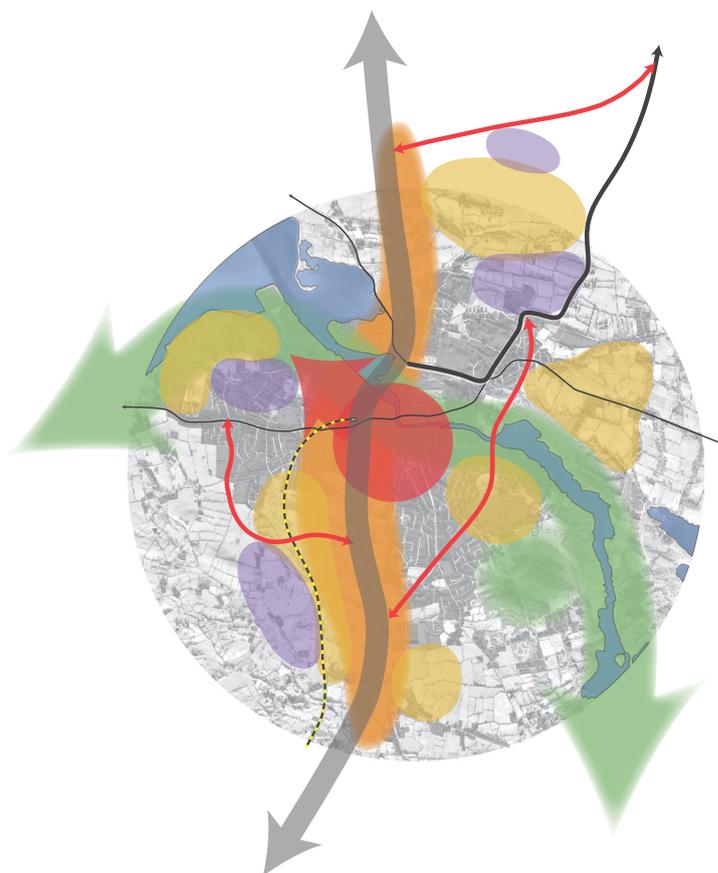


# **Proposed Amendments**

## **to the Draft SEDP 2010-2016**





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<b>This document is accompanied by a Proposed Amendments Map (A0 format)</b>	



## Introduction

The *Draft Sligo and Environs Development Plan 2010-2016 (SEDP)* was on public display from 9 February to 22 April 2009. The Draft Plan incorporates the *Draft Record of Protected Structures (RPS)*, the *Draft North Fringe Local Area Plan*, the *Draft Quay Quarter Urban Design Framework*, and is accompanied by the following documents:

- Joint Sligo City and County Housing Strategy 2010-2017
- Joint Sligo City and County Retail Planning Strategy 2010-2017
- Environmental Report (Strategic Environmental Assessment).

During the public consultation period mentioned above, Sligo County Council and Sligo Borough Council received 172 submissions and observations on the Draft SEDP. A further 32 submissions and observations were received on the Draft Record of Protected Structures.

## Second Manager's Report

The *Second Manager's Report on submissions and observations relating to the Draft SEDP* summarised all the issues raised in the submissions and gave the Manager's response to each one, including recommendations as to whether or not the Draft Plan or Draft RPS should be modified. The Second Manager's Report was submitted to the members of Sligo Borough and County Councils on the 1<sup>st</sup> of July 2009.

## The role of the elected members

Deciding whether to adopt or to propose amendments to the Draft Plan is a function reserved for the elected members of Sligo County Council and Sligo Borough Council.

On foot of the submissions received, and on review of the content of the Draft SEDP and Draft RPS, the Manager recommended a number of *material* (i.e. significant) alterations to the draft.

It was the members' role to decide whether these or other material alterations should be made to the Draft Plan. At this stage, the members were required to consider all of the following:

- the Draft SEDP and associated documents (Joint Housing Strategy, Joint Retail Strategy, Draft North Fringe LAP, Draft Quay Quarter Urban Design Framework);
- the Draft Record of Protected Structures;
- the Environmental Report (SEA);
- the Manager's recommendations contained in the Second Manager's Report.

The Planning and Development Act 2000 (as amended) indicates the following:

"Where, following the consideration of the draft development plan and the manager's report, it appears to the members that the draft should be accepted or amended ... they may, by resolution, accept or amend the draft and make the development plan accordingly" (S. 12 (6))

"In making the development plan ... the members shall be restricted to considering the proper planning and sustainable development of the area to which the development plan relates, the statutory obligations of any local authority in the area and any relevant policies or objectives for the time being of the Government or any minister of the Government." (S. 12 (11))

At their special meetings of 20 July 2009 (Sligo County Council) and 20-21 July 2009 (Sligo Borough Council), the members of the two local authorities considered the Draft SEDP and the Second Manager's Report and resolved to make a number of amendments to the Draft Plan.

## **Proposed amendments to the Draft SEDP**

Both Councils considered that most of the proposed amendments, if made, would be material alterations of the Draft SEDP. In accordance with the provisions of the Planning and Development Act 2000 (as amended), the planning authorities are now making the proposed amendments available for public inspection for a period of minimum four weeks.

The proposed amendments will be on public display from the 19<sup>th</sup> of August to the 16<sup>th</sup> of September (both dates included). During this period, the public is invited to make written submissions or observations in relation to the proposed amendments.

All submissions received during this final public consultation stage will be summarized in the Third Manager's Report, which will include the Manager's opinion and recommendations on whether to accept the suggestions made in any particular submission relating to any of the proposed amendments. The Third Manager's Report will include recommendations to adopt, omit or alter the proposed amendments.

After considering the proposed amendments and the Manager's recommendations on the issues raised in submissions, the Members will then finally adopt the Development Plan subject to any of the proposed amendments or modifications to the amendments, as they consider appropriate.

The new SEDP 2010-2016 must be adopted at least four weeks before the current SEDP 2004-2010 expires. The last date for adoption of the new Plan is 9 November 2009.

## **How this document is organised**

The proposed amendments are numbered from 1 to 136. They include changes to the text of the Draft SEDP and accompanying maps, modifications to the Draft North Fringe Local Area Plan and the Draft Quay Quarter Urban Design Framework, and alterations to the Draft Record of Protected Structures.

Where additions to the text are proposed, they are shown **in blue**.

Where deletions from the text are proposed, they are shown **in red strikethrough**.

Where substantial changes are proposed, such as in the case of Chapters 9 and 17 of the Draft SEDP, the new text is included in an appendix (see Appendices 1 and 2 of this document).

The Proposed Amendments document is accompanied by a Proposed Amendments Map (A0 format) showing the location of objectives proposed to be included, altered or omitted – including roads, open space and other objectives – and the sites for which a change of zoning is proposed.

## **Environmental assessment of the proposed amendments**

The proposed amendments have been assessed for potential environmental consequences by specialist consultants CAAS. The impact of these amendments (if adopted) on the environment was found to be largely positive or neutral. In those instances where the impact was found potentially negative, it was considered that any conflicts were likely to be mitigated by other measures integrated into the Plan.

For details, please refer to the separate *Environmental Report: Addendum II*, which accompanies the Proposed Amendments document.

## **Making submissions or observation on the proposed amendments**

The public is invited to comment **on the proposed amendments only**.

**The closing time/date for submissions and observations is 4 p.m. on 16 September 2009.**

All submissions and observations should be made in writing (hard copy or e-mail), headed “Proposed Amendments to Draft Development Plan for Sligo and Environs (SEDP) 2010–2016” and sent to:

**Ms. Janet McNamara**

Administrative Officer

Planning Section

Sligo Borough Council, City Hall

Quay Street, Sligo

Tel: 071 9114401

**OR**

**Ms. Anna Jones**

Administrative Officer

Planning Section

Sligo County Council

County Hall, Riverside, Sligo

Tel: 071 9111216

Submissions can also be e-mailed to [sedp@sligoborough.ie](mailto:sedp@sligoborough.ie)

All submissions received by 4 p.m. on 16 September 2009 and addressed as set out above will be taken into consideration before the adoption of the Plan.



# Proposed amendments to the text of the Main Document

## Chapters 1 to 4 – no change

### Proposed amendments to Chapter 5

1. In **Section 5.3**, under the heading **Local area plans – objectives** (p. 19 of the Draft SEDP), include an additional objective as follows:  

**LAP-O-6** Incorporate a Strategic Transport Assessment to inform land-use and access proposals as part of the preparation of all future Local Area Plans.

### Proposed amendments to Chapter 6

2. In **Section 6.5.4 Sligo’s catchment and future growth in retail floor space** (p. 26 of the Draft SEDP), under the last heading **Location of new floor space**, modify the fourth paragraph as follows:  

~~In the event of all currently available city centre sites becoming occupied in the future,~~ Lands in the Docklands, to the west of the Inner Relief Road and to the east and south-east of the city centre, will offer the most suitable edge-of-centre locations for retail expansion **after commercial development will have been substantially completed on all available city centre sites**. These **edge-of-centre** areas are accessible by foot, by public and private transport, and contain a certain amount of brownfield and under-utilised land.
3. In **Section 6.5.6 Other types of retail development** (p. 27 of the Draft SEDP), under the heading **Large food stores**, delete the last sentence of the second paragraph:  

Large food stores should be located in the city centre or on the edge of the centre. However, an out-of-centre location may be considered where it has been demonstrated that it is not possible to bring forward sites which are in or on the edge of the city centre, because of the site size requirements of large food stores, urban design constraints or because the road network does not have capacity for additional traffic and service vehicles. ~~It is recognised that these constraints exist in Sligo.~~
4. In **Section 6.5.6**, under the heading **Retail Warehousing** (p. 27 of the Draft SEDP), modify the fourth paragraph as follows:  

A retail warehouse park of no more than 5,000 sq.m. will be permissible ~~at Shannon Eighter close to the N15 as indicated on the Zoning Map in the North Fringe area on the lands zoned BITP~~. This northern retail warehousing cluster will encourage a competitive retail climate in Sligo.

5. In Section 6.5 Retail Strategy, under the heading **General Retail Planning Policies/Retail warehousing** (p. 30 of the Draft SEDP), modify policy **P-RP-13** as follows:

P-RP-13 ~~Restriet~~ Confine retail warehouse developments to the sale of bulky goods or goods generally sold in bulk and ensure these developments are of appropriate scale. Maximum 20% of the net floor space may be used for the sale of comparison goods ancillary to the main bulky goods, if the connection between the two types of goods can be clearly demonstrated and if it can be shown that the city centre would not suffer adverse impacts.

6. In Section 6.5.7 Local retail needs, under the heading **Neighbourhood Centres objectives** (p. 30 of the Draft SEDP), modify objective **NC-2** as follows:

NC-2 Promote the development of suburban, larger neighbourhood centres with a maximum net retail floor space of 2,750 sq.m. (~~maximum 250 sq.m. per individual unit and of which~~ up to 1750 sq.m. net floor space can be dedicated to convenience retail ~~development~~ units, to allow for ~~one~~ small supermarket ~~of maximum 1,500 sq.m. provision~~) at the following locations:

- Carrowroe
- Lisnalurg

7. In Section 6.6. Tourism, under the heading **Tourism objectives** (p. 31 of the Draft SEDP), expand objective **O-TOU-1** as follows:

O-TOU-1 Explore the provision of fishing stands and other facilities (e.g. jetties) on the shores of Lough Gill, so as to enhance the attraction for fishermen, anglers, boating/rowing clubs etc., and concomitantly explore the provision or improvement of access, parking facilities and, where appropriate, boat access to these facilities.

