

Second Manager's Report on submissions and observations relating to the Draft SEDP 2010-2016

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**This Report is accompanied by a Submissions Map (A0 format)
outlining sites or locations to which submissions relate.**

Introduction

The *Sligo and Environs Draft Development Plan 2010-2016* was on public display from 9 February to the 22 April 2009 (both days inclusive). The Draft Plan incorporates the *Draft Record of Protected Structures, the Draft North Fringe Local Area Plan and the 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 this public consultation period, 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.

In addition to this, it should be noted that eight submissions were received before 9 February 2009 and that six submissions were received after 22 April 2009. The early submissions are considered in this Report as they were obviously submitted in advance of the closing date for receipt of submissions. However, the late submissions will not be considered until the stage of the Third Manager's Report.

The **Second Manager's Report (this Report)** summarises all the issues raised in the submissions and gives the Manager's response to each one, including recommendations as to whether or not the Draft Plan or Draft RPS should be modified.

How the Manager's Report is organised

On receipt, each submission was allocated an official reference number. The reference numbers relating to each individual submission are shown in the list of submissions in Appendix 4. It should be noted that there are separate lists for the Draft SEDP and the Draft RPS.

Each individual submission is addressed in numerical order in Chapters 2, 3 and 4. It should be noted that some submissions were identical and these submissions have been addressed collectively.

On consideration of the submissions and internal reports received, a number of key issues have emerged. These key issues have been summarized and addressed in Chapter 1 of this Report.

Furthermore, taking into account the recommendations contained in Chapters 1 to 4, the Manager has made a number of supplementary recommendations. These recommendations are summarised and addressed in Chapter 5 of this Report.

The **Second Manager's Report**:

- identifies a number of key issues that have emerged and includes recommendations on these issues - Chapter 1;
- addresses the issues raised in individual submissions on the Draft SEDP – Chapter 2, the Draft RPS – Chapter 3 and the Environmental Report – Chapter 4;
- contains supplementary recommendations made by the Manager – Chapter 5;
- includes appendices containing:
 - information on a bypass route option west of the Second Sea Road;
 - the proposed revised text of Chapter 9 The Value of Culture in Place-Making;

- the proposed new Chapter 17 Implementation;
- the list of persons and organisations that made submissions on the Draft SEDP and the Draft RPS.

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 has recommended a number of *material* (i.e. significant) alterations to the draft. If the members decide that these, or other material alterations should be made to the Draft Plan, the proposed amendments must go on public display for a period of four weeks.

All submissions received during the final public consultation phase will be summarized in a Third Manager's Report. Having considered the proposed amendments and the Manager's recommendations on the issues raised, the Members will then finally adopt the Development Plan. 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.

At this stage, the members are 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 this 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))

What happens next

If the members decide, by resolution, to accept the Draft Plan or to make only minor alterations, the new development plan can be adopted.

If the members decide, by resolution, to make material amendments to the Draft Plan, these proposed amendments must go on public display for a period of at least four weeks.

Before publishing the proposed amendments, they have to be assessed for any potentially significant environmental impact. Modified policies and objectives may result in a higher or lower impact on the environment, and this impact may be positive, negative, neutral or uncertain.

The Environmental Report that accompanies the Draft Plan will have to be modified to take account of the proposed amendments. If necessary, mitigation measures will be recommended. These changes to the Environmental Report must be placed on public display alongside the proposed amendments.

Chapter 1. Key issues raised in submissions

1.1 Eastern Bridge and associated roads

The current Draft SEDP does not make specific reference to the exact location of the Eastern Bridge and associated roads following the deletion of objectives T1.3 and T2.7 by the Borough Council on the 22nd December 2008.

The consequences of eliminating the objectives to provide this fundamental part of the overall transportation network are numerous and include:

- growing tailbacks on all roads approaching Hughes Bridge;
- ambulances and fire-fighting vehicles caught in traffic on the way to emergencies;
- more delays and inconvenience for local commuters, students or employees, trying to get to study and work places such as Abbots or the Institute of Technology ;
- shoppers gradually deserting ever less accessible Sligo shops;
- no more funding from the Government for the regeneration of Cranmore;
- three-quarters of a million euro of public money already spent on research, design and planning of a project that will never materialise.

The knock-on effects of abandoning the Eastern Bridge project would gravely undermine the growth potential of Sligo Gateway, given that a bridge and road scheme proposed for an alternative location further east would not get planning consent on environmental grounds.

1.1.1 Objectives in the SEDP 2004-2010

Sligo and Environs Development Plan 2004-2010 currently includes two objectives intended to secure the realisation of an eastern distributor system:

- strategic road objective *T1.3 An eastern bridge crossing the Garavogue river, from Riverside to Rathquarter, continuing north and turning west to connect with Ash Lane (Bellanode neighbourhood centre)* and
- intra-urban road link *T2.7 From Cemetery Road through the Sligo Racecourse to Riverside, and connect with Eastern River Crossing (see T1.3).*

1.1.2 Objectives in the Draft SEDP 2010-2016

The proposed Draft SEDP 2010-2016 submitted to the Councils on 30 October 2008 maintained the strategic road objective T1.3 unchanged and modified objective T2.7 as follows: *T2.7 From Cemetery Road north-west to Riverside, connecting with T1.3, the Eastern River Crossing.*

The two objectives were deleted from the proposed Draft SEDP by resolution of Sligo Borough Council on 22 December 2008.

1.1.3 Submissions from the public

During public consultation on the Draft Plan, thirty-nine submissions raised issues relating to the Eastern Bridge and associated roads objectives.

Submissions no. 24, 47, 48, 53, 54, 55, 56, 60, 61, 62, 63, 64, 65, 82, 83, 85, 86, 87, 94, 99, 100, 111, 113, 115, 116, 117, 120, 121, 122, 123, 124, 125, 126, 131, 132, 136, 138, 140 support the provision

of the bridge and roads at the current proposed location, while Submission no. 170 opposes the location of the bridge and the routing of the associated roads.

1.1.4 Submission opposing the location of the Eastern Bridge and associated roads

Submission no. 170 is made on behalf of the Eastern Garavogue Campaign Committee. It is stated in the submission that this group represents 160 households in Doorly Park, Martin Savage, Garavogue and Hazelview residential areas.

The submission opposes the inclusion in the SEDP 2010-2016 of “major new roadway and eastern bridge” routed through any of the said estates. The main concerns are the potential “community severance” effects of certain design elements of the roads proposal and the location of the bridge.

The local residents state that they have an objective “to facilitate a bridge crossing the river on eastern side” but are opposed “to it coming through residential areas”. The submission refers repeatedly to the oral hearing held by An Bord Pleanála in December 2008 and the deficiencies of the Environmental Impact Assessment prepared in relation to the bridge.

1.1.5 Submissions in favour of the Eastern Bridge and associated roads

Supporters of the bridge and associated roads anticipate a wide range of benefits arising from the construction of this essential piece of infrastructure. Submissions indicate that there would be great personal and community benefits from the newly-created north-south link, and positive effects for businesses north and south of the river, as well as for the city-centre environment as a knock-on effect.

According to those in favour of the bridge (both workers and employers), people’s journey time to/from work, schools or shops would be significantly shortened, family members living on opposite river banks would visit each other more often, getting to the hospital in an emergency would be much quicker, firefighters would attend fires on the north river bank within shorter times, the newly-developed recreational area at Cleveragh would be used by more Sligo residents and the businesses on both sides of the Garavogue would probably get new customers.

The main arguments invoked by submissions in favour of the bridge and associated roads invoked in the supporting submissions are:

- balanced regional and local development by encouraging development on the east side of Sligo;
- enabling the Cranmore Regeneration Project;
- social connectivity and improved integration between communities on the East side of Sligo City, north and south of the Garavogue River;
- the growth and sustainable development of Sligo in line with its Gateway status and the city’s ability to attract investment;
- improved access from Cranmore-Cleveragh and the South-East quarter to the Institute of Technology;
- improved delivery of emergency services, including access to the hospital and access for the fire service;
- reduction in journey time for residents of one side of the river who work, study or shop on the other side;
- improved traffic management in the city as a whole;
- direct pedestrian and cycle connection between Cranmore-Cleveragh and Hazelwood-Ballinode

- reduction in traffic congestion in the city centre, thus enabling environmental improvements in the City Centre including pedestrianisation of further streets;
- partial relief of congestion on the Inner Relief Road

1.1.6 Department of Transport (DoT) – submission no. 140

The Department notes that the existing SEDP 2004-2010 makes provision for a network of strategic roads and intra-urban roads, including strategic road objectives for the Western Distributor Road (T1.2) and Eastern River Crossing (T1.3 & associated objectives T2.7 & T2.1).

The submission outlines that the Western Distributor Road and Eastern Garavogue and Approach Road Scheme are considered strategic non-national schemes and as such have received funding from the Regional and Local Roads Division of the Department of Transport.

The Division acknowledges the progress made by Sligo local authorities in the ongoing development of the above strategic objectives, in particular:

- The ongoing development of the Western Distributor Road including the completion of the Part 8 planning procedure, the completion of preliminary design and the commencement of construction at the Northern end of the project.
- The completion of the preliminary design and submission to An Bord Pleanála of the Eastern Garavogue Bridge proposal.

The Department notes that the Draft SEDP 2010-2016 continues to acknowledge the importance of the strategic road objectives relating to the Western Distributor Road and Eastern Garavogue Bridge.

However, it is noted that the strategic objective T1.3 for the Eastern Garavogue Bridge in the existing does not appear to have been carried forward into the Draft SEDP 2010-2016, nor has it been replaced by a similar objective.

It is further noted that the Transport Objectives Map does not show an objective for the Eastern Garavogue Bridge Scheme and that objective T2.7 from the 2004-2010 SEDP does not appear to be included in the Draft Plan.

The Regional and Local Roads Division of the DoT has provided funding to Sligo Borough Council of approximately €700,000 to date towards the assessment and preliminary design of the Eastern Garavogue Bridge and Approach Roads Scheme.

The Department states that it is premature to exclude specific objectives that would continue to clearly protect the scheme route, particularly pending the outcome of any decision on this scheme from An Bord Pleanála.

1.1.7 National Roads Authority (NRA) – Submission no. 141

The NRA considers that in order to protect public investment in the N4/N15 Inner Relief Road, additional development within the SEDP development limit should be facilitated by an appropriate local road network. A good example of such local solution is the Eastern Bridge and associated roads. Although this scheme is not related to national roads, The NRA strongly supports its development, as it would help maximise the efficiency and capacity of the national road network crossing Sligo. The NRA requests the full reincorporation of the Eastern Bridge and associated roads into the Plan.

1.1.8 Department of Environment, Heritage and Local Government (DoEHLG) – Submission no. 142

The Spatial Policy Section of the DoEHLG expresses concerns in relation to the deletion of the long-standing objective to provide an eastern bridge and associated roads. This deletion was made despite the fact that a decision on the bridge by An Bord Pleanála is imminent.

Significant amounts of public money, provided by the Department of Transport, have been expended on the project to date – over €700,000.

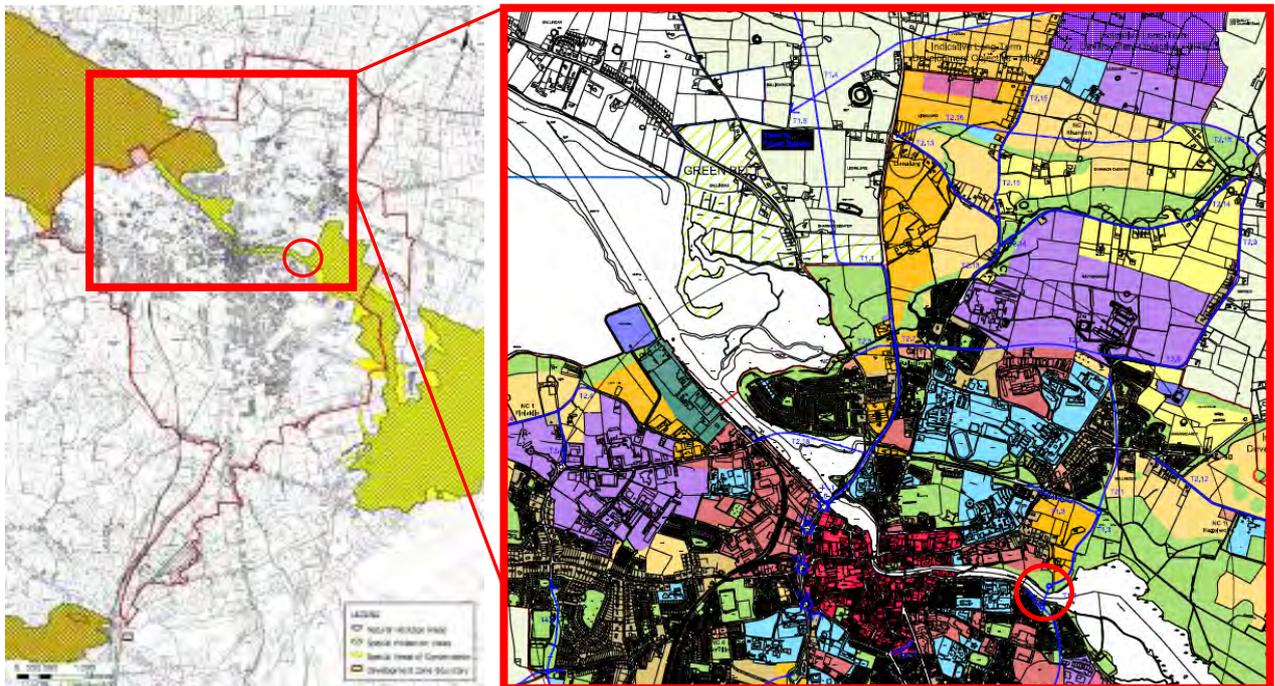
The Department considers the bridge-and-roads scheme one of the single most critical elements of infrastructure necessary to achieve the compact city form of development adopted by the SEDP and recommended in the SEA of the Draft Plan.

In unambiguous terms, the Department states that *“the planning authority must re-instate this objective as a matter of urgency at amended draft stage, if further funding, not only of the bridge but the wider regeneration of the adjoining Cranmore area, is not to be put at risk”*.

1.1.9 Environmental expert’s opinion

Dr. Conor Skehan MLA, DIPL Arch, BArch SC, Head of Environment and Planning Department in the School of Spatial Planning at DIT and director of CAAS (the environmental consultancy appointed by the County Council to undertake Strategic Environmental Assessment of the SEDP) has provided the following advice:

Environmental Parameters for the location of Eastern Bridge



The location for this bridge – and associated roads – must cross lands that are designated for protection under the Habitats Directive as being both a SAC and an NHA. These letters stand for *Special Area of Conservation* and *Natural Heritage Area* respectively. These designations are amongst the highest level of ecological protection for sites in Ireland – and throughout the EU. They place severe – and often prohibitive - constraints on development in such areas. The general strategy is to avoid such areas entirely or – if there must be human interference – to ensure that it employs designs that have the least possible effects of all available options.

The location of the area where such crossings could occur is contained within the red box in the illustration (see previous page). Note the narrowest section of these highly protected areas (red circle). This is the area where such a crossing would have the least possible effect. It follows from this that locations that are east of the narrowest area will have increasingly large effects. As such, they are likely to be judged as contrary to the provisions of the Habitats Directive.

The removal of objectives T1.3 and T2.7 as proposed by Sligo Borough Council is therefore likely to increase the possibility of contravening the Habitats Directive.

As such, the removal of these objectives will be described as an adverse effect of the Draft Plan in the Strategic Environmental Assessment.

1.1.10 Manager's opinion

One of the key principles on which development plans must be based is the integration of land use and transport. If the city could be seen as a living organism, the streets and roads would be its arteries. The sophisticated construction that is the integrated land use and transportation system for a growing Sligo and Environs is extremely sensitive to the removal of any of its main arteries. Traffic studies commissioned confirm the need for additional north-south links. Without these, the development of the city could have to be curtailed, as the road network would not be able to cope with traffic generated by growth.

Those in favour of the Eastern Bridge and associated roads scheme already argue that the direct north-south connection and shorter travel times would significantly improve their lives and support the local businesses.

Relocating the bridge further east as suggested by the Eastern Bridge Campaign Committee would be extremely onerous, if not entirely impossible, and it would lead to adverse effects on the environment as clearly explained by the environmental expert.

At the same time, rerouting to the east would not serve the purpose for which the scheme is needed. The route length would be increased by 2 km, thus eliminating any journey time reduction and any advantage in taking this route over driving through the city centre. Congestion would not be alleviated in the city centre. There would be no improvement in access to the east of the city and only minimal improvement in connectivity between the communities in the north-eastern and south-eastern quarters of Sligo.

Substantial work and effort, as well as large amounts of public money have already been invested in the Eastern Bridge and associated roads. While certain amended design solutions may be available to alleviate concerns of residents who feel they would be negatively affected by the bridge and roads, it is clear that the objective to build the scheme should remain in the SEDP.

Reinclusion of the T1.3 and T2.7 objectives would ensure a sound and consistent basis for the Development Plan in terms of its core Spatial Strategy, integration of land use and transport, and the sustainable development of the Cranmore-Cleveragh and Hazelwood-Ballinode areas, while preserving the exquisite natural heritage of Lough Gill and its surroundings.

1.1.11 Manager's recommendation

- A. On **Map 2 Transport Objectives**, re-instate the strategic roads objective **T1.3** and the intra-urban roads objective **T2.7**.
- B. Reinsert the text corresponding to objectives **T1.3** and **T2.7** in the respective objectives lists on pages 50 and 53 of the Draft SEDP and reinsert references to these objectives in the text of the Draft SEDP as appropriate.

In **Section 10.2**, under the heading **Strategic Roads Objectives**, reinstate the following objective:

- T1.3** Eastern Bridge crossing the Garavogue River, from Riverside to Rathquarter, continuing north and turning west to connect with Ash Lane at Ballinode neighbourhood centre.

In **Section 10.3**, under the heading **10.3 Intra-urban roads**, reinsert the following objective:

- T2.7** From Cemetery Road north-west to Riverside, connecting with T1.3, the Eastern River Crossing.

1.2 City Bypass

In 1995, Sligo Borough Council commissioned and subsequently adopted a Traffic and Transportation Study carried out by McCarthy & Partners, Consulting Engineers. The study was updated in 1999 and its recommendations formed the basis for the road objectives subsequently included in the SEDP 2004-2010. The SEDP 2004-2010 also includes a city bypass as a long-term option.

1.2.1 Provisions in the SEDP 2004-2010

Sligo and Environs Development Plan 2004-2010 currently includes objective *T1.5 – a long-term strategic route option for a Western Bypass ... all lines are indicative and are subject to a route selection study, as appropriate*. Section 2.1.3.5 Western Bypass (p. 31 of the SEDP 2004-2010) indicates that route selection options would focus on alignments that lessen the impact on residential development.

1.2.2 Proposed Variation No. 6 of the SEDP 2004-2010

The variation related to a proposal to protect a corridor for a Western Bypass in order to ensure that no short-term planning and development decisions may hinder or restrict its implementation in subsequent development periods, for lack of foresight or vision. Details of the corridor were given on a map, which was put on public display from 26 February 2008 to 2 April 2008. The proposed variation was eventually abandoned, as the elected members of Sligo County Council decided against its adoption.

Background

In 2005-2006 a Feasibility Study and Environmental Report were prepared in relation to a proposed Western Bypass for Sligo City. Three route options were considered and a route which avoided Carrowmore Megalithic Cemetery and Cummeen Special Area of Conservation (SAC) was identified as being the most feasible option.

In March 2009 the Feasibility Study, Environmental Report and a Project Brief were submitted to the NRA with formal request for funding to proceed urgently to route selection stage.

On 15 April 2009 a response was received in which the NRA expressed disappointment that despite the work completed to date, at a significant cost to the Exchequer, the members have failed to protect the proposed option from future development, and not only that but the members have proposed text for inclusion in the Plan that would exclude this potential option, leaving an option that impacts significantly on an SAC.

The NRA acknowledged the long-term need for the project as identified in the project brief and will include this project in the list of future projects, but only subject to the existence of feasible route options as identified.

No further funding is being made available at this time to proceed to route selection stage.

1.2.3 City Bypass objective in the Draft SEDP 2010-2016

Recognising the enormous environmental problems that would arise from a proposal to construct a bypass across Sligo Harbour, the proposed Draft SEDP 2010-2016 removed any statement that would have affected in any way the route selection process for a future bypass.

Section 102.5 Strategic Road Objective T1.5 City Bypass reaffirmed the need to make provision for a bypass while clearly outlining the main considerations of any route selection study: environmental issues, location of residential areas and the obligation to preserve the integrity of designated ecological sites under the Habitats Directive.

