftops and all machine/mechanical rooms will need to be adequately screened or designed as an integral part of the building;
- the quality of the overall design;
- the scale of the building in relation to surrounding urban space, together with the effect of the building on the quality of the space;
- the effect of the building on the microclimate in the immediate vicinity;
- the area of the site, and whether it is large enough to provide a visual transition (by way of open space, or a base of lower buildings) from the scale of surrounding development.
- an increase in building height may be particularly suitable for certain strategic sites as identified in Section 12.9 Tall buildings .

## 16.2.5 Building lines

The planning authorities will normally seek to ensure that development is not carried out in front of established building lines. Generally, it will be an aim to create a continuous building line along a street edge. Consistent building lines will also be encouraged in the design of neighbourhood centres and in new industrial/business park developments, where buildings will have a clear relationship with each other. Where located along roads of traffic importance, increased setbacks may be determined to provide for greater amenity, safety of road users and residents, and for future road widening.

Building lines may be relaxed in the following cases:

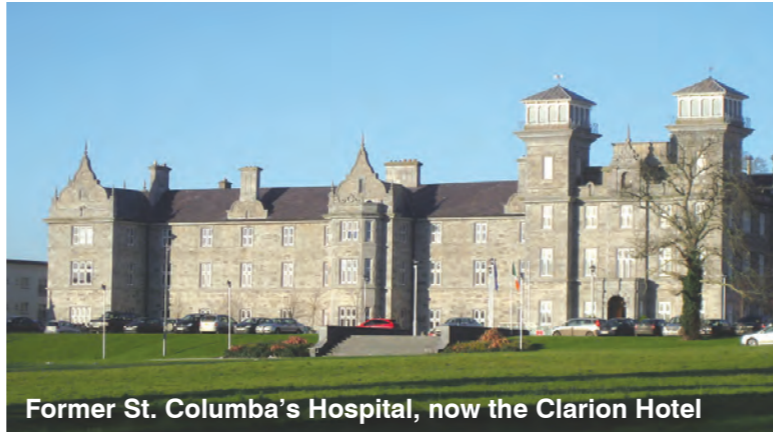
- to incorporate key landscape features into the development layout;
- to incorporate key landmark buildings;
- for innovative designs which can positively enhance the townscape;
- for innovative housing layouts, where the traditional setback from the public footpath is flexible due to new designs, with a decreasing emphasis on the minimum required space to the front of dwellings,
- to provide important areas of public open space, e.g. squares;
- to facilitate traditional building forms, such as open courtyards etc.

## 16.2.6 Record of Protected Structures/ Architectural Conservation Areas

In order to protect, strengthen and improve the presentation and the general character of Sligo City and Environs, alterations and interventions to Protected Structures shall be executed to a high conservation standard and shall not detract from their significance or value.

Where an application relates to a development which would consist of, or comprise the carrying out of works to a protected structure, the planning authorities will have regard to the *Architectural Heritage Protection Guidelines for Planning Authorities* (DoEHLG 2004) and the following should accompany the planning application:

- drawings of elevations of the main features of any building within the curtilage of the protected structure which would be materially affected by the proposed development;
- photographs, plans and other particulars as are necessary to show how the development would affect the character of the structure;
- brief written statement describing and justifying the proposed works and the philosophy that informs their methodology;
- photographs sufficient to describe (i) the overall appearance of the exterior of the protected structure, including all exposed sides, its setting and its relationship with surrounding structure; (ii) any interior spaces or features that it is proposed to change; (iii) details of the exterior and interior sufficient to describe the structure's character and materials of construction.
- a conservation impact assessment prepared by a qualified and experienced conservation architect; the assessment should include a report on the condition of the protected structure.



The assessment shall be undertaken by an RIAI-accredited architect or practice<sup>1</sup> (or foreign equivalent for non-Irish architects or practices), where appropriate, detailing the impacts of the proposed development upon the special interest and character of the surrounding architectural heritage. The relevant Planning Authority shall be consulted at an early stage in this regard, in order to determine whether there is a need for such an assessment or for specific mitigation measures.

The status of protection, or inclusion of a structure in an ACA, provides that any works, which would materially affect the character of a protected structure, or a proposed protected structure, or any element of that structure will require planning permission, even where those works would normally be considered exempted development.

The alteration of a building or other structure on the RPS, other than an alteration consisting of the painting of any previously painted part of such a building or structure, shall not be carried out without having secured planning permission or a declaration of exemption by the relevant planning authority. Demolition, in all but the most exceptional circumstances, will be resisted.

When assessing planning applications relating to buildings included in the RPS, the planning authorities will have regard to the artistic, architectural or historic interest, the design, quality and character of surrounding development and the condition (which should be based on a report prepared by a qualified conservation architect) of the protected structure.

Any owner or occupier of a protected structure may ask for a declaration<sup>2</sup> from the planning authority, which will set out the type of works, which would or would not affect the character of the structure or of any element, and therefore whether planning permission is required.

1. To assist clients in the selection of a practice able to provide them with professional services in architectural conservation, the Royal Institute of Architects of Ireland (RIAI) developed an accreditation system to recognise differing levels of specialist expertise. There are three grades of accreditation, Grade I being the highest and Grade III the basic entry level to the system. Detailed information can be found on the website of the RIAI at [www.riai.ie](http://www.riai.ie).

2. Where a building is a protected structure or a proposed protected structure, works which are normally exempt from the requirement of planning permission are not exempted development where they would materially affect the character of a protected structure or any element of it which contributes to its special interest. Section 57 of the Planning and Development Act 2000 allows the owner or occupier of a protected structure to make a written request to the planning authority for a declaration as to the type of works that the authority considers would or would not materially affect the character of the protected structure. It should be noted that Section 57 does not apply to proposed protected structures or to buildings within ACAs (*Architectural Heritage Protection Guidelines for Planning Authorities* – DoEHLG, 2004).

## 16.2.7 Archaeology

Where archaeological heritage is likely to be affected by a proposed development, developers will be advised of their obligations under the National Monuments (Amendment) Act 1994. Developments that impact on the city's archaeological heritage will be treated as follows:

- within the zone of archaeological potential (ZAP), archaeological remains will be investigated, recorded and/or preserved;
- outside the zone of archaeological potential, where – in the opinion of the planning authority – developments would involve major ground disturbances, conditions relating to archaeology may be applied;
- the planning authority will require that archaeological investigations be undertaken by a licensed archaeologist prior to the commencement of development;
- the developer will be liable for the cost of archaeological investigations;
- the planning authority may require the developer to submit a report, prepared by a suitably qualified archaeologist, on the archaeological implications of the proposed development. The planning authority may impose conditions requiring:
  - professional archaeological supervision of site excavations;
  - funding by the applicant of archaeological monitoring, testing and/or assessment;
  - preservation of all or part of any archaeological remains.
- the planning authority may impose conditions which modify the development, in order to facilitate archaeological investigation or preservation;
- developers will be encouraged to supply an archaeological assessment and a method statement outlining construction procedures as part of their planning application.

## 16.2.8 Landscape/vegetation

A landscape plan should accompany all planning applications, unless otherwise determined by the planning authority. The landscaping scheme shall be designed as an integral part of the development and shall consider the following factors:

- existing landscape features such as stands of mature trees, hedgerows, rock outcrops and water features; these shall be properly identified and retained where appropriate. Hedgerows can be given the appearance of a conscious design decision by additional planting on the edge and at junctions.
- layouts will be required to facilitate the retention of the maximum number of existing significant trees;
- new developments will be required to consider the future growth, management and maintenance of the landscape and open space areas. Planting needs to have a careful balance between quick-growing species for early maturity and trees with a longer lifespan, which may reach their peak in up to 100 years' time.

- the landscape plan and the selection of plant species should take into consideration low-maintenance species. Generally, single trees require more expert attention than those in composite groups, which are less vulnerable to damage. Formal, single-tree lines have little effect as screen belts or buffers; for this reason, groupings of young trees will be encouraged.
- native tree species will generally be preferred, since they are more valuable as wildlife habitat than introduced species and because they support a greater variety of insect life.

The local authority shall require the developer to carry out landscape improvements to open space. Security by means of a financial bond may be required to ensure the protection of existing trees on a development site or to ensure that a landscaping plan is adequately implemented.

### 16.2.9 Infrastructural service standards

Where water and/or sewerage infrastructure is privately provided, the type and design shall be in compliance with the standards set by the planning authority. Provision must also be made for possible future connection into the public system. In addition, proposals from private developers to extend existing public wastewater infrastructure networks will be facilitated, where such proposals would result in the servicing of zoned lands. Any such proposal shall be assessed on a case-by-case basis.

Where feasible, services should be provided underground in the interests of amenity.

For guidance on services associated with residential developments, refer to Recommendations for Site Development Works for Housing Areas (DoEHLG, 1998).

### 16.2.10 The siting of overhead electricity cables

The planning authorities will seek to place underground all electricity, telephone and television cables in the urban built-up areas of the city, especially within zones designated for residential development.

The planning authorities will ensure that in any area of high amenity value, overhead lines will not be permitted as it is a policy aim to preserve significant landscape views from the visual intrusion of large-scale telecommunications and energy infrastructure.



### 16.2.11 Natural resources

Published in 2004, the DoEHLG's *Quarries and Ancillary Activities – Guidelines for Planning Authorities* offer planning guidance on the extractive industry and ancillary activities.

The document is also a practical guide to the implementation of Section 261 of the Planning and Development Act 2000, concerning the control of quarries. The planning authority will have regard to these guidelines when assessing all quarry-related proposals

### 16.2.12 Flooding and development management

Development management should follow the sequential approach when considering the location of development in areas at risk of flooding. Applicants may be required to submit an appropriate flood risk assessment and the planning authority will take this into account in determining the application.

Pre-planning consultation is critical to the consideration of flood risk in the planning application. It is the responsibility of the applicant at this stage to gather relevant information for flood risk screening.

All developments in the coastal zone, both private and public, must consider the implication of sea level rise and new works should be located and designed accordingly. The implications for existing infrastructure should be examined by the appropriate authorities and service providers. Priorities should be established and action taken accordingly.

### 16.2.13 Construction and demolition waste (C&D)

The identification and provision of facilities for the reception of C&D waste should be integrated into the project planning and design processes. In order to ensure that this occurs, conditions will be included in the permissions granted to particular developments, requiring waste management plans be drawn up prior to the commencement of the development.

These plans will be subject to approval by the planning authority, and will include site inspections to ensure that all wastes generated during development are being handled in an environmentally-sound and sustainable manner.

## 16.3 Residential development standards

### 16.3.1 Urban design guidance for residential development

Sections 7.2 Existing and future housing development and 12.5.2 Designing new neighbourhoods set out the planning authorities' policies in relation to the layout and design of new residential areas.

The following design principles are based on those policies and should be applied to all proposed residential areas:

#### Connectivity and permeability

Convenient access needs to be provided between and within areas, particularly to larger community and commercial facilities and to places of work. Routes within the area should be as direct as possible, following – where feasible – existing desire lines. For this reason, the construction of “gated estates” will be discouraged.

#### Sustainability

Priority should be given to walking, cycling and public transport, and the layout of new residential areas should seek to minimise the need for car-borne trips.

#### Safety

Streets, footpaths and cycle routes should provide for safe access by users of all ages and degrees of personal mobility. The needs of specific user groups, particularly the elderly or persons with prams/small children, must be considered at the design stage, and walkways should be well-lit and capable of being supervised from overlooking dwellings.

#### Legibility

It should be easy for both residents and visitors to find their way around a residential area. It is important to create a distinctive identity of the place through variety in the layout and design of the scheme. This can be achieved in a number of ways:

- by incorporating natural (hedgerows/trees) and man-made landscape elements into the design and layout of the scheme;
- by introducing focal points or landmarks at key locations;
- by creating “character areas” within a scheme, where each area has its own visual identity, is defined by a different architectural design or different palette of materials and/or variations in site layout, building lines, house design, colour and hard/soft landscaping;
- by providing different house types or by mixing land uses at appropriate locations.