8. In Section 6.6 Tourism, under the heading **Tourism objectives** (p. 31 of the Draft SEDP), modify the wording of objective **O-TOU-5** as follows:

O-TOU-5 Encourage the refurbishment and re-usage of Hazelwood House, to provide a tourist, recreational, cultural and/or heritage attraction.

## Proposed amendments to Chapter 7

9. In Section 7.2.3 The Outer City, at the end of the subsection headed **Higher-density areas** (p. 36 of the Draft SEDP), omit the following sentence:

~~On lands zoned MIX-1 and MIX-2, residential use shall generally account for 50% of the overall floor area of the development.~~

## Proposed amendments to Chapter 8

10. In **Section 8.2 Education facilities** (p. 42 of the Draft SEDP), modify the third paragraph as follows:

The Department of Education and Science has estimated that, if Sligo were to accommodate 35,000 additional residents, 27 acres would be required to serve an additional school population of 4,200 in six new primary schools, and 36 acres would be required for 2,975 pupils in three new post-primary schools.

11. In **Chapter 8 Community facilities** (p. 43 of the Draft SEDP), include a new heading **Community facilities objective** with a single objective as follows:

O-CF-1 Reserve a site at Carrowroe for the construction of a private hospital, respite home, GP unit, consultants' suites and ancillary facilities.

## Proposed amendments to Chapter 9

12. Replace **Chapter 9 The value of culture in place-making** (p. 45 of the Draft SEDP) with an updated and extended version.

**Refer to Appendix 1 of this document for the revised text of Chapter 9.**

## Proposed amendments to Chapter 10

13. In **Chapter 10 Mobility**, under the heading **Mobility – strategic policies** (p. 49 of the Draft SEDP), insert the following additional policy:

SP-MOB-10 Protect the carrying capacity, operational efficiency and safety of national roads by ensuring that development proposals accessing onto the N4, N15 and N16 are restricted in accordance with the National Roads Authority's publication *Policy Statement on Development Management and Access to National Roads*.

14. In **Chapter 10**, under the heading **Mobility – strategic objectives** (p. 49 of the Draft SEDP), modify the strategic objective SO-MOB-1 as follows:

SO-MOB-1 Implement the relevant national policies ~~of the Department of Transport's Sustainable Transport Action Plan~~ in relation to sustainable transport and in particular the Department of Transport's policy document *Smarter Travel – A Sustainable Transport Future, A New Transport Policy for Ireland 2009 – 2020*.

15. In **Chapter 10**, under the heading **Mobility – strategic objectives** (p. 49 of the Draft SEDP), modify the strategic objective **SO-MOB-3** as follows:

SO-MOB-3 ~~Encourage and facilitate initiatives to change travel behaviour.~~ Develop a strategy to promote and facilitate greater use of sustainable modes of travel such as walking and cycling in line with the Department of Transport's Smarter Travel and Cycle Strategies.

16. In **Section 10.2 Strategic road proposals** (p. 50 of the Draft SEP), the wording of objective **T1.1** should be modified as follows:

T1.1 Upgrade and realignment of the N4/N15 from Hughes Bridge to Sligo/Leitrim County boundary, including the upgrading of the N16 from the N4/N15 junction to the Duck Street roundabout on the N16.

Relevant maps/illustrations should also be altered to reflect this change.

17. Insert the following paragraph at the end of **Section 10.2.1 Strategic road objective T1.1** (p. 52 of the Draft SEDP):

In order to improve traffic flows, the N16 shall also be upgraded from the N4/N15 junction to the Duck Street roundabout on the N16.

18. Modify the text of **Section 10.2.4 Strategic road objective T1.4** (p. 52 of the Draft SEDP) as follows:

It is proposed to realign and upgrade the existing N16 Sligo-Enniskillen Road. The proposal consists of realigning the N16 from the Sligo/Leitrim county border to intersect the existing N15 at Teesan and to connect with objective T1.1. ~~A preferred route has been selected.~~

19. In **Section 10.2 Strategic Road Proposals**, insert the following text at the end of **Section 10.2.7 Objective T1.5.a – Western/City Bypass** (p. 52 of the Draft SEDP):

Addendum

That the City Bypass should be located elsewhere with a view to ensuring that the accepted negative impact on those people living west of the First Sea Road be prevented and the proposed route west of the Second Sea Road starting at the Carraroe interchange in the townland of Tonafortes, via Oakfield, Ballydoogan, Barnasrahy, Woodville Farm and the whole townland of Cummeen, via Gibraltar and Finisklin should not be adopted.

It is accepted that the natural amenity of Gibraltar, the Special Area of Conservation at Cummeen, Carrowmore Megalithic Cemetery, the Ceremonial Enclosure RMP No Slo 14-052 CMC and the integrity of Woodville Farm should be protected for the people of Sligo and the proposed route west of the Second Sea Road should not be adopted.

20. In Section 10.3 Intra-urban roads (p. 53 of the draft SEDP), under the heading **Intra-urban roads objectives**, delete objective T2.11:

~~T2.11—A link between the R287 (old N4 between the Carrowroe roundabout and the Retail Park roundabout), east to Cairns Road (L-3602-0), with a link to the Green Road (L-36022-0), and from there north and east to Tonaphubble Road (L-36025-0).~~

References to objective T2.11 in the text, maps and other illustrations contained in the Draft SEDP should also be deleted.

21. In Section 10.3.3, Hazelwood-Ballinode area (p. 54 of the Draft SEDP), replace the reference to T2.12 with T2.5 in the first bullet point:

- the realignment and upgrade of the R286 Hazelwood road (objective ~~T2.12~~ T2.5)

22. In Section 10.3.4 North Fringe area (p. 55 of the Draft SEDP), modify the last paragraph as follows:

The primary access point to the area from the existing N15 is proposed ~~to be a new roundabout at the southwestern corner of the development area~~ at a new junction at the western end of the central avenue (T2.16). The location and design of this proposed junction will be subject to preliminary and detailed design. Access to the existing N16 on the east side will also ~~require need~~ be rationalised.

23. The text of Section 10.3.5 Docklands access (p. 55 of the Draft SEDP) should be replaced with the following:

#### 10.3.5 Docklands access

The Docklands area is currently accessed from the Inner Relief Road (IRR) to the east and through the Finisklin Business Park and Finisklin area to the west. There is no direct vehicular access to the area from the north or south. Currently traffic from the north must cross Hughes Bridge and access the area from the IRR.

In order to facilitate development of the Docklands area, improved access from the north and south will be needed. In the medium term, the implementation of Objective T1.1 which includes the widening of Hughes Bridge and upgrading of N15/N16 junctions will improve access from the north. However, the IRR junctions at Hughes Bridge and Lynn's Place (T1.6) will require to be upgraded to cater for developments in the Docklands.

The Western Distributor Road will improve access to the Docklands area from the south, but as the area grows, further capacity may be needed.

Objectives T2.4 and T2.20/T2.21 will improve access from the west and from Western Distributor Road. They could also provide access from a future City Bypass. In addition, all existing roads and junctions in the Docklands area need to be maintained and upgraded, to ensure easy access as development progresses.

In the longer term, objective T2.18 crosses the Garavogue Estuary linking Finisklin to the N15/N16 at Ash Lane south of Cartron. However, the development of this objective may not be possible because of environmental constraints concerning its potential impact on the estuary, which is designated as a Special Area of Conservation under the EU Habitats Directive. The potential development of this option (T2.18) is

seen as a long-term objective and would require further studies to assess its environmental impact. If developed, the T2.18 would allow access to the Docklands from the north without compromising the operation of the IRR as the main vehicular artery into the city centre. It would also facilitate traffic from the north going to Sligo Airport and Strandhill via the Docklands area.

The upgrading of Hughes Bridge/N4 (including the upgrading of IRR junctions) and the possible long-term implementation of objective T2.18 will link to Ballast Quay, Far Finisklin and T2.4, thus providing good access and linkages to the heart of the Docklands area, the Finisklin Business Park and the west of the city.

## 24. In Section 10.4 A pedestrian-friendly city centre (p. 57 of the Draft SEDP), make the following modifications:

### 10.4 A pedestrian-friendly centre

The opening in September 2005 of the N4 Sligo Inner Relief Road has removed approximately 25,000 vehicles per day from the city centre streets. This allowed for ~~the closure of O'Connell Street to through traffic, for~~ traffic calming ~~within~~ the city centre and ~~for the introduction of pedestrian-priority and shared-priority streets. Environmental improvements can now take place.~~ this in turn will enhance the commercial attractiveness and tourist appeal of the city centre.

~~Traffic is encouraged to use a circular/ring route around the city centre rather than using core commercial city centre streets.~~

~~It is an aim of this Plan to promote greater pedestrian activity throughout Sligo's city centre and discourage vehicular traffic. The enhancement of the pedestrian environment improves the enjoyment of Sligo for residents and visitors alike and is crucial for the success of future urban renewal initiatives.~~

~~It is proposed to create a pedestrian-priority area inside the circular/ring route. The area is defined by Wine Street and Stephen Street in the north, Bridge Street and Teeling Street to the east, Temple Street to the south and Adelaide Street to the west. This area, in particular Castle Street, Grattan Street, John Street, Market Street and High Street, will see traffic calming and environmental improvements put in place.~~

~~Through-traffic in this zone will be discouraged and traffic will be encouraged to use the circular/ring route around the city centre, where easy access to multi-storey car parks will become available. Before any future pedestrianisation of roads or streets in Sligo City takes place, viable routes for vehicular traffic will be put in place.~~

It is proposed, when the necessary funding to cover the costs is provided by Government or other sources, and when the Borough Council by resolution deems it appropriate, to pedestrianise O'Connell Street.

Before any future pedestrianisation of roads or streets in Sligo City takes place, viable alternative routes for vehicular traffic, which are acceptable to the elected Council, shall be put in place.

In order to facilitate ~~the proposed an improved~~ circulation system ~~and particularly an east-west connection to the south of the city centre,~~ it is proposed to establish a short link road from the junction of Burton Road and Pearse Road to the junction between Mail Coach Road and Connolly Street.

A number of pedestrian bridges will also be developed within the Sligo and Environs area to improve pedestrian permeability. A number of key locations have been identified as suitable for the construction of footbridges, as follows:

- footbridge from Cleveragh to Hazelwood;
- footbridge from the Train Station over the IRR to the proposed Adelaide Square.
- footbridge parallel to Markiewicz Bridge (New Bridge), between Kempton Parade and JFK Parade.

Further possible improvements to city-centre traffic include:

- the introduction of additional approach lanes and filter lanes at key locations, ~~banning of right-turns etc.~~
- the introduction of a new link road along the old Flynn's Terrace from Temple Street directly to the Inner Relief Road. This would greatly improve access onto the Inner Relief Road from Temple Street and would reduce congestion at the Veritas corner at Upper John Street/Adelaide Street/Inner Relief Road.
- the introduction of Urban Traffic Control (UTC) systems to the traffic signals along the Inner Relief Road urban corridor.