Section **10.2.7 Objective T1.5a Western/City Bypass** was inserted in the Draft SEDP by resolution of Sligo County Council on 17 November 2009. The Council's statement contained in Section 10.2.7 refers to the outcome of public consultation undertaken in early 2008 in relation to the proposed Variation No. 6 of the SEDP 2004-2010.

Section **10.2.7/Objective T1.5a** of the Draft SEDP indicates, inter alia, that "as part of the environmental impact assessment of the Western/City Bypass this will not consider the area between the two Sea Roads as it is accepted that it is not a suitable alternative".

1.2.4 Submissions relating to objective T1.5

Four submissions were received in relation to the proposed objective T1.5 and the restrictions set out in Section 10.2.7.

Submission no. 18 requests that Section 10.2.5 be amended to include text stating that the route selection will only be considered further west of Second Sea Road, while Submission no. 128 requests that the proposed bypass be routed both west of Second Sea Road and west of zoned land.

Submissions no. 141 and 142, made by the National Roads Authority and the Spatial Policy Section of the DoEHLG respectively, firmly request the removal of Section 10.2.7 and any restrictions that might impede on the appropriateness of the route selection process.

1.2.5 Department of Environment, Heritage and Local Government (DoEHLG) – Submission no. 142

The Spatial Policy Section of the DoEHLG indicates that the Atlantic Road Corridor is a key element of the Government's transport investment framework. The Section appreciates the Draft Plan's correct identification of the need to develop longer-term options to further direct traffic away from the centre of Sligo.

However, the Department is seriously concerned that the text in relation to Objective T1.5a Western/City Bypass (Section 10.2.7 of the Draft SEDP) will unnecessarily restrict route options for the Sligo City Bypass element of the Atlantic Road Corridor, through its references to any routes being constructed west of the Second Sea Road, in sensitive habitat areas.

The Department requests that this text be deleted, as it is overly prescriptive and would prejudice the determination of an alignment for the Atlantic Road Corridor.

1.2.6 National Roads Authority (NRA) – Submission no. 141

The National Roads Authority welcomes the inclusion in the Draft SEDP of strategic road objective T1.5 and the corresponding Section 102.5 City Bypass and supports the scheme as proposed in this section.

However, the NRA expresses concern about the inclusion in Section 10.2.7 of additional text in relation to objective T1.5 (City Bypass). The Authority considers that the currently-proposed text unnecessarily restricts route options by being overly prescriptive and could result in no bypass being constructed. The NRA requests the deletion of Section **10.2.7 Objective T1.5a Western/City Bypass**.

Given the strategic importance of the City Bypass and the wider benefits that the route can bring both nationally and regionally, it is the Authority's opinion that it is inappropriate to restrict the proper consideration of route options.

As a major stakeholder in the delivery of Transport 21 and the National Spatial Strategy, the NRA aims to ensure that overriding national objectives are not undermined and the planned benefits of this investment are not compromised.

1.2.7 Impacts of a possible bypass route west of the Second Sea Road

The Roads Design Section of Sligo County Council has already examined a possible route option to the west of the Second Sea Road – please refer to Appendix 1 of this Report for details. It can be seen from the maps and 3-D photomontage that such an option would negatively impact on the Cummeen Strand/Drumcliffe Bay SAC/SPA, on a number of archaeological monuments, on six existing houses and on a site with planning permission for seven houses. This route option would also make it impossible for walkers to access and enjoy the amenity of the seashore and Gibraltar Point.

The Roads Design Section advises that it would be inappropriate to prohibit consideration of any option at this time, prior to a full route selection and public consultation being conducted. The route selection process will also consider route options to the East of the city.

1.2.8 Manager's opinion

The local authorities have a statutory obligation to implement government policy through their development plans. The Draft SEDP fully acknowledges the national and regional importance of the Atlantic Road Corridor as set out in Transport 21 and the National Spatial Strategy.

The need to protect this strategic link between Atlantic Gateways while continuing the development of Sligo City is given due recognition in the Draft Plan through Section 10.2.5 Strategic Road Objective T1.5 City Bypass. This objective clearly avoids the imposition of a pre-determined route corridor.

Given the complex environmental, social and planning/engineering problems that would need to be addressed as part of any bypass route selection on the western side of the city, it is evident that a range of studies must be carried out, including environmental impact assessment (EIA), strategic environmental assessment (SEA) and Habitats Directive assessment (HDA), in addition to extensive consultation with all stakeholders. All assessments are legally required to consider a range of options.

By restricting the investigation of alternative options as part of the EIA, SEA and HDA of a possible City Bypass, the technical/scientific approach would be flawed and the legal procedures relating to route selection would be prejudiced.

It is therefore strongly recommended that all possible options be investigated and further consultation be carried out on these options, as previously recommended in the Manager's Report on submissions relating to the Proposed Variation no. 6 of the SEDP 2004-2010. Every effort should be made to secure continued funding from the NRA for carrying out the necessary studies relating to the city bypass.

1.2.9 Manager's recommendation

Subsection **10.2.7 Objective T1.5a – Western/City Bypass** should be deleted from the Draft SEDP.

1.3 Retail Strategy-related issues

Sixteen submissions on the Draft SEDP raise issues directly related to the Draft Retail Strategy. Three other submissions (referred to as “early submissions” in the Report) received before the Draft Plan was published also relate to retail or request retail-friendly zoning. The specific requests raised in each submission are addressed individually in Section 2 of this report.

The requests are varied, but the main issues can be summarised as follows:

- C2 (edge-of-centre) zoning in areas disjointed from the city centre
- designation of two district centres in the Caltragh-Carrowroe area
- identification of additional neighbourhood centres and relaxation of floor space restrictions
- allowing discount food stores to locate in neighbourhood centres

1.3.1 Requests to extend C2 (edge-of-centre) zoning

Submissions no. 49, 76, 92, E-4 and E-7 raise issues related to C2 zoning. Submission no. 49 requests a clarification of the terms on which development of C2-zoned sites can be considered, while the other three submissions request C2 zoning to be afforded to sites that are more or less removed from the city centre and not contiguous with existing C2-zoned areas.

Two of these sites are located at Caltragh, one being accessible from the Summerhill Roundabout. The other two sites are located in the Docklands area. Submission no. 76 includes a specific development proposal involving 6,000 sq.m. net comparison floor space and 3,000 sq.m. net convenience floor space.

1.3.2 Requests to designate district centres

Two submissions (no. 104 and no. 107) request the designation of a District Centre at Carrowroe and/or Caltragh, respectively.

Submission no. 104, made on behalf of Tesco Ireland, seeks rezoning of lands owned by Tesco at Carrowroe, arguing that the additional retail floor space provided in such centres would be beneficial for Sligo and would help the city compete with its neighbours in adjoining counties and towns across the border in terms of supermarket provision.

1.3.3 Issues related to neighbourhood centres

Submissions no. 51, 90, 78, 101, 105, 118 relate to a range of issues related to neighbourhood centres, such as location, number, functionality, retail floor space restrictions and the requirement that neighbourhood centres do not precede residential development in the areas they are supposed to serve.

Submissions no. 51 and 101 support the continued designation of neighbourhood centres at Carrowroe and Lisnalgur, but also outline the difficulties encountered in securing planning permission from an Bord Pleanála for mixed-use development on sites that may be perceived as rather rural and disjointed from the bulk of the city.

Submission no. 78 requests continued designation as neighbourhood centre for a site at Bundoran Road, while submission no. 90 proposes a new neighbourhood centre north of the Carrowroe Roundabout.

Submissions no. 105 and 118 relate to the capacity of neighbourhood centres to accommodate discount food stores (see below).

1.3.4 Issues related to discount food stores

Submissions no. 105, 118 and 123 raise issues relating to the location of discount food stores. It is indicated that the development of such stores on lands designated for neighbourhood centres has been made impossible by the net floor space caps on individual retail units.

Essentially, Aldi and Lidl request that net retail floor space caps be modified to allow each neighbourhood centre to accommodate a supermarket/discount store of minimum 1,500 sq.m.

Furthermore, additional neighbourhood centres should be identified and allowed to accommodate discount food stores.

Submission no. 123 also suggests that a discount food store should be permitted at Sligo Retail Park.

1.3.5 Essential recommendations of the Draft Retail Strategy 2010-2017

In accordance with the requirements of the Planning and Development Act 2000-2008 and the DoEHLG's Retail Planning Guidelines, Sligo Borough and County Council commissioned the preparation of a Joint Retail planning Strategy for the City and County of Sligo.

The Draft Retail Strategy 2010-2017 provides policy recommendations both in terms of broad overall strategy over the Plan period and in terms of specific requirements for the identified range of locations in the retail hierarchy.

The Strategy states that there is scope for carefully planned major retail development over the lifetime of the SEDP 2010-2016.

Further mainstream comparison retail development should help consolidate the city centre, especially its south-eastern side. Potential expansion of comparison retailing should occur preferably west of Hughes Bridge, only where it can be demonstrated that city-centre opportunities have been exhausted, and only after the completion of the Centre Block.

Regarding convenience shopping, the Strategy recommends the provision of such retail facilities in four large neighbourhood centres, prioritising Ballinode and Cleveragh within the built-up area of Sligo City and recognising the previously-committed centres at Carrowroe and Lisnalurg. The Strategy clearly encourages small-scale supermarket provision in the four larger centres and limits the net retail floor space in all other neighbourhood centres to 250 sq.m.

Consistent with the scale of recent and anticipated development in Sligo City, the Draft Retail Strategy does not recommend the designation of any district centres within the SEDP area.

1.3.6 Manager's opinion

C2 zoning

In the Draft SEDP, C2 zoning is generally afforded to areas or sites near the city centre (C1 zoning), which are considered suitable for edge-of-centre development. The main criteria used in designating C2 areas are proximity to the commercial core of Sligo (areas located within 300-400 metres), good pedestrian and vehicular access and strong links to the city centre.

The Draft Plan prioritises the city centre as the preferred location for comparison retail, in order to maximise the economic benefit of other city-centre activities. Dilution of the city centre's offer, by premature development of edge-of-centre sites, should therefore be resisted.

It is crucial that major developments such as the Centre Block are at least partially completed before development in edge-of-centre locations can be considered.

At the same time, the Draft Retail Strategy and the Draft SEDP acknowledge the fact that not all retail formats can be delivered in the city centre, because of various constraints. Therefore, the Draft Plan gives a clear indication of the preference for expanding the city centre into C2-zoned areas primarily in the Docklands. This preference should be made more explicit in the final SEDP 2010-2016.

Given the Draft Retail Strategy's estimates of retail floor space requirements for the lifetime of the Plan and the economic downturn, it is considered that the current C2 zoning includes sufficient sites with significant potential for developing expansions of the city centre.

It would be premature and potentially damaging for the city centre to zone additional sites for edge-of-centre development at this stage.

No further sites or areas should be zoned C2 in the final SEDP 2010-2016.

District Centres

It should be noted that the Draft Retail Strategy 2010-2016 does not recommend the designation of a District Centre within the SEDP area, because the majority of projected convenience and comparison goods net floor space requirements can and should be accommodated in the city centre, edge-of-centre areas and neighbourhood centres.

Both the Draft Retail Strategy and the Draft Plan identify only limited capacity for further convenience retail provision to 2015 and 2020. The net floor space requirements are likely to be modest in scale – circa 1,280 sq.m. net floor space by 2015, rising to 4,190 sq.m. by 2020.

Given that District Centres can comprise up to 10,000 sq.m. (as indicated in the Retail Planning Guidelines), it is clear that the net floor space estimates for Sligo, as provided by the Draft Retail Strategy, do not justify the designation of a District Centre.

Overall, it is considered that there is no demonstrated need for a District Centre in Sligo at this stage in the city's evolution towards a higher-order retail centre.

Neighbourhood centres

While the Draft Retail Strategy 2010-2016 confirms the hierarchy of neighbourhood centres established in the SEDP 2004-2010, the Draft SEDP 2010-2016 adds to the number and relocates several neighbourhood centres. In one case, a previously-designated neighbourhood centre at Bundoran Road has been omitted in the current Draft Plan, as it has extremely poor pedestrian accessibility.

The locations of neighbourhood centres were selected based on the existence of a retail nucleus and/or a favourable relation with the surrounding or planned future residential areas in terms of accessibility by diverse modes of transport, especially by foot and bicycle.

There are a total of 14 neighbourhood centres in the Draft SEDP, of which four are designated "larger neighbourhood centres".

Both the previous Retail Strategy/SEDP and the current Draft Retail Strategy/Draft SEDP placed an upper limit on the net floor space of individual retail units and that of the entire centre. The upper limit

is higher in the case of the larger neighbourhood centres, to allow for the provision of small-scale supermarket development.

To date, no major development has taken place at any of the neighbourhood centre location designated in the SEDP 2004-2010. Two development proposals integrating retail and residential uses have been permitted at the Carrowroe and Lisnalurg larger neighbourhood centres, but were subsequently refused planning permission by an Bord Pleanála, partly because of a lack of clarity in the Development Plan in relation to the requirement for residential development and supporting population to exist within 500 metres.

Given that the essential role of neighbourhood centres is to serve surrounding communities, within easy-walking distance, in terms of convenience shopping and other daily facilities, it is considered that the selected locations and number of neighbourhood centres is adequate for the lifetime of the Plan. No further centres should be designated in the final SEDP 2010-2016.

It is also considered that the two larger neighbourhood centres will play an important role in consolidating the Economic Spine and supporting the Southern and Northern Gateways to Sligo City. This role should be acknowledged and their sustainable development should be supported unambiguously in the SEDP.

The net retail floor space restrictions are intended to ensure that only local convenience needs are catered for in the smaller centres and at the same time direct small supermarket development into the four larger centres. The floor space restrictions should be retained. Any inconsistencies between the Neighbourhood Centre Objectives in Section 6.5.7 and the development standards in Section 16.4.15 should be eliminated.

Discount food stores

The reasons for limiting the size of individual retail units have already been indicated. It is considered that, instead of seeking the removal of floor space caps, the discount food stores should adapt their retail format to suit all categories of neighbourhoods centre.

The Draft SEDP recognizes the fact that a discount food store can effectively “anchor” a neighbourhood centre”. Appropriate provision is made in the Draft Plan for the development of larger stores within the four larger neighbourhood centres. However, the Plan does not adequately address the urban design issues that may arise in relation to discount food stores, which are often built as standardized units, difficult to integrate in the existing context.

The development standards should be revised and expanded to require urban design consideration to be taken into account by supermarket/discount food store proposals in neighbourhood centres.

1.3.7 Manager’s recommendation

A. 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**, replace the fourth paragraph with the following:

“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.”

B. In Chapter 6, Section **6.5.7 Local retail needs** of the Draft SEDP, modify one of the Neighbourhood Centre Objectives 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
- Lisnalgurg”

C. In Section **16.4.15 Neighbourhood centres**, 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, Lisnalgurg 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 Lisnalgurg 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.~~ ~~Two~~ slightly larger-scale convenience stores may be permitted at the four centres listed above, provided that:

- (i) ~~#~~ 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) ~~#~~ ~~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.

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, should demonstrate appropriate layout and design of buildings as well as integration of the discount food store and the other proposed/potential structures/uses, ensuring 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 for pedestrians.

Details can be found in Section 6.5.7 of this Plan.”

D. In the new **Chapter 17 Implementation** (refer to the Manager’s response to Submission no. 142), introduce appropriate provisions for prioritising the development of the four larger neighbourhood centres (refer to Chapter 17 included in Appendix 3 of this Report).

1.4 Issues relating to the North Fringe Local Area Plan (LAP)

A total of sixty-five submissions were received specifically in relation to the Draft North Fringe LAP.

Of these, forty-four identical submissions (signed by different persons), express a range of concerns regarding the development of the North Fringe area.

A further twelve submissions raise other issues, while eight submissions support the proposed residential zoning of a particular site.

The main issues raised in the North Fringe-related submissions are:

- the overall scale of development in the area
- non-compliance with the principle of sequential development
- prematurity of commercial/warehousing development
- negative impact on visual amenity
- inappropriate development models
- inadequate road network
- sterilisation of lands
- nature of the road objective T2.16
- location of roundabout at Elliott's Corner
- location of educational facilities
- residential densities
- inappropriate mix of uses
- inadequate community facilities
- storm water infrastructure and flooding

A number of submissions raise specific points regarding certain details of the North Fringe development framework, particularly regarding the location and height of buildings relative to existing properties. The specific requests raised in each submission are addressed individually in Section 2 of this report.

1.4.1. Overall scale of development

Submissions contend that recent demographic and economic trends show that there is no requirement for the scale of development that could potentially be accommodated in accordance with the Draft North Fringe Local Area Plan (LAP).

Manager's opinion

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 at Lisnalurg, Teesan, Shannon Oughter, Carncash and part of Doonally.

While it is considered that the area is likely to be developed over the next twenty years, the preparation of a LAP will not, by itself, generate high levels of growth. The LAP simply aims to provide a planned framework to accommodate development pressure as it arises in this area in the long-term. The LAP acknowledges the potential for significant changes in market conditions over this period, and is therefore designed to be sufficiently adaptable to allow for the expansion / contraction of different elements in accordance with changing market requirements.

The proposed new Chapter 17 Implementation (see Appendix 3 of this Report) clarifies that the North Fringe LAP is a long-term project, not prioritised for development during the lifetime of the SEDP 2010-2016.

1.4.2 Sequential development

Submissions contend that the development of the North Fringe area does not comply with the principles of sequential development. It is felt that undeveloped areas to the south should first be developed and that development of the North Fringe would detract from the vibrancy of the existing town centre.

Manager's opinion

Lands are already zoned for development in the North Fringe under the current SEDP 2004-2010. While development closer to the urban core will be encouraged, the local authorities cannot compel landowners to release certain zoned lands to the south of the North Fringe area.

Prioritisation of development along the Economic Spine will hopefully kickstart development at the Northern and Southern Gateways and help stimulate additional development in the surrounding areas (refer to the proposed new Chapter 17 Implementation in Appendix 3).

1.4.3. Commercial/warehousing development

Submissions contend that retail warehousing and commercial development would be premature at this location in the absence of sufficient demand.

Manager's opinion

It is the aim of the North Fringe LAP to form an integrated development and design framework for a high quality live, work and play community facilitating a mix of accommodation and employment types. The incorporation of commercial/retail warehousing activities could contribute to this aim as well as serve the wider population catchment in North Sligo.

While it is intended to remove the specific RP/retail park zoning in the North Fringe area (see the Manager's response to Submission no. 17), such uses could still potentially be accommodated on BITP-zoned lands. The Draft Retail Strategy 2010-2017 (section 7.16) supports the provision of retail warehousing in the North Fringe subject to floor space limits. It is considered important to offer opportunities for retail warehousing at this location, in order to provide a north-south balance and to encourage a competitive retail climate.

1.4.4 Impact on visual amenity

Submissions contend that large-scale mixed-use development (in particular the perimeter blocks adjacent to the N15) would visually destroy the attractive rural setting and surrounding landscape views, and negatively impact on the associated tourism business. In some cases, it is felt that the height of buildings should be restricted to two storeys.

It is felt that the LAP does not take sufficient account of existing topography and that the existing ridge-line should be preserved as a green belt with no development of any type allowed.

Manager's opinion

Section 4.2.3 of the North Fringe LAP proposes that the buildings along the N15 be 3-5 storeys. It is important that buildings at this location act as landmark structures which highlight the Northern

Gateway to the city and strengthen the character of the north-south Economic Spine. Along with improved legibility, taller buildings can provide a better range of dwelling types and represent a more efficient use of land and infrastructure.

Whilst the development of the area will inevitably involve changing its existing character, it is envisaged that this will occur on an incremental basis over a long time.

It is considered that the indicative layout recognises the visual importance of the existing ridgelines. Apart from a small area at its eastern end, the ridgeline is almost exclusively preserved as open space.

In the interests of legibility, the promotion of a suitable range of house types and the efficient use of land/infrastructure, it is not considered appropriate to limit all houses to two storeys in height.

1.4.5 Development models

Submissions contend that the Draft North Fringe LAP has embraced other larger cities in Ireland and the UK as development models for Sligo. It is stated that such comparisons or references should not be made.

Manager's opinion

The photographic examples included in the LAP are for illustrative purposes only. They are not intended as design guidance for prospective developers and should not be used as such.

1.4.6 Roads network

Submissions contend that the road network is inadequate and that development of the area would be premature in the absence of certainty regarding funding and a timeframe for the completion/upgrading of the road infrastructure.

Manager's opinion

The Draft LAP includes a number of objectives regarding the provision of new road routes and the upgrading of existing roads. It is envisaged that development will take place in tandem with the completion of these objectives over a long-term period. Objectives included in the Draft SEDP regarding the upgrade of roads in the area include the following:

- Rathbraughan Road (Objective T2.13);
- The Line (Objective T2.14);
- L-7421-0, the north-south road through the North Fringe area (Objective T2.15).