All development proposals will need to have regard to the principles and guidance set out above.

The DoEHLG guidance document *Sustainable Residential Development in Urban Areas* and its companion *Urban Design Manual – A Best Practice Guide* (DoEHLG, May 2009) explain these principles in more detail.

### 16.3.2 Road layouts in residential areas

Road layouts should be considered as part of the overall concept for the scheme and should not be the starting point of a design layout. The following should be taken into consideration:

- the arrangement of buildings, rather than roads, with the aim of creating a sense of space and enclosure;
- the creation of attractive urban forms, where security for pedestrians and cyclists is paramount;
- the incorporation of traffic-calming measures into the layout of the scheme, to ensure low traffic speeds via the horizontal rather than the vertical alignment of the road.
- the prioritisation of walking and cycling as transportation modes, and the provision of safe and direct access to local services and public transport.

Street layouts for new residential areas should be designed having regard to the following:

- links to the public road network and access to bus/rail-based public transport;
- access for mobility-impaired people;
- circulation routes for public services (e.g. refuse collection) and delivery vehicles;
- adjoining residential areas with limited through-traffic
- adjoining residential areas with no through-traffic, such as culs-de-sac and sometimes home zones (see Section 16.3.3. below)
- the need for links to accommodate through-access or connections to adjoining sites, backland areas or neighbouring lands that are likely to be developed in the future.

In the case of housing developments or streets within a development serving less than 80 units, an access road of 5.5 m is required, with 2-m-wide footpaths. This may be reduced to 5 m where a small number of dwellings are being served or the aim is to create a street.

Regard should also be had to the following:

- where there are culs-de-sac, these should generally be designed to accommodate through-access and linkages for pedestrians and cyclists to adjoining areas; these linkages should be adequately overlooked by dwellings and should have a minimum width of 3 m;
- turning areas should be provided for emergency and refuse vehicles; these areas should be designed as hard-landscaped, dual-use spaces where cars/large vehicles can turn, but should be primarily open spaces where children can play;
- adequate off-street facilities for parking, including visitor parking, should be provided;
- all new residential developments must include cycle lanes.

All developments shall have regard to the *Traffic Management Guidelines* (DoEHLG, DoT and DTO, 2003) and the *Provision of Cycle Facilities – National Manual for Urban Areas* (DTO, 2002). Additional guidance can be found in the DoEHLG's *Recommendations for Site Development Works for Housing Areas* (1998), *Quality Housing for Sustainable Communities – Design Guidelines* (2007), in the *Manual for Streets* (UK Department for Transport, 2007) and the *Urban Design Manual* (DoEHLG, 2009).

### 16.3.3 Home zones

A home zone is a residential area with streets designed to be places giving priority to people instead of motor traffic. Home zones will be encouraged in new residential developments, particularly as an alternative to cul-de-sac developments.

Within home zones, the streets are designed through the appropriate use of materials, street furniture and a variation of road widths, to ensure that motorists drive with more care and at lower speeds. Ideally, the surface is level and paved in sets and blocks rather than tarmac, to distinguish the home zone from a normal road.

On-street car parking is normally permitted, but is often arranged at the end of blocks or terraces, or provided as shared parking areas. Thus, the streets become places where children can play and people can interact.

### 16.3.4 Distance between dwellings

Houses should be designed in such a manner as to minimise overlooking and overshadowing of adjoining properties, and to reduce the loss of daylight.

First-floor bedroom windows should be a minimum of 22 m apart.

A minimum of 1.5 m shall be provided between the side walls of detached, semi-detached and end-of-terrace dwellings to ensure privacy and ease of access. A property boundary should ideally occur mid-way along this dimension.

### 16.3.5 Security and the orientation of buildings

Residential areas should be designed with personal security in mind, especially areas used by the public such as open spaces, playgrounds, playing fields, pedestrian and cycle links.

Houses should overlook streets and footpaths, public roads, alleyways and pedestrian/cycle through-routes. Houses located on corner sites should be designed to be orientated towards both streets.

Housing designs shall consider orientation and sun-path so as to maximise amenity, daylight and the benefits of passive solar gain.

### 16.3.6 Layout and design of apartments

The DoEHLG guidance document *Sustainable Urban Housing - Design Standards for New Apartments (2007)* sets out minimum standards for floor areas of different types of apartments, storage spaces, and room dimensions for certain rooms.

Minimum net floor areas for apartments are as follows:

one-bedroom apartment	45m <sup>2</sup>
two-bedroom apartment	73m <sup>2</sup>
three-bedroom apartment	90m <sup>2</sup>

The development of courtyards and new urban spaces within urban blocks will be considered, and fresh approaches to the design of urban spaces will be encouraged. Access to courtyards should generally be provided without breaking the existing street frontages, so as to assist in the creation of strong building lines.

### 16.3.7 Public open space

#### Provision of recreational open space in residential development

Open space is required to be provided with all new housing developments. Suitably designed and landscaped areas of formal and informal recreational open space (incorporating children's play areas and associated equipment) should be an integral part of the design of new housing schemes.

It is important that new open space is usable, safe and integrated within the scheme as part of a cohesive landscape structure.

Sligo local authorities are developing locally-based recreational open space standards, arising from the needs of local people, and will expect developers to provide open space in accordance with those standards.

In the interim, the local authorities use the UK National Playing Fields Association's (NPFAs) recommended standards for outdoor sport and recreation provision across the City and Environs.

The standard is 2.4 ha of outdoor recreation and playing space per 1000 residents. This standard is broken down as follows:

- 1.6 ha per 1000 residents – provision of adult and youth outdoor playing space (to include elements of pitches, greens, courts);
- 0.8 ha per 1000 residents – provision of children's playing space, to include outdoor equipped playgrounds and informal or casual playing space.

The average household size in Sligo, as recorded by the 2006 Census, was 2.78 persons per household. This average household size will be applied to the number of dwellings in a development, to estimate the likely population and determine the corresponding requirement for open space/recreational facilities, in accordance with the above standard.

A minimum of 15% of the site area shall be reserved for the provision of open space, as indicated below. The exact location, size and type of open space to be provided will be subject to planning conditions.

Where a developer cannot provide the appropriate amount of recreational open space on site, the local authorities may assist developers in meeting their responsibilities by accepting a financial contribution in lieu of physical provision, to enable the creation, improvement or maintenance of alternative facilities in the vicinity of the subject site.

#### Quantitative standards

In residential developments on greenfield sites, developers should provide communal open space landscaped to a high standard equivalent to a minimum of 15% of the total area.

In non-greenfield sites, 10% of the total site area may be acceptable. In this instance, the developer shall make a contribution in lieu of the 5% not provided, which the local authority could use to provide open space at an alternative location, in accordance with the Open Space Strategy.

On institutional lands, often containing large tracts of open space, any proposals for higher-density residential development must take into account the objective of retaining the "open character" of these lands, while at the same time ensuring that an efficient use is made of the land. In these cases, a minimum open space requirement of 20% of site area applies.

#### Qualitative standards

Public open space is one of the key elements in defining the quality of the residential environment. The following qualitative standards should be incorporated into any proposal for open space within a development:

##### Design

The layout and facilities proposed – particularly in larger schemes – should be designed to meet a range of user needs, including active and passive recreation. In many cases, smaller spaces of different sizes and types, designed for a particular use or range of uses, may be preferable to one large space in the centre of a scheme. Public open spaces should be suitably proportioned; narrow tracts which are difficult to manage/maintain are not acceptable.

##### Safety

Users should feel safe at all times within parks; adequate supervision, passive surveillance, appropriate boundary treatment and public lighting contribute to creating a sense of security.

##### Accessibility

The main open space of a scheme should be within a short walk of the majority of homes proposed.

##### Shared use

The potential for maximising the use of open space facilities (such as all-weather pitches) should be explored, for example, by sharing them with nearby schools.

##### Biodiversity

Public open spaces, especially larger ones, can provide for a range of natural habitats and can facilitate the preservation of flora and fauna.

Other issues that should be considered when designing open spaces include the following:

- The local authorities may require that the open space provision of any development be located in a specific area, in order to assemble a suitably-sized open space, or to enhance the existing features of the area.
- Incidental, inaccessible or backland space will generally not be acceptable, and will only be permitted where it performs a specific function, which is clearly demonstrable, such as preserving key landscape features, providing a necessary screen belt, or a specific part of a landscape plan.
- The provision of facilities – such as seating, bins, delineated play areas, lighting, and planting – must be addressed. Hard-landscaped surfaces – such as a tennis court or basketball court – as well as small green pitches within residential developments will also be considered as part of the required open space provision.
- Small areas of open space will be accepted if they are intended and designed as pocket parks where small children can play, if they contribute to the visual amenity of the area, and if they are adequately overlooked.
- As a rule, houses should front onto open spaces and provide passive surveillance. Rears of houses, blind gables or high boundary walls should generally not adjoin open spaces. Residential open space should be directly overlooked by houses on at least 75% of its perimeter.
- Open spaces should be located where they do not cause an excessive security problem for households.

### 16.3.8 Private open space

An adequate amount of open space shall be provided within the curtilage of each dwelling. It is recommended that a minimum rear-garden size of 60-75 sq.m. be provided for three- to four-bedroom houses, with a lesser standard acceptable for narrow house frontages and one- to two-bedroom houses, which will require no less than 48 sq.m.

The developer will be expected to provide a variety of rear garden sizes within housing developments, so as to avoid monotonous and standardised development layouts. The existence of minimum standards should not result in uniform rear garden layouts, that become associated with particular residential zoning categories.

Rear garden sizes should generally be provided with a permanent durable barrier, a minimum of 1.8 m in height, to ensure privacy, and 2-m-high where backing onto a public area other than a public road. Post-and-wire or timber fencing shall not be permitted.

Factors to be considered in determining reduced garden sizes may include the size of the household, the provision of communal open space associated with the development and urban design considerations, e.g. the case of houses on corner sites that perform an urban design role.

### 16.3.9 Open space for apartments

The provision of adequate and well-designed communal and private open space for apartment developments is considered a vital component in promoting sustainable urban living. The DoEHLG guidance document *Sustainable Urban Housing: Design Standards for New Apartments* sets out minimum standards for balconies and patio areas, as follows:

One-bedroom apartment	5 m <sup>2</sup>
Two-bedroom apartment	7 m <sup>2</sup>
Three-bedroom apartment	9 m <sup>2</sup>

Communal – or “semi-private” – open space should be provided within landscaped courtyards, having regard to the heights and orientation of adjoining blocks in terms of the levels of sunlight obtainable in those spaces.

Private open space can also be provided in the form of rear gardens or patios for ground floor units and balconies/roof gardens for upper-level units. A minimum depth of 1.5 m is required, extending for the full length of the external living room wall.

### 16.3.10 Access for the disabled

All new buildings of public resort must conform with the design guidelines set out in *Access for the Disabled – Minimum Design Criteria* (1988) and the *Technical Guidance Document - Part M* of the Building Regulations, 2000.

Developers are advised to consult the document *Buildings for Everyone – Access and Use for all Citizens* (National Rehabilitation Board, 1998).

### 16.3.11 Car parking standards

Car parking spaces will be calculated in line with Table 16.B. They may be provided on site or on street. Parking spaces may be provided as a shared parking area or bay integrated into the overall development, or on-street where road widths are adequate.

Appropriately designed on-street car parking will be encouraged, so as to facilitate increases in residential densities in particular locations or zones.

A mix of car parking types will be encouraged in new development proposals, so as to introduce variety and reduce the dominance of parking areas within the overall layout.

Within group parking areas, consideration will be given to the visibility of residents' cars (from their homes if possible), convenience, and the need to soften the impact of group parking by landscaping.

In some older residential areas, small front gardens and original features such as railings are part of the character of the area. In such cases, on-site car parking in front gardens/patios may not be permitted.

Proposals for off-street parking need to be balanced against loss of amenity (visual and physical) and will be considered in light of traffic flows and car parking in the vicinity.



### 16.3.12 Infill housing within established residential areas

Within and around established built-up areas, a relaxation of some standards may be allowed for single replacement houses and infill development.