### Pedestrian priority objectives

It is the objective of Sligo Borough Council to:

- O-PED-1 Pedestrianise O'Connell Street when the necessary funding to cover the costs of the pedestrianisation and enhancement of the street is provided by Government or other sources, and when the Borough Council by resolution deems it appropriate.
- O-PED-~~2~~ Continue the pedestrian prioritisation and environmental improvements of the City Centre to include ~~O'Connell Street~~, Castle Street, Grattan Street, Market Street, High street and John Street, when funding becomes available and when the Borough Council by resolution deems it appropriate.
- O-PED-~~3~~ Facilitate the provision of a waterfront walk from Kempton Promenade (Brewery Lane) to the J. Fallon footbridge.
- O-PED-~~4~~ Require the construction of a waterfront walk along the river from Hyde Bridge to Hughes Bridge on the western side (any redevelopment of existing premises in this vicinity will be required to reserve space for such a walkway).
- O-PED-~~5~~ Ensure the provision of a pedestrian link between Connaughton Road area and the Stephen Street/The Mall, as part of any redevelopment of the urban blocks bound by these streets.
- O-PED-~~6~~ Encourage the provision of an additional pedestrian link between the Mall and the River Garavogue, approximately mid-way between Bridge Street and River Lane.
- O-PED-~~7~~ Facilitate the provision of a dedicated pedestrian and cycle bridge linking Cleveragh to Hazelwood.
- O-PED-~~8~~ Provide a pedestrian and cycle bridge or boardwalk on the east side of Markiewicz Bridge, linking Bridge Street to Thomas Street at Kempton Parade/JFK Parade.
- O-PED-~~9~~ Encourage the provision of a pedestrian and cycle bridge over the IRR linking the Train Station to the proposed Adelaide Square.

**25.** In Chapter 10 modify the narrative of Section 10.7 Cycling (p. 62 of the Draft SEDP) as follows:

#### 10.7 Cycling

Although cycling is an environmentally-sound means of transport, it does not play a major role in Sligo. Cycling is a cost-effective, non-polluting and highly flexible transportation mode, which can reduce traffic congestion in the city. The local authorities aim to promote cycling as a means of commuting to Sligo City, a

means of transport around the city, and as a leisure activity. [A Cycling Strategy for Sligo will be produced with specific targets to develop a cycling network within and throughout Sligo, including the provision of bicycle parking facilities, and to promote cycling as an alternative mode of transport.](#)

#### Proposed cycle routes

Cyclists experience numerous difficulties on the existing local road network, including the discomfort of cycling in heavy traffic and the danger posed by careless drivers. Encouraging cycling in Sligo will require a range of measures, including the introduction of physical improvements to the local road network for cyclists.

In order to facilitate cycling as a mode of transport for commuting, cycle routes will be facilitated on all approach roads to Sligo where feasible. [The Cycling Strategy will target specific routes for implementation on a phased basis.](#) Cycle lanes will be provided on all new strategic roads, including the Western Distributor Road and the Eastern Garvogue Bridge and approach roads. A cycle lane will be provided along Hughes Bridge as part of the bridge widening scheme. Generally, all new roads will be designed with cycle lanes. In order to encourage cycling as a mode of transport around the city, cycle routes will have to link residential areas with key points such as leisure facilities, schools, churches, hospitals, workplaces, recreational areas, colleges etc. [The Cycling Strategy will target specific linkages for implementation on a phased basis.](#)

Adequate bicycle parking [in safe and convenient locations](#) is an essential component of cycling infrastructure. Bicycle parking must be made available in all car parks, existing and planned. Bicycle parking should be provided in all new developments, in accordance with the standards set out in this plan, and also as part of cycle routes.

Increasing bicycle use in Sligo will require an integrated approach between the improvement of cycling infrastructure and promotion of its use.

## 26. In Section 10.7, under the heading **Cycling policies** (p. 62 of the Draft SEDP), modify policy **P-CY-1** as follows:

P-CY-1 Promote cycling as a mode of travel and implement relevant national policy in relation to cycling, [including the Department of Transport's National Cycle Policy Framework 2009 – 2020.](#)

## 27. In Section 10.7, under the heading **Cycling objectives** (p. 62 of the Draft SEDP), add an objective **O-CY-1** and renumber the existing objectives as follows:

O-CY-1 [Prepare a Cycling Strategy for Sligo with specific targets to develop a cycling network within and throughout Sligo, including the provision of bicycle parking facilities, and to promote cycling as an alternative mode of transport.](#)

O-CY-~~2~~ Provide, improve and extend cycle routes on all existing roads, proposed roads, roads being upgraded and green corridors.

O-CY-~~3~~ Provide bicycle parking facilities at all car parks.

O-CY-~~4~~ Provide bicycle parking facilities in the city centre and at key institutional, educational, cultural, recreational and retail areas and at the Railway Station.

## Proposed amendments to Chapter 11

28. In **Section 11.7 Urban Squares** (p. 70 of the Draft SEDP), insert an additional objective as follows:

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.

## Proposed amendments to Chapter 12

29. In **Section 12.2**, under the heading **General City Centre policies** (p. 72 of the Draft SEDP) , modify policy **GP-CC-1** as follows:

GP-CC-1 ~~Ensure~~ Promote a vibrant mix of retail, service uses, employment uses, community and cultural facilities, natural features and civic buildings in the city centre.

30. In **Section 12.2**, under the heading **General City Centre policies** (p. 72 of the Draft SEDP) , modify policy **GP-CC-9** as follows:

GP-CC-9 Prevent the proliferation of ~~take-away~~ fast-food outlets in any particular area within the city centre.

31. In **Section 12.2**, under the heading **General City Centre policies** (p. 72 of the Draft SEDP) , modify policy **GP-CC-12** as follows:

GP-CC-12 ~~Promote~~ Require the installation of high-quality signage/shopfronts on commercial properties within the city centre and restrict the provision of internally illuminated signage.

32. In **Section 12.2**, under the heading **General City Centre policies** (p. 72 of the Draft SEDP) , insert an additional policy as follows:

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.

33. In **Section 12.2**, under the heading **General City Centre policies** (p. 72 of the Draft SEDP) , insert an additional policy as follows:

GP-CC-14 Discourage the change of use of existing properties on the western half of Wine Street to retail use.

34. In Section 12.3.1, under the heading **Commercial Core urban design policies** (p. 74 of the Draft SEDP), modify policy **P-CC-CC-2** as follows:

P-CC-CC-2 ~~Require~~ Promote active uses on the ground floor ~~in new developments and change of use proposals~~ of existing and proposed units which generate activity and contribute to the pedestrian realm.

35. In Section 12.3.5, under the heading **Centre Block urban design policies**, (p. 78 of the Draft SEDP), insert an additional policy as follows:

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.

36. In Section 12.3.5, under the heading **Centre Block urban design policies**, (p. 78 of the Draft SEDP), insert an additional policy as follows:

P-CC-CB-4 Promote the high-quality redevelopment of existing properties located between Wine Street and the Centre Block.

## Proposed amendments to Chapter 13

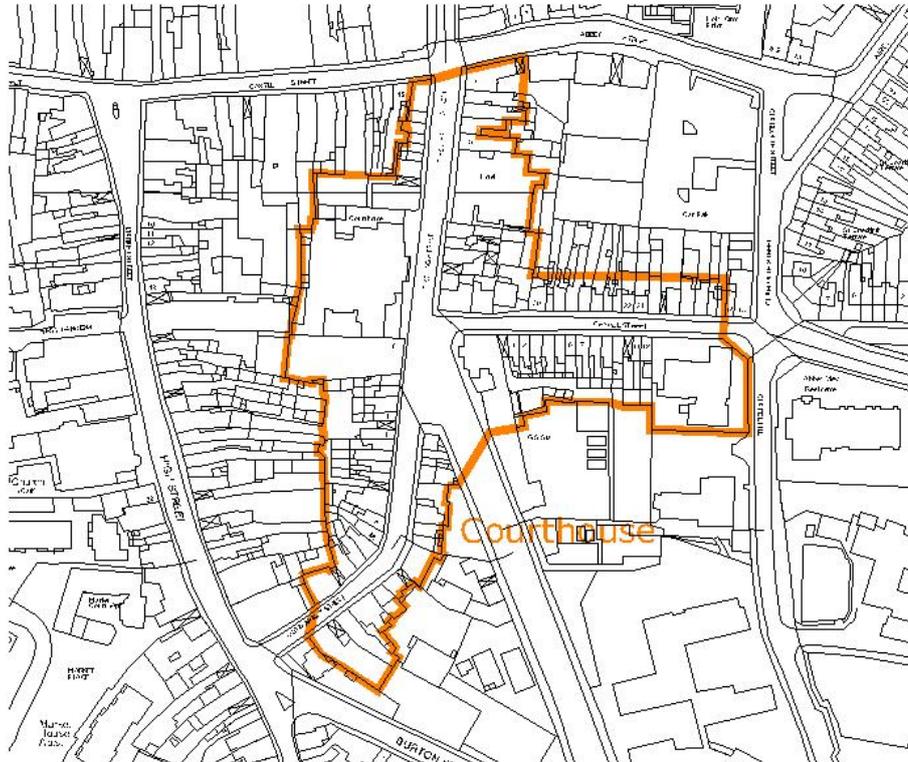
37. In Section 13.2 **Built heritage**, under the heading **Built/architectural heritage – general policies** (p. 106 of the Draft SEDP), modify policy P-BH-1 as follows:

P-BH-1 Preserve, protect and enhance the architectural heritage of 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.~~

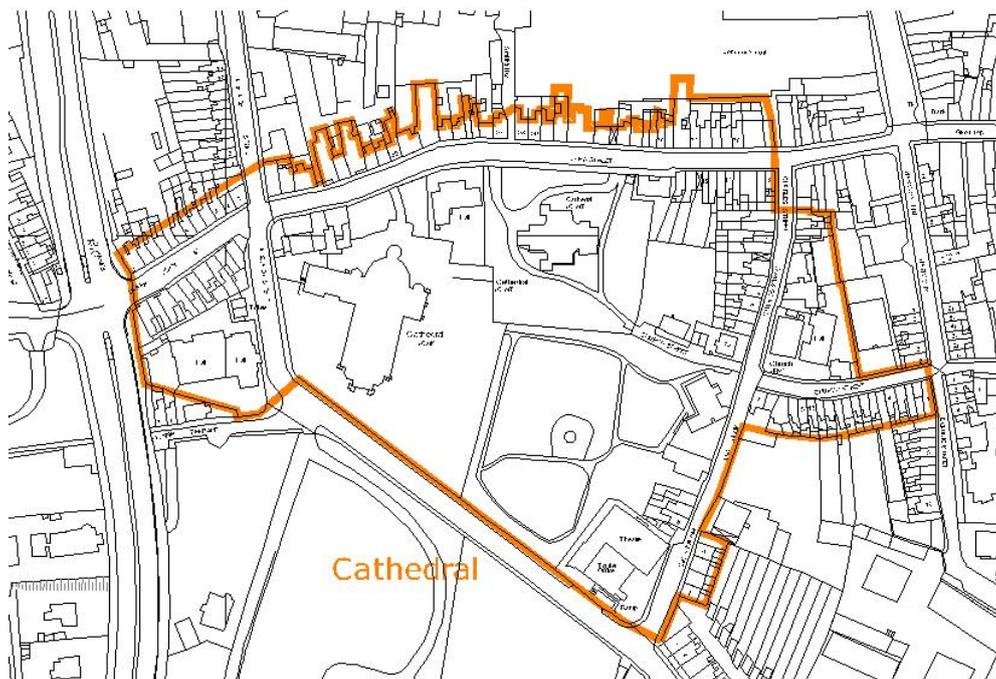
38. In Section 13.2.4.1, under the heading **Market Cross ACA management policies** (p. 97 of the Draft SEDP), modify policy **P-ACA-MC-11** as follows:

P-ACA-MC-11 New development must respect historic rooflines; building heights are generally restricted to two- and three-storey buildings. ~~Four-storey buildings might be acceptable along Castle Street and Grattan Street, where due to ceiling heights a traditional three-storey building would equal a modern four-storey building's eave.~~

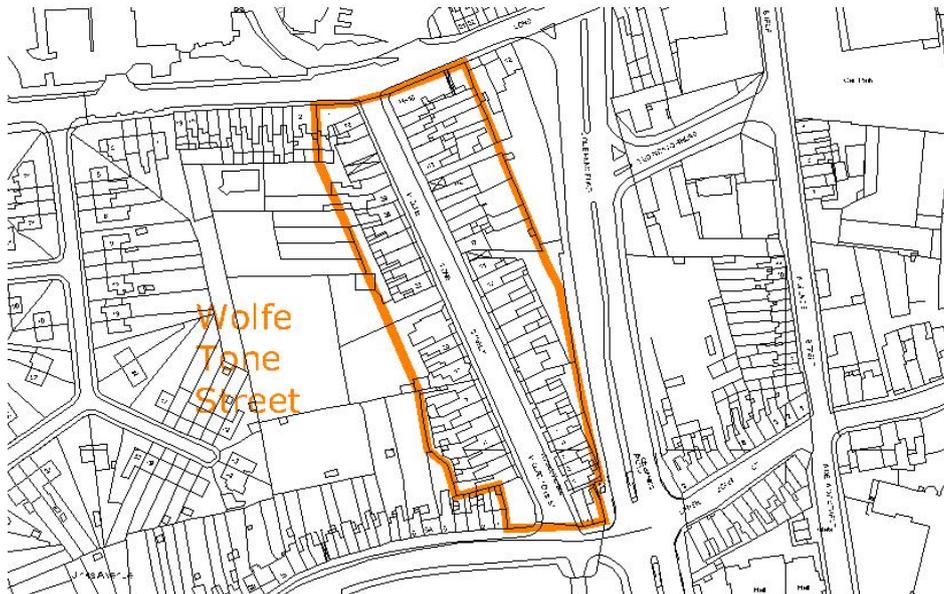
39. In Section 13.2.4.2 Courthouse ACA (p. 98 of the Draft SEDP), extend the ACA to include the whole of Chapel Street as shown in the illustration below.