Part 8 of the Planning and Development Regulations (as amended) is to be sought in 2009 for the upgrading of Rathbraughan Road and The Line. The remainder of the network will be upgraded as development takes place.

Other relevant objectives in the Draft SEDP include:

- T2.16 – provide the North Fringe Avenue from N15 at Lisnalurg eastwards to N16 at Shannon Oughter;
- T1.1 – upgrade and realignment of the N4/N15, from Hughes Bridge to Sligo/Leitrim county boundary, which will bypass the existing N15 at this location;
- T1.4 – realignment of the N16 Enniskillen Road, from the county boundary to Teesan/Ballinvoher, to connect with the existing N15/objective T1.1.

It is considered that the incremental achievement of these objectives will ensure that the road network is of sufficiently good standard to cater for additional development.

It is acknowledged that the limited infrastructural funding is a constraint. This is addressed in section 5.0 of the Draft LAP, which explores funding options.

Any development proposal will be the subject of detailed road infrastructure assessment at planning application stage.

1.4.7 Sterilisation of lands

Submissions contend that the adoption of the LAP will sterilise all lands and prevent local people building one-off houses for family members.

Manager's opinion

The LAP would not result in the sterilisation of these lands. Suitable proposals for one-off houses could be accommodated if it can be demonstrated that any such proposal would not compromise the achievement of the overall development framework.

1.4.8 Road objective T2.16 – Central Avenue

Submissions contend that the proposed T2.16 road would become a fast-track access route between the N15 and N16. It is stated that this road should be a cul-de-sac.

Manager's opinion

The Central Avenue/road objective T2.16 will act as the main circulation route for traffic within the North Fringe area, and will be designed as an urban street, with appropriate traffic-calming features.

Connectivity between the existing N15 and N16 will be achieved via the upgraded roads in the area, namely the Rathbraughan Road (objective T2.13) and The Line (T2.14). Another east-west connection will partly remain via the existing road through Carncash and Teesan (south of Cells 6 and 7).

The most northerly new route, the proposed realignment of the N16 (objective T1.4), outside the boundaries of the North Fringe LAP, will act as a strategic east-west connection between the two national roads N15 and N16.

1.4.9 Location of roundabout

It is requested that the proposed roundabout at Elliott's Corner be relocated in order to avoid the demolition of existing houses.

Manager's opinion

Whilst the Development Framework map in the Draft LAP shows an indicative roundabout at this location, it should be noted that the Transport and Circulation Routes map indicates that this is a "Proposed Junction Alignment/Improvement (Possible Roundabouts)".

The exact location and design for the junction of the N15 and the proposed Central Avenue is yet to be finalised. The indicative roundabout should therefore be removed from the LAP, with the location and design of this junction to be agreed at a later stage.

The existing houses at this location should be preserved and shaded grey on the Development Framework map, in keeping with all other existing properties.

1.4.10 School location

Submissions contend that the proposed educational facility in Cell 6 should be relocated to Cell 1. It is stated that Sligo Vocational Educational Committee (VEC) has purchased land for educational development at this location.

Manager's opinion

The majority of lands in Cell 1 are zoned as MIX-1/mixed uses (non-retail) and CF/community facilities. Both zoning categories support the provision of educational facilities.

Furthermore, it is now intended to remove the RP/retail park zoning (see the Manager's response to Submission no. 17) and to zone the respective lands MIX-1/mixed uses (non-retail). All of the lands in Cell 1 will therefore support the provision of educational facilities and there will be no requirement to relocate Cell 6 (Educational Development Cell).

1.4.11 Density of development

Submissions propose that "low density and one off housing zoning" should be applied to all cells in the North Fringe LAP. There are objections to the provision of high-density housing.

Manager's opinion

It is the aim of the LAP to provide an integrated development and design framework for a high-quality live, work and play community facilitating a mix of accommodation and employment types. The exclusive accommodation of low-density residential development throughout the LAP area would conflict with this aim. It would also conflict with the aims of the SEDP, such as BA-2 (b) – *encourage a mix of land uses integrated with an effective transport network, capable of supporting viable public transport systems and reducing car-based commuting.*

It should be noted that no areas are zoned for high-density residential development in the North Fringe. Higher-density residential development may be permitted in the MIX-1/mixed uses area only. This is considered necessary in order to promote a suitable range of dwelling types, to accommodate the mass of population needed to support the neighbourhood centres proposed in the area, and to ensure the economic provision of infrastructure, services and facilities.

1.4.12 Inappropriate mix of uses

Submissions outline concerns regarding the proposed mix of uses. In particular, there are concerns that residential areas are to be mixed with commercial, retail, office and industrial areas. It is felt that this would result in a substandard level of residential amenity because of traffic-related nuisances and in particular traffic hazards.

It is felt that schools, industrial and commercial units should be relocated along the N15 where they should all avail of separate entrances.

Manager's opinion

As stated under 1.4.11 above, it is the aim of the North Fringe LAP, consistent with the aims of the SEDP, to form an integrated development and design framework for a high quality live, work and play community facilitating a mix of accommodation and employment types. It is therefore necessary to incorporate such a mix of use types.

Section 4.3.1 of the Draft LAP indicates that the North Fringe strives to achieve the aims of the *Traffic Management Guidelines* (Department of Transport, DoEHLG, Dublin Transportation Office, May 2003). In this regard ‘the design and layout of roads needs to be integrated into the development in a way that is sensitive to the local development rather than to dominate it’.

It is considered that access to the potential large traffic-generators (schools, BITP area) is sufficiently separated from the vast majority of residential traffic. In addition to this, section 4.3.8 of the LAP sets out a comprehensive road hierarchy structure to allow for legibility, safety and coherence. The standards adopted in this hierarchy place particular emphasis on pedestrian safety.

It should be noted that the layout shown on the Development Framework map are indicative only. Any development proposals shall include precise circulation and parking proposals and will be the subject of detailed transport assessment at planning application stage.

It is a policy of the National Roads Authority (NRA) to restrict the number of direct access points onto the national road network. It is therefore not considered acceptable to provide separate entrances for schools, industrial and commercial uses off the N15 at this stage. This policy will change when the existing N15 is eventually bypassed by the new N15 realignment (T.1.5)

1.4.13 Community facilities

Submissions contend that the North Fringe LAP does not adequately provide for community facilities in this area. In particular, it is felt that there are insufficient playing areas to cater for two schools.

Manager’s opinion

Section 4.7 of the Draft LAP outlines an assessment of educational and institutional requirements to serve the area. These requirements have been accommodated in the LAP. It should be noted that the policies of the Draft LAP and Draft SEDP encourage shared use of the buildings and facilities to cater for all groups in the area. It is therefore considered that community needs are adequately addressed. It is envisaged that social infrastructure will be provided on an incremental basis and in tandem with the development of these lands.

The Draft LAP proposes that the playing pitches would be shared between the proposed primary and post-primary school. The actual floor area of the schools and anticipated number of pupils are unknown at this stage and therefore any details shown on the Development Framework Map are indicative only. Any such development proposal will be the subject of detailed assessment at planning application stage and will be required to comply with the relevant play area standards of the Department of Education and Science and the DoEHLG.

1.4.14 Storm water infrastructure/flooding

Submissions contend that the storm water infrastructure in the area is inadequate to cater for the additional development, particularly in areas prone to flooding.

Manager’s opinion

The Teesan-Lisnalgur sewerage scheme, which is substantially completed, includes the provision of storm water drainage infrastructure with sufficient capacity to service all zoned lands in the catchment of the scheme. Subject to agreement, this storm water infrastructure may be extended to lands outside the current catchment. Storm water retention facilities have also been incorporated into the Draft LAP proposals.

All new development proposals will be subject to surface water drainage assessment at planning application stage and the storm water infrastructure will be upgraded in tandem with the development of the lands.

1.4.15 Manager's general comment

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 natural features, views of the surrounding landscape and existing residences.

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.

1.4.16 Manager's recommendations

- A.** The North Fringe LAP should provide clarity on the envisaged timeframe for development of the area. It should emphasise the long-term nature of the LAP and requirement to provide social and physical infrastructure in tandem with the development of these lands.

The following text should be inserted 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).

- B.** The LAP should include a policy on the consideration of proposals for one-off houses within the LAP area.

The following text should be inserted in the LAP:

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.

- C. The indicative roundabout at the junction of the N15 and proposed Central Avenue should be removed. 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.

The second paragraph of section 4.3.6 of the LAP should be replaced 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).

Chapter 2. Responses to Submissions

Submission no. 1

24 February 2009

Ciaran Tracey, Senior Planner
on behalf of Leitrim County Council

SBC/SCC

Issue no. 1

Leitrim County Council acknowledges Sligo's Gateway status under the National Spatial Strategy (NSS) and recognizes Sligo's key role in energising the wider area including County Leitrim. Sligo is regionally significant in terms of employment, education, health care, tourism and a range of services and facilities.

Issue no. 2

It is indicated that the Leitrim planning authority is anxious to co-operate with Sligo planning authorities in implementing the Regional Planning Guidelines. A special emphasis is placed on the development of strategic infrastructure of regional importance, such as the national primary roads N4, N15 and N16, the Sligo-Dublin railway, Sligo General Hospital, Sligo Institute of Technology, Sligo Airport and the port.

Issue no. 3

Leitrim County Council considers that Sligo's outstanding landscape setting should be protected. Concern is expressed regarding the pattern of sporadic roadside development along the approach roads to the City, which "if continued is likely to have a wide range of significant environmental impacts".

Issue no. 4

It is noted that the plan limit "seems to have been selected somewhat arbitrarily".

Issue no. 5

Leitrim County Council commends the proposals relating to open space and highlights the growing importance of achieving good urban design, avoiding flood risk and protecting water quality.

Issue no. 6

The Leitrim planning authority suggests that Sligo planning authorities have regard to the recently adopted Leitrim County Development Plan 2009-2015 "in the interest of harmonising development standards between neighbouring counties".

Opinion

- 1 and 5. The comments are noted and agreed.
2. Sligo and Leitrim planning authorities are currently engaged in the process of reviewing the Regional Planning Guidelines for the Border Region. It is acknowledged that the further development of essential transport and social infrastructure is critical to the growth of both counties Sligo and Leitrim. **Chapter 3 - Strategic goals and broad aims of the Draft SEDP** includes explicit statements in support of this type of infrastructure. The recently-commenced review of Sligo County Development Plan will take into consideration the effects on County Leitrim residents of improving or providing major infrastructural developments in Sligo City and County.
3. The concern relating to roadside development, which could negatively affect Sligo's environment and landscape setting, is acknowledged. The issue of better controlling development in the

immediate vicinity of the SEDP area and along approach roads (used by commuters coming from Co. Sligo as well as Co. Leitrim) to Sligo City will be given due consideration in the preparation of the new County Development Plan 2011-2017.

4. The document *Preparation of a Gateway Development Index – Report on Stages 1, 2* (DoEHLG, February 2009) defines three types of Gateway zones, as follows:
- Zone 1: Gateway urban cores, i.e. the relevant cities and towns and their environs as defined by the CSO;
 - Zone 2: wider Gateway catchment or functional area, defined using 2006 place of work (POWCAR) Census data, as DEDs where in excess of 20% of the resident population commutes to the urban core to work;
 - Zone 3: Gateway periphery also defined using POWCAR data on the basis of the area which is the predominant destination for commuters among the Gateways, the Hubs and the other County towns

The boundaries of each of the three zones are likely to change in time. Specifically, the boundaries of the Environs are changed with each census, as more development takes place on the outskirts of the City.

The current Plan limit, apparently arbitrarily drawn, is useful in that it encompasses not only the Gateway urban core but also its immediate rural hinterland, which is reserved for the future growth of the core Gateway.

6. The suggested harmonisation of development management standards between the neighbouring planning jurisdictions will be considered as part of the review of Sligo County Development Plan and the preparation of a new CDP for the period 2011-2017.

Recommendation

No change of the Draft SEDP is necessary on foot of this submission.

Submission no. 2

27 February 2009

Jeanne, Roisin and Mairin Dolan

SBC

The submission relates to lands at Finisklin Far. In the Draft SEDP, the southern portion of the lands is proposed to be zoned R2/low to medium-density residential uses. The northern portion of the land extends to the shoreline of Sligo Bay and is proposed to be zoned OS/open space.

Issue no. 1

The submission requests that the R2-zoned lands (excluding a narrow strip at the extreme north) be rezoned R1/low-density residential areas or RE/existing residential areas. It is stated that the reason for this request is to enable the construction of one house to replace their existing house.

Issue no. 2

The submission requests that the remaining narrow strip of R2-zoned lands (referred to above) be rezoned to allow for an extension of “Green Space”.

Issue no. 3

The submission expresses dissatisfaction at the location of green corridor objective O-OS-13, which runs through these lands. It is stated that this will interfere with existing vegetation/wildlife, and may result in anti-social behaviour.

Opinion

1. Given the proximity of these lands to the shoreline of Sligo Harbour, and the extent of OS/open space-zoned lands to the north, west and east, it is considered that low-density residential development would provide an appropriate transition at this point. There is therefore no objection to zoning the lands R1/low-density residential areas. Given the limited extent of existing residential development on these lands, RE/existing residential areas zoning is not considered appropriate.
2. There is no objection to the southern extension of the existing OS/open space-zoned lands.
3. It is an objective of the SEDP to provide a greenway system for walking, cycling and jogging at this location. It is envisaged that any disturbance to the natural environment will be minimal and will take into account existing vegetation/wildlife.

Rather than encourage anti-social behaviour, the purpose of this objective is to improve the existing amenities of this area and to encourage programmes related to wellness and fitness.

Recommendations

- A. The R2-zoned lands (excluding a narrow strip at the extreme north) should be zoned R1/low-density residential areas.
- B. The narrow strip of land to the extreme north should be zoned as OS/open space.

Submission no. 3

4 March 2009

Mary McAuliffe, Project Manager

on behalf of Sligo Local Authorities' Cultural Planning Working Group

SBC/SCC

Issue no. 1

Mary McAuliffe, the author of Chapter 9 of the Draft SEDP (The value of culture in place-making), submits a revised and extended version of this chapter, prepared in consultation with the Interdepartmental Cultural Subcommittee.

The revised Chapter 9 includes additional aspects of culture, such as library development, cultural policy and planning, public art and cultural infrastructure. A number of additional relevant policies and objectives are also proposed.

Opinion

The proposed modifications in Chapter 9 are noted and agreed. The changes should be incorporated in the final SEDP 2010-2016.

The full revised version can be found in Appendix 2 of this Manager's Report.

Recommendations

Incorporate the modifications to Chapter 9 of the Draft SEDP, as proposed in this submission and contained in the revised version (Appendix 2 of this Report).

Submission no. 4

16 March 2009

J.A. O'Sullivan

on behalf of Rathedmond Residents' Association

SBC

The submission relates to lands which were the subject of a previous planning application made to Sligo Borough Council under PD 06/152. The lands are located off Orchard Lane and are bounded by Rathedmond Estate and Knappagh Road.

In the Draft SEDP 2010-2016, the lands are proposed to be zoned R3 – medium/high-density residential areas.

Issue no. 1

The submission contends that the site is not suitable for high-density development and requests that it be rezoned to R2 – low/medium-density residential areas.

The submission also argues that the increased traffic associated with a high-density proposal would prove dangerous to pedestrians and road-users in the surrounding area.

Opinion

The subject site is located close to the city centre, to surrounding employment areas and is well served by existing/planned infrastructure. It is the policy of the SEDP to encourage higher-density development at such locations, in the interests of sustainable development and the economic provision of services and infrastructure.

Any development proposal on these lands should be the subject of detailed traffic impact assessment at planning application stage.

Recommendation

No change to the Draft SEDP is required on foot of this submission.

Submission no. 5

16 March 2009

Olivia Walsh on behalf of the

Process Industries Unit of the Health and Safety Authority (HSA)

SBC/SCC

Issue no. 1

The HSA is a prescribed authority under Article 13 of the Planning and Development Regulations 2001. The submission indicates that the HSA would expect the SEDP to contain:

- a. an indication of planning policy in relation to major accident hazard sites notified under the Regulations;
- b. the “consultation distances” supplied by the HSA to the Councils in relation to such sites (also to be shown on maps);
- c. a policy on the siting of new major hazard establishments;
- d. mention of any notified sites.

Opinion

There are no notified major accident hazard (Seveso) sites within the current Sligo and Environs Development Plan limit. The Draft SEDP 2010-2016 does not propose to establish such facilities during its lifetime.

Given the predominantly urban nature of development in the Sligo and Environs area, it is unlikely that any Seveso site would be considered within the Plan limit.

The Draft SEDP includes a policy (P-MA-1) indicating that Sligo Borough Council and Sligo County Council intend to consult with the HSA when assessing proposals for a new Seveso establishment, and when assessing proposals for development in the vicinity of any Seveso establishments

Recommendations

No changes to the Draft SEDP are required on foot of this submission.

Submission no. 6

23 March 2009

Martin Doonan

SCC

The submission relates to the North Fringe Local Area Plan.

Issue no. 1

The submission contends that development of the North Fringe area does not comply with the principles of sequential development. It states that the LAP would encourage urban sprawl.

Issue no. 2

The submission contends that the development of the area would be premature as the current road network is not of an appropriate standard to cater for increased traffic.

Issue no. 3

The submission contends that recent demographic and economic trends show that there is no requirement for the scale of housing and commercial development that could potentially be accommodated in accordance with the Draft North Fringe Local Area Plan (LAP). It is stated that development of this scale will detract from the Inner City.

Opinion

1 and 3. Please refer to **sections 1.4.1 and 1.4.2** in Chapter 1 of this Report.

2. Please refer to **section 1.4.6** in Chapter 1 of this Report

Recommendation

Please refer to **Recommendation 1.4.16.A** in Chapter 1 of this report.

Issue no. 1

The submission objects to the construction of the proposed T2.11 for the following reasons:

- the cost of constructing a road cannot be justified by the volume of traffic which it will serve;
- the road is not necessary to service the travel or mobility requirements of existing or future residents of the area;
- the road would contravene the policy of Sligo County Council to preserve and maintain the known archaeological monuments within Sligo and its Environs;
- the road will degrade topography and visual amenity of the unique natural landscape of the Cairns Hill area;
- an Environmental Impact Assessment and traffic needs analysis have not been conducted;
- the road will be higher than existing houses and would overlook them;
- the road would adversely affect the value, privacy and security of existing houses;
- the road would affect the quality of life of numerous long-established residents;
- the manoeuvring and operation of heavy road construction machinery in the proximity of existing houses would adversely affect their structural integrity, particularly where rock is encountered;
- an existing children's playground/football area at Ferndale would be eliminated;
- an effective Eastern Bypass which will link on to any new bridge over the Garavogue River can be created by having traffic from Carrowroe use the Cemetery Road to the racecourse gates, and by building a short connecting road from the racecourse gates to Cleveragh Road.

Opinion

The proposed road is necessary to facilitate any future development in the area, in particular south of Carrowroe Retail Park and north-west of Cairns Hill. It will relieve existing congestion at the junction of Pearse Road and Cairns Road (L-3602-0) at Markievicz Park. It will provide access from the south to housing estates east of Pearse Road (Ferndale, Markievicz Heights, Greenfort Estate, Woodtown Lodge etc.). The provision of this link road will also eliminate the potential need to reopen a route through existing housing estates in the area.

The exact design and alignment of the proposed road is not yet finalised. This will emerge as development progresses at this location and will be the subject of detailed assessment at planning application stage. Archaeology and recorded monuments have been taken into consideration in choosing the line for the proposed road. Archaeology and monuments will be further considered for each individual planning application, and any changes or mitigation measures deemed necessary will be dealt with at that stage.

Although the exact alignment is yet to be finalised, the proposed road route is on the lower slopes of Cairns Hill where the road and associated development will cluster with existing development. It is therefore considered that the amenity value of Cairns Hill will be protected. The impact of the proposed road on the amenities of the area, surrounding properties and the wider environment will be assessed in detail at planning application stage as development progresses.

This proposed road will be constructed incrementally by developers. Progress on the construction of the road will be directly linked to additional development and traffic volumes along the route.

The alternative route proposed in this submission is not considered appropriate as it would not achieve the access and circulation objectives for the area as outlined above.

Recommendations

No change to the Draft Plan is required on foot of this submission.

Submission no. 8

Sean Kelly

25 March 2009

SBC/SCC

Issue no. 1

The submission agrees with the concept of developing Sligo from the centre outwards and contends that development should be directed into Sligo City as opposed to giving tax incentives to move to places like Collooney and Coolaney.