The design of infill development must be sympathetic to the character of the area.

While well-designed, modern buildings may be permitted, they should have regard to their setting and be capable of integrating into the streetscape/townscape context.

### 16.3.13 Management companies

Section 34(4)(i) of the Planning and Development Act 2000 provides for the inclusion of conditions attached to a planning permission regarding the maintenance or management of a proposed development. Provisions for estate management should be put in place in order to maintain the amenity, quality and visual quality of a development once the development is complete.

### 16.3.14 Housing estate and street names

Street name-plates, in Irish and English, should be erected on all housing estate roads in a location that is clearly visible to the motorist. Ideally, they should be placed at junctions to be of maximum assistance to the navigating motorist, cyclist or pedestrian.

The names of residential developments and roads shall reflect local place names, particularly townlands or local names linked to the landscape, its features, culture and/or history, including names of historical personalities who have some association with the area.

The local authority shall approve the names chosen.

In order to assist the public and the postal authorities, all houses within housing estates or in comprehensive street developments shall be provided with numbers and/or names, which shall be visible from the adjoining road/street.



### 16.3.15 Live/work units

Home-based economic activities are defined as small-scale commercial activities, which are secondary to the use of the premises as a residence. They are permitted where the primary use of the dwelling remains residential (this being reflected in the floor area of the business) and where the amenity of surrounding residences is not adversely affected.

The planning authorities, in considering applications for such developments, will consider:

- the nature and extent of the use proposed
- the effects on the amenity of the surrounding residences
- the levels of traffic that will be generated;
- the storage of refuse and waste collection.

Over-the-counter services, business signage, advertising hoardings, security gates/grills and excessive security lights are not appropriate in a residential area and should be subject to restrictions.

The planning authorities may grant a temporary permission of two/three years for home-based economic activities to facilitate ongoing monitoring of the activity.

### 16.3.16 Bed-and-breakfast

Planning permission is required for all conversions of dwellings to guest accommodation and bed-and-breakfast establishments where the number of bedrooms used for such purposes exceeds four.

In the assessments of such developments/conversions, the planning authorities will consider car parking demands, the amenity of adjoining residents, the obtrusive nature of signage and the need to avoid excessive concentrations of bed-and breakfast-uses in residential neighbourhoods.

### 16.3.17 Rural housing design

With regard to building within the rural environment, it is important to consider the setting and context of the area where the development will be located. The following are a number of factors which must be given consideration:

- the effect of the development on the visual amenity of the area;
- interference with views of significant archaeological importance and specific natural features;
- respect for the topography and existing site contours;
- consideration of the traditional design, form, scale, and materials used in the area;
- landscaping of the site and integration of existing landscape features (e.g. hedgerows, trees) into the development;
- availability of connections to water and sewerage facilities, and treatment of surface water run-off;
- distance from the road boundary and safety of traffic movement;
- principles of sustainability.

### 16.3.18 Waste management in residential developments

Residential developments should accommodate three wheel-bins per dwelling to cater for segregated collection of household waste. For apartment developments, there should be adequate bin storage at ground level.

Bin storage facilities should be secure from vandals, scavengers and vermin and should not create a nuisance to adjacent buildings. Storage facilities or bin houses should be designed to enable access to all receptacles at any one time (i.e. residual waste, dry recyclables, organic waste) to facilitate segregation.



## 16.4 Commercial development standards

### 16.4.1 Assessing retail proposals – general principles

In assessing planning applications for retail development, the planning authority will be guided by DoEHLG's *Retail Planning Guidelines (2005)*, which identify the following elements:

- adequacy of existing shopping outlets;
- size and location of existing outlets;
- quality and convenience of existing outlets;
- effect on existing communities;
- needs of the elderly, disabled or other persons who may be dependent on the availability of local shopping outlets;
- need to counteract urban decline, promote urban renewal and the optimal utilisation of infrastructural facilities in urban areas.

#### Retail impact statement

A retail impact statement may be required as part of a planning application for shopping centres, retail activity or large food/grocery chain stores, where the planning authority considers it necessary.

Such developments will be assessed as to whether they:

- support the city centre;
- cause sufficient impact to undermine the quality of the centre;
- diminish the range of activities and services;
- increase the incident of vacancies;
- ensure a high standard of access;
- link effectively with the city centre;
- encourage multi-purpose trips;
- act as a driver of regeneration, with the reuse of inner urban sites.

### 16.4.2 Permitted locations for shopping facilities

As far as possible, new retail development is to be sited within the city centre or, if no sites are available, immediately on the edge of city centre, with a presumption against development elsewhere, except where neighbourhood centres are being provided to meet local needs.

It is not appropriate for applications for out-of-centre sites to be pursued when the class of goods could quite clearly be sold from within the city centre.

New development should be accessible by a variety of transport modes, including public transport. In the development plan context, the demonstration of congestion arising from traffic generation should not be used

as an argument against developing at city-centre locations, where adequate public transport exists or could be provided, and since measures to alleviate congestion are to be provided.

In accordance with the requirements of the Retail Planning Guidelines, there will be a presumption against the location of large retail centres adjacent or close to existing or planned national roads / motorways.

### 16.4.3 Layout and design

The design of proposals for retail development should have proper regard to the relationship with their surroundings and should, if possible, develop and enhance local character. It is recognised that much new development will be of a larger scale than existing facilities. Nonetheless, new proposals will be integrated as much as possible into the existing townscape of the centre.

Designs should avoid presenting blank frontages to city centre streets or being inward-looking. Designs which add interest and variety, and which reflect local context should be encouraged.

The frontage onto a street should consist of the actual retail selling space, to facilitate ease of access for pedestrians. Service yards and car parking should be located at the rear of developments so as to avoid unsightly views. They should normally be placed away from the street frontage closest to the city centre, and should, wherever possible, maintain existing building lines. They should be well lit and incorporate hard or soft landscaping appropriate to their design and setting.

### 16.4.4 Shop fronts

The design of a new shopfront should relate to the architectural characteristics of the building on which it is situated. New shopfront designs must respect the scale and proportion of the streetscape by acknowledging/maintaining the existing grain of development along the street and respecting the appropriate plot width.

Proposed alterations to existing frontages need to be given careful consideration. Traditional shop frontages of character and quality should be retained in normal circumstances. Where existing shopfronts are of no special merit, total replacement is acceptable.

Multiple retailers which have adopted a corporate image will not necessarily be allowed to use their standardised shop front design, corporate colours and materials. Such companies should be encouraged to ensure that their particular fascia takes account of the character of the local area. Compatibility with individual buildings and with the street scene will be considered more important than uniformity between the branches of one company. Name-plates and signage will be required to be constructed in proportion to the façade of the building. Excessive scales or proportions will not be permitted. Particular attention should be paid to shopfront fascias in Architectural Conservation Areas.

The repair, restoration and replacement of shop fronts must be sympathetically carried out to protect the architectural character of the city.

The process of trading through an opening in a building façade without a shop front will not be permitted. The use of loud music or other sound to attract attention to a shop front will also not be permitted.

### 16.4.5 Large food stores

Large food stores generally serve the weekly convenience goods shopping requirements of families. They require large areas of floorspace with adjacent car parking. The majority of this type of bulk convenience shopping is undertaken by car, but a significant proportion of customers visit by other means. Therefore, large food stores should be well served by public transport. These stores should be located in accordance with the sequential test, with city centre sites being considered the most suitable locations. Where applications include significant amounts of non-food items, the accompanying drawings should clearly indicate the area to be devoted to convenience goods. As previously indicated, the national floor space cap of 3,000 sq.m. applies.

All large convenience outlets (those over 1,500 sq.m.) will be required to provide recycling facilities (bring-banks) and ensure their maintenance in their developments.

### 16.4.6 Discount food stores

The sequential test and the guidelines regarding scale in neighbourhood centres should be applied to this type of development in the same manner as to any other class of retail outlet. Discount food stores should have a high standard of access by public transport, foot and private car.



### 16.4.7 Retail warehousing

Retail warehousing activity relates to the sale of non-food, non-clothing goods. Retail warehousing includes the sale of large goods such as furniture, carpets, bulky white electrical goods, gardening goods, DIY items and toys. The activity may include outdoor display areas and is likely to have considerable car parking requirements.

In order to limit the impact on the vitality and viability of the city centre, retail warehousing must be restricted to selling truly bulky goods (furniture/carpets, bulky white electrical goods, gardening goods, DIY items). Where the range of goods sold from retail warehouse parks extends to the type of non-bulky durables which are normally sold from the city centre, then there is potential for an adverse impact on the centre.

Items restricted from sale include grocery and food items (including alcohol), footwear, clothing, books, magazines, mobile phones, music (i.e. compact discs, tapes, mini-discs etc.), toiletries, cosmetics, artists' materials, jewellery, gifts, china and leather goods.

Conditions will be attached to prevent the sale, by subdivision or change of content, of goods normally sold in city-centre shops where they would thereby compete with the use of the town/city centre to an extent which would seriously injure its viability. A limit on the range of goods sold will normally be imposed and individual units will be subject to an upper floor space limit.

#### Retail parks

Retail warehouse units should ideally be grouped in planned retail parks, in order to minimise the number of trips by car. It is also important that they are limited in scale, so as not to have an adverse impact on the city centre.

Generally, units of less than 700 sq.m. gross floor space are more easily accommodated in city centres and, in any event, tend to sell a less bulky range of goods.

Consequently it is appropriate to impose a minimum size condition preventing the construction or subdivision of units into stores less than 700 sq.m. in out-of-centre locations. Individual units should be subject to an upper floor limit of 6,000 sq.m.

The design and layout of retail warehouse units should produce a compact development form, with continuous building lines that provide for integration in urban design terms with adjoining and subsequent developments. Where more than one retail warehouse activity is proposed, shared car parking will be expected.

Parking should normally be provided to the rear of buildings, so as to temper the view of expansive car parks and/or to assist in providing continuous development blocks and building lines expected within a new street form.

A landscaping scheme should be designed as an integral part of the development. A schedule of planting and maintenance should accompany any application. The planning authority will particularly ensure that areas of open car parking are adequately landscaped, both on their perimeter and within, with a combination of trees and shrubs of sufficient density to provide visual relief and make them more attractive.



### 16.4.8 Petrol filling stations and ancillary uses

When considering all applications of this nature, attention should be given to the safety aspects of circulation and parking within the station forecourt.

A minimum street frontage of 30 m will be required. A low wall of approximately 0.6 m in height shall be constructed along the frontage, with allowance for two access points, each 8-m wide.

No advertising or commercial signage shall obstruct visibility over the site access points or front boundary/wing walls. The pump island shall be not less than 7 m from the footpath/road boundary.

Consideration will be given for the development of small shops selling confectionery, groceries and newspapers. Applications may include ancillary shops of up to 100 sq.m. net sales area, without being subject to the rigours of the sequential test.

Applications in excess of 100 sq.m. should be assessed as if they were independent retail units, in line with the sequential test. The associated filling station is of no consequence in these circumstances, and such proposals should be assessed as if there were no petrol filling facilities present.

### 16.4.9 Automatic teller machines

The planning authorities will strictly control the location of automatic teller machines (ATMs) having regard to the following:

- the need to protect the character of the street, building or shop front into which they are to be incorporated into (especially protected buildings). The design and location must ensure that they are safe and easily accessible. Canopies, signs and logos shall be discretely incorporated into the overall design.
- the provision of ATMs at petrol stations will be encouraged, to facilitate drivers wishing to use them.
- in general, ATMs will not be provided where queuing customers may cause disruption to other pedestrians.

### 16.4.10 Advertising, signage and advertising hoardings

The legislation that governs the erection of a permanent sign consists of the Planning and Development Acts 2000 (as amended), the Planning and Development Regulations and the Roads Act 1993.

Generally, advertising should be sympathetic in scale, design, material and colouring, both to the buildings on which it will be displayed and its surroundings, and should not obscure architectural features. Advertising should not interfere with traffic safety and should not obstruct traffic signs.