40. In Section 13.2.4.3 Cathedral ACA (p. 100 of the Draft SEDP), modify the ACA boundary to include Gilooly Hall and Upper John Street at the junction with the Inner Relief Road as shown in the illustration below.



41. In Section 13.2.4.4 **Wolfe Tone Street ACA** (p. 102 of the Draft SEDP), modify the ACA boundary as shown in the illustration below.



42. In Section 13.3.1, under the heading **Designated natural heritage sites objectives** (p. 108 of the Draft SEDP), include the following additional objective:

**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 Article 6 of Council Directive 92/43/EEC, of its implications for the Natura 2000 site in view of the site's conservation objectives."

43. In Section 13.3.3 **Nature conservation outside of designated sites** (p. 110 of the Draft SEDP), modify policy **P-NH-14** as follows:

**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.

44. In Section 13.3.3 **Nature conservation outside of designated sites** (p. 110 of the Draft SEDP), insert an additional objective **O-NH-10** as follows:

**O-NH-10** Undertake a study to quantify the extent of invasive species with 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.

45. In **Section 13.3.4**, under the heading **Inland waters policies** (p. 111 of the Draft SEDP), modify policy **P-NH-17** as follows:

**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.

## Proposed amendments to Chapter 14

46. In **Section 14.1 Water supply**, under the heading **Water supply objectives** (p. 113 of the Draft SEDP), modify objective **O-WS-5** as follows:

**O-WS-5** **Complete the Water Conservation Programme Stages 1 and 2 and commence Stage 3 Mains Rehabilitation in the Sligo and Environs area.**

47. In **Section 14.1 Water supply**, under the heading **Water supply policies** (p. 113 of the Draft SEDP), modify policies **P-WS-3** and **P-WS-4** as follows:

**P-WS-3** Promote public awareness and involvement in water conservation measures **and implement water demand management strategies for all developments.**

**P-WS-4** Implement the requirements of **and provide the necessary water treatment infrastructure to achieve compliance with** the EC (Drinking Water) (No 2) Regulations 2007.

48. In **Section 14.1 Water supply**, under the heading **Water supply objectives** (p. 113 of Draft SEDP), modify the text of objective **O-WS-4** as follows:

**O-WS-4** Implement the National Water Pricing Policy **and not impose charges for the supply of water for domestic use.**

49. In **Section 14.1 Water supply**, under the heading **Water supply objectives** (p. 113 of Draft SEDP), delete objective **O-WS-7** and renumber the subsequent objectives as follows:

~~**O-WS-7** Enter into public-private partnerships (PPPs) for the provision of necessary infrastructure, as appropriate.~~

**O-WS-~~7~~7** Strive to address all water service deficits on zoned lands within the lifetime of the Plan.

**O-WS-~~8~~8** Strive to complete all the planned water schemes within the timeframe as indicated in Table 14.A.

50. In **Section 14.3 Surface Water and flooding** (p. 116 of the Draft SEDP), include the following additional text at the end:

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.

51. In **Section 14.4**, under the heading **Water quality policies** (p. 117 of the Draft SEDP), modify policy **P-WQ-8** as follows:

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.

52. In **Section 14.4** under the heading **Water quality policies** (p. 117 of the Draft SEDP), include an additional policy **P-WQ-11** as follows:

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.

53. In **Section 14.4**, under the heading **Water quality objectives** (p. 117 of the Draft SEDP), modify objective **O-WQ-5** as follows:

O-WQ-5 ~~Enforce the measures~~ Implement the Programme of Measures detailed in the WRBDMP.

54. In **Section 14.4**, under the heading **Water Quality objectives** (p. 117 of the Draft SEDP), include an additional objective as follows:

O-WQ-6 Ensure compliance with the relevant objectives and measures that will be set out in the Groundwater Protection Scheme for County Sligo.

55. In **Section 14.5**, under the heading **Waste management policies** (p. 118 of the Draft SEDP), include an additional policy as follows:

**P-WM-12** Have regard to the Environmental Protection Agency's *National Hazardous Waste Management Plan –2008-2012*.

56. In **Section 14.5**, under the heading **Waste management policies** (p. 118 of the Draft SEDP), include an additional policy as follows:

**P-WM-13** 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.

57. In **Section 14.5**, under the heading **Waste management policies** (p. 118 of the Draft SEDP), include an additional policy as follows:

**P-WM-14** 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.

58. In **Chapter 14 Environmental infrastructure** (p. 121 of the Draft SEDP), include an additional section containing the following text:

#### **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.

## Proposed amendments to Chapter 15

59. In **Chapter 15**, under the heading **Energy policies** (p. 122 of the Draft SEDP), modify policy **P-EN-2** as follows:

P-EN-2 Support national and international initiatives for limiting emissions of greenhouse gases and encourage the development of renewable energy resources [in an appropriate and sustainable manner](#).

60. In **Chapter 15**, under the heading **Telecommunications policies** (p. 123 of the Draft SEDP), modify policy **P-TEL-2** as follows:

P-TEL-2 Protect areas of significant landscape, [habitats and species](#) importance from the visual [and physical](#) intrusion of large-scale telecommunications infrastructure.

## Proposed amendments to Chapter 16

61. In **Section 16.4.2 Permitted locations for shopping facilities** (p. 137 of the Draft SEDP), insert the following text at the end of the section:

[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.](#)

62. In **Section 16.4.15 Neighbourhood centres** (p. 140 of the Draft SEDP), modify the third paragraph as follows:

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 ~~threshold limit~~ 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 ~~population exists~~ 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. A Two](#) slightly larger-scale convenience stores may be permitted at the four [larger neighbourhood](#) centres ~~listed above~~, provided that:

- (i) ~~it~~ [their combined net floor space](#) is not in excess of 1,750 square metres ~~in size~~
- (ii) there ~~is only one~~ [are only two](#) such stores per neighbourhood centre
- (iii) ~~it is 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.

**63.** In **Chapter 16 Development Management Standards**, insert an additional **Section 16.8** as follows:

**16.8 Development Management and access to National Primary Roads N4, N15 and N16**

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 our 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. 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 S.I. No. 140 of 2006 Environmental Noise Regulations shall be adhered to in the design of relevant development proposals.

**64.** In **Chapter 16 Development Management Standards**, insert an additional **Section 16.9** regarding future development in the Docklands area, as follows:

**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 the Draft SEDP.

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 a suitably qualified person(s) 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.

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.

## **Proposed amendments to the Zoning Matrix**

65. Add a footnote to the **Zoning Matrix** (p. 129 of the Draft SEDP) as follows:

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

66. Modify the **Zoning Matrix** by making the use category “Retail – shop (comparison)” open for consideration in areas zoned RP–Retail Park.

67. Modify the **Zoning Matrix** by making “recreation-leisure facilities” open for consideration in the Green Belt zone.

## **Proposed new Chapter 17**

68. Include an additional chapter in the Draft SEDP 2010-2016 – **Chapter 17 Implementation** .  
**Refer to Appendix 2 of this document for the text of the proposed new Chapter 17.**

**Other proposed amendments**

**69.** Include a definition of “sustainable development” in the Draft SEDP and include the term “sustainable” in the following policies and objectives:

- Broad aims (p. 9) BA-1a
- Strategic zoning policies (p. 15) SP-Z-7
- Tourism policies (p. 31) P-TOU-6
- Agriculture policy (p. 32) P-AG-1
- Natural resource policies (p. 32) P-NR-8
- Strategic housing policies (p. 33) SP-HOU-2
- Energy policies (p. 122) P-EN-2, P-EN-4

## Proposed amendments to Map 1. Zoning Map

70. **Submission no. 2 (Dolan)** – Zone the lands (marked 2 on the Proposed Amendments Map) as **R1 – low-density residential area** and **OS/open space** (a narrow strip at the extreme north) instead of R2 – low/medium-density residential area.
71. **Submission no. 4 (Rathedmond Residents’ Association)** – Zone the site (marked 4 on the Proposed Amendments Map) as **R2 – low/medium-density residential uses** instead of R3 – medium/high-density residential uses.
72. **Submission no. 9 (IT Sligo)** – Zone the subject site (marked 9 on the Proposed Amendments Map) as **CF/community facilities** instead of OS/open space.
73. **Submission no. 15 (IDA)** – Zone the subject lands (marked 15A on the Proposed Amendments Map) as **BITP/business, industry and technology park** instead of C2 – commercial and mixed uses. Extend this zoning to the eastern boundary of the overall site, in addition to the extent of lands indicated on the map submitted.
74. **Submission no. 32 (Declan O’Connor)** – Zone the site indicated by the members of Sligo County Council (marked 32A on the Proposed Amendments Map) as **WILT/waste management, industry, logistics and transport-related uses** instead of WILT+OS/open space.
75. **Submission no. 33 (John Armstrong)** – Zone the subject land (marked 33 on the Proposed Amendments Map) as **R1/low-density residential areas** instead of OS/open space.
76. **Submission no. 50 (Noel Elliott, Mary Gilmartin, Peter Martin)** – Zone the site indicated by the members of Sligo County Council (marked 50A on the Proposed Amendments Map) as **CF/community facilities** instead of BUF/buffer zone.
77. **Submission no. 80 (Ursuline)** – Zone the site (marked 80 on the Proposed Amendments Map) as **C2/commercial and mixed land uses** instead of CF/community facilities.
78. **Submission no. 81 (Summerhill College)** – Zone the site (marked 81 on the Proposed Amendments Map) as **C2/commercial and mixed land uses** instead of CF/community facilities.