Issue no. 2

The submission makes an observation in relation to the parking provision in Sligo. More parking should be available from the Inner Relief Road and the Adelaide Street development should be progressed.

Issue no. 3

The submission highlights the importance of developing the town centre as opposed to outer-lying areas of the city.

Opinion

1. The support is noted. The issue of the growth in other settlements within the County will be addressed as part of the review of Sligo County Development Plan (commenced on 17 April 2009). However, tax incentives are an issue that is outside the remit of a development plan.
2. The Draft SEDP acknowledges the need to improve parking provision. In relation to the Inner Relief Road, objective O-CP-1 (b), (c) and (d), and objective O-CP-2 aim to improve parking provision. Regarding the Adelaide Street development, the National Building Agency (NBA) was granted planning permission for a temporary car park at this location, where 85 parking spaces will be provided. It is the intention of Sligo Borough Council to enter into an agreement with the NBA to deliver this project, provided that it is economically viable.
3. It would appear that issue no. 3 refers particularly to retail development. The Draft SEDP fully supports the sequential approach recommended by the Draft Retail Strategy in relation to retail development, whereby the city centre is prioritised for retail development.

Recommendation

No change of the Draft SEDP is required on foot of this submission.

Submission no. 9

3 April 2009

Padraig Ryan, Director of Learning Environment
on behalf of the Institute of Technology (IT), Sligo

SBC

Issue no. 1

The submission relates to an area of land located toward the eastern end of the IT campus grounds. The lands are proposed to be zoned OS/open space in the Draft SEDP. The submission requests that the lands be zoned for community facilities or mixed uses.

Opinion

Having examined the zoning objectives for the overall campus grounds and the planning history of these lands, it is considered reasonable to zone the subject lands for community facilities.

Recommendations

The lands should be zoned CF/community facilities instead of OS/open space.

Submission no. 10

6 April 2009

V. and M. Coggins

SCC

Issue no. 1

The submission contends that a portion of land at Shannon Eighter should not be left as an open space and that it may be more suitable for a dwelling house.

Opinion

The site is part of a larger area subject of open space objective **O-OS-5 North: Shannon Oughter-North Fringe**, which aims to develop this space as part of the Open Space Strategy.

The site is also affected by green corridor objective **O-OS-16 Bundoran Road/Ballytivnan along Rathbraughan River to Doonally Cross**, which aims to create an integrated trail and greenway system for walking, cycling and jogging at this location.

The lands should therefore be maintained as open space and any residential development on these lands would conflict with the objectives outlined above.

Recommendations

No change to the Draft SEDP is required on foot of this submission.

Submission no. 11

6 April 2009

Hugh O' Hanlon

SCC

Issue no. 1

The submission requests that a portion of land at Shannon Eighter be zoned for residential use instead of open space.

Opinion

The site is part of a larger area subject of open space objective **O-OS-5 North: Shannon Oughter-North Fringe**, which aims to develop this space as part of the Open Space Strategy.

The site is also affected by green corridor objective **O-OS-16 Bundoran Road/Ballytivnan along Rathbraughan River to Doonally Cross**, which aims to provide an integrated trail and greenway system for walking, cycling and jogging at this location.

Any residential development on these lands would conflict with the objectives outlined above.

The lands should therefore be zoned OS/open space.

Recommendation

No change to the Draft SEDP is recommended on foot of this submission.

Submission no. 12

8 April 2009

Ann Marie Mulcahy

on behalf of the Electricity Supply Board (ESB)

SBC

Issue no. 1

The submission refers to the site of the ESB Administrative and Engineering and Technical Services centre at Cranmore Road, and supports the Draft SEDP zoning of the site as C2/commercial and mixed land uses.

Opinion

The support is noted. The proposed zoning should be retained in the final SEDP 2010-2016.

Recommendation

No change to the Draft Plan is required on foot of this submission.

Submission no. 13

8 April 2009

Padraig Ryan, Director of Learning Environment

On behalf of the Institute of Technology (IT), Sligo

SBC

Issue no. 1

The submission relates to an area of land bounded by the Clarion Road and the Manorhamilton Road (N16). It is requested that the lands be zoned as community facilities, in line with the remainder of the IT campus grounds.

Opinion

On the Zoning Map pertaining to the Draft SEDP, the lands are in fact zoned as CF/community facilities, as requested in the submission. It would appear that confusion arises because in Map 3 Open Space Objectives the lands have been identified as PRI/private open space.

Having reviewed this matter, it is not considered necessary to retain the PRI/private open space objective on these lands.

Recommendation

Map 3 Open Space Objectives should be amended to remove the PRI/private open space objective in relation to the subject lands.

Submission no. 14

16 March 2009

Des McConville

SBC/SCC

Issue no. 1

Des McConville notes that “climate change” and “peak oil” should be “high on the agenda in the preparation of the plan”. It is submitted that Section **1.1 Policy documents** in Chapter 1 of the Draft SEDP does not mention any published reports relating to climate change. D. McConville seems to be dissatisfied with the amount of text in the Environmental Report and Draft SEDP devoted to climate change and flooding issues.

Issue no. 2

D. McConville argues that Sligo County Council should not wait until the next review of the SEDP to incorporate “adaptive initiatives” into the Plan, although he admits that, according to the Irish National Climate Change Strategy (NCCS), the government is committed to publishing a National Adaptation Strategy “over the next two years” (note: the NCCS was published in 2007).

It is stated that Sligo should be prepared with pre-project work in place to be able to absorb likely major funding that would be made available by the government.

Issue no. 3

The submission makes some general remarks in relation to flooding, such as the need to review all potential flood risk areas and to design any development in floodplains to cope with flooding. It is suggested that development close to the coast should only be permitted “where storm surges cannot affect the property”. Reference is made to the First Schedule (Purposes for which objectives may be indicated in the Development Plan) of the Planning and Development Act 2000, Part I, items 2, 6, 7, 8 and 10.

Issue no. 4

It is suggested that planning control should be used to minimise the consumption of water from the mains supply. Measures could include rainwater harvesting and the use of rain water for toilet flushing.

It is also suggested that development control should require the storm-proofing of new buildings. No suggestion is made in relation to the existing building stock.

Issue no. 5

D. McConville asks whether the SEDP should earmark land to be used as allotments very close to towns and villages and support street markets in order to mitigate food shortages in the event of a fuel crisis. Food production close to towns and villages should be stimulated.

Issue no. 6

D. McConville asks whether Sligo County Council will follow Fingal County Council in insisting that higher than minimum compliance with building regulations is a prerequisite for planning permission. It is implied that Sligo County Council should require all buildings to achieve an “A” rating and it should enforce building regulations by site inspections in particular relating to insulation.

Issue no. 7

The submission acknowledges the “clear policy in favour of cycling” in the Draft SEDP. It notes, however, that current provision for cyclists is not satisfactory. It suggests that detailed design of cycle paths needs to be “stress tested by actual cyclists”.

Issue no. 8

The submission includes “A proposal to mitigate future sea rise problems”. The proposal is based on the T1.5 route outlined in the current SEDP but partly discontinued in the Draft SEDP. It is proposed to build a causeway over the Garavogue estuary that would act as storm surge barrier, with a lift bridge with a movable barrier to allow shipping.

In addition, a separate proposal is made for the redevelopment of the quays, involving a dam/lock and a lagoon to be used for recreational water sports.

Opinion

1. The comments are noted. The Draft SEDP mentions the Government’s Climate Change Strategy in Section 15.1 Energy. Section 1.1 includes national, regional and local **planning policy documents** that **must** be complied with when preparing a development plan.
2. 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. An additional section and an objective in this respect should be included in Chapter 14 Environmental infrastructure.
3. The remarks and suggestions are noted. In September 2008, the DoEHLG has published Draft guidelines for planning authorities in relation to flooding – *The Planning System and Flood Risk Management*. Any development proposal in areas at risk from flooding should comply with the requirements of these Guidelines, as specified in policy P-SWD-8 (p. 116 of the Draft SEDP).
4. It is considered that the issue of compulsory rainwater harvesting and use in new development is a matter for the Building Regulations, not for the development plan.
5. There is an ample area of agricultural land in the Buffer Zone within the SEDP area and also outside the Plan limit, easily accessibly from the city. There is no impediment to the provision of allotments on lands designated to be used primarily for agriculture.
6. As indicated under no. 4 above, it is considered that this is a matter for the building regulations, not for the development plan.
7. It is an objective of Sligo Borough Council and Sligo County Council to prepare a Cycle Strategy for Sligo, with specific targets to develop a cycling network within and throughout Sligo, including bicycle parking, and to promote cycling as an alternative means of transport. Please refer also to the Manager’s response to Submission no. 142 (DoEHLG). The issue of detailed design of cycle paths does not pertain to the development plan, which is meant to be a strategic policy document.

8. The proposals and the drawing are noted. At present, there is no objective to construct a crossing over the Garavogue Estuary.

Recommendation

In **Chapter 14 Environmental infrastructure**, include an additional section containing the following text and objective:

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.

Submission no. 15

9 April 2009

Joseph McHugh, Regional Manager
on behalf of IDA Ireland

SBC/SCC

Issue no. 1

The submission sets out IDA Ireland's regional strategy and the factors influencing the ability of regional locations such as Sligo to attract overseas investment. Sligo is included as a significant centre within the regional strategy and the IDA continues to invest heavily in Sligo as the key urban centre of growth in the North West Region.

Issue no. 2

A map attached to the submission shows lands in the ownership of IDA Ireland that form part of the Finisklin Business Park. The lands are proposed to be zoned C2/commercial and mixed uses in the Draft Plan. The submission requests that the lands be zoned BITP/business, industry and technology park.

Issue no. 3

A second map attached to the submission shows lands "attached to the Business Park" which are also "adjacent to a major employer on the park". The lands are proposed to be zoned R3 and R2 (residential uses), except for a small portion of OS/open space zoning. The submission requests that the lands be zoned "Business".

Issue no. 4

A third map attached to the submission shows lands in the ownership of IDA Ireland at Oakfield. The lands are proposed to be zoned BUF/buffer zone. The submission requests that the lands be zoned "Business".

Issue no. 5

The submission highlights the importance of the timely provision of the "W2 route". It is stated that this will aid the development of Oakfield and Finisklin Business Parks.

Issue no. 6

The submission highlights the importance of progress on the N4 route, particularly from Collooney to Castlebaldwin.

Issue no. 7

The submission highlights the need for road, services and environmental improvement works on the eastern approach to Finisklin Business Park.

Issue no. 8

The submission expresses concerns in relation to the management of traffic travelling east to west across the Inner Relief Road. It is stated that car parking must be improved in the City Centre. Public transport must be also improved, particularly the extension of services to Finisklin and, in the future, to Oakfield Business Park.

Issue no. 9

The submission emphasises the importance of the telecommunications infrastructure.

Issue no. 10

The submission highlights the importance of a high quality uninterrupted water supply.

Issue no. 11

The submission acknowledges the importance of education and skills and welcomes the continued development of the Institute of Technology Sligo and the FAS Training Centre.

Issue no. 12

The submission emphasises the importance of the improvement of aesthetics in Sligo and welcomes the delivery of major retail developments in recent years. It states however, that the lack of progress on the planned pedestrianisation of O'Connell Street decreases the attractiveness of the City Centre from a retail and tourism perspective, as well as its attractiveness as a place to live and work.

Issue no. 13

The submission underlines the importance of high-quality living, recreational amenities and community facilities in competing with other locations and attracting skilled professionals.

Opinion

1. Noted.
2. The requested rezoning would be consistent with adjoining lands to the south and west and would facilitate co-ordinated development of these lands. It is noted that the lands indicated on the map submitted do not extend to the eastern boundary of the overall site. It is considered that any rezoning should apply to the overall site in the interests of consistency.
3. These lands are intersected by the First Sea Road. The portion of these lands to the west of the First Sea Road has already been developed as residential and therefore a "Business" zoning should not apply.

It is considered that there is sufficient land zoned BITP at this location. The residential zoning as proposed in the Draft SEDP should be retained in the SEDP 2010-2016.

4. The surrounding lands to the north, east and south are zoned as BITP/business, industry and technology park. This small portion of land was omitted from this zoning because of the land requirements associated with the Western Distributor road route, which shall also form the western development limit for the city. Circumstances have not changed in this regard. The zoning should be retained as proposed in the Draft SEDP.

5 and 6. Noted.

7. Sections 10.3.5 and 10.3.6 of the Draft SEDP outline proposed new routes and the upgrading of existing roads (objectives T3.1 and T3.2), which will improve the eastern approach to Finisklin Business Park ,subject to available funding and resources.

8. Objective T1.6 of the Draft SEDP identifies the need to upgrade junctions and reduce delays to west-east traffic crossing the Inner Relief Road. Section 10.3.1 also deals with the issue of intra-urban roads and east-west connections.

Car parking policies and objectives are outlined in Section 10.5 of the Draft SEDP, which includes proposals to improve city centre parking arrangements by ensuring car parking is adequately supplied and managed.

Public transport policies and objectives are outlined in Section 10.6 of the Draft SEDP. This includes proposals for a future transit stop at Oakfield IDA Business Park (objective O-PT-3) along with proposals to improve public transport services in the vicinity of workplaces. Policies P-PT-2 and P-PT-3 aim to work with the service providers to improve public transport facilities and to ensure the design and layout of new developments facilitates circulation by foot, bicycle and public transport.

9. Issues relating to telecommunications infrastructure are addressed in Section 15.2 of the Draft SEDP.

10. Issues relating to water supply are addressed in Chapter 14 of the Draft SEDP.

11. Issues relating to education are addressed in Section 8.2 of the Draft SEDP.

12. The support for improvements made in recent years is noted. Section 10.4 and policy O-PED-1 promote the continued pedestrian prioritisation and environmental improvements of the city centre including O’Connell Street.

13. Quality of life issues are addressed through various policies and objectives throughout the Draft SEDP.

Recommendations

A. The lands in the ownership of the IDA marked **15a** on the Submissions Map should be zoned BITP/business, industry and technology park.

B. In addition to the extent of lands indicated on map submitted, this zoning should extend to the eastern boundary of the overall site.

Submission no. 16

14 April 2009

Lucia Nicholson

SCC

Ms. Nicholson’s address is given as Shannon Oughter, Old Bundoran Road. While the submission refers to the Draft SEDP, it would also appear to apply to the Draft North Fringe LAP.

Issue no. 1

The submission objects to the provision of high-density housing development.

Issue no. 2

The submission objects to the location of “light industry” close to housing at this location on the grounds of traffic flow and noise.

Issue no. 3

The submission objects to 3-5 storey buildings and contends that development in the area should be restricted to two storey in height.

Issue no. 4

The submission contends that there is a lack of community facilities provision in this area.

Issue no. 5

The submission contends that there is a lack of stormwater infrastructure in this area.

Opinion

1. Please refer to Section 1.4.11 in Chapter 1 of this Report.
2. It is the aim of the North Fringe LAP to form an integrated development and design framework for a high-quality live, work and play community facilitating a mix of accommodation and employment types. It is therefore necessary to accommodate employment uses close to housing areas.

The residential-zoned areas in Shannon Oughter have the benefit of a buffer between these lands and surrounding lands proposed to be zoned for industrial uses. To the north, this takes the form of an existing road, and to the south there is a large area of open space. Any proposals for development will be subject to the assessment of impact on the amenity of residential areas at planning application stage.

3. Please refer to Section 1.4.4 in Chapter 1 of this Report.
4. Please refer to Section 1.4.13 in Chapter 1 of this Report.
5. Please refer to Section 1.4.14 in Chapter 1 of this Report.

Recommendation

No change to the Draft SEDP is recommended on foot of this submission.

Submission no. 17

15 April 2009

Rhatigan and Company Architects

on behalf of County Sligo Vocational Education Committee (VEC)

SCC

The submission relates to 9.8 ha of land at Lisnalurg. It is stated that the land was acquired by the VEC with the intention of providing second-level education facilities to serve the North Sligo area in future years.

In the Draft Plan the majority of the subject lands are zoned as MIX-1/mixed-uses (non-retail). A portion of the land is zoned RP/retail park.

Issue no. 1

The submission contends that the zoning as proposed in the Draft Plan is incompatible with the VEC's plans to provide for educational needs. It is recommended that the entire VEC lands be zoned as CF/community facilities.

Issue no. 2

The submission requests that “the area of open space with CF zoning to the south west of the site be reviewed”.

Issue no. 3

The submission requests that “the road alignment and open space boundaries along transport route objective T2.16 be reviewed in light of the VEC land ownership boundary”.

Issue no. 4

The submission requests that zoning at Cell 6 be reviewed, suggesting that it may be appropriate to relocate the proposed Retail Park in this Cell.

Issue no. 5

The submission supports the objective to provide for long-term educational needs so as to provide for integrated development in an expanding Sligo.

Opinion

1. The Zoning Matrix in the Draft Plan indicates that, in the MIX-1/mixed-uses (non-retail) zoning, educational uses are permitted in principle. This provision is strengthened by policy P-CF-ED-1 (Section 8.2 Education facilities), which supports the provision of educational facilities on land zoned for mixed uses. It is therefore clear that the MIX-1/mixed-use (non-retail) zoning on the subject lands is fully compatible with the stated VEC plans.

The RP/retail park zoning would not be compatible however, and the respective portion of land should be rezoned MIX-1/mixed-uses (non-retail) to be consistent with the remainder of the VEC lands and surrounding lands.

The Draft Sligo City and County Joint Retail Planning Strategy 2010-2017 (Section 7.16) supports the provision of retail warehousing in the North Fringe area, subject to floor space limits. It is considered important to offer opportunities for retail warehousing at this location, in order to ensure a north-south balance and to encourage a competitive retail climate.

Therefore, while it is not proposed to specifically zone any lands as RP/retail park, the SEDP and North Fringe LAP should make it clear that such a proposal would be open to consideration in the BITP-zoned area at Carncash.

2. The reasons for this request are not set out in the submission. This area covers an existing ridgeline and therefore it is considered that the existing OS/open space zoning should be retained.

Regardless of any potential provision of school facilities on the VEC lands, it is considered that the existing CF/community facilities zoning should be retained in order to accommodate other forms of social/community infrastructure.

3. The route of the T2.16 road objective and its adjoining open space areas are indicative only. There will be sufficient flexibility in determining the line of this road at preliminary design stage. Therefore, it is not considered necessary to relocate the road line on the basis of the stated land ownership of the VEC.

4. Regardless of the stated intentions of the VEC, it is considered appropriate to retain the educational use reservation for Cell 6, which was proposed in submissions received at pre-draft public consultation stage.

As stated above, any retail park proposal could be accommodated in the BITP-zoned area (Cell 7).

5. The support is noted.

Recommendations

- C. The proposed RP/retail park zoning in the North Fringe LAP area should be removed and this area should be rezoned as MIX-1/mixed uses (non-retail). This change should be reflected in all relevant text and maps in the SEDP and the North Fringe LAP.
- D. The Zoning Matrix included in the Draft SEDP (p.129) should be altered by adding a footnote to indicate that, 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 to consideration in the North Fringe area.
- E. In Section 6.5.6 Retail Warehousing of the Draft SEDP, the fourth paragraph should be replaced with the following:
- A retail warehouse park of no more than 5,000 sq.m. will be permissible in the North Fringe area on the lands zoned BITP. This northern retail warehousing cluster will encourage a competitive retail climate in Sligo.
- F. In Section 4.2.4 of the North Fringe LAP, the paragraph relating to Cell 1 should be altered to omit references to retail warehousing.
- In Section 1.3 of the North Fringe LAP, Table 1 should be altered by removing the reference to retail warehousing.
- G. The paragraph relating to Cell 7 of Section 4.2.4 should include a reference to the potential to accommodate a retail warehouse park of no more than 5,000 sq.m. net retail floor space may be permissible in this area.
- In Section 4.8 of the LAP, a paragraph should be added in relation to the potential accommodation of a retail warehousing park of up to 5,000 sq.m. net floor space.

Submission no. 18

15 April 2009

Goreta Walsh, Vice-Chairperson on behalf of
Knappaghmore, Ballydoogan, Strandhill Road Residents' Group

SCC

Issue no. 1

The submission relates to Section 10.2.5 of the SEDP which deals with the strategic road objective T1.5 – City Bypass. The submission requests that this section be amended to include the following text:

“The route selection will not be considered between First Sea Road and Second Sea Road but only be considered further west of Second Sea Road.”

The submission states that this wording would leave section 10.2.5 in agreement rather than in contradiction with section 10.2.7.

Opinion

It is considered inappropriate to prohibit consideration of any option for a future City Bypass route prior to a full route selection and public consultation process being undertaken. The suggested paragraph should not be included in Section 10.2.5. Section 10.2.7 of the Draft SEDP should be omitted in its entirety.

Please also refer to Sections 1.2.7 and 1.2.8 of this Report.