The local authorities will advise potential applicants on acceptable design of advertisements prior to submitting applications. The following are the local authorities' standards relating to advertising (applicants are advised to contact the relevant Planning office prior to submitting an application):

- signage should be contained within the façade area of the building and will not be permitted above the eaves or parapet level of buildings;
- in general, no projecting signs shall be permitted; consideration will only be given to appropriately scaled projecting signs that are integral to the shopfront.
- all signage should be hand-painted or should comprise of individual lettering placed on existing shop fronts or placed directly on the façade where no shop front exists;
- in general, internally-illuminated signs will not be permitted; any lighting of signage should be external to the sign; consideration may be given to small-scale signs, provided that they do not detract from the character of the building or the street.
- the construction of name-plate fascias linking two or more buildings of different architectural design and character is restricted;
- in Architectural Conservation areas, on buildings where no shop front exists, signage will be restricted to individual lettering placed directly onto a building façade and/or bronze name plaques as appropriate;
- on buildings and structures of historic, artistic and architectural interest, any signage or shop front should either be in character with the structure or should be required to not interfere with the character of the structure;
- where the building façade possesses features of architectural merit/interest, any proposed signage should have regard to or should not interfere with such features.
- the height of signs and advertising on buildings will be controlled; advertising and signage above ground floor will generally be restricted; consideration will be given to hand-painted signage.
- the use of advertising structures will be restricted on public footpaths and on road margins where they conflict with pedestrian or traffic safety;
- finger-post signs for tourist attractions will be permitted where they do not conflict with traffic safety, subject to licencing;
- large advertising hoardings will be restricted, except in industrial areas where their presence by reason of scale and design is not out of character with the existing environment;

- the number of signs will be limited where it is considered that they would lead to cluttered appearance at a junction or on a building.

In general, advertising hoardings, including three-dimensional signs and tri-visions, will only be permitted within commercial areas of the city, but will not be permitted on or in the vicinity of protected structures or on the front façades of buildings. However, advertising hoardings may be permitted temporarily where they help screen building sites and derelict sites awaiting redevelopment, and where they form an integral part of the boundary treatment of the site.

### 16.4.11 Canopies and awnings

The erection of canopies constitutes a development requiring planning permission. The use of plastic canopies over windows will be discouraged. Where shading of a window display is required, the traditional retractable awning is considered suitable. Scaffold drops will require planning permission.

### 16.4.12 Security screens

The use of metal security grills or shutters will be discouraged. Where it is suggested as essential to use such shutters, these should be open-grilled, and should be affixed to the inside of the window, or preferably behind the display area. The installation of roller shutters is a development requiring the prior grant of planning permission. The use of the public footpath for security stanchions or roller shutter fixings is not acceptable.

### 16.4.13 Illumination and spread of light

If external illumination is proposed, documentation shall be provided that clearly shows that light or glare from such illumination will not adversely affect pedestrian and vehicular traffic or adjacent properties.

### 16.4.14 Telecommunication antennae

Telecommunications antennae should be located so as to minimise any negative visual intrusion on the surrounding area, especially on landscapes or streetscapes of a sensitive nature. The preferred location for telecommunication antennae is in industrial estates, in areas zoned for industrial uses or in areas already developed for utilities. The use of tall buildings or other existing structures is always preferable to the construction of an independent antenna support structure.

Support structures should be kept to the minimum height consistent with effective operation and should be monopole (or poles) rather than latticed or square structure, unless such structures have a clear and/or simple design or, alternatively, where it is judged by the planning authority to incorporate high sculptural design quality.

Sharing of installations (antennae support structures) will be encouraged where it is deemed to lead to a reduction in the visual impact on the landscape or townscape.



### 16.4.15 Neighbourhood centres

Section 6.5.7 of the Plan outlines the network of neighbourhood centres which are to meet local needs. The locations considered suitable for the provision of neighbourhood centres are identified on the Zoning Map.

Neighbourhood centres should be located along or just off key distributor roads, and should be readily accessible by a range of transport options including private car, public transport, walking and cycling. They should not be located within areas that have restricted access to the surrounding streets, for example within culs-de-sac.

Appropriate uses at neighbourhood centres are as follows: general store, food store, newsagent, pharmacy, post office, restaurant, take-away, video/DVD rental, credit union, crèche or childcare facility. However, it is important to have further consideration for issues relating to urban design and scale before such uses gain approval.

#### Size thresholds

In order to preserve the local nature of the designated neighbourhood centres, a size threshold of 250 sq.m. of net floor space is normally applied to individual retail units and a total of 1,500 square metres to the whole centre, except for a limited number of convenience stores located in the larger neighbourhood as indicated in objectives NC-2 and NC-3 in Section 6.5.7 of this Plan.

Larger neighbourhood centres, with a maximum net retail floor space of 2,750 square metres, may be permitted at strategic locations to the south and north of the city, at Carrowroe, Cleveragh, Lisnalgur and Ballinode, subject to the satisfaction of the planning authority that supporting residential development is taking place/is imminent in the immediate locality, within approximately 500 metres.

The larger neighbourhood centres in the Outer City at Lisnalgur and Carrowroe should be developed simultaneously with a residential component of appropriate scale, based on masterplans.

Outer City neighbourhood centre developments should be phased and should include an appropriate combination of retail, residential and supporting uses in each phase.

#### Convenience stores

Two slightly larger-scale convenience stores may be permitted at the four larger neighbourhood centres, provided that:

- (i) their combined net floor space is not in excess of 1,750 square metres
- (ii) there are only two such stores per neighbourhood centre
- (iii) the centres are well served by public transport; in certain circumstances it may be appropriate to apply conditions requiring the developer to make a financial contribution towards the provision of necessary infrastructure.

Discount food stores may be permitted to locate in neighbourhood centres, subject to relevant floor space restrictions, in the following circumstances:

- a. it can be proven that there would be no negative impact upon the vitality and viability of the city centre or upon the amenity of the city or of the neighbourhood centre and surrounding area;
- b. the development proposal is supported by a masterplan covering the entire area of the neighbourhood centre.

The masterplan should be based on sound urban design principles and should demonstrate an appropriate layout and design of buildings, integrating the discount food store with the other proposed/potential structures/uses on the overall site.

The final layout should ensure that the emerging neighbourhood centre will not appear to be "mono-use" or be visually dominated by a single-use retail structure or a car parking area.

- c. there is adequate accessibility by different modes of transport, including by pedestrians.

Details can be found in Section 6.5.7 of this Plan.

Beyond these limits on retail unit sizes, shops are unlikely to serve a purely local market and thus would be more suitably located within the city centre or on the edge of the city centre if no central sites are available.

Applications for retail or service outlets in Sligo's suburbs will generally not be considered, unless they are within identified neighbourhood centres.

However, over the plan period a residential area with relatively poor accessibility to an identified neighbourhood centres may emerge. This would constitute exceptional circumstances. In such case, it may be appropriate to allow development of a single convenience outlet to serve the area. Conditions should ensure the outlet is restricted to daily convenience items and is no larger than 100 sq.m.

Sligo currently contains a significant amount of single local shops scattered within residential developments. It is anticipated that, as the identified neighbourhood centres gain in popularity, the commercial benefits of locating within them will be recognised.

An emphasis on quality urban design will be sought in neighbourhood centres. Buildings within the neighbourhood centre or in the immediate vicinity will generally be permitted to increase their heights to three or four storeys. A mix of uses will be encouraged, with residential and office uses promoted above first-floor levels.

The development of neighbourhood centres should not precede the surrounding residential development they are meant to serve. They should be developed in a phased manner.

### 16.4.16 Use mix

Where commercial developments are proposed, the planning authority may require an appropriate mix of uses, depending on the existing uses of the surrounding area. In general, the planning authority will encourage a mix of uses on upper floors in shopping/neighbourhood centres.

### 16.4.17 Bars, night-clubs, disco

In order to maintain an appropriate mix of uses and protect night-time amenities in Sligo, the local authorities will use their development management powers to prevent a concentration of pubs, bars, nightclubs and hot-food take-aways in any particular area.

The local authorities shall ensure that the intensity of any proposed use is in keeping with both the character of the area (i.e. residential, mixed-use, etc.) and with adjoining businesses. Noise at the boundaries will be carefully monitored and noise insulation measures will be required at the time of the submission of the planning application.

Other effects of the development on the amenity of nearby residents - i.e. general disturbance, hours of operation, car parking, litter and fumes - must be assessed prior to the granting of planning permission.

New buildings must be designed to prevent noise escaping, and with adequate provision for refuse disposal, storage and collection.

The local authorities will encourage a diversity of uses in the city centre throughout the day and evening, and will ensure that proper litter control measures are in place prior to the opening of any premises.

Façade design will be carefully controlled, in particular the type and degree of advertising signage and lighting. The design shall respect the character of the street and the buildings.

### 16.4.18 Fast-food take-aways

Proliferation of hot-food take-aways will not be permitted in any particular area.

Regard will be had to the impact of hot-food take-aways on the amenities of an area, including noise, odour and litter.

The planning authorities may impose restrictions on opening hours of such uses as a condition of a planning permission.

### 16.4.19 Open-air concerts

In considering applications for open-air concerts, the planning authorities shall have due regard to the following: noise and general disturbance, hours of operation, traffic generation, traffic flow and car parking, accessibility, effect on residential amenities of the area, litter control, emergency access, ancillary uses such as fast-food provisions and toilet facilities.

The planning authorities shall insist that proper provisions and arrangements in relation to these, and other relevant issues, have been made prior to the granting of permission.

### 16.4.20 Offices

The local authorities will encourage over-counter office development to locate in the city centre. The use of vacant or under-utilised upper floors for office development will be encouraged.

Outside the city centre, applications for office development will normally be considered within the mixed-use and BITP.

Changes of use from shops to offices in the city centre will not normally be permitted, except in exceptional circumstances. There will be a presumption in favour of the granting of planning permission for the conversion of offices, currently in former dwellings, back to residential use.

All new office developments outside the city centre will be required to provide a minimum of 10% open space.

Where offices are proposed on lands zoned BITP, such development will be required to provide a minimum of 10% open space in addition to a minimum 6-m strip of landscaped open space along all roads.

Within the BITP zones, a more compact development form will be encouraged, with continuous building lines and a higher density than normally carried out in industrial zones.



### 16.4.21 Industry, wholesale and repository warehousing development

Warehousing in this context is essentially for storage or wholesale and as such differs from retail warehousing. In terms of class of use, as outlined in the Planning and Development Regulations (Part 4), retail warehousing falls within Class 1, and the latter within Class 5.

This type of activity will normally only be permitted on lands zoned WILT and PF (port facilities). Special consideration will be given to such developments where they would contribute to the urban renewal of an area or where they would make a significant contribution to the urban character.

Adequate space must be available for on-site storage of materials and refuse, loading and unloading, and on-site circulation and parking. Adequate provision should be made for storage of goods and materials within the building or else in a designated storage area.

A landscaping scheme for the site shall be required. In the case of developments for two or more buildings, a uniform design for boundary fences, roof profiles and building lines is essential.

A minimum open space requirement of 10% will apply. The open space should be provided such that it may function as an effective amenity area. In situations where effective open space cannot be provided on site, a contribution will be payable in lieu of other arrangements, similar to that employed in the provision of open space in residential areas.

An industrial development should present a pleasant aspect helped by tree planting, judicious placing of advertisement structures, screening of open storage areas and unobtrusive loading and parking space.

Access roads to industrial estates will normally have a minimum overall reservation width of 13 m, consisting of a 7-m carriageway, two 1.5-m grass verges and two 1.5-m footpaths. Main access routes to industrial lands will also be required to provide reservations for cycleways. Generally, the building line must be at least 9 m from the road boundary, with car parking provided to the side or rear of the building. There shall be a minimum landscaped/planting strip on all principal road frontages.

## 16.5 Community facilities standards

### 16.5.1 Schools

It is estimated that one primary school requires a catchment of between 1,200–1,300 dwellings.

Site requirements for each primary school will be in the region of 2.15–3.0 hectares.

Provision should be made in schools for a range of organised sports facilities, for car parking and for drop-off and collection facilities.