79. **Submission no. 88 (Close Care)** - Zone the site of the former orchard (marked 88 on the Proposed Amendments Map) as **C2/commercial and mixed land uses** instead of OS/open space. (See also to the Proposed Amendment no. 28)
80. **Submission no. 95 (Tom Kenny)** – Zone a piece of land (marked 95A on the Proposed Amendments Map) as **BITP/business, industry and technology park** instead of R2 – low/medium-density residential areas.
81. **Submission no. 104 (Tesco)** – Zone the subject site (marked 104 on the Proposed Amendments Map) as **MIX-2/mixed uses (optional retail warehousing)** instead of MIX-1/commercial and mixed uses (non-retail).
82. **Submission no. 130 (Dick Chambers)** – Zone the subject site (marked 130 on the Proposed Amendments Map) as **R1/low-density residential areas**, except for a 3-m buffer zone along the Rathbraughan river, which is to remain OS/open space. The site should be marked “one house only”.
83. **Submission no. 141 (NRA)** - Reserve a **buffer zone** between the preferred route of the N16 realignment and the northern extremity of the indicative long-term development objectives to the north of the North Fringe LAP area. This shall be achieved by moving the northern boundary of these long-term objectives further south.
84. **North Fringe LAP** – Remove the RP/retail park zoning in the North Fringe LAP (marked NF on the Proposed Amendments Map) and zone this area as **MIX-1/commercial and mixed uses (non-retail)**.
85. **Manager’s supplementary recommendation no. 6** - Zone all the lands at the Clarion Hotel/Village and surrounds (marked MSR6 on the Proposed Amendments Map) as **MIX-1 – mixed uses (non-retail)** instead of C2/commercial and mixed uses.

## Proposed amendments to Map 2. Transport Objectives

86. Remove the line corresponding to **Objective T1.5 between Carrowroe and Oakfield.**
87. Remove the line corresponding to **Objective T2.11.**
88. Modify the line corresponding to **Objective T2.16/North Fringe Avenue** as shown in the revised North Fringe Development Framework (see Appendix 3 of this document).

## Proposed amendments to Map 3. Open Space Objectives

89. **Submission no. 13 (IT Sligo)** - Remove the PRI/private open space objective in relation to the subject lands (marked 13 on the Proposed Amendments Map).
90. **Submission no. 88 (Close Care)** – Indicate the proposed new objective **O-OS-28** as attached to the site of the former orchard (marked 88 on the Proposed Amendments Map). (See also proposed amendment no. 78).

## Proposed amendments to Map 4. General Objectives

91. **Submission no. 50** – Indicate the objective **O-CF-1** (see proposed amendment no. 11) as attached to the site marked 50A on the Proposed Amendments Map.
92. **Submission no. 51 (Cordil Construction)** – Relocate the tall building objective **F Northern Gateway/Lisnalgur** to the south of the junction of L-3410 and N15.
93. **Submission no. 139 (EPA)** – Show the Natura 2000 sites (SACs and SPAs) and proposed Natural Heritage Sites (pNHAs) on the General Objectives Map.

## Proposed amendments to the North Fringe LAP

94. In **Section 1.3 of the North Fringe LAP**, alter Table 1 by removing the reference to retail warehousing.

95. Insert the following text into **Section 1.0 of the North Fringe LAP**:

### 1.4 Timeframe

The North Fringe LAP is a long-term plan, which aims to accommodate development pressure within a planned framework as it arises over the long term. As stated in section 1.3.1, it is expected that the North Fringe area will be developed over the next 10-20 years.

Development of these lands will occur on an incremental basis and each development proposal will be the subject of detailed assessment at planning application stage. In parallel with the development of these lands, the planning authority will ensure that an adequate level of social, transport and environmental infrastructure is available. This infrastructure may be provided by the private or public sector, or indeed a combination of both (see section 5.0 of the LAP).

96. In **Section 4.2.4 of the North Fringe LAP**, alter the paragraph relating to Cell 1 to omit references to retail warehousing.

97. In the paragraph relating to Cell 7 in **Section 4.2.4 of the North Fringe LAP**, include a reference to the potential to accommodate a retail warehouse park of no more than 5,000 sq.m. net retail floor space. Also in **Section 4.8** of the North Fringe LAP, add a paragraph in relation to the potential accommodation of a retail warehousing park of up to 5,000 sq.m. net retail floor space.

98. In **Section 4.3.4 North Fringe LAP**, insert the following text at the end of the section:

It is the policy of the local authority to protect the carrying capacity, operational efficiency and safety of the existing national road network pending the completion of any future upgrading works. Development proposals will therefore be restricted and assessed in accordance with the policies and criteria set out in the SEDP 2010-2016.

99. Replace the second paragraph of **Section 4.3.6 of the North Fringe LAP** with the following text:

The primary access from the west will be off the N15, via a new or improved junction layout (J-x), which will accommodate the Central Avenue. The location and design of this junction will be subject to future consultation and agreement at planning application stage. A secondary access point will be located at the northwest boundary of the North Fringe area (J-y).

**100.** Insert in the LAP a statement on the consideration of proposals for one-off houses within the North Fringe LAP, area as follows:

Whilst piecemeal development of the area will be discouraged, proposals for rural-generated one-off housing (as defined in section 7.2.5 of the SEDP) on residential-zoned lands will be accommodated, subject to demonstration that any such proposal would not compromise the achievement of the overall Development Framework.

An excessive concentration of such proposals will be discouraged however, and individual site sizes will be limited to a minimum in the interests of achieving recommended densities.

**101.** Remove the indicative roundabout at the junction of the N15 and proposed North Fringe Avenue. Maps should be altered to show the western extremity of the Central Avenue terminating prior to linking with the N15, and should indicate that the exact location and details of this junction will be subject to future agreement. The existing houses at Elliott's Corner should be shaded grey on the Development Framework Map, in keeping with other existing houses. The junctions should be re-numbered.

# Proposed amendments to the Quay Quarter UDF

**102.** In **Section 1.2 Nature of Study** (p. 2 of the UDF), modify the text as follows:

Another specific part of the project will address the creation of a public area of open space on the existing Quay Street Car Park in keeping with Development Objective ~~662~~ O-OS-26 of the Sligo and Environs Development Plan ~~2004-2010~~ 2010-2016.

**103.** In **Section 4.0 Townscape Character** (p. 11 of the UDF), the existing text (in red) should be replaced with the text in blue:

~~As highlighted earlier, the study area is zoned for Town Centre Uses, which is the most dynamic and flexible zoning category in the development plan and reflects its town centre location.~~

The study area is zoned for City Centre (C1) and Open Space uses. C1 is the most dynamic and flexible zoning category in the development plan and reflects the area's city-centre location.

**104.** In **Section 4.2 Architectural Heritage** (p. 10 of the UDF), the second paragraph should be deleted:

~~The area is contained within an Architectural Conservation Area, though questions remain regarding the extent of the designation and its significance.~~

**105.** In **Section 5.1** (p. 12 of the UDF), insert the following critical objective:

Ensuring that individual landowners will be encouraged to coordinate and integrate an approach for the redevelopment of their individual sites in a holistic manner through the use of this framework plan.

**106.** In **Section 5.6** (p. 17 of the UDF), remove references to one-way traffic along Custom House Quay and insert the following text::

The option directing all public traffic to Custom House Quay via Custom House Lane has been explored. This would require a two-lane carriageway on Custom House Lane, the left-hand lane facilitating access and egress to the proposed multi storey car park. The closure of the existing access road to the east and north of the smaller block to through traffic has been explored with Council Engineers subject to the provision of an appropriate two-lane carriageway on Custom House Lane, and the provision of a two-lane carriageway along Custom House Quay. Part of this area could be suitably paved/landscaped and would become a pedestrian priority area.

**107.** Include the following text in **Sections 5.7.1 and 5.7.2** (pages 19 and 23 of the UDF respectively):

Recognition has also been given to the barrier effect that the Inner Relief Road creates immediately west of the site. Traffic management and pedestrian priority proposals will adequately enhance the connectivity between the site westwards towards the Docklands.

**108.** In **Section 5.7.1 Option 1: Multi Storey Car Parking with Underground Car Parking** (p. 19 of the UDF), the last two paragraphs should be modified as follows:

For Option 1 it is envisaged that the multi-storey car park will accommodate up to ~~490~~ 650 spaces.

Given the proposed land uses for the area (please refer to sample mix in Table 1) a total **maximum** car parking requirement of ~~370~~ 468 spaces would be needed. This allows for an additional ~~220~~ 182 spaces to be made available for public parking.

**109.** Insert a new paragraph in **Section 5.7.1** (p. 19 of the UDF) as follows:

Consideration is also given to the potential development of additional floorspace and an internal courtyard for the Blue Raincoat Theatre Company at Lower Quay Street. This is detailed as part of Parcel 3 on page 22.

**110.** In **Section 5.7.2 Option 2: Underground Car Parking through entire block** (p. 23 of the UDF), the existing text (in red) should be modified as follows:

Option 2 presents a residential led masterplan that will provide a maximum of ~~93~~ 270 new townhouses and apartments and would provide ~~6,202m<sup>2</sup>~~ 9,176 sq.m. of commercial space to include a new landmark hotel and ~~2,515m<sup>2</sup>~~ 3,648 sq.m. of ground floor retail uses. Provision has also been made for 1428 sq.m. of community uses in the form of extended theatre space for the Blue Raincoat Theatre Company. This is a ~~minimum~~ **maximum** commitment and the detailed design may result in a ~~higher~~-lower figure.

For Option 2 it is envisaged that the decked car park will accommodate up to ~~340~~ 400 spaces. Additional surface parking can be easily accommodated on street. Beneath the block defined by Quay Road and Lower Quay Street (Parcel 2), 2 levels of underground parking will accommodate up to ~~90~~ 120 car parking spaces. In total, a car parking provision of ~~430~~ 520 spaces can be accommodated ~~quite comfortably~~.

Given the proposed land uses for the area (See Table 2), a total car parking requirement of ~~316~~ 498 spaces would be needed. This allows for an additional ~~114~~ 22 spaces to be made available for public parking.

**111.** Insert a new paragraph in **Section 5.7.2** (p. 23 of the UDF) as follows:

Like Option 1, consideration is also given to the potential development of additional floorspace and an internal courtyard for the Blue Raincoat Theatre Company at Lower Quay Street. This is detailed as part of Parcel 3 on page 25.

**112.** Include the Factory Theatre site block parcel and retabulate the maximum (as opposed to minimum) associated development profile information in Tables 1 and 2 (pages 22 and 25 of the UDF respectively).

**113.** In **Section 5.8 Future building height and massing** (p. 26 of the UDF), modify the second paragraph as follows:

The general strategy is to create a dense spine of ~~3-5~~ 4-7 storey development along the Quay Road to create a strong urban character to the street.

**114.** Insert a new paragraph and associated images after **Section 5.13** (p. 30 of the UDF) as follows:

#### 5.14 Flood Defences

All proposed new development will need to manage flood risk. It is essential to the quality and character of the riverside that flood defences are designed as an integral part of the public realm and are to be treated as a design opportunity. The Department of the Environment, Heritage and Local Government as well as Sligo Borough Council shall be consulted at the outset of the design process to provide the necessary guidance on flood mitigation.

The following illustrates three methods for mitigating flood risk. These are:

- A. Raise land levels up to the required threshold.
- B. Raise levels up to the required threshold around the perimeter of the building.
- C. Raise levels up to required threshold internally within the building.

**115.** On **Map 11, Option 1 - Urban Design Framework** (p. 32 of the UDF), modify the explanatory existing text as follows:

This option seeks to retain the existing quay walls and transform the current Quay Street car park into a high-quality landscaped civic space and to provide a multi-storey car park with the capacity to accommodate ~~490~~ 650 car parking spaces.

**116.** On **Map 12, Option 2 - Urban Design Framework** (p. 33 of the UDF), modify the explanatory existing text as follows:

This option is residentially-led and seeks to extend the quay wall out to the north of the Quay Street car park and create a pedestrian/cycle link from the former Quayside car park to the front of the apartments on the east side of Quay Street Car Park. It is envisaged that the underground car park will be able to accommodate up to ~~430~~ 520 parking spaces.