Recommendation

No change to the Draft SEDP is required on foot of this submission.

Submission no. 19

15 April 2009

Shane and Florence Gilmartin

SBC

The submission refers to the lower part of Pearse Road, between St. Bridget's Place and junction of Pearse Road and Mail Coach Road. It is stated that in 2001 the Gilmartins purchased a property – Lough Gill House – with a view to start a bed-and-breakfast business at this location.

Issue no. 1

The submission requests that the SEDP include a policy that supports increased flexibility regarding “the types of development and use of existing buildings / premises permitted within the Sligo city area”, rather than dealing with each individual application on a case-by-case basis.

The submission argues that, because of a variety of changed circumstances in recent years, B&B businesses are no longer sustainable at this location.

It is requested that a change of use be allowed for the Gilmartin property. Whilst no particular use is specifically proposed, it would appear that greater flexibility is requested, particularly in relation to office/commercial development.

It is also requested that the consideration of any such proposal not be based on local needs only, but also take into account the needs of the wider City area.

Opinion

1. Section 7.2.2 of the Draft SEDP recognises the value of inner city residential areas in providing a range and variety of housing types close to the city centre, whilst also recognising the need to protect the substantial community and social linkages that exist in such areas.

The Zoning Matrix included in the Draft SEDP indicates that a range of potential use types are permitted in principle or open to consideration in areas zoned RE/existing residential areas. It is considered that additional flexibility in this regard may lead to the dilution/loss of the residential character of these areas.

It is further considered that such flexibility would direct office/commercial and other uses away from lands in the vicinity of this area which are zoned C1/city centre uses and C2/commercial and mixed land uses. It would also detract from the development potential of the Neighbourhood Centre at Cleveragh.

Recommendations

No change to the Draft SEDP is recommended on foot of this submission.

Submission no. 20

Sligo Youth Council

15 April 2009

SBC/SCC

Issue no. 1

This submission highlights the need for provision of a bus shelter type structure in the parks.

Issue no. 2

It is suggested that the following sports facilities are provided:

- indoor running track in Cleaveragh
- development of the Showgrounds
- centre with bowling alley, skating park etc.
- sports facilities in the west of the City. e.g. sports hall, leisure centres with internet cafes.

Issue no. 3

It is requested that cycle tracks are provided along main roads to the city centre and bicycle racks are installed in the city.

Issue no. 4

The submission supports the development of the Western Rail Corridor.

Issue no. 5

The proposes a series of improvements to the city centre and inner city area, as follows:

- pedestrian crossings over the Inner Relief Road
- more street lighting
- provision of public toilets
- enhancement of O'Connell Street
- development of more performance spaces

Opinion

1 and 2. Sligo Borough Council and Sligo County Council recognise the importance of an adequate provision of attractive and conveniently located open space and development lands throughout the town and environs to provide areas for this type of development. Open spaces can have a variety of functions including active recreation, passive recreation, visual amenity, ecology etc. Both local authorities are currently undertaking a programme of investment in recreational infrastructure to cater for the growing population of Sligo and to ensure proper provision of active and passive recreational facilities for all ages and groups. Chapter 11 of the Draft SEDP sets out policies and objectives in this regard.

3. The Draft SEDP 2010-2016 recognises the need for an adequate cycle network and associated facilities around Sligo. The local authorities aim to promote cycling as a means for commuting, a means of transport and as a leisure activity. Section 10.7 of the Draft SEDP sets out relevant policies and objectives in this regard.

4. The reopening of the Western Rail corridor is strongly supported by both Sligo Borough Council and Sligo County Council. This issue will be addressed further in the next Sligo County Development Plan (currently under preparation).

- Chapter 12 of the Draft Sligo and Environs Development Plan addresses a range of issues relating to urban design and identifies policies and objectives in relation to the improvement of the city centre and inner-city areas.

Recommendation

No change to the Draft SEDP is required on foot of this submission.

Submission no. 21

16 April 2009

T. Nicholson

SCC

This submission relates to the North Fringe Local Area Plan.

Issue no. 1

The submission raises concerns regarding excessive density of development.

Issue no. 2

The submission objects to three- or five-storey buildings and apartments.

Issue no. 3

The submission objects to the provision of residential and office uses above retail outlets.

Issue no. 4

The submission contends that the Draft LAP is inadequate and would be out of character with the existing area.

Opinion

1. Please refer to **Section 1.4.11** of this Report.

2 and 4. Please refer to **Section 1.4.4** of this Report.

3. It is the aim of the North Fringe LAP to form an integrated development and design framework for a high-quality live, work and play community, facilitating a mix of accommodation and employment types. It is therefore necessary to accommodate mixed uses and a vertical mix of uses is considered an appropriate, efficient and sustainable concept for these lands.

Recommendation

No change to the Draft North Fringe LAP is recommended on foot of this submission.

Submission no. 22

16 April 2009

Maurice Ryan

SBC

Issue no. 1

Maurice Ryan requests that lands in his ownership at Newtownholmes, measuring 0.6 acres (0.243 ha), be zoned "C3 mixed use" to include commercial (non-retail), residential, leisure, employment and enterprise, similar to the zoning of lands immediately to the east.

Opinion

The lands in question are proposed to be included in a larger block zoned NC/neighbourhood centre. As such, the zoning of the lands is the same as that of the neighbouring sites to the east and north.

NC designation allows the provision of all the uses requested in the submission, therefore it is not necessary to change the zoning.

Recommendation

No changes to the Draft SEDP are required on foot of this submission.

Submission no. 23

16 April 2009

Thomas and Fiona Quilter

SCC

This submission relates to the North Fringe Local Area Plan.

Issue no. 1

The submission raises concerns regarding high-density housing and the provision of 3-5 storey buildings. It is stated that this will “transform and destroy the beautiful landscape”, including views of Benbulbin. The submission contends that the scale of such development is not appropriate to Sligo.

Issue no. 2

The submission objects to the concept of the provision of residential and office uses above retail warehousing outlets.

Issue no. 3

The submission questions the rationale for developing the North Fringe area before other areas closer to the City Centre.

Opinion

1. Please refer to **Sections 1.4.4 and 1.4.11** of this Report.
2. It is the aim of the North Fringe LAP to form an integrated development and design framework for a high-quality live, work and play community, facilitating a mix of accommodation and employment types. It is therefore necessary to accommodate mixed uses and a vertical mix of uses is considered an appropriate, efficient and sustainable concept for these lands.
3. Please refer to **Sections 1.4.1 and 1.4.2** of this Report.

Recommendation

No changes to the Draft SEDP are recommended on foot of this submission.

Submission no. 24

16 April 2009

Feargus Callagy

SBC

Issue no. 1

The submission objects to the removal of the Eastern Garavogue Bridge from the Sligo and Environs Draft Development Plan, on the grounds that it is imperative for the ongoing development of Sligo as a Gateway and, by extension, for the development of County Sligo.

The submission highlights the potential journey time benefits when travelling to Northern Ireland on business, when travelling to Dromahair, and when accessing the hospital.

It is requested that the Eastern Bridge is re-included in the SEDP.

Opinion

The concerns and request are noted. Please refer to the Manager's opinion in **Section 1.1.10** of this Report.

Recommendation

The strategic road objective T1.3 and the intra-urban road objective T2.7 should be reinstated in the SEDP. Please refer to the Manager's recommendation in Section 1.1.11 of this Report.

Submission no. 25, 26, 27, 28, 29, 133, 134 and 135

22 April 2009

Residents of Rathbraughan Line

SCC

These submissions relate to the North Fringe LAP.

Issue no. 1

The submissions relate to a small portion of land along Rathbraughan Line. The land is proposed to be zoned R1 – low-density residential use. The submissions support this zoning in the interests of accommodating one house to serve the needs of a local family.

Opinion

The support is noted.

Recommendation

No change to the Draft Plan is required on foot of this submission.

This submission relates to the North Fringe Local Area Plan.

Issue no. 1

The submission objects to the provision of three- or five-storey buildings in the mixed-use zone on the basis that this would detract from the quality of the landscape. It is requested that buildings in the area be limited to two storeys in height.

Issue no. 2

The submission raises concerns regarding the impact on existing houses within Cell 1 on its eastern side and objects to the provision of three-storey residential units to the rear of these properties. It is requested that single-storey residential units for the elderly/disabled be accommodated at this location and that structures should be restricted to a maximum of two storeys.

Issue no. 3

Concerns are raised regarding the provision of high-density housing in the south-east corner of Cell 1. It is requested that this be restricted to low-density housing.

Issue no. 4

The submission raises concerns regarding clarity of the usage of the western portion of Cell 5, and objects to the provision of high-density housing and buildings in excess of two storeys.

Issue no. 5

Concerns are raised regarding surface water and flooding in Cell 1.

Issue no. 6

The submission contends that, having regard to the extent of unoccupied residential and retail developments in Sligo at the moment, together with the extent of undeveloped lands closer to the City Centre, there is no need accommodate this scale of development in the North Fringe Area at this time.

Opinion

1. Please refer to Section 1.4.4 of this Report.
2. The Development Framework map indicates that the new dwellings are proposed to be two to three storeys in height. Section 4.2.4 of the LAP however states that the houses should generally be two storeys in nature.

As stated in Section 1.4.4 of this Report, it is not considered appropriate to strictly limit building height to two storeys. It should be noted that the layout shown in the Development Framework map is indicative only. Any development proposal on these lands will be the subject of detailed assessment at planning application stage, to ensure that development does not adversely impact on the amenity of existing properties, particularly by reason of excessive height or proximity to existing properties.

3. The dwellings shown in the southeast corner of Cell 1 are indicative only. No specific density, or indeed use, is proposed for this location. Any development proposal on these lands will be the subject of detailed assessment at planning application stage to ensure that development does not adversely impact on the amenity of existing properties, particularly by reason of excessive height or proximity in relation to existing properties.

The lands are part of the larger area zoned as MIX-1/mixed uses (non-retail) and therefore it is not considered appropriate to zone a small piece of land within this area for low-density housing.

4. The proposed use for the Cell 5 is low/medium-density residential development. High-density residential development will therefore not be permitted.

As a Neighbourhood Centre (maximum 1,500 sq.m. net retail floor space) is also proposed to be developed in this Cell, it is not considered appropriate to limit development to two storeys in height.

5. Please refer to **Section 1.4.14** of this Report.
6. Please refer to **Sections 1.4.1 and 1.4.2** of this Report.

Recommendations

No changes to the Draft SEDP are recommended on foot of this submission.

Submission no. 31

20 April 2009

Jim Shannon

SCC

This submission relates to the North Fringe Local Area Plan.

Issue no. 1

The submission objects to the proposed “3-Storey Accommodation Blocks”. It is contended that these blocks would adversely impact on the privacy and sunlight afforded to Mr. Shannon’s property. It is recommended that these blocks should not exceed two storeys in height.

Issue no. 2

The submission contends that the LAP proposes development at locations prone to flooding and that this problem will be exacerbated.

Issue no. 3

The submission notes that the height of the “Civic Offices” and the “Housing and Shop/Warehousing” is not specified, and requests that this should not exceed two storeys and the buildings should not overlook existing properties.

Issue no. 4

The submission contends that the location of retail warehousing in a residential area would pose a traffic hazard to children, particularly due to heavy goods vehicles.

It also contends that the general mixing of industrial, commercial and local housing traffic through or near housing estates would create traffic congestion and traffic hazards for residents. It is recommended that schools, industrial and commercial units are relocated along the N15 where they should all avail of separate entrances.

Issue no. 5

The submission welcomes the “most northerly” through-road, but contends that the “mid development through road” will lead to public inconvenience and traffic hazard.

Issue no. 6

The submission contends that there are insufficient playing areas (both number and size) provided in the school environs to cater for two schools.

Issue no. 7

The submission contends that the LAP does not comply with the principles of sequential development and that it will create greater demand for extra car travel and extra buses.

Issue no. 8

The submission contends that high-density housing is excessive in the mixed-use area.

Opinion

1. It is not clear to which “3-Storey Accommodation Blocks” this submission refers. It is presumed however that it refers to the Development Framework map, which indicates “two-three storey residential dwellings” to the rear of some existing houses in the east of Cell 1.

Please refer to the **Manager’s opinion on Submission no. 30 - point 2.**

2. Please refer to **Section 1.4.14** of this Report.
3. The height of buildings is not required to be specified at this stage and any details shown are indicative only. This issue will be assessed in detail at planning application stage.

In the interests of legibility, the promotion of a suitable range of house types and the efficient use of land/infrastructure, it is not considered appropriate to limit buildings to two storeys in height.

4. Please refer to **Section 1.4.12** of this Report.
5. It is assumed that the support is in relation to the realigned N16 route and this support is noted. It is further assumed that the “mid development through road” refers to the road objective T2.16 – the North Fringe Central Avenue. Please refer to the Manager’s opinion on issues relating to T2.16 in Section 1.4.8 of this Report.
6. Please refer to **Section 1.4.13** of this Report.
7. Please refer to **Sections 1.4.1 and 1.4.2** of this Report.

It is the aim of the LAP to form an integrated development and design framework for a high quality live, work and play community facilitating a mix of accommodation and employment types. It is considered that the mixed concentration of these uses in the North Fringe will actually reduce the demand for additional car travel and will help to facilitate the provision of a sustainable public transport system.

8. Please refer to Section 1.4.11 of this Report.

Recommendation

No change to the Draft SEDP is recommended on foot of this submission.

Issue no. 1

The submission relates to a portion of land at Drumaskibbole, Carrowroe. The submission requests that the entire landholding be zoned WILT/waste management, industry, logistics, transport-related uses.

Opinion

This site is currently zoned as OS/open space in accordance with the SEDP 2004-2010, with an objective (E14) to maintain the natural wetland characteristics of the lands.

At pre-draft consultation stage, Mr. O'Connor made a similar request to have the lands zoned as WILT. This request was rejected in the First Manager's Report and accordingly the lands were zoned as OS/open space in the proposed Draft SEDP 2010-2016 when originally submitted to the elected members. At this stage however, the members of Sligo County Council passed a motion to have some of the lands zoned WILT, apparently on the basis that this portion of land had been filled and was no longer a wetland.

Consequently, in the Draft SEDP 2010-2016 it is proposed to zone a portion of these lands WILT, while the remainder is proposed to be zoned as OS/open space. Mr. O'Connor now requests that the entire landholding be zoned WILT.

However, it should be noted that on inspection of these lands, and contrary to assertions made when the Draft SEDP was originally presented to the members, no part of the lands have been filled and they remain as wetlands (please see photograph below).



It is strongly recommended that in the SEDP 2010-2016, the subject lands retain the OS/open space zoning as in the current SEDP 2004-2010.

Accordingly it is considered that the natural wetland characteristics of the land should be retained and the lands should not be zoned for development.

Recommendation

It is strongly recommended that in the SEDP 2010-2016, the subject lands retain the OS/open space zoning as in the current SEDP 2004-2010.

Submission no. 33

20 April 2009

John Armstrong

SCC

Issue no. 1

The submission requests that a small portion of land at Carncash, in the North Fringe area, proposed to be zoned OS-PUB/Public open space, be zoned R1/low density residential use instead.

Opinion

The submission relates to a very small portion of land in the corner of an existing residential property. The remainder of the site is proposed to be zoned as R1/low-density residential areas in the Draft SEDP. It is considered that the requested R1 zoning would be consistent with the remainder of the site.

Recommendation

The portion of land subject of this submission should be zoned as R1/low-density residential areas. Map 3 Open Space Objectives should also be amended to reflect this zoning change.

Submission no. 34

20 April 2009

Patrick Elliott

SCC

This submission relates to the North Fringe Plan.

Issue no. 1

The submission recommends that houses should be separated in blocks with green areas between them.

Issue no. 2

The submission raises concerns about “the road from the Manorhamilton Road going through the new housing scheme”.

Issue no. 3

It is requested that no houses be higher than two storeys.

Issue no. 4

It is requested not to widen Rathbraughan Bridge, because this will encourage speeding traffic into built-up areas.

Opinion

1. The proposed Development Framework indicatively shows a variety of housing layouts and house types, which promotes social integration and housing choice. The precise details of housing layouts will be agreed at planning application stage (please refer to **Section 1.4.15** of this Report). It is not considered appropriate to specify one particular housing layout concept to be adopted throughout the North Fringe area.
2. It would appear that this submission refers to road objective T2.16. Please refer to **Section 1.4.8** of this Report.

3. In the interests of legibility, the promotion of a suitable range of house types and the efficient use of land/infrastructure, it is not considered appropriate to limit all houses to two storeys in height.
4. Any road upgrading works shall be carried out in accordance with the Traffic Management Guidelines and will therefore be designed with traffic safety in mind. In this regard, the design and layout of roads needs to be integrated into the development in a way that is sensitive to the local context rather than dominate it.

Recommendation

No change to the Draft Plan is recommended on foot of this submission.

Submission no. 35 and 36 (identical)

20 April 2009

Vincent Nally and Kieran Feerick

SCC

These submissions relate to the North Fringe LAP.

Issue no. 1

The submissions object to the proposed “3-Storey Accommodation Blocks”. The submissions contend that these blocks would adversely impact on the privacy and sunlight afforded to their properties. It is recommended that these blocks should not exceed two storeys in height.

Issue no. 2

The submissions contend that the LAP proposes development at locations prone to flooding and that this problem will be exacerbated.

Issue no. 3

The submissions note that the height of the “Housing and Shop/Warehousing” is not specified, and recommends that this should not exceed two storeys and should not overlook existing properties.

Issue no. 4

The submissions contend that the location of retail warehousing in a residential area would pose a traffic hazard to children, particularly due to heavy goods vehicles.

It also contends that the general mixing of industrial, commercial and local housing traffic through or near housing estates would create traffic congestion and traffic hazards for residents. It is recommended that schools, industrial and commercial units are relocated along the N15 where they should all avail of separate entrances.

Issue no. 5

The submissions welcome the “most northerly” through-road (presumably the realigned N16), but contend that the “mid development through road” (presumably the T2.16) will lead to public inconvenience and traffic hazard.

Issue no. 6

The submissions contend that there are insufficient playing areas (both number and size) provided in the school environs to cater for 2 schools.

Issue no. 7

The submissions contend that the LAP does not comply with the principles of sequential development and that it will create greater demand for extra car travel and extra buses.

Issue no. 8

The submissions contend that housing density recommendations should provide for clusters with no more than 60 to 70 houses in any given area. It is also recommended that housing developments be no higher than two storeys.

Opinion

1. It is not clear to which “3-Storey Accommodation Blocks” the submissions refer. It is presumed however that they refer to the Development Framework map, which indicates “two-three storey residential dwellings” to the rear of some existing houses in the east of Cell 1.

Please refer to the **Manager’s opinion on Submission no. 30 - point 2.**

2. Please refer to **Section 1.4.14** of this Report.
3. Please refer to the Manager’s opinion on **Submission no. 31 – point 3.**
4. Please refer to **Section 1.4.12** of this Report.
5. Please refer to the Manager’s opinion on **Submission no. 31 – point 5.**
6. Please refer to **Section 1.4.13** of this Report.
7. Please refer to **Sections 1.4.1 and 1.4.2** of this Report.

It is the aim of the LAP to form an integrated development and design framework for a high quality live, work and play community facilitating a mix of accommodation and employment types. It is considered that the mixed concentration of these uses in the North Fringe will actually reduce the demand for additional car travel and will help to facilitate the provision of a sustainable public transport system.

8. Please refer to the Manager’s opinion on **Submission no. 43 – point 1.**

In the interests of legibility, the provision of a suitable range of house types and the efficient use of land/infrastructure, it is not considered appropriate to restrict housing to a maximum of two storeys.

Recommendation

No change to the Draft SEDP is recommended on foot of this submission.

Submission no. 37-45, 69-75, 143-169, 172 (identical)

22 April 2009

Residents of the North Fringe area

SCC

The forty-four identical submissions relate to the North Fringe Local Area Plan.

Issue no. 1

The submissions contend that recent demographic and economic trends show that there is no requirement for the scale of development that could potentially be accommodated in the area covered by the Draft North Fringe LAP.

Issue no. 2

The submissions contend that development of the North Fringe area does not comply with the principle of sequential development. It is stated that areas to the south should be developed before the North Fringe. It is contended that developing the North Fringe would detract from the vibrancy of the existing town centre.

Issue no. 3

The submissions contend that warehousing and commercial development would be premature at this location in the absence of any demand.

Issue no. 4

The submissions contend that large-scale, mixed-use development (in particular the perimeter blocks adjacent to the N15) would visually destroy this attractive rural setting and surrounding landscape views, and would destroy the associated tourism business.

It is requested that the existing ridge-line be preserved as a “green belt area” with no development of any type allowed.