Schools will be encouraged to locate in the vicinity of the proposed neighbourhood centres.

### 16.5.2 Childcare facilities

In line with the *Childcare Facilities - Guidelines for Planning Authorities* (DoEHLG, 2001), the planning authority will require the provision of one childcare facility (including crèches, playschools, nursery and Montessori schools) with places for 20 children for each 75 dwellings, having regard to the existing geographical distribution of childcare facilities and the emerging demographic profile of areas.

Identified neighbourhood centres are also considered suitable for the location of these facilities. Applications for crèches and playschools in the proximity of a new or existing place of work, such as in an industrial estate, will also be favourably considered.

Crèches and playschools will be permitted in areas where they will not cause hazard due to traffic congestion or adversely affect the amenity of adjoining residences. They should generally be provided alongside through-routes as opposed to culs-de-sac. Proximity to public transport nodes is also encouraged, in the interests of sustainability.

Applications for childcare facilities shall be assessed in accordance with the following criteria:

- details of the proposed opening times;
- proposed number and age range of children;
- proposed number of staff;
- internal floor area devoted to use, excluding areas such as kitchens, toilets, sleeping and other ancillary areas;
- details of external play areas and management of these areas;
- car parking arrangements, for both parents and staff members;
- local traffic conditions;
- convenience to public transport nodes;
- the level of existing childcare provision and the demand for childcare facilities in the area;
- effect on the amenities of adjacent properties;
- potential for linked trips in the proposed location due to the existence of other public, commercial and community facilities in the vicinity.

All applications for crèches or pre-school facilities shall be required to comply with the HSE and Government guidelines.

In considering applications for shopping centres, the local authority shall consider the need for drop-in childcare facilities for shoppers (in accordance with Circular Letter PD 2/00).

In considering an application for a change of use to a childcare facility, the planning authority may impose a temporary permission of between one to five years to assess the impact of crèche and playschool developments on their surroundings. However, the use of temporary permissions should be avoided if at all possible. In residential circumstances, it is also desirable to maintain some residential content in the premises, the resident not being limited to that of owner-occupier.

### 16.5.3 Care facilities

A change of use from residential to a care facility, to care for more than six persons with an intellectual or physical disability (with more than two resident carers), will require planning permission and will be dealt with sympathetically, considering factors such as accessibility, traffic, safety and proximity to community and shopping facilities.

Single-storey detached houses with adequate private and secure open space and on-site parking are the preferred locations for such uses.

### 16.5.4 Nursing homes

Permission for change of use from a residential dwelling to a nursing home shall only be granted in cases where such a use would not be detrimental to the amenities of adjoining dwellings, would be of an appropriate size and scale for the area, and where the building can be adapted to provide a satisfactory level of accommodation. Other factors to be considered include the adequacy of off-street parking facilities, satisfactory private open space, accessibility and proximity to local services and facilities.



## 16.6 Circulation and parking standards

### 16.6.1 Road hierarchy

Within residential developments, a legible hierarchy of roads should be created, from distributor roads, link roads and access roads to culs-de-sac, where appropriate. In general, road layout should comply with the *Recommendations for Site Development Works for Housing Areas* (DoEHLG 1998), the *Traffic Management Guidelines* (DoT 2003) and the *Manual for Streets* (UK Department for Transport 2007).

Roads should be designed to reduce the impact of the car and encourage walking/cycling for local trips. To reduce the dominance of the car in the street, a number of measures can be taken at the design stage:

- minimise the length of straight stretches of road/encourage short straight streets with staggered T-junctions;
- introduce speed-regulating curves;
- promote shared surfaces for vehicles, pedestrians and children at play;
- introduce different surface materials and colour variations;
- emphasise the design of entrance treatments and use of pinch points;

Allowances should be made for the requirements of service and emergency vehicles. These will require access to pedestrianised streets, and will require sufficient room to turn in culs-de-sac. Alternative layouts in the form of home zones and other innovative layouts will also be encouraged.

### 16.6.2 Entrances

Vehicle entrances and exits must be designed to avoid hazards to pedestrians and passing traffic. Where a new entrance onto a public road is proposed, the local authority must consider traffic conditions and available sight lines. Generally, no more than two vehicular entrances will be permitted to any commercial or industrial property, each not exceeding 7.5 metres in overall width. The pavement shall be dished and reinforced. The widening of a means of access to a public road requires planning permission where the road is more than 4 metres in width.

Access onto national primary and secondary routes, as well as regional roads will be restricted in the interests of safety and the maintenance of the strategic function of these routes.

The minimum sight line required from entrances onto national primary and secondary roads, where the maximum speed limit applies, is 190 m in both directions. For regional roads, a minimum of 130 m is required, while a minimum of 80 m is required in areas where the 60 km/h speed limit is in force.

The minimum sight distance required for entrances onto roads shall be in accordance with the NRA's *Design Manual for Roads and Bridges*, which are broadly as shown in Table 16.B.

**16.B Minimum required sight distances**

Speed of major road (km/h)	Sight distance required (m)
42	50
50	70
60	90
70	120
85	160
100	215

### 16.6.3 Car parking requirements

Requirements for numbers of car parking spaces are set out in Table 16.C.

In dealing with planning applications for change of use or for replacement buildings, an allowance will be given for the former site use in calculating the extra car parking requirements generated by the new development.

Where the provision of on-site parking is not possible, the local authority will require a financial contribution towards the provision of car parking elsewhere by the authority in accordance with Section 48 (17)(c) of the Planning and Development Act, 2000.

Car parking will generally be located behind the established building line and will be appropriately screened. Where it is necessary to provide parking to the front of a development, the existing boundary treatment will be maintained and additional landscaping required to enhance the visual amenities of the area.

The provision of on-street car parking will be considered in new development areas, where road widths are developed to adequate standards. This provision is designed to facilitate increases in residential densities at appropriate locations.

A greater integration of land use and transportation will be encouraged so as to reduce the generation of trips and thereby reduce the number of car spaces necessary.

The basic dimensions required for the layout of car parking areas are as follows (in accordance with the *Traffic Management Guidelines*, 2003):

- minimum size of parking bay 5.0 m x 2.5 m (Note: a minimum width of 2.3 m may be permitted for a long-term bay)
- a minimum width of aisle for 90-degree parking - 6.1 m
- a minimum width of aisle for 60-degree parking - 4.9 m
- a minimum width of aisle for 45-degree parking - 3.6 m
- a minimum width of aisle for less than 45-degree parking and for parallel parking - 3.6 m.

Within the city centre, the local authority may adopt a flexible approach to the requirement to provide car parking spaces, where a proposed development would be considered to provide a particularly desirable use (cultural or service use) which would enhance the attractiveness of the city.

Furthermore, within the city centre and edge-of-centre locations, it is important to note that parking will not necessarily be provided on-site, but may be located in a nearby multi-storey structure in accordance with stipulated policy/objectives to group city-centre parking on a minimum number of specified sites. Each case will be considered on its merits, subject to an overriding aim to achieve the objectives for the area. Car parks (including multi-storey car parks) with a level of 100 car spaces and above should provide recycling facilities (bring-banks).

### 16.6.4 Mobility management plans

Mobility management's primary aim is to reduce the dependence on private car use and to promote the use of more sustainable modes of transport such as walking, cycling and public transport.

In doing this, the environmental and economic impacts of travel may be greatly reduced. For larger scale developments, where it is considered that the development may have an impact on traffic in the area, Mobility Management Plans may be requested by the planning authorities as conditions of the planning permission.

### 16.6.5 Loading bays and service vehicles

In addition to the general car parking standards, service parking space will be required for vehicles necessarily involved in the operation of business in such activities as the delivery and collection of goods, the carrying out of repair and maintenance services. Each new premises proposed for office, commercial or industrial use must include, within the curtilage of the site, one or more loading bays of an adequate size to cater for its specific needs and the requirements of the type of vehicle serving the premises.

This requirement may be waived in the city centre (C1) or the commercial mixed-use zone (C2), where the planning authority considers that such provisions are too onerous or restrictive given the existing urban design context. In such cases, alternative arrangements may be required, including the possible provision of designated on-street delivery bays at appropriate locations or with restrictions on delivery times.

Parking and service spaces must be located on-site so as to prevent obstruction on-street, and should also be located, where possible, to the rear and side of buildings in such a manner as to ensure minimal injury to the amenity of adjoining premises. Where parking is allowed in sight of the general public, adequate screening or landscaping must be provided to reduce the visual impact of parked cars.

## 16.6.6 Multi-storey car parks

All planning applications for multi-storey car parks must be in accordance with the proposed traffic and circulation strategy in Chapter 10.

## 16.6.7 Cycle facilities

Cycle standards are treated as a minimum and are not subject to the zonal approach. Cycle parking standards are divided into long-term parking for staff or residents and short-term parking for customers or visitors.

“Sheffield” stands are satisfactory for short-term cycle parking, whereas long-term parking requires secure, covered lockers. Shower and changing facilities, and storage areas for clothing (e.g. waterproofs and helmets) are also required by long-term users.

Cycle facilities shall be provided in conjunction with any new development proposals and the standard requirements are set out in Table 16.B.

Cycle standards include bike-and-ride provision at bus and rail stations, which is important in encouraging sustainable transport and reducing the land requirement for parking. Prioritised cycle parking should be provided on or close to rail platforms. Where stands cannot be provided on-site, a contribution will be required towards the provision of public cycle stands.

## 16.6.8 Access for the disabled

Just over 10% of Sligo’s population is disabled (Census 2006) and the design of parking and the provision of spaces should reflect these special needs.

Parking shall be laid out in a uniform order, designed to help orientation. Car parking provision shall be provided for the disabled and mobility-impaired in all car-parking developments and should be located in the most convenient locations for ease of use.

The minimum criteria for such parking provisions are detailed in *Building for Everyone - Inclusion, Access and Use*, published by the National Disability Authority in 2003. Special car parking bays for the disabled shall be provided as close as possible to the entrance of premises to be served. Each disabled parking bay shall be clearly marked with the relevant international symbol.

## 16.6.9 Construction standards

The *Building Regulations and Recommendations for Site Development Works for Housing Areas* (DOELG, 1998) shall be consulted for standards in relation to site development works, such as footpaths, roads, sewers, drains and water supply.