**117.** Update the following key text for **Map 11: OPTION 1 - Urban Design Framework** (p. 33 of the UDF) and **Map 12: OPTION 2 - Urban Design Framework** (p. 34 of the UDF):

- P Pedestrian priority measure to enhance connectivity between the site westwards towards the docks.
- R Pedestrian priority measure to enhance connectivity between the site westwards towards the docks.

**118.** Update the following key text for **Map 11: OPTION 1 - Urban Design Framework** (p. 33 of the UDF) and **Map 12: OPTION 2 - Urban Design Framework** (p. 34 of the UDF):

- Development of additional floorspace and an internal courtyard for the Blue Raincoat Theatre Company.
- Development of additional floorspace and an internal courtyard for the Blue Raincoat Theatre Company.

**119.** Edit the following sketch sections:

- Option 1, Cross-section AA - Showing car parking arrangements (p. 21 of UDF)
- Option 1, Cross-section BB - Showing car parking arrangements (p. 21 of UDF)
- Option 2, Cross-section AA (p. 24 of UDF)
- Option 2, Cross-section BB. Note: two underground levels and one ground floor level providing a podium above which a central landscaped courtyard could be provided (p. 24 of UDF)
- Option 2, Cross-section CC (p. 24 of UDF)

Also amend the number of storeys and retabulate the maximum (as opposed to minimum) associated development profile information in Tables 1 and 2 (pages 22 and 25 of the UDF respectively).

**120.** Edit the following illustrations to include a pedestrian priority area linking the Quayside Quarter westwards to the Docklands:

- Map 7 - Option 1 (p. 19 of UDF)
- OPTION 1 – Cross-section Plan (p. 21 of UDF)
- Plan showing Block Parcels (p. 22 of UDF)
- Plan showing Block Name (p. 22 of UDF)
- Map 8 - Option 2 (p. 23 of UDF)
- OPTION 2 - Cross Section Plan (p. 24 of UDF)
- Plan showing Block Parcels (p. 25 of UDF)
- Plan showing Block Name (p. 25 of UDF)
- Map 9A - Option 1- Building Height and Massing (p. 26 of UDF)
- Map 9B - Option 2 - Building Height and Massing (p. 26 of UDF)
- Map 11 - OPTION 1 - Urban Design Framework (p. 33 of UDF)

**121.** Edit the following illustrations to include the Factory Theatre site:

- Map 7 - Option 1 (p. 19 of the UDF)
- OPTION 1 – Cross-section Plan (p. 21 of the UDF)
- Plan showing Block Parcels (p. 22 of the UDF)
- Plan showing Block Name (p. 22 of the UDF)
- Map 8 - Option 2 (p. 23 of the UDF)

- OPTION 2 - Cross Section Plan (p. 24 of the UDF)
- Plan showing Block Parcels (p. 25 of the UDF)
- Plan showing Block Name (p. 25 of the UDF)
- Map 9A - Option 1- Building Height and Massing (p. 26 of the UDF)
- Map 9B - Option 2 - Building Height and Massing (p. 26 of the UDF)
- Map 10A - OPTION 2A - Design of Quay Square with possible underground car park
- Map 10B - OPTION 2B - Design of Quay Square with possible extended underground car park
- Map 11: OPTION 1 - Urban Design Framework (p. 33 of the UDF)
- Map 12: OPTION 2 - Urban Design Framework (p. 34 of the UDF)

## Proposed Amendments to the Draft Record of Protected Structures (RPS)

- 122.** Retain **Draft RPS Item no. 3** (Markiewicz House) on the RPS 2010-2016.
- 123.** Delete **Draft RPS item no. 14** (terraced house at Castle Street) from the RPS 2010-2016.
- 124.** Delete **Draft RPS item No. 19** (terraced house at 10 Chapel Hill) from the RPS 2010-2016.
- 125.** In relation to **Draft RPS item no. 96** (Ozanam House), specify protection of the “façade only” in the RPS 2010-2016.
- 126.** Retain **Draft RPS item no. 40** (gate lodges, gates and piers at Sligo Racecourse) on the RPS 2010-2016.
- 127.** Delete **Draft RPS item no. 66** (terraced house at 4 Grattan Street) from the RPS 2010-2016.
- 128.** Delete **Draft RPS item no. 67** (“Halifax” - terraced house at 6/7 Grattan Street) from the RPS 2010-2016.
- 129.** Delete **Draft RPS item no. 147** (Carraig Donn and Cavanagh’s Pub at 41/42 O’Connell Street) from the RPS 2010-2016.
- 130.** Amend **Draft RPS Item No. 149** (“Easons Bookshop” – terraced house at 45/46 O’Connell Street) by including the remaining portion of this building (No.46 O’Connell Street) currently accommodating the northern portion of Sligo Bookshop.
- 131.** Delete **Draft RPS item no. 267** (end-of-terrace house at 1 Upper John Street) from the RPS 2010-2016.

132. Delete **Draft RPS item no. 268** (terraced house at 2 Upper John Street) from the RPS 2010-2016.
133. Delete **Draft RPS item No. 170** (“Atcham” – detached house at Mail Coach Road) from the RPS 2010-2016.
134. Amend **Draft RPS item No. 79** by specifying the following description: *Terraced two-bay, two-storey rendered property, built c. 1830.*
135. Delete **Draft RPS item No. 80** (terraced house at 17 High Street) from the RPS 2010-2016.
136. Delete **Draft RPS item No. 90** (St John’s Church Hall and grounds at John Street) from the RPS 2010-2016.
137. Amend **Draft RPS item No. 92** (St. John’s Cathedral) to include the associated graveyard. The description of the amended item should read as follows: *Cathedral of Saint John and associated grounds: octagonal plan, Church of Ireland Cathedral attributed to Richard Cassells, containing fabric of a 13<sup>th</sup> Century church. Attached graveyard with various tombstones and mausoleums from c.1700.*

## Proposed changes to the Environmental Report (ER)

- ER-1** In the **Introduction to the Environmental Report** and Non-Technical Summary, indicate that SEA is the responsibility of Sligo County Council and Sligo Borough Council.
- ER-2** In **Section 3.2 of Final Environmental Report**, include relevant available habitat mapping and accompanying description.
- ER-3** In **Section 3.2 of Final Environmental Report**, include relevant available information from the Wetlands Study.
- ER-4** In **Section 4 of the Environmental Report**, include information on the Lough Gill Catchment Management Plan and the Draft Guidelines on the Planning System and Flood Risk Management.
- ER-5** Update the **Environmental Report** to include the following indicator and target:
- **Indicator M3:** Number of non-compliances with the 48 parameters identified in the European Communities (Drinking Water) Regulations (No. 2) 2007 which present a potential danger to human health
  - **Target M3:** No non-compliances with the 48 parameters identified in the European Communities (Drinking Water) Regulations (No. 2) 2007 which present a potential danger to human health

## Appendix 1

### Revised Chapter 9

#### 9. The Value of Culture in Place-Making

~~In keeping with the ethos of the National Spatial Strategy (NSS), the aim for Sligo is to become a compact, fast-growing city in the North West, acting as a growth driver for the region with a strong combination of industry, services, the arts, culture and tourism.~~

~~In planning for sustainable growth, the Local Authorities want to ensure that Sligo's internationally renowned cultural heritage is conserved and enhanced, and that its contemporary cultural life is developed, as a driver of the city's identity, its attractiveness for investment and economic activity, and as a key legacy to be handed forward to future generations.~~

*Culture* is a broad term which, in addition to cultural services, such as Libraries, Arts, Museum and Heritage, encompasses a range of characteristics which help to define an area and its population, including customs and traditions, language and literature. A city's culture also finds expression in its architecture, its urban design and the relationship its people have with their natural environment and the public realm. Sligo's rich cultural heritage reflects a history which dates from Norman times to today's modern, vibrant society. The city's culture finds expression in a range of cultural buildings and amenities, including art galleries, theatres, libraries and public buildings generally, while it is also reflected in its architecture, built form and public realm.

Culture underpins quality of life for individuals and communities in addition to forming part of urban value systems. It underpins city identity and is important in how cities project themselves, develop profile and compete in the international arena for investment. As a Gateway city Sligo needs to have a high standard of cultural and arts infrastructure in order to maintain its attractiveness as a place to live, work and visit.

##### 9.1 International experience

Over the past twenty years, many cities around the globe have come to recognize the economic and social benefits that flow from the creative and knowledge economies, and are now implementing proactive policies to nurture and promote creative and cultural activity.

In world cities like New York, Berlin, and Barcelona, in smaller centres like Austin (Texas), Newcastle, Rotterdam, Antwerp, to small historic towns such as Mantua in Italy, Randers in Denmark and Kronoberg in Sweden ~~and Cork in Ireland~~, the development of the creative economy has become a strategic priority, and not only for generating wealth and employment opportunity.

Creative and cultural activity enhances a city's quality of place, helps to reclaim and revitalize neighbourhoods and shapes a city's identity in the face of increasing competition for talent, investment, and recognition. Creative and cultural activity is also a powerful vehicle for community development and engagement, providing opportunities for economically disadvantaged neighbourhoods and social groups. *The local public library and art centre are now one of the few publicly accessible buildings acting as a free and democratic forum within communities.*

*The Benefits:*

- Evidence suggests that by helping to **create positive images**, the cultural sector has a direct impact on inward investment. Many, place-marketing strategies, for example, focus on new

cultural offerings, on the presence of artists and creative people and cultural industries in general.

- In addition, there is a vast literature showing that spending on **cultural activities** has a **'multiplier effect'** of a factor of approximately 1.5 **on income and employment** with regard to local economies. People going to the major cultural venues – theatres, galleries, libraries, museums, cinemas and festivals – spend money on bus or taxi fares, on meals in restaurants, on related publications and so on. This produces significant medium- to long-term effects on the local economy in terms of employment, income and domestic product.
- A broader and more strategic issue than that of the 'economic benefits of cultural services' as traditionally understood is the recognition of **the key role of contemporary cultural industry development in forms ranging from publishing to television, video production and design**. The cultural industries are claimed to be the fourth or fifth fastest growing sector in the world's developed economy. In global cities such as London or New York, the cultural industries employ more than 500,000 people. In both these cities, investment in culture is seen as a key goal of their global competition strategies.
- **Cultural activity** is also increasingly used as a key **catalyst in urban regeneration** projects. Examples of culture-led regeneration projects might be the design and construction, or re-use, of an ex-industrial building for public use or for hosting creative businesses. In the UK, for example, the Baltic and Sage Music Centre in Gateshead, Tate Modern in London or the Lace Market in Nottingham are examples of the positive effects of culture-led urban renewal.
- Culture's role in tourism is key – **Tourism** offers are now increasingly focused on what is unique in a place. Tourism is one of the main sources of economic growth for some countries (regions, or cities) with international indicators suggesting that tourists are increasingly less interested in 'showpiece' resorts and destinations, and more interested in the unique environmental, cultural, heritage, ethnic and historical features of a place. Cultural tourism, in particular, represents an average of 6% to 8% of a nation's GDP in Europe, so a good cultural tourism strategy can also satisfy the requirements of economic development.

## 9.2 ~~Cultural planning and development in~~ Sligo cultural policy and planning

Culture and cultural policies can provide a crucial contribution in terms of urban development ~~quality of life, and also in terms of external recognition of an urban centre as a modern, future orientated city.~~

In Sligo, the strategic development plans of the Local Authorities 'Cultural Services' i.e. Library, Heritage and Arts Services and the Directorate of Community and Enterprise provide the basis for safeguarding the cultural and artistic life of the city and county. These services also provide the best pre-conditions for further development opportunities within the framework of municipal cultural policy. The cultural planning remit of the County Development Board as set out in the *Integrated Strategy for Economic, Social and Cultural Development 2002-2012* and its associated action plans, together with the work of Sligo Leader Partnership, add another important dimension.