Issue no. 5

The submissions contend that the Draft Plan has adopted other larger cities in Ireland and the UK as development models for Sligo. It is stated that such comparisons or references should not be made.

Issue no. 6

The submissions contend that the development of the area would be premature in the absence of certainty regarding funding and timeframe for completion/upgrading of the road infrastructure.

Issue no. 7

The submissions contend that the adoption of the LAP will sterilise all lands and prevent local people from building one-off houses for family members.

Issue no. 8

The submissions contend that the proposed T2.16 route would become a fast-track access route between the N15 and N16. It is stated that this road should be a cul-de-sac.

Issue no. 9

It is stated that the proposed roundabout at Elliott’s Corner should be relocated in order to avoid the demolition of existing houses.

Issue no. 10

The submissions suggest that the proposed educational facility in Cell 6 should be relocated to Cell 1, as the VEC have purchased land for educational development at this location (Cell 1).

Issue no. 11

It is proposed that “low density and one-off housing zoning” should be applied to all development cells in the North Fringe LAP.

Opinion

All the issues raised in the forty-four identical submissions are addressed in Sections 1.4.1 to 1.4.15 of this Report.

Recommendations

Please refer to the Manager's recommendations in **Section 1.4.16** of this Report.

Submission no. 46

20 April 2009

Frances Heaslip on behalf of the Coordination Unit
of the Department of Communications, Energy and Natural Resources SBC/SCC

Issue no. 1

F. Heaslip informs that the Department of Communications, Energy and Natural Resources (DCENR), on behalf of the Engineering Division whose functions have been transferred to the Department of Agriculture, Fisheries and Food, has no comment to make on the Draft SEDP. This is without prejudice to any comments that the North Western Regional Fisheries Board might have.

Opinion

The information is noted.

Recommendations

No changes to the Draft SEDP are required on foot of this submission.

Submission no. 47

20 April 2009

Kevin Quinn Jnr. SBC

Issue no. 1

The submission indicates that the Eastern Garavogue Bridge is a key piece of infrastructure for the future sustainable development of Sligo and is of paramount economic and socio-economic importance.

The submission expresses serious concerns regarding the removal from the Draft SEDP of the objectives providing for the construction of this piece of infrastructure. K. Quinn highlights the following:

- the need to develop Sligo as a Gateway City;
- the implications of removing the bridge objective for NDP investment priorities;
- the need for balanced regional development, including policies to ease the pressure on urban infrastructure, tackle poverty and better integrate physical and economic planning;
- the need for balanced development in Sligo City, where the infrastructure is inadequate in the east of the city and development has been restricted as a result;
- the difficulties in accessing Sligo General Hospital from the south-east of Sligo City;
- the difficulties the Fire Services face in accessing North Sligo.

The submission supports the re-inclusion of the Eastern Garavogue Bridge in the SEDP.

Opinion

The concerns are noted. Please refer to **Section 1.1.10** of this Report.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 48

22 April 2009

Enda Scanlon, Director

Fiddlers Creek Bar and Restaurant

SBC

Issue no. 1

The submission expresses serious concerns regarding the omission of the Eastern Garavogue Bridge from the Draft SEDP, particularly with regard to the following:

- the bridge is a key priority in the alleviation of traffic pressure;
- traffic pressure has a significant impact on the numbers of people coming into the town and a consequent impact on local businesses;
- the bridge would alleviate the “isolation” of those living in the East Ward, particularly in terms of access to Sligo General Hospital, IT Sligo and FAS.

The submission supports the inclusion of the Eastern Garavogue Bridge in the SEDP for the benefit of both residents and local businesses.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 50

21 April 2009

Mark Whittaker, MKOS

on behalf of Noel Elliot, Mary Gilmartin and Peter Martin

SCC

Issue no. 1

The submission relates to 37.7 acres (15.26 ha) of land located to the west of Carrowroe roundabout, between the N4 and the railway line. The lands are proposed zoned as Buffer Zone in the Draft SEDP. The submission requests that the lands be zoned for community facilities, with a specific objective to develop a major healthcare facility.

Issue no. 2

The submission acknowledges that route T.1.5 (City Bypass) runs through these lands and states that “this zoning request will not conflict with the future development of the western bypass, should part of the route pass through the subject lands”.

Opinion

1. The subject lands are located outside the Development Limit of the Draft SEDP and are included in the Buffer Zone, whose function is to contain and consolidate the city, while safeguarding land for its future expansion and the provision of strategic infrastructure.

Section 8.3 of the Draft SEDP sets out policies seeking to integrate health services and facilities with new and existing community facilities, and promoting the location of such facilities on sites that are convenient for pedestrian access and public transport.

In consideration of the above, it would be inconsistent to zone lands at this location for community facilities. The existing Draft SEDP already provides adequately for the accommodation of such facilities on sites that are more easily accessible, closer to existing residential areas and community facilities.

2. Whilst a route for the T.1.5 (City Bypass) has yet to be finalised, it is anticipated that the route at Tonaforbes (including ancillary roads) will remain as initially proposed, due to the numerous physical constraints in the area. Whilst the zoning of lands along the wider route corridor will have to be reconfigured after the route selection process is completed, it would be premature to zone these lands for any type of development at this stage.

Recommendation

No change to the Draft Plan is recommended on foot of this submission.

Submission no. 51

22 April 2009

Mark Whittaker, MKOS

on behalf of Cordil Construction Ltd and Knocknacarra Investment Ltd

SCC

Issue no. 1

The submission welcomes the continued designation of lands at Lisnalurg (owned by Cordil Construction Ltd and Knocknacarra Investment Ltd) for mixed-use development including the provision of a neighbourhood centre. It is requested that the subject lands remain designated for a neighbourhood centre in the final SEDP 2010-2016.

Issue no. 2

The landowners were recently refused planning permission by an Bord Pleanála, which reversed the County Council’s decision to grant planning permission for a development including a neighbourhood centre to be provided in accordance with the provisions of the existing SEDP. The landowners are concerned that the perceived peripherality of the lands, in conjunction with the existence of an undeveloped area between Lisnalurg and the existing built-up area of Sligo, could result in “a barrier to planned and sustainable development to the north of the city centre, along the N15 corridor”.

It is suggested that the Council should ensure that “non-development of some lands on the N15 Development Corridor does not prejudice the objective to achieve the northern gateway development and the North Fringe Local Area Plan”.

It is argued that development proposals and investment should not be “stifled” by zoned lands where the owner has no current interest in development.

Issue no. 3

It is requested that a tall building be allowed on the subject lands, adjoining the N15, similarly to the one proposed in the North Fringe area – applying the same principle used at the Carrowroe Roundabout / Southern Gateway. Thus a Northern Gateway could be defined in terms of urban design.

Issue no. 4

M. Whittaker requests clarification on the statement in Section **7.2.3 The Outer City** that “on lands zoned MIX-1 and MIX-2, residential use shall generally account for 50% of the overall floor area of the development”. It is suggested that the text should read “minimum 50%” for MIX-1 zoning, to avoid confusion.

Issue no. 5

In an addition to the submission, the consultants express their clients’ concern that a statement in Section 3.4 17 of the current SEDP 2004-2010, maintained in Section 16.4.15 of the Draft SEDP 2010-2016, was used by An Bord Pleanála as one of the grounds to refuse planning permission for a mixed-use development on the subject lands. This statement indicates that neighbourhood centres may not precede the surrounding residential development within approximately 500 metres.

Opinion

1. The request to retain the neighbourhood centre designation on the subject lands is agreed.
2. The Draft SEDP recognises the strategic importance of the Economic Spine running between the Northern Gateway at Lisnalgur and the Southern Gateway at Carrowroe. Section **5.2.1 City Structure** indicates – under the heading **Economic spine and business parks** – that “ideally, the north-south economic spine ... should be developed gradually from the centre outwards”. In addition, the proposed **new Chapter 17. Implementation** (refer to the Manager’s recommendations in relation to Submission no. 142), indicates that the Northern and Southern Gateways will be prioritised for development over the lifetime of the SEDP 2010-2016.

While the local authorities cannot compel landowners to release certain zoned lands, it is hoped that kick-starting development at the Northern and Southern Gateways will help stimulate additional development in the areas surrounding them.

3. Section **12.9 Tall buildings** (p. 87 of the Draft Plan) identifies Lisnalgur as suitable for the creation of a Northern Gateway to the city. The **General Objectives Map (Map 4)** indicates a possible location **F** for a tall building immediately to the north of the junction of L-3410 with N15/Bundoran Road. However, a relocation of the roundabout initially proposed at Elliott’s Corner in the North Fringe LAP area (refer to Section 1.4 of this Report) will make the original location less suitable. There is therefore no objection to relocating the tall building objective **F** on the lands subject of this submission, south of the junction of L-3410 and N15.
4. It is accepted that the statement requiring that “on lands zoned MIX-1 and MIX-2, residential use shall generally account for 50% of the floor area of the development” may be too prescriptive. As site suitability for residential development may vary substantially, each development proposal should be assessed in its site context. It is considered that the appropriate proportion between

commercial and residential uses should be determined on a case-by-case basis, at pre-planning consultation stage. The respective statement in Section 7.2.3 should be omitted.

5. The statement in Section 16.4.15 relates to the provision of retail units in larger neighbourhood centres such as Carrowroe, Cleveragh, Lisnalurg and Ballinode, “subject to the satisfaction of the Local Authority that supporting population exists in the immediate locality, within approximately 500 metres”.

While the development of a northern gateway is important for Sligo and Environs, the SEDP also promotes balanced growth. The development of a neighbourhood centre should clearly relate to the development of the neighbourhood it is supposed to serve. The scale of retail development should be appropriate to the needs of the neighbourhood. Therefore, the SEDP should encourage concomittant residential and supporting development of an appropriate scale.

Section 16.4.15 should require that the Outer City neighbourhood centres of Lisnalurg and Carrowroe be developed simultaneously with a residential component of appropriate scale, based on masterplans agreed with the planning authority. Outer City neighbourhood centre developments should be phased and should include an appropriate combination of retail, residential and supporting uses in each phase.

Recommendations

- A. On the **General Objectives Map (Map 4)**, relocate the tall building objective **F Northern Gateway/Lisnalurg** to the south of the junction of L-3410 and N15.
- B. In Section **7.2.3 The Outer City**, under the heading **Higher-density areas**, 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.”
- C. Please refer to Recommendation C in **Section 1.3.7** of this Report.

Submission no. 52

22 April 2009

Rhatigan and Company Architects
on behalf of P.J. Conway

Issue no. 1

The submission refers to a 2050-sq.m. site located between Custom House Quay and Lower Quay Street, currently used as a surface car park. The site, which is zoned C1, is included in the wider area for which the Draft Quay Quarter Urban Design Framework (UDF) has been prepared. The owner of the site supports the zoning and the main design proposals included in the UDF.

Issue no. 2

It is noted that the UDF envisages the development of the two “parcels” of the study area either as one entity or both simultaneously. It is submitted that previous experience in Sligo has highlighted the difficulties encountered when redeveloping areas with more than one owner. It is suggested that the UDF be modified to take account of this.

Issue no. 3

It is noted that the maps show two-way traffic movement along Custom House Quay, while the text indicates that a one-way traffic flow should operate in this area, westbound.

Issue no. 4

It is indicated that the illustrations of various development options show three storeys for the subject site, while tables 1 and 2 include calculations relating to five-storey development.

Issue no. 5

The submission requests that the issue of connectivity between the Quay Quarter and the Docklands be addressed through specific design proposals similar to the Wine Street to Railway Station connection. A specific objective should be included on Map 2 Transport Objectives.

Issue no. 6

It is suggested that the UDF stipulate minimum ground floor levels or “greater ground to first heights” to allow for future adaptation in relation to potential rising sea water levels.

Opinion

6. The support is noted.
7. The concern is acknowledged. The UDF should include a provision to encourage individual landowners to approach the redevelopment of their sites in a co-ordinated manner.
8. There appears to be an inconsistency between maps and text regarding traffic flows at Custom House Quay. This inconsistency should be rectified.
9. The UDF provides a degree of flexibility for the designers of the future buildings in the Quay Quarter, by specifying height ranges rather than prescribing the number of storeys for any component. The height range for buildings proposed on the subject site is shown on maps 9A and 9B (p. 26 of the UDF) as being 3-4 storeys at Lower Quay Street and 4-5 storeys at Custom House Quay. Tables 1 and 2, however, refer to 5 storeys in the context of calculating the maximum potential parking requirements for the future development. The inconsistencies should be eliminated.
10. Good connections between the Quay Quarter and the Docklands area are essential in the context of a planned expansion of the city centre westwards. In the Draft SEDP, there is a strong commitment to improve pedestrian connections throughout the city. However, the Draft Plan does not include specific design proposals for the connection mentioned in the submission.

It is intended to explore a range of pedestrian connection options as part of the preparation of a local area plan for the Docklands, in the wider context of road connections, junction improvements, widening of Hughes Bridge and remodelling of the Inner Relief Road edges.
11. The comments in relation to flood risk are noted. In accordance with the Draft Sligo and Environs Draft Development Plan 2010-2016, cognisance should be taken of the predicted sea level rise. Current forecasts are that sea levels around Ireland will rise between 0.1 m and 0.9 m by 2100.

Recommendations

- A. In Section 5.1 of the Quay Quarter 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."
- B. Remove references to one-way traffic along Custom House Quay within paragraph 5.6 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."

C. 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: 2 underground levels and 1 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 for 1 & 2 (pages 22 and 25 of the UDF respectively).

D. Edit the following plans 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)

Also, 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."

Furthermore, 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."

E. A new paragraph and associated images should be inserted after section 5.13 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."

Submission no. 53

22 April 2009

Stephen Burns

SBC

Issue no. 1

The submission outlines concern at the removal of the provision for the construction of the Eastern Garavogue Bridge and asks for the inclusion of the bridge in the SEDP, in the interests of the town and the people living in and travelling through Sligo.

In particular, the submission highlights the following points:

- the importance of the bridge to people living in the north-west of the county, particularly those travelling from the Bundoran Road to the East Ward and facing difficulties getting through the town centre;
- the bridge is considered a key piece of infrastructure, which is imperative for the future sustainable development of Sligo;
- the bridge is considered to be of paramount economic and socio-economic importance.

Opinion

The concerns are noted. Please refer to **Section 1.1.10** of this Report.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 54

22 April 2009

Brian Reilly

on behalf of Martin Reilly Motors

SBC

Issue no. 1

The submission outlines concern over the removal of the Eastern Garavogue Bridge from the Plan. The removal of the bridge is considered to be short-sighted and bound have a negative impact on the development of Sligo in the future.

In particular, it is stated that the Eastern Garavogue Bridge will contribute towards the following:

- the enhancement of life for those who live, work and socialise in the town;
- the alleviation of existing traffic congestion on Hughes Bridge;
- better balanced development in the town and the promotion of business and employment in areas that have been overlooked in the past;
- improved access and road network can only be good for employers and will make Sligo a more appealing place to visit and do business in.

The submission requests that the Eastern Garavogue Bridge is included in the SEDP.

Opinion

The concerns are noted. Please refer to **Section 1.1.10** of this Report.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 55

22 April 2009

Gene Ward

on behalf of Ward's Pharmacy

SBC

Issue no. 1

The submission indicates that the Eastern Garavogue Bridge is “a key piece of infrastructure for the future sustainable development of Sligo and is of paramount economic and socio-economic importance.”

G. Ward is gravely concerned that the Eastern Garavogue Bridge has been removed from the Draft SEDP having regard to the following:

- The implications for the long-term economic prospects for Sligo
- The importance of maintaining Gateway City status
- The much needed relief to current traffic congestion in the greater city area
- The implications for the potential growth of Sligo and the damage to local businesses and investment.

The submission requests the re-inclusion of the eastern Garavogue Bridge in the SEDP in the interests of local businesses and for the greater good of Sligo City and its future.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 57

21 April 2009

Frank Kavanagh, Director of Project
on behalf of Mount Carmel Medical Group

SBC

Issue no. 1

The submission relates to 0.65 ha of land of St. Joseph's Private Hospital, Garden Hill. It is requested that the lands be zoned R2 (low/medium-residential uses) instead of the proposed CF/community facilities. The submission contends that the residential development would support the development of the existing private hospital.

Issue no. 2

The submission states that, contrary to the submission made at pre-draft stage (now also resubmitted), Mount Carmel Medical Group now intends to retain the operation of the existing hospital at its current location.

Opinion

1. As set out in Section 8.1 of the Draft SEDP, policy GP-CF-6 seeks to encourage the siting of community facilities in suitable locations, especially within large residential / neighbourhood areas, or in close proximity to existing services / facilities and public transport routes. It is therefore considered necessary to retain CF zoning on the subject lands, which are close to existing communities and other community facilities.

The Zoning Matrix included in the SEDP permits in principle a wide range of uses on lands zoned CF. Such uses include car parking, cemetery/funeral home, childcare, educational facilities, enterprise uses, dancehall, medical facilities, tourist accommodation, small-scale industry, offices, recreation, and certain retail uses.

It should be noted that residential uses are open to consideration on CF-zoned lands. Therefore it is considered that appropriate, compatible residential development could be favourably considered on these lands. Uses such as live-work enterprise units, bed-and-breakfast/guesthouse accommodation, retirement homes, nursing homes, hostels, special-needs accommodation etc. could be accommodated on the subject lands.

Given the robust nature of this zoning objective, it is not considered that a change to zoning is necessary.

2. Noted. The Draft Plan zoning as CF/community facilities is consistent with this intention.

Recommendation

No change to the Draft SEDP is required on foot of this submission.

Submission no. 58

21 April 2009

David Elliot, Martin Devaney, Johnny Feeney,
Tony & Dorothy Leonard, Teresa McLoughlin

SCC

The submission relates to the North Fringe Local Area Plan.

Issue no. 1

The submission objects to the route of proposed road T2.16, as it necessitates the demolition of the properties of the signatories. They request that the route is removed or relocated further south.

Issue no. 2

The submission objects to the rezoning of the said properties for mixed-use development as this may result in the demolition of the houses, unlike other properties in the North Fringe LAP which are to be retained.

Issue no. 3

The submission states that these residents are not against the general principles of the North Fringe LAP.

Opinion

1 and 2. The concerns regarding the route of T2.16/North Fringe Central Avenue are noted. Please refer to **Section 1.4.9** of this Report.

3. The support for the LAP is noted.

Recommendation

Please refer to **Recommendation C** in **Section 1.4.16** of this Report.

Submission no. 59

21 April 2009

John Hester

SCC

The submission relates to the North Fringe Local Area Plan.

Issue no. 1

The submission contends that the LAP will result in overdevelopment and an excessive scale and density of development, which will detract from the rural landscape.

Issue no. 2

The submission contends that the LAP will result in developments which will be derelict and under-serviced due to the current state of the economy.

Opinion

1 and 2. Please refer to **Sections 1.4.1, 1.4.2 and 1.4.4** of this Report.

Recommendation

Please refer to **Recommendation A** in **Section 1.4.16** of this Report.

Submission no. 60

22 April 2009

The Store Manager
on behalf of Argos (Cleveragh Retail Park)

SBC

Issue no. 1

The submission outlines concerns over the removal of the Eastern Garavogue Bridge from the Draft SEDP and requests that the objective be put back on the agenda of the next Borough Council meeting, as the importance of the bridge to the business community in the Cleveragh area “cannot be overstated”.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 61

22 April 2009

Tom Ford

SBC

Issue no. 1

The submission requests that the Eastern Bridge objective be re-included in the Sligo and Environs Development Plan, as it is a critical piece of infrastructure for Sligo’s future. T. Ford believes that the greater good will be served by the bidge’s inclusion in the Plan..

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 62

22 April 2009

Fergal Quinn
on behalf of Cleveragh Retail Park Management Ltd.

SBC

Issue no. 1

The submission expresses concern over the removal of the Eastern Garavogue crossing in the Draft SEDP. F. Quinn outlines that traders in Cleveragh Retail Park constantly hear about accessibility problems from their customers and indicates that the inclusion of the bridge would be a crucial step to improving access to the Retail Park for customers in north Sligo.

The submission requests that the Eastern Garavogue crossing is included in the SEDP and that the project is assigned high importance.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendations

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 63

22 April 2009

Kevin Quinn

on behalf of Cleveragh Retail Park

SBC

Issue no. 1

The submission expresses concern over the removal of the Eastern Garavogue crossing in the Draft SEDP. K. Quinn outlines that accessibility has been one of the major hurdles in securing tenants for Cleveragh Retail Park and indicates that the inclusion of the bridge in the SEDP is imperative for the future viability of the Retail Park.

The submission strongly supports the re-inclusion of the Eastern Garavogue crossing in the SEDP.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendations

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 64

22 April 2009

Gerard McCanny

SBC

Issue no. 1

The submission requests that the Eastern Bridge be re-included in the Sligo and Environs Development Plan as it is a critical piece of infrastructure for Sligo.