**Table 16.C Vehicle parking requirements**

Type of development	Car parking spaces - minimum standards (areas are gross floor space unless otherwise stated)		Cycle parking spaces applicable to all zones (minimum standards)
	C1 and C2 zones	all other zones	
Residential – dwelling with four or more bedrooms	N/A	2 per dwelling	1 per unit
Residential - dwelling with three bedrooms or less	1 per dwelling	1 per dwelling	1 per unit
Residential - apartments	1 per dwelling	1 per dwelling	1 per unit
Shops	1 per 25 sq.m.	1 per 20 sq.m.	1 per 75 sq.m.
Supermarkets	1 per 18 sq.m.	1 per 18 sq.m.	1 per 100 sq.m.
Retail warehousing	1 per 40 sq.m.	1 per 35 sq.m.	1 per 150 sq.m.
Garden centres	1 per 30 sq.m.	1 per 25 sq.m.	1 per 150 sq.m.
Factory retail floor space	N/A	1 per 40 sq.m.	1 per 150 sq.m.
Public houses (public area)	1 per 25 sq.m.	1 per 10 sq.m.	1 per 75 sq.m.
Restaurants	1 per 50 sq.m.	1 per 10 sq.m.	1 per 75 sq.m.
Offices: gross floor space	1 per 50 sq.m.	1 per 30 sq.m.	1 per 5 employees
Financial and professional services (including banks, building societies, estate agents and other agencies, betting shops)	1 per 50 sq.m.	1 per 30 sq.m.	1 per 75 sq.m.
Manufacturing/light industry	1 per 100 sq.m.	1 per 50 sq.m.	1 per 500 sq.m.
Garage and vehicle repairs	1 per 50 sq.m.	1 per 30 sq.m.	N/A
Warehouses	1 per 75 sq.m.	1 per 150 sq.m.	N/A
Showrooms	1 per 50 sq.m.	1 per 50 sq.m.	N/A
Childcare, crèche, playschool	1 per staff member	1 per staff member + 1 per 20 sq.m.	1 per 5 staff members on duty
Conference centres: public area	1 per 50 sq.m.	1 per 25 sq.m.	1 per 20 seats
Clinics and group medical practices	1 per public consulting room	3 spaces per consulting room	1 per consulting room
Hospitals/nursing homes	1 per 2 beds	1 per bed	1 per 10 staff on duty.
Hotels (excluding public area)	1 per 1.5 bedrooms	1-2 per bedroom	1 per 20 beds
Hostels	1 per 20 beds	1 per 10 beds	1 per 10 beds
Dance halls, ballrooms, discos	1 per 20 sq.m.	1 per 10 sq.m.	1 per 100 sq.m.
Cinemas, theatres, stadia	1 per 15 seats	1 per 8 seats	1 per 20 seats
Swimming pools, ice rinks etc	1 space per 10 sq.m. of pool/rink + 1 per three staff members + 1 coach space	1 space per 20 sq.m. of pool/rink + 1 per three staff + 1 coach space.	1 space per 20 sq.m. of pool/rink + 1 per three staff members
Bowling alleys	2 spaces per lane	4 spaces per lane	2 per lane.
Amusements/entertainment	1 per 50 sq.m.	1 per 30 sq.m.	1 per 50 sq.m.
Places of worship	1 per 25 seats	1 per 10 seats	1 per 10 seats
Sports clubs, grounds	1 space per 15 sq.m. + 6 spaces for each pitch, 2 for each court + 1 coach space	1 space per 15 sq.m. + 6 spaces for each pitch, 2 for each court + 1 coach space	1 per 50 sq.m. + 6 for each pitch + 2 for each court
Library	1 per 50 sq.m.	1 per 30 sq.m.	1 per 50 sq.m.
Funeral homes	1 per 10 spaces	1 per 20 spaces	N/A
Schools (primary)	1 per classroom	1.5 per classroom	1 per 5 students
Schools (secondary)	1.5 per classroom	2 per classroom	1 per 4 students
Schools (third-level)	1 per classroom + 1 per 15 students	1 per classroom + 1 per 15 students	1 per 3 students

## 16.7 Renewable energy developments

The local authority acknowledges the current need to adopt a more sustainable approach to energy production, through the promotion of facilities such as wind farms, hydroschemes, landfill gas, biogas from sewage sludge and farm slurry, and solar energy.

Alternative approaches will be favoured when considered acceptable in accordance with environmentally sustainable standards and the effects of such developments on the landscape. Some criteria that should be considered at the planning application stage are as follows:

- visual impacts
- noise levels
- impact on environmental designations
- proximity of existing dwellings and land uses
- impact of construction and related site works

Such factors, among others, should be considered and discussed with the local authority at pre-planning application stage.



## 16.8 Access to the road network

National roads play a strategic role in catering for inter-urban and inter-regional transport. They support Ireland's economy by providing faster, more efficient and safer access to and from major ports, airports, cities and large towns.

In order to protect the carrying capacity, operational efficiency and safety of national roads, development accessing onto the N4, N15 and N16 will be restricted in accordance with the National Roads Authority's publication *Policy Statement on Development Management and Access to National Roads*. This document sets out official government policy objectives in relation to national roads.

Some development proposals will generate significant additional trips/travel, with potentially serious implications for the capacity and safety of national roads and adjoining local roads the access roads and the road network. In these cases, applications shall be accompanied by:

- a Traffic and Transport Assessment (TTA), in accordance with the DoEHLG/DoT/DTO publication *Traffic Management Guidelines* and the NRA's *Traffic and Transport Assessment Guidelines*,
- a Road Safety Audit (RSA), in accordance with the NRA's *Design Manual for Roads and Bridges* and Department of Transport guidelines.

The planning authorities and/or prescribed bodies will assess the need for submission of such studies on a case-by-case basis.

In order to mitigate against noise impacts on developments within the zone of influence of existing or planned national roads, the requirements of the Environmental Noise Regulations (S.I. No. 140 of 2006) shall be adhered to in the design of relevant development proposals.



## 16.9 Development in the Docklands

The wider Docklands area can be defined as the lands within the development limit of the SEDP, west of the Inner Relief Road, between Strandhill Road and the sea shore. The area will be the subject of a local area plan, as indicated in Section 5.3.5 of this Plan.

Having regard to the strategic nature of the Docklands, and the specific issues that arise in relation to the redevelopment of this area, all planning applications for significant developments in the Docklands shall include:

- A. A Traffic and Transport Assessment and a Road Safety Audit, with particular emphasis on the efficiency, safety and carrying capacity of the Inner Relief Road.

Given the limited traffic capacity that currently exists for additional development in the Docklands, particular types of development may be prioritised. This would include development related to:

- the retention of the Port as a valuable piece of commercial/industrial infrastructure;
- the regeneration of the area through the introduction of innovative uses including cultural, commercial, enterprise and community facilities;
- the planned expansion of the existing city centre.

- B. A report demonstrating that appropriate and adequate investigations have been carried out by suitably qualified persons regarding the presence, the nature and the extent of any soil and/or groundwater contamination on the site. Details shall include an assessment of risks associated with site development works, along with recommendations for mitigation and remediation measures.

- C. An assessment of the impact of the proposed development on any options for a western City Bypass. This assessment shall take into account all potential route options being considered by the local authorities at the time of making the planning application and must clearly demonstrate that the proposed development would not result in the elimination of any route options.





# Chapter 17. Implementation

Sligo and Environs Development Plan 2010-2016 sets out Sligo Borough Council and Sligo County Council's vision for the sustainable growth of the Gateway City of Sligo. It also includes a wide range of policies and objectives designed to transpose this vision into reality.

Under the Planning and Development Act 2000 (as amended), planning authorities have a statutory obligation to secure the implementation of the objectives of a development plan.

The implementation of these objectives may be constrained by factors such as the economic climate, political support, allocated local authority funding and the availability of funding from diverse sources.

Accordingly, no funding of projects can be guaranteed in advance, nor can the implementation of all objectives contained within the Plan be assumed.

However, it is the intention of Sligo Borough Council and Sligo County Council to exercise all legal powers to ensure that objectives are implemented. This includes the use of compulsory acquisition powers, where necessary.

## 17.1 Gateway Innovation Fund

The establishment of a Gateway Innovation Fund (GIF) as part of the National Development Plan 2007-2013 (NDP) was a recognition of the need for targeted investment and concerted interventions in Gateway Cities.

Following a call for proposals, in November 2007 Sligo's Local Authorities submitted to the DoEHLG a detailed proposal, consisting of four projects linked into a coherent vision for the short-term development of Sligo City:

- the Eastern Garavogue Bridge and approach roads
- enhancement of O'Connell Street
- Cultural Quarter: new museum and extension/refurbishment of the Model:Niland Gallery
- Cleveragh Regional Park

The total cost of the projects was estimated at circa 187 million euro and the funding sought from the GIF was just under 70 million euro.

At the time of writing (June 2009), the Department had not yet made a decision on applications for funding under the GIF.

## 17.2 Local Area Plans

An important element of the development plan strategy is to bring policies to a more detailed local level through local area plans. The strategic and broad-ranging policies of the SEDP provide a general framework but not necessarily the detailed treatment required for significant proposals in certain areas.

1. The first local area plan within the SEDP area was adopted for Hazelwood-Ballinode on the 1st of November 2004. The LAP will be reviewed or amended before the end of its six-year lifetime, in 2010.
2. The second LAP, for the North Fringe area, has been prepared in parallel with the SEDP 2010-2016 and will be reviewed or amended as/if necessary, within the six years from 2010 to 2016. While it is recognised that this is a long-term plan, it was considered important to prepare it at this stage, in order to clarify the proposed roads network and offer a degree of certainty to landowners and developers interested in the future of the area.
3. The Docklands LAP is the next priority, with pre-draft consultation due to commence in 2010, after the adoption of the SEDP 2010-2016.
4. Cranmore-Cleveragh LAP will be required to integrate a number of projects, such as Cleveragh Regional Park, the masterplan-based regeneration of Cranmore housing estate, the retention of the Racecourse lands as Open Space. Preliminary work has been going on for a number of years in relation to these projects, whose funding depends essentially on allocations from the national budget, including – potentially – in the form of Gateway Innovation Fund allocations. The preparation of the Cranmore-Cleveragh LAP should ideally take place before the next review of the SEDP in 2016.
5. The Caltragh-Carrowroe LAP is a longer-term project. It is anticipated that this LAP will be prepared only after the next review of the SEDP in 2016.

In addition to statutory local area plans, the local authorities may prepare, or require the preparation of additional urban design frameworks, masterplans or site development briefs as necessary, especially for substantial development proposals within city-centre and edge-of-centre areas.

All local area plans, urban design frameworks and masterplans prepared by or on behalf of the local authorities will involve extensive public consultation.

## 17.3 Prioritising development

Phasing of development is a generally-accepted practice whereby planning authorities indicate in their development plan that particular areas cannot be released for development until a later stage in the Plan's life or unless particular circumstances arise.

Complementarily, the planning authorities can give a clear indication on where development should take place sooner rather than later during the Plan period.

A rational approach to phasing would require that essential infrastructure (roads, water and wastewater networks) is put in place before or at the same time as the area is developed.

All zoned areas are or will be served by wastewater drainage schemes. Certain lands have scope for developer-led schemes or can be serviced under the Service Land Initiative.

Within the development limit of Sligo and Environs Development Plan, the areas where development will be encouraged during the life of the SEDP 2010-2016 are:

- A. the City Centre (consolidation) and edge-of-centre (expansion) – mainly commercial development;
- B. the Economic Spine between the Southern and Northern City Gateways – mixed-use development;
- C. the combined Developing Areas of Hazelwood-Ballinode and Cranmore – mainly residential and related community-facility development;
- D. the four larger neighbourhood centres at Ballinode, Cleveragh, Carrowroe and Lisnalgur and lands zoned for residential use in the vicinity of these centres;
- E. the BITP-zoned lands at Oakfield.

Once development has been substantially completed in the priority areas listed above, development will become permissible in further zoned areas.

However, appropriate allowance will be made for a reasonable degree of choice and flexibility, in order to ensure that the market will work effectively.

## 17.4 North Fringe LAP

The North Fringe LAP aims to provide a long-term, integrated development and design framework, which will accommodate the future urban expansion of Sligo into the rural areas to the north of the City. The anticipated timeframe for the development of this area is 10-20 years, i.e. beyond the lifetime of the SEDP 2010-2016. Development should occur on an incremental basis, in parallel with the upgrading of the road network and the provision of environmental infrastructure.

The North Fringe is intended to become a well-planned and designed, high-quality urban extension of Sligo City, with its own Central Avenue, neighbourhood centre, primary and secondary schools, linear park, shopping and employment areas and good connections to the national roads network and the city centre. As a new urban quarter, it will have its own identity and character, different from that of the existing rural areas, but incorporating essential elements such as existing residences, topographical features and views of the surrounding landscape.

It should be noted that the layout shown on the Development Framework map is indicative only and should not be used for a detailed assessment of impacts on existing properties. All development proposals in the area will be the subject of detailed assessment at planning application stage. Any interested third parties will also have the opportunity to make detailed comments on planning applications at that stage.

## 17.5 Development contributions schemes

Section 48 of the Planning and Development Act 2000 (as amended) enables local authorities, when granting a permission under Section 34 of the Act, to include conditions for requiring the payment of a contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority and that is provided by or on behalf of a local authority (regardless of other sources of funding for the infrastructure and facilities).

Development Contributions Schemes supply a certain amount of funding for the provision of improved infrastructure in an open and transparent fashion and enable the local authorities to provide improved infrastructure which it would otherwise be unable to provide.

A planning authority may make one or more schemes in respect of different parts of its functional area. Sligo Borough Council operates a scheme for the area under its jurisdiction, while Sligo County Council has prepared two schemes, one for each of the two different parts of its functional area: the Environs of Sligo (within the SEDP area) and the county area outside of this (subject to the County Development Plan).