## 9.3 Cultural development in Sligo's Green Fort area infrastructure

Sligo city already has a number of quality public arts and cultural institutions including art galleries, theatres and public buildings, such as Hawk's Well Theatre, the Factory Performance Space, Sligo Art Gallery and the Yeats Memorial Building.

It is a key objective of this Plan to bring this infrastructure to the highest international standard with the re-development of the Model Niland and the development of a new Museum and Central Library.

Sligo Borough and County Councils recognise the contribution made by artists, including visual and performing artists, to the city's cultural life. Emerging artists, in particular, often experience difficulty securing both living accommodation and working space when competing on the open market. It is recognised that Sligo Borough and County Councils have a responsibility for direct provision of infrastructure to meet their needs. This can mean providing for studio and exhibition space in addition to rehearsal and performance space. Urban regeneration can provide opportunities for the provision of such spaces in formerly vacant buildings or as part of new mixed use developments.

## 9.4 Public art

Sligo Borough and County Councils are committed to the development of art within the public realm and the provision of art through the Percent for Art scheme. Large mixed use schemes can also provide opportunities to ensure the provision of public art through the development control process. The exhibition of artistic features on a temporary basis in public places will also be encouraged.

## 9.5 Culture and place-shaping

The spatial framework and fabric of Sligo, in both the city centre and outer city, is evolving in response to the economic and cultural energies and needs of its population. The ability of Sligo Borough and County Councils to harness these energies, and to direct change in a way that creates attractive and dynamic urban places, is dependent largely on making a commitment to urban values.

Urbanism is concerned with the culture of cities and the elements and qualities that are to be found in successful urban places e.g. legibility, connectedness, strong identity, intensity, diversity and quality in the public domain. Urban philosophy acknowledges complexity and diversity as essential characteristics of innovative and creative cities, and incorporates strategies to structure and manage these characteristics in a holistic way.

The extent of critical challenge outlined above must find expression in a breadth of vision which prompts not only a reflection and focus on the role of Sligo city as the Gateway to the North-West, but stresses the need to integrate social, economic and cultural dimensions into a coherent and developing spatial structure.

Sligo's lively and well developed cultural infrastructure provides an excellent basis to consolidate its reputation as a cultural centre from which to develop the cultural and artistic potential of the city on a long-term basis. However, in order to achieve the *benefits* highlighted, cities and smaller places must be treated in a sustainable way (socially, economically, environmentally) by respecting their cultural values. In other words, to be effective and sustainable, tourism, cultural and regeneration strategies need not only to work across disciplines and local government departments, but also, crucially, they need to be based on a thorough assessment of the distinctive cultural and urban character of a place. This means that given the economic, environmental human and social resources that we have in the city, all our actions should ensure that these resources are maintained and enriched.

The development plan offers a flexible framework to foster a sense of place and develop community identity in the city core and outer fringe areas. It proposes a sustainable vibrant city focusing on the intensification of the core area and it protects the future of Sligo City Centre as the heart and pulse of the North-West Gateway region. The spatial challenge is nothing less than the creation of a Twenty-First-Century heart for Sligo City. The plan looks at the need to integrate an economic, cultural and

social vision, while achieving necessary and sustainable densities within co-ordinating development frameworks.

Critical elements of this framework include the development of a series of local character areas within the inner city as a way of understanding the overall structure of the city and its component parts. Character areas in the city centre are geared to promoting diversity, building local identity and facilitating a local area management approach. Exploiting valuable elements such as the river, major urban spaces and key pedestrian routes are geared to create unity in how the city is used.

Cultural clusters can help give definition to these character areas. Thus a priority will be to embrace the emergence of cultural clusters which are seen to be increasingly important in underpinning quality of life and developing depth in Sligo's national and international profile. A legibility study is proposed for the city to identify a coherent new spatial structure based on character areas located across the city centre. Linkages between cultural buildings can also be developed through pedestrian routes or heritage trails, which also link into the wider public realm and help to connect major public spaces.

Many of the city's cultural amenities are concentrated in the city centre at the The Mall, Hyde Bridge, Quay Street, John Street and Temple Street. However, there is now increasing awareness that other areas of the city, including the Docklands and Cranmore, also have a rich cultural heritage. Masterplans and other types of development frameworks promoting the regeneration of these areas should make provision for new cultural amenities. The identification of clusters of cultural amenities in these areas, and the development of linkages between them and the city centre, will help to attract visitors to areas previously regarded as remote from the central core.

## 9.7 Cultural planning

Cultural planning is a powerful tool in achieving good urbanism as it draws on the distinct culture and resources of a place. In cultural planning, the ecosystem analogy has been used to support the following principle: "a place is made up of diverse resources which need to be surveyed, acknowledged and understood before policy can intervene". In this case, the cultural identity of a community comprises who the people are and their backgrounds, tastes, rituals, experiences, diversity, talents and aspirations for the future. The cultural richness of a place is also governed by local heritage attributes and the natural and built qualities that attracted residents to the area. These are also resources, which make up the distinctive cultural DNA of a place.

Cultural mapping is a technique that can be used to define a community's activities, capacities and needs. Such broad-spectrum mapping of the local culture can provide vital information to policymakers about the best way to respond more effectively to local needs while maximizing opportunities.

Cultural planning often challenges existing "received" perceptions about the culture of a place. It takes a holistic, rather than a service or department viewpoint, and is not bounded by the responsibilities of a specific department or committee. It seeks to make links with other existing plans and to create bridges between different local constituencies and groups of interest so that duplications of tasks are avoided, new energy is injected into the policy-making task and innovative ideas can be explored and implemented.

The cultural planning method is shown to be effective in delivering innovative solutions for tackling either image problems, city-to-city competitiveness, economic and social capital development or, cultural tourism issues.

Sligo County Council's *Cultural Planning Working Group* applied the cultural planning method when considering the potential, image and distinctive assets for culture-led regeneration in the Green Fort area.

## 9.8 Culture-led regeneration in the Green Fort area

### 9.8.1 The Green Fort

The distinctive and unique sense of place and character of Sligo City and County is largely formed by the landscape, history and heritage. These merge in a spectacular manner at the Greenfort in the north east inner city, which provides 360° panoramic views to Sligo Town, Ben Bulbin, Knocknarea and Sligo Bay [from the city centre](#).

~~The methodology adopted for studying the potential of the Green Fort area involves looking at Sligo as an urban and cultural ecosystem with a special character and a set of key sites which could be linked together into a cohesive plan for making the city an attractive place to live, work and enjoy culture. This work is being overseen by the Council's **Cultural Planning Working Group**, and will result in a set of well-researched detailed proposals on the effective, concrete contribution that culture and the cultural industries can make in the framework for Sligo's growth and development.~~

### 9.8.2 Development potential around the Green Fort

There is huge potential for change in the north east inner city due to the number of significant projects [actively engaged in, or considering, re-development proposals](#). These include:

- The Model::Niland Gallery redevelopment and new Museum opening onto a new Civic Space
- Sligo Regional Hospital and future co-located private hospital
- [Development of the new City Library](#)
- The mixed use (PPP) development project between Connaughton Road and The Mall;
- Forthill Park

Together with the east link bridge project, the redevelopment of these sites could realise the potential for a pedestrian-dominated and accessible part of the city with good permeability and connectivity. Thus empowering local communities, improving the viability of the cultural institutions and public spaces, facilitating economic development and, crucially, attracting people to live or spend more time in the city centre.

### 9.8.3 A “touchstone” and orientation point for People in Sligo

There is an opportunity to optimize the potential synergies between the above developments in the Green Fort area to address many of the core challenges facing Sligo City today including:

- a. encouraging creative and cultural activity to build on Sligo's reputation and enhance the identity of the city
- b. creating an animated civic space for people that reflects the richness and diversity of contemporary and traditional culture of Sligo in its design and programming
- c. facilitating a focal point for enterprise and entrepreneurship partnership initiatives linked to the IT, Hospital and cultural centres to contribute to sustainable economic development
- d. attracting people to live in the city by enhancing local amenity, places to go and things to do
- e. engaging with visitors to the county and encouraging longer stays in the city;
- f. [creating a more legible and](#) animated public domain through the Public Art programme to create liveable streets and connected “streets of play and creativity” along walking routes;

- g. encouraging a modal shift from the culture of car use to the use of public transport, cycling and walking;
- h. providing a suitable coach park and a drop off area for tourists to explore the city;
- ~~i. facilitating the development of commercial and retail activities to complement cultural activities.~~

The Greenfort area has the potential to provide a ‘touchstone’ or orientating point that will engage people with the city and landscape, highlighting topographical, archaeological and artistic features throughout the city and wider environs. This can be appreciated on numerous different levels and reflected in the design and programming of the Civic Space in particular. The civic space can therefore play a pivotal role for a wide range of people of different ages and interests. The space is much more than a destination - it is an entrance point to many diverse facilities and a crossing point on key routes through the city.

Forthill Park has the potential to become a major public space for all people living in or visiting the city be they residents, commuters, shoppers, tourists, users of the Regional Hospital or students. The civic space can be an integral part of the success of the Park by provision of support amenity and a main linkage space with the city.

#### 9.8.4 Encouraging footfall – movement and access

The challenge of increasing ‘footfall’ and overcoming the peripheral perception of the area can be achieved through: ensuring sustainable and complementary commercial uses: an outdoor public events programme for families, young and older people: and by facilitating collaborative enterprise initiatives and connections with other destination points in the city (Hospital, IT, Public Park). The project can also support the City’s aim to increase density and living in the ~~inner~~ city through the provision of quality “green”, sustainably-designed homes adjacent to the new ~~Forthill~~ city Park.

Careful consideration of vehicular access to the new Forthill Park, PPP site and Regional Hospital will allow the creation of a series of attractive and safe public spaces linking the Docklands and I.T. along Connaughton Road ~~and across a footbridge over the river (at Swan Point)~~, and the transport hub at the railway and bus stations and the I.T. along the Mall.

This will result in the regeneration of Connaughton Road and the Mall, and promote transition points in a north-south direction, most notably at the Model, where the Green Fort can connect down to the river ~~and on to Sligo Abbey~~. The civic space at the Model and Museum (the proposed Museum Square) will therefore be at a crossing point of several routes through the city linking key destinations by foot or cycle.

#### 9.8.5 Economic development

The future development around the Green Fort area is an opportunity to reflect the character of Sligo and contribute to the city as “creative space” clearly connected physically, conceptually, and through enterprise and social initiatives in partnership with the local community, Local Authority, the private sector, development agencies, the HSE and the IT. The aim will be to cluster activities that harness and inspire a culture of creativity in Sligo resulting in significant economic benefits.

#### 9.8.6 Cultural Tourism and Sligo’s Yeatsian Legacy

A key component of Sligo’s “urban and cultural ecosystem” is the promotion of cultural continuity through respect for historical assets (architecture and archaeology) and the promotion of cultural activities, such as those related to the Yeats family, traditional music, literature and painting. These

cultural assets provide significant opportunities for the development of major new tourism “honeypots” ~~particularly with regard to untapped tourism potential as a key priority towards the achievement of the strategic vision~~ and the promotion of Sligo as a *must visit* destination.

The City and Environs could benefit greatly from a strengthened image or theme in terms of tourism promotion. Although firmly established by the work of the Yeats Society, Fáilte Ireland, the County Council and others, Sligo’s world-renowned connection with the Yeats family has been under-exploited in terms of achieving the level of destination brand-awareness that should be possible, given the significance of the family’s contribution to 20th-century world cultural heritage.