Opinion

The request is noted. Please refer to **Section 1.1.10** of this Report.

Recommendations

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 65

22 April 2009

Patricia Cashell

SBC

Issue no. 1

P. Cashell outlines the difficulties experienced in travelling from Tonaphubble to her workplace in Donegal Town. The submissions indicates that a new bridge would be a major bonus to P. Cashell and other Sligo people. While understanding some residents' negative feelings about the bridge, P. Cashell believes that the bridge will facilitate the flow of traffic through the town.

Opinion

Although the submission does not state it explicitly, it is presumed that P. Cashell refers to the Eastern Garavogue Bridge.

The concerns are noted. Please refer to **Section 1.1.10** of this Report.

Recommendations

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 66

21 April 2009

Vincent Roche, Chief Executive Officer

North Western Regional Fisheries Board (NWRFB)

SBC/SCC

Issue no. 1

The NWRFB indicates that water quality and fisheries habitat should be given due protection in the new Development Plan. In particular, riparian zones along salmonid rivers – such as the Garavogue and the spawning and nursing habitat of the Atlantic salmon should be given the highest protection.

Issue no. 2

It is crucial that the the five new residential areas listed in Section 5.2.1 of the Draft Plan (i.e. Cranmore, Ballinode, the North Fringe, the Docklands and Caltragh-Carrowroe) are serviced by Sligo's wastewater treatment plant. Storm water and wastewater should be collected separately, in order to reduce the volumes entering the treatment plant at Finisklin.

Issue no. 3

The Plan should contain a clear policy in relation to the siting of septic tanks along lake shores and on sites with poor effluent attenuation capacity, where water quality might be at risk.

Issue no. 4

The Development Plan should address the issue of eutrophication through a policy aimed at controlling run-off of nutrients from lands.

Issue no. 5

The Plan should be consistent with the draft Water Quality Management Plan for the western region.

Issue no. 6

The SEDP must acknowledge the (forthcoming??) designation of salmonid rivers (under the EU Habitats Directive) and the consequent planning constraints along the river corridors.

Issue no. 7

The NWRFB supports the use of Sustainable Urban Drainage Systems (SUDS) and recommends watercourse buffer zones between 35 and 60 m for larger river channels (over 10 m wide) and up to 20 m for smaller river channels (under 10 m wide). Such buffer zones should be marked on maps pertaining to the SEDP.

Issue no. 8

The Plan should outline the need for those involved in infrastructural development to be aware of the possible impact of works on fish habitat. The NWRFB should be consulted in relation to any works likely to impact on rivers, streams or lakes inhabited by fish.

Issue no. 9

The Development Plan should highlight the need for protecting and developing the fishery resources as one of the main tourist attractions, both inland and at the coastline, with appropriate infrastructural provision.

Issue no. 10

The NWRFB recommends the inclusion of an objective to improve road access, parking facilities and, where appropriate, boat access to fisheries.

Opinion

- 1.** Section **13.3.4 Inland waters – rivers, streams, wetlands and groundwater** (p. 111 of the Draft SEDP) includes adequate policies and objectives for the protection of water bodies and their capacity to provide a suitable habitat for fauna and flora.
- 2.** As indicated in Section **14.2 Wastewater Services** (p. 114 of the Draft SEDP), drainage schemes are in existence or are planned for all the areas designated for development or regeneration. Section **14.3 Surface water and flooding** (p. 116 of the Draft SEDP) includes relevant provisions in relation to surface water drainage.
- 3.** Water quality policy P-WQ-9 seeks to ensure that all single-house developments outside serviced areas comply with EPA standards and guidelines for effluent treatment.
- 4.** Water quality policy P-WQ-7 requires farmers to prepare nutrient management plans in all areas designated “high-risk” in the Western River Basin District Management Plan.
- 5 and 6.** The recommendations are noted.
- 7.** The Draft SEDP supports the use of SUDS through its **Surface water drainage policies** outlined in Section 14.3. It should be noted that outside the densely built-up area of Sligo city centre all water courses are protected/buffered by zoning designation such as open space or linear parks of sufficient width. These open space types are all marked on **Map 3 Open Space Objectives**.
- 8.** Inland water objective O-NH-10 requires consultation with prescribed bodies (such as the NWRFB) prior to undertaking, approving or authorising any works or development that may impact on watercourses.
- 9.** Tourism objective O-TOU-1 in Section **6.6 Tourism** (p. 31 of the SEDP) encourages the provision of fishing stands and other facilities such as jetties on the shores of Lough Gill, to entice fishermen, anglers, boating and rowing clubs etc.

10. Noted and agreed. Objective O-TOU-1 in Section 6.6 should be expanded to include the improvement of road access, parking facilities and, where appropriate, boat access to fisheries.

Recommendation

In Section 6.6. Tourism, 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.”**

Submission no. 67

21 April 2009

Shirley Kearney, Higher Executive Officer

Forward Planning Section, Department of Education and Science

SCC/SBC

Issue no. 1

The Forward Planning Section of the Department of Education and Science outlines the calculations used by the Department to determine the spatial requirements for new schools.

Issue no. 2

The Department refers to a previous submission, made at pre-draft stage, where it was recommended that based on a population growth of 35,000, a total of 27 acres would be required for primary schools and 36 acres would be required for post-primary schools. A statement in the Draft Plan referring to 27 acres for both primary and post-primary schools is incorrect.

Issue no. 3

As in the previous submission, the Department informs that the Office of Public Works (OPW) is engaged in sourcing a site for Gaelscoil Chnoc na Rí, which needs three acres. The Council's advice is again sought on the availability of sites that could accommodate the Gaelscoil.

Issue no. 4

It is indicated that if it is intended to progress with the proposed development at Ballinode, a 5.47-acre site will be required in this area for a 24-room school.

Issue no. 5

The Department requests that school site reservations be made as possible to community facilities such as sports grounds and libraries, and that a multi-campus school arrangement (i.e. two-three schools sharing a site) is open for consideration.

Issue no. 6

S. Kearney refers the Council to various guidance documents such as the Technical Guidance Document 025 – Identification and suitability of Sites for Primary Schools (Dept. of Education), Sustainable Residential Development in Urban Areas (DoEHLG), Code of Practice for Planning Authorities and the provision of schools (both Departments)

Opinion

1, 5 and 6. The references and comments are noted.

2. Due to a typing error, the correct reference to 36 acres for post-primary schools did not appear in the Draft SEDP. This omission should be rectified.
3. The Draft SEDP has made provision for the location of the Gaelscoil at Derrydarragh/Oakfield, in the south-eastern part of the town, by zoning 6.78 ha (16.75 acres) of land for community facilities (CF), in order to accommodate a new school and also other facilities, if necessary.
4. Sufficient suitably-zoned and located lands have been reserved at Ballinode for the provision of community facilities, including a school. However, given the deteriorating economic circumstances, development in the area is unlikely to proceed in the foreseeable future.

Recommendation

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."

Submission no. 68

21 April 2009

Imelda Condon, Higher Executive Officer
Management Services Unit, Department of Transport

SBC/SCC

Issue no. 1

The Department of Transport indicates that the Department of the Environment, Heritage and Local Government is drawing up guidelines for planning authorities regarding public safety zones at the three state airports of Cork, Dublin and Shannon. It is specified that the application of such safety zones to regional airports is also being considered.

Opinion

The information is noted. Any future requirements regarding possible public safety zones at the Regional Airport in Strandhill will be assessed for potential impacts on the SEDP area.

Recommendations

No changes to the Draft SEDP are required on foot of this submission.

Submission no. 76

21 April 2009

Paul Turley/John Spain Associates
on behalf of Treasury Holdings Limited

SBC

Issue no. 1

The submission requests a change of zoning for a site (approx. 4.9 ha) located west of the Summerhill Roundabout, from the currently-proposed MIX-1 and R3 to C2. It is submitted that the requested zoning would facilitate the development of residential, commercial, retail and employment uses.

The retail element of the proposed development includes circa 6,000 sq.m. net comparison floor space and 3,000 sq.m. net convenience floor space.

A sequential test undertaken for the site is appended to the submission, which is also accompanied by an urban design appraisal and a masterplan prepared by Douglas Wallace Architects.

Issue no. 2

It is contended that the Draft Retail Planning Strategy is “overly conservative” and should be amended to incorporate more ambitious future retail floor space figures for Sligo City.

Issue no. 3

It is also requested that the Retail Planning Strategy acknowledge the fact that not all retail formats can be delivered within the constrained city centre zoned sites and therefore “strategically located” edge-of-centre and out-of-centre sites need to be considered – such as the subject site.

Issue no. 4

The submission indicates that Treasury Holding Ltd is “willing to accept the implementation of a site specific objective linking the development of the subject lands, under the proposed C2 zoning, to the development of [Treasury Holding’s] Centre Block scheme located in the City Centre, in order to ensure the orderly development of Sligo’s retail offering and to protect the vitality and viability of the city centre.”

Opinion

1. Subject to sequential test considerations, the site could come forward, in the future, as an extension to the city centre’s retail offer. As indicated in the Draft SEDP, this would be subject to effective linkages in pedestrian and functional terms with the city centre as it is currently configured. Any retail development in the area should be for comparison retail uses and subject to the same restrictions as any edge-of-centre areas.

However, it is considered that the current C2 zoning includes sufficient sites with significant potential for developing expansions of the city centre, if necessary over the lifetime of the SEDP 2010-2016. While the long-term potential of the subject site is recognized, it should not be zoned C2 in the SEDP 2010-2016, as this zoning would be premature.

2. The Retail Planning Strategy cannot be considered “overly conservative”. When the estimates of future retail floor space were prepared in 2008, the global financial crisis was only beginning to spread and thinking on the Irish economy was still relatively optimistic. ESRI and others were expecting growth in personal consumption in the next few years and beyond.

Since then, the economy has worsened considerably and there might even be a return to net outward migration. In the present economic circumstances, it is considered that the assessment of required future floor space is robust and appropriate (see the notes below).

There is no need to amend the Retail Planning Strategy by increasing the estimates for future retail floor space.

While it is clear that any reassessment of the floor space requirements would, if anything, reduce them, it is acknowledged that the economy remains in a state of flux.

It would be therefore appropriate to review the position in 2012, as part of the Manager’s Progress Report on the SEDP 2010-2016.

Notes on the assessment of future floor space requirements

- The floor space requirement has been estimated using a population growth scenario consistent with Sligo's NSS Gateway designation. In the light of the economic downturn, it is reasonable to assume that the timescale for achieving the population targets might be extended. The population estimates employed may therefore be considered high, given a declining national picture.
- While per-capita spending levels (based on CSO's Household Budget Survey) for Sligo are lower than those for Cork (which were based on CSO's Annual Services Inquiry – ASI), future growth rates are likely to be lower than those employed across the country up to 2008.
- The requirement was also based on a robust assessment of existing and pipeline floor space.

Source: Roger Tym and Partners, June 2009

3. The Draft SEDP already acknowledges the fact that not all retail formats can be delivered in the city centre. Consequently, suitable sites have been zoned in the outer-city area for retail warehousing, for example. The Draft Plan also recognises the existence of various constraints in the city centre/C1 zone and gives a clear indication of the preference for expanding the city centre into C2-zoned areas in the Docklands, west of the Inner Relief Road and immediately to the east and south-east of the city centre.
4. As indicated under No. 1 above, it is considered premature to zone the subject site C2 in the absence of a demonstrable need to increase the retail floor space outside the city centre. Therefore, the inclusion of the requested objective would be superfluous.

Recommendation

No change to the Draft SEDP is recommended on foot of this submission. Please refer also to **Sections 1.3.6 and 1.3.7** of this Report.

Submission no. 77

21 April 2009

Maria Lynch/Declan Brassil & Company Ltd
on behalf of Eircom Ltd

SBC

Issue no. 1

The submission supports the retention in the Draft SEDP of the existing C2 and R3 zoning of Eircom's lands at Rathedmond Td.

Opinion

The support is noted.

Recommendation

No change to the Draft SEDP is required on foot of this submission.

Submission no. 78

22 April 2009

Mark Whittaker/McCarthy Keville O'Sullivan

on behalf of Michael Barry, Tom Daly, Bernard Mullen and Brendan Mullen

SBC

Issue no. 1

The submission refers to lands at Bundoran Road, located to the west of the N15 and measuring 5.034 ha. The lands are zoned C2 (commercial and mixed uses) and are designated for a neighbourhood centre in the SEDP 2004-2010

The Draft SEDP 2010-2016 proposes to zone the lands MIX-1 (mixed uses, non-retail) and to remove the neighbourhood centre designation.

The submission requests retention of NC (neighbourhood centre) zoning for the subject lands.

Opinion

The subject lands are located between the national road N15/Bundoran Road and the busy Rosses Point Road. The Draft SEDP proposes to remove the NC designation from the subject lands and to create two neighbourhood centres to the west and east of the lands relates because of these lands' extremely poor pedestrian accessibility in relation to the residential areas they are supposed to serve. No attempt to develop a neighbourhood centre on these lands has been made since the coming into force of the current SEDP in 2004.

It is considered that neighbourhood centres cannot fulfil their functions in an appropriate manner unless they are located as close as possible (preferably in the midst) of residential areas which they are meant to serve in terms of daily shopping and other services.

The two newly proposed neighbourhood centres at Cartron and Ballytivnan are more favourably positioned than the subject lands in relation to residential areas and might have better prospects of being developed within the timeframe of the SEDP 2010-2016.

The lands at Bundoran Road, subject of this submission, should remain zoned MIX-1 in the final SEDP 2010-2016.

Recommendation

No change to the Draft SEDP is recommended on foot of this submission.

Submission no. 79

22 April 2009

Barry Cannon, Director

on behalf of Blue Raincoat Theatre Company

SBC

Issue no. 1

B. Cannon congratulates the Councils for producing a professional Draft SEDP, notes the Plan's acknowledgement of the Blue Raincoat's premises' (i.e. the Factory performance space) contribution to Sligo's cultural infrastructure and welcomes the inclusion of the Factory site in the Quay Quarter Urban Design Framework (UDF).

Issue no. 2

The submission notes that while the Draft UDF promotes the idea of a “cultural focal point” at the theatre site, the site is “excluded from further consideration as given to block parcels 1 and 2”. It is suggested that the inclusion would help guide the company in deciding on future development for the site.

Issue no. 3

It is indicated that the theatre company aspires to the development of a new cultural landmark that would possibly include a theatre, library, theatre school, artists’ studio spaces etc.

Opinion

1. The support for the Quay Quarter UDF is noted.
2. The comments are noted and agreed. The premises of the Blue Raincoat Theatre Company should be meaningfully included in the Urban Design Framework for the Quay Quarter.
3. The aspirations of the Blue Raincoat Theatre Company are acknowledged. It is considered that the suggested range of facilities, all highly desirable, cannot be all accommodated in a single facility located on the Factory site. Artists’ studio spaces, for example, will likely be created as part of the Green Fort Project.

More substantial opportunities for a landmark culture-related building might arise within the Docklands area, west of the Quay Quarter. The potential for locating such a facility in the Docklands will be explored as part of the preparation of a local area plan.

Recommendations

- A.** Insert new paragraphs in both Sections 5.7.1 and 5.7.2 of the UDF respectively 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."

"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."

- B.** Edit the following plans 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)
- C. Include the Factory Theatre site block parcel and retabulate the maximum (as opposed to minimum) associated development profile information in tables for 1 & 2 (page 22 and 25 respectively).
- D. 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):
- "O Development of additional floorspace and an internal courtyard for the Blue Raincoat Theatre Company."
- "Q Development of additional floorspace and an internal courtyard for the Blue Raincoat Theatre Company."

Submission no. 80

2 April 2009

Andrew Judge (Hamilton Young Architects)
on behalf of the Ursuline Community and Ursuline College

SBC

Issue no. 1

The submission relates to a small wedge of land (marked 80 on the Submissions Map) located to the rear of the Ursuline College at Finisklin Road.

The consultants request that the zoning be changed from CF/community facilities to C2/ commercial and mixed land uses.

Opinion

The development potential of the site is limited by its size and elongated shape. The site is also almost completely separated from adjoining CF-zoned lands.

The adjoining lands to the east and north of the site are currently zoned C2. Therefore the zoning of the site as C2 would promote co-ordinated development and land assembly.

Recommendation

The site should be zoned C2/commercial and mixed land uses instead of CF/community facilities.

Submission no. 81

22 April 2009

Frank J. Pastor/Hamilton Young Architects
on behalf of Bishop Christopher Jones (Summerhill College)

SBC

Issue no. 1

The submission relates to a portion of land in the ownership of Summerhill College to the north of Circular Road. The portion of land is at the extreme east of the landholding (site marked 81 on the Submissions Map).

The consultants request that, consistent with the remainder of this landholding, the zoning be changed from CF/community facilities to C2/ commercial and mixed land uses.

Opinion

The site is almost completely separated from adjoining CF-zoned lands to the north.

The adjoining lands (to the west) in the ownership of the College are currently zoned C2. Therefore the zoning of the site as C2 would promote co-ordinated development and land assembly.

Recommendation

The site should be zoned C2/commercial and mixed land uses instead of CF/community facilities..

Submission no. 82

22 April 2009

Pauric Oates

on behalf of Oates Breheny Group

SBC

Issue no. 1

The submission expresses concern over the removal of the Eastern Garavogue crossing from the Draft SEDP and requests that the bridge crossing be included in the Sligo and Environs Development Plan 2010-2016.

In particular, the submission outlines that the bridge is critical for the accessibility of emergency services. Also, there are obvious aspects of access/link to north Sligo.

It is requested that the bridge be assigned high importance in the Sligo and Environs Development Plan 2010-2016.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendations

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 83

22 April 2009

Michael O'Hehir

SBC

Issue no. 1

The submission requests that the Eastern Garavogue Bridge be reinstated in the Sligo and Environs Development Plan 2010-2016.

The submission states that the bridge is of vital importance to Sligo City and "was believed to be a secure part of the plans for the future of the City". The submission further outlines that, in relation to business interests in the Cleaveragh area, the congestion and delays encountered every day are "untenable".

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendations

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 84

22 April 2009

A. Murray and S. O'Dowd
on behalf of Quayside Shopping Centre

SBC

Issue no. 1

The submission refers to parking requirements as set out in **Table 16.B Vehicle Parking Requirements** (p. 143 of the Draft SEDP).

The submission outlines that for city-centre shops the parking requirement is one space for every 25 sq.m. of retail floor space, and for supermarkets the parking requirement is one space for every 18 sq.m. of retail floor space. It states that, following a study by Quayside Shopping Centre, it seems appear that a requirement of one space per 50 sq.m. of retail floor space would be sufficient.

It is indicated that the provision of car-park spaces places a significant financial burden on developers and it is requested that the requirements set out in Table 16.B be changed to one space per 50 sq.m. of retail floor space for both shops and supermarkets.

Opinion

The parking requirements set out in the Draft SEDP are consistent with vehicle parking standards nationally.

It should be noted that the submitted car parking occupancy statistics relating to the Quayside Shopping Centre are based on *average* figures. There is no data given for *peak* figures, which are normally used in design calculations.

The standards as recommended in the Draft SEDP are considered appropriate.

Recommendation

No change of the Draft SEDP is recommended on foot of this submission.

Submission no. 85

22 April 2009

Mullen & McLoughlin Car Sales

SBC

Issue no. 1

The submission requests that the Councils reinstate the written and mapped transport objectives to provide for the Eastern Garavogue Bridge and associated approach roads in the SEDP 2010-2016, which are strategic objectives, of paramount importance for the future of Sligo City.

It is submitted that the bridge and roads would join communities north and south of the river, improve access to and from eastern areas of the city, improve circulation and reduce traffic congestion.

The Bridge and roads would also facilitate the regeneration of the eastern areas of the city, facilitate cycle and pedestrian ways along the river, facilitate pedestrianisation of the city centre as well as opening up lands for development north of the river.

Issue no. 2

It is indicated that the Eastern Crossing has been a long-term objective for the area, and the Council has already committed to delivering the project. Following consultation with relevant stakeholders in recent years, the project has progressed to design stage. The omission of the Eastern Crossing objective at this stage would undermine the significant time and financial resources invested in the project to date.

Issue no. 3

The authors of the submission acknowledge the concerns of established residents to the south of the proposed river crossing, but are of the opinion that an appropriate alternative route can be found through negotiations with all stakeholders. They are suggesting that the wording of the proposed objective should only refer to the river crossing and the approach roads on the north side of the Garavogue:

"T1.3: An eastern Bridge crossing the Garavogue River, from Riverside to Rathquarter, continuing north and turning west to connect with Ash Lane."