These schemes are reviewed annually to reflect the market-induced cost variations in providing infrastructure and services.

Under a general development contribution scheme, planning authorities do not need to show a direct connection between the development contribution paid and works undertaken which facilitate that development. However, it will be important for the planning authority to ensure that the basis for determining the contribution levels is adequately justified and supported.

The types of public infrastructure and facilities that can be funded by this mechanism are:

- (a) the acquisition of land;
- (b) the provision of open spaces, recreational and community facilities and amenities and landscaping works;
- (c) the provision of roads, car parks, car parking spaces, sewers, waste water and water treatment facilities, drains and water mains;
- (d) the provision of bus corridors and lanes, bus interchange facilities (including car parks for those facilities), infrastructure to facilitate public transport, cycle and pedestrian facilities, and traffic calming measures;
- (e) the refurbishment, upgrading, enlargement or replacement of roads, car parks, car parking spaces, sewers, waste water and water facilities, drains or water mains, and
- (f) any matters ancillary to paragraphs (a) to (e).

Occasionally, the planning authorities may make supplementary or special contributions schemes directly related to the funding of specific infrastructural projects.

Particular developments – such as schools, community halls, sports and other social/community facilities, including extensions, as well as renovation works carried out on protected structures – may be exempt from development contributions. Exemptions may also be granted for refurbishment works associated with “living-over-the-shop” schemes.

## 17.6 Bonds

The planning authorities will impose bonds or other forms of securities on private developers, as a condition of a particular planning permission. These bonds are intended to ensure that all roads, footpaths, landscaping, lighting and other services within a development will be completed to an acceptable standard.

The amount of a bond or security will be based upon the estimated cost of the development works. The bond will remain in place until all prescribed works are satisfactorily completed or until the development is taken in charge by the relevant local authority.

## 17.7 Public-private partnerships (PPP)

A public-private partnership (PPP) is a form of procurement – an arrangement between the local authorities and private-sector providers for the purpose of delivering infrastructure or services that traditionally have been provided by the public sector.

Through a partnership arrangement, the public and private sector can combine to provide public services and infrastructure in the most economically efficient manner.

## 17.8 Monitoring and reporting

The Planning Sections are the main sections in Sligo Borough and County Councils to oversee the implementation of the development plans, mainly through the development management function. However, it is important to note that this Plan co-ordinates the work and objectives of other key departments within the local authorities, such as Infrastructure, Housing, Community and Enterprise.

In some cases, the body responsible for the implementation of certain Plan objectives may be external, such as the National Roads Authority.

The large number of objectives included in the Plan represents a significant challenge for both Councils. However, many of these Plan's objectives are set within a longer timeframe, of 20 to 30 years, which may not be fully implemented over the lifetime of the SEDP.

Section 15(2) of the Planning and Development Act 2000 (as amended) states that the manager of a planning authority shall, not more than two years after the making of a development plan, give a report to the members of the authority on the progress achieved in securing the objectives of the Plan.

A Manager's Progress Report will be prepared by the Development Planning Unit within two years of the adoption of the SEDP 2010-2016. This report will include appropriate inputs from all the relevant local authority sections and departments in charge of implementing and/or monitoring the implementation of Plan objectives. A further Progress Report will be prepared upon the commencement of the next review of the SEDP in 2014, and will be used to inform pre-draft public consultation.

## Appendix A. Record of Monuments and Places

The location of the monuments is shown in Fig. 13.A Zones of Archaeological Potential (p. 93), in Chapter 13, Section 13.1 Archaeological Heritage, and on the separate Map 5. Protected Structures, ACAs and ZAPs. Grey-shaded items in the tables below represent monuments in State care, under the guardianship or owned by the OPW.

Monument no.	Townland	Classification
Slo08-127	Cregg	Enclosure possible
Slo08-128	Cregg	Ringfort (rath / cashel)
Slo08-129	Cregg	Ringfort – raised
Slo08-130	Ballincar	Ringfort – raised
Slo08-137	Ballincar	Mill site
Slo08-138	Magheragillerneeve or Springfield	Ringfort (rath / cashel)
Slo08-139	Magheragillerneeve or Springfield	Ringfort (rath / cashel)
Slo08-140	Magheragillerneeve or Springfield	Ringfort (rath / cashel)
Slo08-141	Magheragillerneeve or Springfield	Enclosure
Slo08-142	Magheragillerneeve or Springfield	Road possible
Slo08-148	Teesan	Enclosure
Slo08-149	Teesan	Ringfort (rath / cashel)
Slo08-150	Kiltycooly	Enclosure
Slo08-151	Kiltycooly	Ringfort (rath / cashel)
Slo08-152	Carncash	Enclosure
Slo08-188	Magheragillerneeve or Springfield	Fulacht fiadh
Slo08-189	Magheragillerneeve Or Springfield	Fulacht fiadh
Slo08-190	Magheragillerneeve Or Springfield	Enclosure possible
Slo08-191	Magheragillerneeve Or Springfield	Enclosure
Slo09-034	Doonally (Car. By.) Drumcliff East E.D.	Enclosure site
Slo09-035	Doonally (Car. By.)	Ringfort (rath/cashel)
Slo09-036	Doonally (Car. By.) Drumcliff East E.D.	Ringfort (rath/cashel)
Slo09-037	Doonally (Car. By.) Drumcliff East E.D.	Ringfort (rath/cashel)
Slo09-038	Doonally (Car. By.) Drumcliff East E.D.	Enclosure site
Slo09-039	Drumkilsellagh	Enclosure site
Slo09-041	Willowbrook	Ringfort (rath/cashel)
Slo14-005	Ballincar	Archaeological complex
Slo14-00501	Ballincar	Plantation castle
Slo14-00502	Ballincar	Earthwork (s)

Monument no.	Townland	Classification
Slo14-00503	Ballincar	Barrow
Slo14-00504	Ballincar	Enclosure
Slo14-006	Ballincar	Archaeological complex
Slo14-00601	Ballincar	Ringfort – raised
Slo14-00602	Ballincar	Field system
Slo14-00603	Ballincar	House site
Slo14-007	Ballincar	Archaeological complex
Slo14-00701	Ballincar	Enclosure
Slo14-00702	Ballincar	Field system
Slo14-00703	Ballincar	Ridge and furrow
Slo14-008	Ballincar	Ringfort (rath / cashel)
Slo14-009	Ballincar	Ringfort (rath / cashel)
Slo14-010	Ballinhover (Car. By.)	Ringfort (rath / cashel)
Slo14-011	Lisnalgur	Ringfort (rath / cashel)
Slo14-01201	Lisnalgur	Ceremonial enclosure
Slo14-01202	Lisnalgur	Souterrain possible
Slo14-013	Ballincar	Midden
Slo14-014	Ballincar	Ringfort (rath / cashel)
Slo14-015	Lisnalgur	Enclosure
Slo14-01601	Lisnalgur	Cemetery
Slo14-01602	Lisnalgur	Ash pit / dump
Slo14-017	Lisnalgur	Enclosure
Slo14-018	Teesan	Enclosure
Slo14-019	Carncash	Ringfort (rath / cashel)
Slo14-020	Carncash	Cashel
Slo14-021	Shannon Oughter	Ringfort (rath / cashel)
Slo14-022	Shannon Oughter	Ringfort (rath / cashel)
Slo14-023	Rathbraughan	Mill site
Slo14-024	Rathbraughan	Ringfort (rath / cashel)
Slo14-025	Rathbraughan	Ringfort (rath / cashel)
Slo14-026	Barroe	Enclosure
Slo14-046	Cummeen	Midden site
Slo14-051	Cummeen	Enclosure

Monument no.	Townland	Classification
Slo14-052	Cummeen	Ceremonial enclosure
Slo14-053	Rathonoragh	Enclosure possible
Slo14-054	Finisklin (Car. By.)	Saucer-barrow
Slo14-055	Finisklin (Car.By.)	Ringfort (rath / cashel)
Slo14-056	Finisklin ( Car. By.)	Midden site
Slo14-057	Knappagh More	Enclosure possible
Slo14-058	Knappagh More	Enclosure possible
Slo14-059	Knappagh More	Fulacht fiadh possible site
Slo14-060	Rathedmond	Fulacht fiadh site
Slo14-062	Rathedmond	Ringfort (rath / cashel)
Slo14-063	Cartron (Car. By.)	Midden site
Slo14-064	Shannon Eighter	Enclosure
Slo14-65	Rathquarter, Abbeyquarter North, Abbeyquarter South, Knocknaganny, Caltragh (Car. By.), Maugheraboy, Knappagh Beg, Rathedmond	Town
Slo14-066	Ballytivan	Earthwork
Slo14-067	Farranacardy	Ringfort (rath / cashel)
Slo14-096	Barnasrahy	Archaeological complex
Slo14-09602	Barnasrahy	Megalithic structure
Slo14-09603	Barnasrahy	Megalithic structure
Slo14-09604	Barnasrahy	Megalithic structure
Slo14-09605	Barnasrahy	Megalithic structure
Slo14-097	Barnasrahy	Ringfort (rath / cashel)
Slo14-099	Ballydoogan	Ring-barrow
Slo14-102	Barnasrahy	Ringfort (rath / cashel)
Slo14-105	Derrydarragh Or Oakfield	Standing stone
Slo14-106	Tobernaven	Holy well
Slo14-107	Derrydarragh Or Oakfield	Ringfort (rath / cashel)
Slo14-108	Tobernaven	Bowl – barrow
Slo14-109	Tobernaven	Barrow site
Slo14-110	Tobernaven	Passage-tomb
Slo14-11603	Carrowmore (Car. By.)	Hut site possible
Slo14-118	Ballydoogan	Ringfort (rath / cashel)
Slo14-119	Ballydoogan	Ringfort (rath / cashel)
Slo14-120	Ballydoogan	Earthwork site

## Appendix A. Record of Monuments and Places

Monument no.	Townland	Classification
Slo14-121	Derydarragh Or Oakfield	Saucer-barrow
Slo14-122	Derydarragh Or Oakfield	Ringfort (rath / cashel)
Slo14-123	Derydarragh Or Oakfield	Ringfort (rath / cashel)
Slo14-124	Maugheraboy	Enclosure possible site
Slo14-125	Caltragh (Car. By.)	Ringfort (rath / cashel)
Slo14-126	Knocknaganny	Holy well site
Slo14-127	Abbeyquarter South	Enclosure
Slo14-128	Garvogue River	Crannog possible
Slo14-129	Cleveragh Demesne	Enclosure
Slo14-130	Garvogue River	Crannog possible
Slo14-131	Garvogue River	Crannog possible
Slo14-13201	Tonaphubble	Ringfort (rath / cashel)
Slo14-13202	Tonaphubble	Hut site
Slo14-13203	Tonaphubble	Hut site
Slo14-133	Tonaphubble	Ringfort (rath / cashel)
Slo14-134	Cleveragh Demesne	Ringfort (rath / cashel)
Slo14-209	Carrowmore (Car. By.) Graigue	Archaeological complex
Slo14-20901	Carrowmore (Car. By.)	Passage – tomb
Slo14-20902	Carrowmore (Car. By.)	Passage – tomb possible
Slo14-20903	Carrowmore (Car. By.)	Megalithic structure possible
Slo14-20904	Carrowmore (Car. By.)	Passage – tomb
Slo14-20905	Carrowmore (Car. By.)	Enclosure possible
Slo14-20906	Carrowmore (Car. By.)	Passage – tomb
Slo14-20907	Carrowmore (Car. By.)	Passage – tomb
Slo14-20908	Carrowmore (Car. By.)	Passage – tomb
Slo14-20909	Carrowmore (Car. By.)	Megalithic structure possible
Slo14-20910	Carrowmore (Car. By.)	Potential site – aerial photo
Slo14-20911	Carrowmore (Car. By.)	Potential site – aerial photo
Slo14-20912	Carrowmore (Car. By.)	Cist
Slo14-20913	Carrowmore (Car. By.)	Megalithic structure
Slo14-20914	Carrowmore (Car. By.)	Passage-tomb possible
Slo14-20915	Carrowmore (Car. By.)	Cairn
Slo14-20916	Carrowmore (Car. By.)	Passage-tomb