There is a unique opportunity to provide strategic leadership and to support the establishment of Sligo as a key destination for the Yeats legacy.

### Cultural development policies

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

**P-CD-1** ~~Support the cultural development of the Green Fort area. This includes the redevelopment of the *Model Arts and Niland Gallery* as a contemporary art centre with a dedicated gallery for showcasing the Niland Collection, together with the paintings of Jack B. Yeats. The space will also include a new state-of-the-art Regional Museum and a new civic space/Museum Square (refer to Chapter 12. Urban Design) linking the gallery and the museum, and comprising a mix of housing and commercial activity.~~

Identify cultural and/or heritage clusters and ensure the provision of appropriate linking infrastructure, including signage, pedestrian routes and heritage trails, to ensure that cultural and heritage buildings are linked to one another and to the wider public realm as part of a coherent spatial structure.

**P-CD-2** ~~Support the development of high-quality, imaginative solutions to public space linkages between Forthill Park and the Museum Square.~~

Ensure a high-quality public domain in the vicinity of cultural and heritage buildings and, where possible, ensure that such buildings are linked to public spaces and to the wider open space network. A priority of this plan will be to support the development of high-quality, imaginative solutions to public space linkages for Forthill Park, the Green Fort and the area of the Civic Space.

**P-CD-3** ~~Promote the development of specialist tourist shops, including arts and crafts, along The Mall.~~

Recognise the unique role of the city centre in providing a focus for the performing arts, including drama and music, and the extent to which these contribute to the vitality of the city centre. To this end, Sligo Borough Council will encourage and facilitate the development and retention of high-quality cultural amenities. Priorities of this plan include the redevelopment of *The Model Niland* as a contemporary art centre with a dedicated gallery for showcasing the Niland Collection. The space will also include the proposed new state of the art *Museum* and *Civic Space* which is intended to link the gallery and the museum and comprise a mix of housing and commercial activity. The buzz of creativity, innovation and entrepreneurialism

generated by the *clustering* of cultural production and consumption in the Greenfort area will make Sligo a more attractive place for city living.

- P-CD-4** ~~Support the establishment of Sligo as a key destination for Yeats-related tourism.~~
- Ensure that all of the city's residents have access to cultural amenities including the arts, theatre and music. Sligo Borough Council will actively encourage and support the provision of local arts initiatives in the four wards of Sligo city.
- P-CD-5** ~~Support the regeneration of the Sligo Docklands through the provision of a cultural landmark building and the innovative reuse of former industrial buildings located in the area as workspace for creative enterprises and new community uses.~~
- Add to the cultural diversity of the city by facilitating the provision of new spaces for artists to live, work and exhibit. In particular, support the regeneration of Sligo's Docklands area through the provision of a cultural landmark building and the innovative reuse of former industrial buildings located in the area for workspace for creative enterprises and new community uses.
- P-CD-6** ~~Support open-air public events in parks and civic squares.~~
- Promote the provision of public art, including temporary art and sculpture, through such mechanisms as the government-supported *Percent for Art* scheme and the development management process.
- P-CD-7** Promote the exhibition of sculpture and other works of art in parks, open spaces and other focal points in the city.
- P-CD-8** Facilitate street theatre and outdoor performance through the development or enhancement of appropriate public spaces with the necessary lighting, cabling, sufficient wall space for outdoor projection, surfaces etc.
- P-CD-9** Meet the cultural needs of disabled and mobility-impaired persons.
- P-CD-10** Identify areas around the city where carnivals, circuses etc. can perform on an annual basis, thus adding variety and colour to the local area.

### **Cultural development objectives**

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

- O-CD-1** ~~Develop a vision for Sligo's Yeatsian legacy which will inform visitor and tourism strategy development. This vision should:~~
- ~~▪—leverage the unique cultural history and heritage of the Yeats family connection with Sligo;~~
  - ~~▪—enrich the lives of local communities and enhance destination attractiveness to visitors;~~
  - ~~▪ dovetail Tourism Ireland's promotional messaging strategy for Ireland as the island of "character and characters".~~
- Examine, in conjunction with the Arts Council and other relevant bodies, the feasibility of:
- establishing live-work units and work spaces for artists;

- establishing a number of shared storage and rehearsal spaces for theatre, film, music and the visual arts in low-cost locations.
- O-CD-2** Explore the possible provision of a heritage trail in the city and environs that might include such features as the St. John's Cathedral, the Courthouse, City Hall, Old Market Street, the Abbey, Forthill, the Famine Graveyard and the archaeological features of Carrowroe and its vicinity.
- O-CD-3** Provide a pedestrian trail along the north and south banks of the Garavogue and Lough Gill as part of an overall linear park system.
- O-CD-34** Promote the development of a venue building and/or concert hall that could be used for a variety of live entertainment, music concerts, recitals, drama, comedy and dance, including events such as the Sligo Choral Festival. The development of such a facility could be provided as part of a public-private partnership project.
- O-CD-5** Improve and enhance access to Carrowmore Passage Tomb Cemetery by means of road improvements and co-ordinated signage from city centre and main approaches.



## Appendix 2

# Proposed new Chapter 17

## 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:

- 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 1<sup>st</sup> 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

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<sup>1</sup> of Hazelwood–Ballinode and Cranmore – mainly residential and related community-facility development;

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<sup>1</sup> In December 2007, the DoEHLG asked local authorities in NSS Gateways and Hubs to identify Developing Areas that experienced growth and development pressure, which had potential for the provision of more than 1,000 housing units and appropriate social infrastructure, and where development could have been facilitated by eliminating infrastructural blockages. Two such areas were identified in Sligo: Hazelwood-Ballinode and Cranmore-Cleveragh. At the time of writing (June 2009), no progress had been made by the Department of Environment, Heritage and Local Government on the Developing Areas initiative.

- D. the four larger neighbourhood centres at Ballinode, Cleveragh, Carrowroe and Lisnalurg 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.

### 17.5 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.

### 17.6 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.

### **17.7 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.

### **17.8 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.

### **17.9 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 the 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.



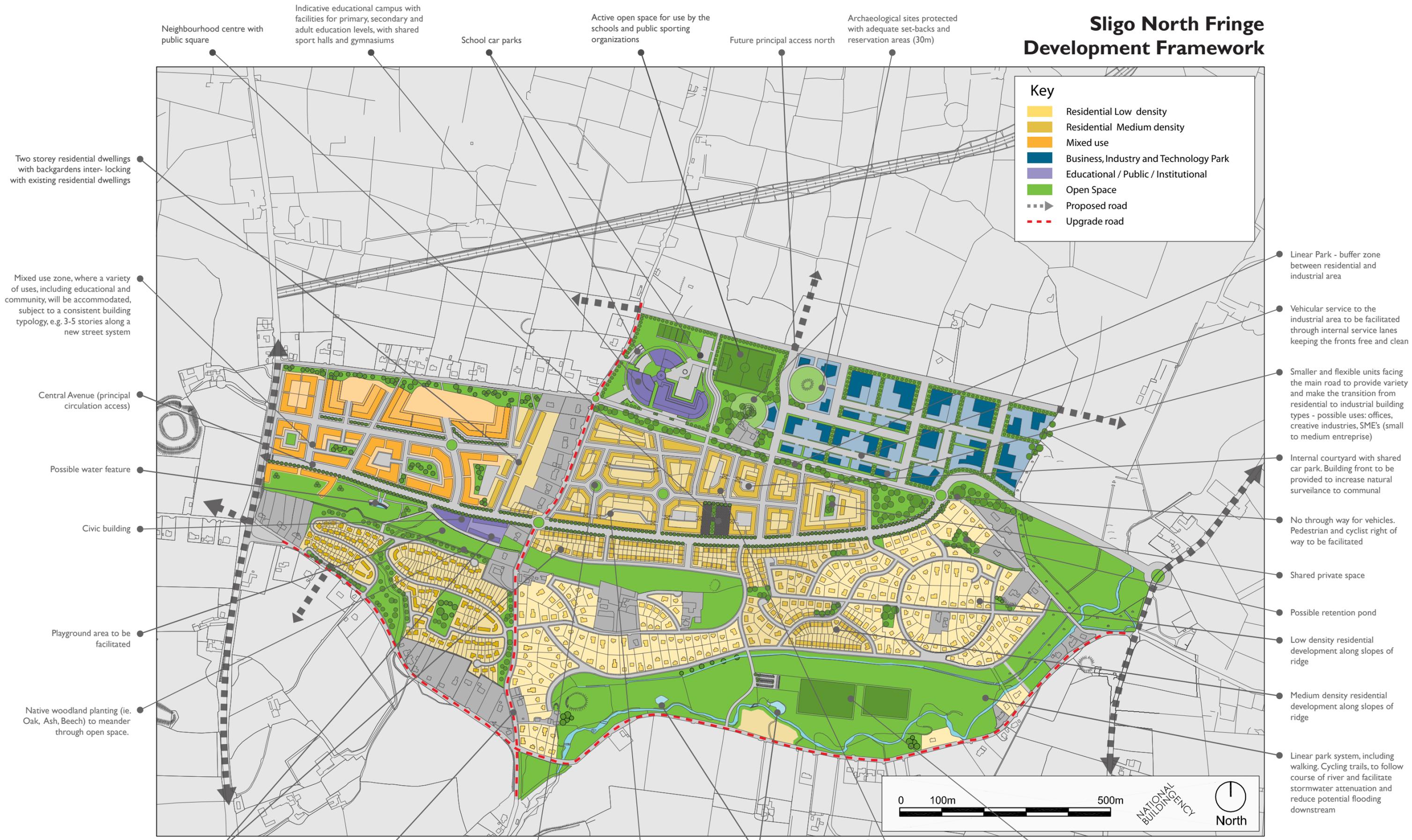
## Appendix 3

# Revised North Fringe Development Framework Map

Please read this map in conjunction with the proposed amendments no. 22, 84, 88, 99 and 101.



# Sligo North Fringe Development Framework



**Key**

- Residential Low density
- Residential Medium density
- Mixed use
- Business, Industry and Technology Park
- Educational / Public / Institutional
- Open Space
- Proposed road
- Upgrade road

Neighbourhood centre with public square

Indicative educational campus with facilities for primary, secondary and adult education levels, with shared sport halls and gymnasiums

School car parks

Active open space for use by the schools and public sporting organizations

Future principal access north

Archaeological sites protected with adequate set-backs and reservation areas (30m)

Two storey residential dwellings with backgardens inter-locking with existing residential dwellings

Mixed use zone, where a variety of uses, including educational and community, will be accommodated, subject to a consistent building typology, e.g. 3-5 stories along a new street system

Central Avenue (principal circulation access)

Possible water feature

Civic building

Playground area to be facilitated

Native woodland planting (ie. Oak, Ash, Beech) to meander through open space.

Linear Park - buffer zone between residential and industrial area

Vehicular service to the industrial area to be facilitated through internal service lanes keeping the fronts free and clean

Smaller and flexible units facing the main road to provide variety and make the transition from residential to industrial building types - possible uses: offices, creative industries, SME's (small to medium enterprise)

Internal courtyard with shared car park. Building front to be provided to increase natural surveillance to communal

No through way for vehicles. Pedestrian and cyclist right of way to be facilitated

Shared private space

Possible retention pond

Low density residential development along slopes of ridge

Medium density residential development along slopes of ridge

Linear park system, including walking. Cycling trails, to follow course of river and facilitate stormwater attenuation and reduce potential flooding downstream

Where possible buildings to front onto public areas of open space

Existing east/west route through the site

Playground area to be facilitated

Service Lane

Stormwater retention facilities

Corner buildings with double frontage where internal courtyards are provided

Active open space / playing fields

0 100m 500m

NATIONAL BUILDING AGENCY

North

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