Monument no.	Townland	Classification
Slo14-20917	Carrowmore (Car. By.)	Megalithic structure possible
Slo14-20918	Carrowmore (Car. By.)	Passage-tomb
Slo14-20919	Carrowmore (Car. By.)	Passage-tomb possible
Slo14-20920	Carrowmore (Car. By.)	Passage-tomb
Slo14-20921	Carrowmore (Car. By.)	Passage-tomb
Slo14-20922	Carrowmore (Car. By.)	Passage-tomb
Slo14-20923	Carrowmore (Car. By.)	Potential site – aerial photo
Slo14-20924	Carrowmore (Car. By.)	Potential site – aerial photo
Slo14-20925	Carrowmore (Car. By.)	Passage-tomb possible
Slo14-20926	Carrowmore (Car. By.)	Passage-tomb possible
Slo14-20927	Carrowmore (Car. By.)	Passage-tomb
Slo14-20928	Carrowmore (Car. By.)	Passage-tomb
Slo14-20929	Carrowmore (Car. By.)	Megalithic structure possible
Slo14-20930	Carrowmore (Car. By.)	Passage-tomb
Slo14-20931	Carrowmore (Car. By.)	Passage-tomb
Slo14-20932	Carrowmore (Car. By.)	Passage-tomb
Slo14-20933	Carrowmore (Car. By.)	Passage tomb possible
Slo14-20934	Carrowmore (Car. By.)	Potential site – aerial photo
Slo14-20935	Graigue	Ring-barrow
Slo14-20936	Carrowmore (Car. By.)	Passage-tomb
Slo14-20937	Carrowmore (Car. By.)	Megalithic structure possible
Slo14-20938	Carrowmore (Car. By.)	Passage tomb
Slo14-20239	Carrowmore (Car. By.)	Megalithic structure possible
Slo14-20240	Carrowmore (Car. By.)	Potential site – aerial photo
Slo14-20241	Carrowmore (Car. By.)	Ring-barrow
Slo14-20942	Carrowmore (Car. By.)	Barrow possible
Slo14-20943	Carrowmore (Car. By.)	Passage tomb possible
Slo14-20944	Carrowmore (Car. By.)	Passage tomb
Slo14-20945	Carrowmore (Car. By.)	Passage tomb possible
Slo14-20946	Carrowmore (Car. By.)	Passage tomb
Slo14-20947	Carrowmore (Car. By.)	Passage tomb possible
Slo14-20948	Carrowmore (Car. By.)	Passage tomb
Slo14-20949	Carrowmore (Car. By.)	Passage tomb
Slo14-20950	Carrowmore (Car. By.)	Passage tomb possible

Monument no.	Townland	Classification
Slo14-2095	Carrowmore (Car. By.)	Passage tomb possible
Slo14-20952	Carrowmore (Car. By.)	Passage tomb possible
Slo14-20953	Graigue	Field wall (s)
Slo14-20954	Graigue	Enclosure possible
Slo14-20955	Graigue	Field wall (s)
Slo14-20956	Graigue	Hut site
Slo14-20957	Graigue	Cashel
Slo14-20958	Carrowmore (Car. By.)	Megalithic structure
Slo14-20959	Carrowmore (Car. By.)	Megalithic structure site
Slo14-20960	Graigue	Megalithic structure possible
Slo14-20961	Graigue	Potential site – aerial photo
Slo14-20962	Graigue	Megalithic structure possible
Slo14-20963	Graigue	Megalithic structure possible
Slo14-20964	Graigue	Enclosure
Slo14-20965	Graigue	Potential site – aerial photo
Slo14-20966	Graigue	Passage tomb – possible
Slo14-20967	Graigue	Passage tomb
Slo14-20968	Carrowmore (Car. By.)	Passage tomb
Slo14-20969	Carrowmore (Car. By.)	Passage tomb possible
Slo14-20970	Carrowmore (Car. By.)	Passage tomb possible
Slo14-20971	Carrowmore (Car. By.)	Potential site – aerial photo
Slo14-20972	Carrowmore (Car. By.)	Passage tomb possible
Slo14-20973	Carrowmore (Car. By.)	Passage tomb
Slo14-20974	Carrowmore (Car. By.)	Passage tomb possible
Slo14-20975	Carrowmore (Car. By.)	Passage tomb possible
Slo14-20976	Carrowmore (Car. By.)	Passage tomb possible
Slo14-211	Knocknhammer Or Cloverhill	Megalithic tomb
Slo14-212	Carowmore (Car. By.)	Enclosure
Slo14-213	Carrowmore (Car. By.)	Barrow
Slo14-214	Knocknhammer Or Cloverhill	Bowl-barrow
Slo14-215	Knocknhammer Or Cloverhill	Barrow
Slo14-216	Knocknhammer Or Cloverhill	Earthwork possible
Slo14-217	Knocknhammer Or Cloverhill	Earthwork possible

Monument no.	Townland	Classification
Slo14-218	Derydarragh Or Oakfield	Earthwork (s)
Slo14-219	Knocknhammer Or Cloverhill Carrowkeel (Car. By.)	Crannog possible
Slo14-220	Carrowkeel (Car.By.)	Cashel
Slo14-22101	Carrickhenry	Ringfort (rath/cashel)
Slo14-22102	Carrickhenry	Souterrain possible
Slo14-222	Ballyfree	Barrow site
Slo14-223	Ballyfree	Barrow possible site
Slo14-224	Tonafortes	Ceremonial enclosure
Slo14-225	Carrowroe	Ringfort (rath/cashel)
Slo14-226	Tullnagracken North	Enclosure
Slo14-227	Tullynagracken South	Ringfort (rath/cashel)
Slo14-228	Tullynagracken South	Enclosure
Slo14-229	Tullynagracken South	Enclosure possible
Slo14-230	Tullynagracken North	Ringfort (rath/cashel)
Slo14-231	Cairns (Duke)	Cairn
Slo14-232	Cairns (Car. By.)	Cairn
Slo14-233	Cairns (Car. By.)	Enclosure
Slo14-23401	Cairns (Car. By.)	Cashel
Slo14-23402	Cairns (Car. By.)	Souterrain possible
Slo14-236	Cairns (Car. By.)	Cashel possible
Slo14-237	Cairns (Car. By.)	Enclosure site
Slo14-238	Aghamore Near	Holy well
Slo14-266	Abbeyquarter North	Passage-tomb
Slo15-001	Doonally (Car. By.) Drumcliffe East E.D.	Enclosure
Slo15-002	Barroe	Ringfort (rath/cashel)
Slo15-022	Barroe	Ringfort – raised
Slo15-091	Cairns (Car. By.)	Enclosure
Slo15-092	Tiffin's Island	Crannog possible
Slo15-093	Lough Gill	Crannog
Slo15-104	Hazelwood Demesne	Rectangular enclosure site
Slo15-105	Hazelwood Demesne	Enclosure site
Slo15-106	Hazelwood Demesne	Enclosure site
Slo15-107	Hazelwood Demesne	Enclosure
Slo20-05001	Graigue	Ringfort (rath/cashel)

Monument no.	Townland	Classification
Slo20-05201	Graigue	Ringfort (rath/cashel)
Slo20-05202	Graigue	Field wall (s)
Slo20-054	Kilmacowen	Ecclesiastical remain
Slo20-05401	Kilmacowen	Church
Slo20-05402	Kilmacowen	Graveyard
Slo20-05403	Kilmacowen	Miscellaneous
Slo20-05404	Kilmacowen	Holy well site
Slo20-05405	Kilmacowen	Cross-slab
Slo20-05406	Kilmacowen	Earthwork (s)
Slo20-05407	Kilmacowen	Midden
Slo20-055	Knocknhammer Or Cloverhill	Cashel
Slo20-056	Knocknhammer Or Cloverhill	Enclosure possible
Slo20-057	Knocknhammer Or Cloverhill	Crannog possible
Slo20-058	Knocknhammer Or Cloverhill	Crannog possible
Slo20-059	Carrowkeel (Car. By.)	Ringfort (rath/cashel)
Slo20-060	Carrowkeel (Car. By.)	Ringfort (rath/cashel)
Slo20-061	Carrowkeel (Car. By.)	Ringfort (rath/cashel)
Slo20-062	Carrowkeel (Car. By.)	Ringfort (rath/cashel)
Slo20-06301	Knocknhammer Or Cloverhill	Ringfort (rath/cashel)
Slo20-06302	Knocknhammer Or Cloverhill	Souterrain possible
Slo20-064	Carrowkeel (Car. By.)	Ringfort (rath/cashel)
Slo20-06501	Carrickhenry	Ringfort (rath/cashel)
Slo20-066	Carrickhenry	Ringfort (rath/cashel)
Slo20-067	Carrickhenry	Ringfort (rath/cashel)
Slo20-068	Carrickhenry	Ringfort (rath/cashel)
Slo20-069	Carrickhenry	Ringfort (rath/cashel)
Slo20-070	Carrickhenry	Ringfort (rath/cashel)
Slo20-071	Carrowgobbadagh	Enclosure site
Slo20-072	Carrowgobbadagh	Enclosure site
Slo20-073	Carrowgobbadagh	Enclosure site
Slo20-074	Carrowgobbadagh	Ringfort (rath/cashel)
Slo20-075	Carrickhenry	Ringfort (rath/cashel)
Slo20-076	Carrickhenry	Ringfort (rath/cashel)
Slo20-07701	Carrickhenry	Ringfort (rath/cashel)

Monument no.	Townland	Classification
Slo20-078	Carrickhenry	Enclosure
Slo20-079	Carrickhenry	Ringfort (rath/cashel)
Slo20-080	Carrickhenry	Ringfort (rath/cashel)
Slo20-081	Carrowgobbadagh	Enclosure
Slo20-082	Carrickhenry	Ringfort (rath/cashel)
Slo20-083	Drumaskibbole	Ringfort (rath/cashel)
Slo20-08401	Tullynagracken South	Cashel
Slo20-085	Tullynagracken South	Ringfort (rath/cashel)
Slo20-086	Carrownamaddoo (Car. By.) Ball. W. E.D.	Ringfort (rath/cashel)
Slo20-087	Drumaskibbole	Ringfort (rath/cashel)
Slo20-088	Drumaskibbole	Ringfort (rath/cashel)
Slo20-089	Carrownamaddoo (Car. By.) Ball. W. E.D.	Ringfort (rath/cashel)
Slo20-090	Carrownamaddoo (Car. By.) Ball. W. E.D.	Rectangular enclosure
Slo20-092	Carrownamaddoo (Car. By.) Ball. W. E.D.	Enclosure
Slo20-093	Aghamore Near	Ringfort (rath/cashel)
Slo20-094	Aghamore Near	Enclosure site
Slo20-095	Aghamore Far	Enclosure site
Slo20-101	Kilmacowen	Ring-ditch possible
Slo20-102	Kilmacowen	Enclosure site
Slo20-103	Carrowkeel (Car. By.)	Ringfort (rath/cashel)
Slo20-104	Carrowkeel (Car. By.)	Cashel
Slo20-106	Carrowgobbadagh	Castle site
Slo20-115	Carrowgobbadagh	Enclosure
Slo20-116	Drumaskibbole	Rectangular enclosure
Slo20-117	Drumaskibbole	Enclosure site
Slo20-119	Drumaskibbole	Rectangular enclosure
Slo20-120	Drumaskibbole	Rectangular enclosure
Slo20-122	Drumaskibbole	Cashel
Slo20-123	Drumaskibbole	Cashel
Slo20-124	Drumaskibbole	Ringfort (rath/cashel)
Slo20-125	Drumaskibbole	Cashel
Slo20-126	Drumaskibbole	Cashel
Slo20-230	Kilmacowen Belladrihid	Bridge
Slo20-256	Belladrihid Carrowgobbadagh	Midden