Opinion

The arguments in favour of constructing the eastern bridge and associated roads are noted. Please refer also to **Section 1.1.10** of this Report.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 86

22 April 2009

John McCormack (McCormack Fuels)

SBC

Issue no. 1

The submission opposes the removal of the Eastern Bridge from the Draft SEDP and requests the reinstatement of the corresponding objective.

It is submitted that the bridge is vital for alleviating congestion in the city centre and improving access to and from eastern areas of the city.

Issue no. 2

J. McCormack requests that a local area plan be prepared for the Queens Road and Lynns Dock area, similar to the Quay Street area, where "a local area plan is already in place".

It is contended that the Queens Road/Lynns Dock area is the logical direction for expanding city-centre-type retail and business uses.

Opinion

1. The opposition to removing the strategic road objective T1.3 and the arguments in favour of constructing the Eastern crossing and associated roads are noted. Please refer also to **Section 1.1.10** of this Report.
2. It should be noted that the document prepared for the Quay Quarter (Quay Street and the surrounding area) is an urban design framework, not a local area plan. Queens Road and Lynns Docks areas are proposed to be included in the forthcoming Local Area Plan for the Docklands (to be prepared following the adoption of SEDP 2010-2016).

The Draft SEDP 2010-2016 already recognizes the area in question as most suitable for city-centre expansion, provided that adequate pedestrian links with the old centre can be created.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 87

22 April 2009

Peter Greene

SBC

Issue no. 1

The submission expresses dismay at the removal of the Eastern Garavogue Bridge from the Draft SEDP and urges those concerned to “re-think the removal of this critical infrastructural component from the Draft Plan”.

The submission indicates that the bridge is an integral part of the development of Sligo as a Gateway City in terms good accessibility and proper traffic flow management.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 88

22 April 2009

Close Care Foundation Ltd.

SBC

Issue no. 1

The submission refers to a 0.5-ha site in the Docklands area, proposed to be zoned for open space. It is requested that the site be zoned C2 instead, similar to the lands around it. It is submitted that the former orchard on this site has become scrubland and is of no actual recreational value.

Issue no. 2

It is suggested that a specific objective be included in the SEDP to require any future development on a site including the former orchard to provide open space at least of the same area as the former orchard.

Opinion

1. It is accepted that the present recreational/open space value of the site in question is rather low. Zoning the subject site C2 instead of OS could contribute to future site assembly in the area, thus facilitating development in the Docklands.
2. Agreed. Any future development that would include the site of the former orchard should ensure the provision of an urban square/pocket park of the same size as the former orchard.

Recommendations

- A. Zone the site of the former orchard C2 instead of OS.
- B. In Section 11.7 **Urban Squares**, 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.

Submission no. 89

22 April 2009

Rhatigan and Company Architects
on behalf of Daybleak Properties Ltd.

SCC

Issue no. 1

The submission refers to a 4.5-ha site located immediately south of the Carrowroe Roundabout. The site is proposed to be zoned MIX-2, which is similar to the existing C3/ORW zoning. Planning permission was granted in 2004 for a mixed-use development on this site, including offices and retail warehousing.

It is requested that the MIX-2 zoning be amended to allow for the provision of “a small number of retail units”, amounting to a total floor space of 2,700 sq.m., at Carrowroe.

Opinion

While the MIX-2 zoning restricts the provision of comparison shops and shopping centres, it leaves open for consideration the provision of convenience shops and cash-and-carry units.

It is considered that the zoning of the subject site is sufficiently flexible to allow for the provision of a small number of retail units, provided that any proposed development passes the sequential test, as outlined in the Sligo City and County Joint Retail Planning Strategy and required by the general retail planning objective O-RP-1 (p. 30 of the Draft SEDP).

The MIX-2 zoning should be retained.

Recommendation

No change to the Draft SEDP is recommended on foot on this submission.

Submission no. 90

22 April 2009

Alan Barry/Glenman Corporation
on behalf of Daybleak Properties Ltd.

SCC

Issue no. 1

The submission refers to a 3.5-acre site located immediately north of the Carrowroe Roundabout. The site is proposed to be zoned MIX-1, which is similar to the existing C3 zoning. Planning permission was granted in 2003 on the southern portion of the site for an eleven-storey landmark hotel.

It is requested that the MIX-1 zoning be changed to Neighbourhood Centre to allow for the provision of “a number of retail units”.

Opinion

The Draft SEDP designates a total of 14 neighbourhood centres, in locations where it is considered that their purpose of providing everyday shopping and services to existing and future neighbourhoods can be best achieved.

There is already a designated neighbourhood centre at Carrowroe, opposite the subject site, east of Pearse Road, for which Sligo County Council has granted planning permission in 2008.

Furthermore, section **12.9 Tall buildings** of the Draft SEDP (p. 87) recommends seven sites seen as suitable for the construction of tall, landmark buildings. The previously-permitted eleven-storey hotel is considered an essential contribution to the proposed Southern Gateway and the objective should be retained on the site.

The MIX-1 zoning should be retained on the subject site.

Recommendation

No change to the Draft SEDP is recommended on foot on this submission.

Submission no. 91

22 April 2009

Rhatigan and Company Architects
on behalf of Mr. Albert Conneally

SBC

Issue no. 1

The submission relates to 4.5 acres of land located to the east of Sea Road, and southwest of the existing Finisklin Industrial Estate.

In the Draft SEDP, the site is proposed to be zoned BITP. The consultants request that the site be zoned R3 – medium/high-density residential areas.

Opinion

It is estimated that there are roughly 280 ha of greenfield land zoned for residential use within the current development limit of the Draft SEDP. If developed, these lands would be able to accommodate up to 28,000 additional residents, bringing Sligo’s total population high above the DoEHLG-recommended target of 42,000 people by the year 2020.

There is clearly no need to zone additional land for residential development.

The economic importance of Finisklin Business Park must be recognised. The park is approaching maximum capacity and it is important that some adjoining lands are reserved to enable planned and co-ordinated expansion of the park. The subject site should be zoned BITP in the final SEDP 2010-2016.

Recommendation

No change to the Draft SEDP is recommended on foot of this submission.

Submission no. 92

22 April 2009

Alan Barry/Glenman Corporation
on behalf of Albert Conneally

SBC/SCC

Issue no. 1

The submission refers to a 7.5-acre site located immediately to the north-west of the Carrowroe Retail Park Roundabout, between Pearse Road and the Inner Relief Road. The site is proposed to be zoned MIX-1, which is similar to the existing C3 zoning.

It is requested that the MIX-1 zoning be changed to C2 to allow for the provision of commercial and mixed uses, including retail development.

Opinion

C2 zoning in the Draft SEDP is generally afforded to areas/sites considered suitable for edge-of-centre development. Given the distance from the city centre (i.e. over 300-400 m), the subject site cannot be seen as located on the edge of the city centre.

While the MIX-1 zoning restricts the provision of comparison shops and shopping centres, it leaves open for consideration the provision of convenience shops and cash-and-carry units.

It is considered that the zoning of the subject site is sufficiently flexible to allow for the provision of a small number of retail units, provided that any proposed development passes the sequential test, as outlined in the Sligo City and County Joint Retail Planning Strategy and required by the general retail planning objective O-RP-1 (p. 30 of the Draft SEDP).

The MIX-1 zoning should be retained.

Recommendations

No change to the Draft SEDP is recommended on foot on this submission.

Submission no. 93

22 April 2009

Alan Barry of Glenman Corporation
on behalf of Albert Conneally

SBC

Issue no. 1

The submission refers to a 7-acre site located west of the Inner Relief Road and to the north-west of the Carrowroe Retail Park Roundabout. The site is proposed to be zoned MIX-1, which is similar to the existing C3 zoning.

Clarifications are sought on the meaning of “commercial (non-retail)” description of uses permissible in the MIX-1 zones.

It is also requested that the MIX-1 zoning make allowance for “commercial development with an element of comparison retail”. The submission lists business types such as printing/stationary shop with ancillary office space; wholesale paint suppliers with ancillary office space; wholesale ironmongery with ancillary office space etc. – 42 types of businesses in total.

Opinion

The zoning objective MIX-1/mixed uses (non-retail) seeks to promote the development of a dynamic mix of uses, able to sustain vibrant residential and employment areas. It encourages commercial (non-retail), residential, leisure, employment/enterprise uses.

The meaning of “commercial (non-retail)” uses should be understood in the context of the Retail Planning Strategy, which restricts the development of retail floor space to particular areas in the city. Comparison retail, for example, is not encouraged to develop outside the city centre or suitable edge-of-centre areas.

It is noted that a small number of the listed types of business could be accommodated in MIX-1 areas, but most of the business types listed in the submission could be classified as either wholesale, enterprise or light industry. The Draft SEDP zones particular areas for the development of such uses in the form of business/enterprise parks and retail warehousing parks – BITP and RP zones. Many of the uses listed in the submission could also be accommodated in the WILT zone at Belladrihid, reserved for waste management, industry, logistics and transport-related uses.

It is not considered necessary to amend the MIX-1 zoning objective by allowing wholesale/retail warehousing and industrial uses to be established in MIX-1-zoned areas.

Recommendations

No change to the Draft SEDP is recommended on foot on this submission.

Submission no. 94

22 April 2009

Rhatigan and Company Architects
on behalf of Kevinsfort Ltd.

SBC

Issue no. 1

The submission relates to the proposed deletion of the Eastern Bridge and approach roads from the Draft SEDP 2010-2016. The submission opposes the deletion of this bridge, as it would result in

commercial loss to Kevinsfort Ltd and will be detrimental to the future of all communities in the eastern sector of Sligo City.

The submission states that the Kevinsfort lands at Ardaghowen (not identified on a map but described as being “within the Borough, east of the city centre”) extend to 25.8 acres. It states that the lands have been identified as “being of strategic importance and would act as a gateway to Sligo City when approached from the east”.

The submission contends that, while the eastern sector of Sligo is easily accessible from the City Centre when moving outwards, one travelling into the city experiences considerable congestion and constraint. North/south movement is long and torturous and always necessitates travel through the City Core and along the Inner Relief Road.

The submission outlines that preliminary design work on the Eastern Garavogue Bridge and approach roads has been completed and the following benefits identified:

- it would greatly relieve traffic movement from the Eastern Sector
- it would create an important additional north/south link over the Garavogue River
- it would encourage and underpin additional development in the Eastern Sector in commercial, residential and leisure areas
- it would complement the traffic enhancement measures proposed for the Sligo and Environs area.

The submission concludes that it is essential that the transport objectives for the Eastern Garavogue Bridge and approach roads are re-introduced in the SEDP 2010-2016.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 95

22 April 2009

Rhatigan and Company Architects
on behalf of Tom Kenny (Kilcawley Construction)

SBC

Issue no. 1

The submission relates to a narrow piece of land measuring 0.7 ha, located on the northern side of Strandhill Road, and south of the existing Finisklin Industrial Estate. The site currently contains a small building which houses the Kilcawley Construction offices. Land to the rear of the building is used to store building plant and materials.

The consultants request that the site be rezoned from R2 – low/medium-density residential areas to “mixed use” to allow the development of a local shop, low-density residential and office uses.

Opinion

Local convenience shopping and other local-based services should be directed to the existing/proposed Neighbourhood Centres in the nearby areas of Finisklin, Merville and Oakfield. The designation of additional competing mixed-use areas would detract from the development potential of these Neighbourhood Centres and should therefore not be encouraged.

To the rear of the site, it is considered that the proposed office use would be consistent with the adjoining lands to the north and west, which are zoned BITP/business, industry and technology park. These lands could also be accessed via the existing BITP-zoned lands.

Recommendations

The lands should remain zoned as R2 – low/medium-density residential areas, except the rear portion of the site which should be zoned as BITP/business, industry and technology park.

Submission no. 96

22 April 2009

Rhatigan and Company Architects

on behalf of Kevinsfort Ltd, D. Burns, T. Jones and D.Taheny

SCC

Issue no. 1

The submission is made on behalf of a number of adjoining landowners at Cairns (Duke) Td. The aggregate area of the lands is stated to be approximately 12 hectares. The lands are located to the east of the proposed road route T2.11.

Apart from a small portion of R1-zoned land (an existing brownfield site) in the southwest corner of these lands, the remainder of the lands are proposed to be zoned OS/open space in the Draft SEDP.

The consultants request that the aggregate lands be zoned R1/low-density residential areas on the basis of the following:

- more sustainable and efficient use of the proposed T2.11 road.
- these lands are below the higher contours of Cairns Hill
- the Draft SEDP zoning as OS/open space reduces the value of these lands
- the requested zoning would be consistent with other R1-zoned lands in the area.

Opinion

It is estimated that there are roughly 280 ha of greenfield land zoned for residential use within the current development limit of the Draft SEDP. If developed, these lands would be able to accommodate up to 28,000 additional residents, bringing Sligo's total population high above the DoEHLG-recommended target of 42,000 people by the year 2020.

There is clearly no need to zone additional land for residential development.

Under the Draft SEDP, the subject lands are proposed to be zoned for residential use on the western side of the T2.11 route only (with the exception of the existing brownfield site). The lands to the east of the route are proposed to be zoned OS/open space, having regard to their elevated and sensitive location in proximity to the summit of Cairns Hill.

Section 13.1.3 of the Draft SEDP recognises Cairns Hill as part of the unique and internationally-important archaeological landscape of the Cuil Irra Peninsula and includes a policy (P-AH-13) to protect views within and adjacent to Cairns Hill.

The northern and western slopes of Cairns Hill are particularly sensitive, due to their steeply sloping gradients and visually exposed nature. This is particularly important in terms of the intervisibility with Knocknarea and the wider Cuil Irra Peninsula.

The policy of zoning lands on one side of an existing or proposed road only is commonly applied in the Draft SEDP. In doing so, particularly on the periphery of the built-up area, an easily identifiable development limit can be established. This is evident to the north of the city (along the existing N15 and proposed N16 realignment) and to the west (along the Oakfield Road and T1.2 Western Distributor Route).

It is considered that the proposed T2.11 should form a similar limit in this sensitive landscape to the south-east of the city. It is not considered that development is necessary on both sides of the road in order to ensure efficient and sustainable use of this route.

In accordance with section 11 of the Planning and Development Act 2000 (as amended), in the making of a development plan, the members are restricted to considering the proper planning and sustainable development of the area to which the development plan relates, the statutory obligations of the local authority and any relevant policies or objectives for the time being of the Government or any Minister of the Government. The value of land is therefore not a legal planning consideration.

Recommendations

No change to the Draft Plan is required on foot of this submission.

Submission no. 97

22 April 2009

Rhatigan and Company Architects
on behalf of the Mullan family

SBC/SCC

The submission relates to a significant landholding (approximately 29 hectares) located to the west of Oakfield Road. The lands are traversed by the Borough boundary in a generally SE–NW direction. Most of the land is located outside the Borough boundary.

The Draft SEDP Development Limit, which follows the line of the Western Distributor Route at this location, also traverses the lands in a similar fashion. Land located outside the Development Limit is zoned BUF/buffer zone, while lands inside the Development Limit are zoned CF/community facilities and OS/open space.

Issue no. 1

The consultants request that the Development Limit be extended to include most of the Mullan family landholding currently zoned BUF/buffer zone.

It is requested that the majority of these lands be zoned for residential uses, a mixture of R1 – low density residential areas and R2 – low/medium-density residential areas.

Issue no. 2

Within the extended Development Limit (as requested in Issue no.1) it is requested to zone an area of land “in the vicinity of the Archaeological Tumulus” as OS/open space.

Issue no. 3

Within the extended Development Limit (as requested in Issue no.1) it is also proposed to zone a small additional area of land to the west of the Development Limit as CF/community facilities.

Issue no. 4

The majority of the Mullan family landholding located within the Development Limit of the Draft SEDP is zoned CF/community facilities. The submission requests that some of this zoning is retained but that the majority of CF-zoned lands be rezoned to R2-low/medium-density residential areas.

Issue no. 5

The Draft Plan includes a small area of Open Space along the Oakfield Road. The submission requests that this area is rezoned to MIX-1 – mixed uses (non-retail).

Opinion

1. The Draft Plan proposes the route of the Western Distributor Route as the Development Limit at this location. This is considered a strong and easily identifiable limit to development, which will help prevent undesirable urban sprawl into the adjoining rural area.

It is estimated that there are roughly 280 ha of greenfield land zoned for residential use within the current development limit of the Draft SEDP. If developed, these lands would be able to accommodate up to 28,000 additional residents, bringing Sligo's total population high above the DoEHLG-recommended target of 42,000 people by the year 2020.

There is clearly no need to zone additional land for residential development.

2. It is considered that the existing Buffer Zone objective at this location provides sufficient protection for archaeological monuments. The proposed OS/open space zoning is therefore not warranted.
3. As stated in point 1 (above) the Western Distributor Route should provide the western development limit at this location. It is considered that the proposed additional area of CF-zoned land to the west of the WDR would conflict with this concept, and would lead to the creation of a small isolated parcel of CF-zoned land which would offer little development potential and contribute to piecemeal development.
4. As stated above, there is no need to zone additional land for residential development. It is important that adequate land is retained to provide for community facilities and uses.
5. It is considered that such a small area of mixed uses could only serve a local catchment area. Any such proposal should be directed to the existing/proposed Neighbourhood Centres at Caltragh, Oakfield and Merville. The designation of additional competing mixed-use areas would detract from the development potential of these Neighbourhood Centres.

These lands have been zoned as OS/open space having regard to the estimated land requirements and restrictions imposed by the Western Distributor Road route. It is therefore important that this zoning is retained.

Recommendations

No change to the Draft Plan is recommended on foot of this submission.

Submission no. 98

22 April 2009

Liz Foley, Secretary
on behalf of People First

SBC

Issue no. 1

The submission requests that the Council commits itself to preserving and developing all public amenities in the interest of the common good.

Issue no. 2

The submission requests that the green areas including the Racecourse in Cleveragh, Doorley Park, the Fairgreen, the Greenfort, Kevinsfort and Ballinode, currently zoned as OS – Open Space/Green Links, be retained as green areas to be enjoyed by the people of Sligo.

Issue no. 3

The submission requests that the car park area in Abbey Street be developed in a manner which is acceptable to the local community.

Issue no. 4

The submission requests that the Council seek major investment in sustainable energy, public transport and public recycling infrastructure to deal with global warming and to reduce pollution and congestion.

Opinion

1. The Draft SEDP contains policies and objectives regarding the development of public amenities in the interest of the common good. This will be pursued subject to funding and other constraints.
2. The extent of the areas referred to is not exactly clear in all cases. However, in terms of zoning, it is evident that the Draft SEDP proposes the retention of green spaces at the locations listed.
3. It is an objective of the Draft SEDP (O-CP-1 in Section 10.5 Car parking) to provide a multi-storey/underground car park at the location of the existing Abbey Street car park. Substantial consultation on this matter has been carried out with the local community to date and this process will continue.
4. The Draft SEDP already contains policies and objectives which support sustainable energy, public transport and public recycling infrastructure. Suitable projects will be pursued subject to funding.

Recommendation

No change to the Draft SEDP is required on foot of this submission.

Submission no. 99

22 April 2009

Rebecca Stevens, Chief Executive Officer
Sligo Chamber

SBC

Issue no. 1

Sligo Chamber supports the provision of the Eastern Garavogue Bridge as a necessary piece of infrastructure in the Sligo and Environs area. The Chamber requests the re-inclusion of the Eastern

Garavogue Bridge in the SEDP 2010-2016 as it is fundamental to the accessibility and traffic management of the Gateway City.

Issue no. 2

The Chamber requests the removal of the final sentence in the following paragraph in Chapter 6, p. 27 of the Draft SEDP:

“Large food stores should be located in the city centre or on the edge of the centre. However, an out-of-town 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 the capacity for additional traffic and service vehicles. It is recognized that these constraints exist in Sligo.”

The Chamber believes that the above underlined sentence is not a true reflection of the current status of large development sites within or on the “periphery” of the city centre. Examples given include the Centre Block, the Docklands area, Cleveragh etc.

Issue no. 3

The Chamber requests the inclusion in the SEDP 2010-2016 of a local area plan incorporating commercial, retail and residential development of the Queens Road and Lynns Dock areas.

Issue no. 4

The Chamber reiterates its request that the SEDP prioritise the provision of public car parking facilities to serve the city centre particularly a “state-of-the-art” multi-storey car park.

Opinion

1. The arguments in favour of constructing the Eastern crossing and associated roads (objectives T1.3 and T2.7) are noted and agreed. It is considered that both objectives T1.3 and T2.7 should be reinstated in the SEDP. Please refer to **Section 1.1.10** of this Report.
2. The sentence is a factual statement. The constraints enumerated in the second paragraph of Section 6.5.6 of the SEDP do exist in Sligo. Removing the sentence would not make the constraints disappear. It is not considered necessary to remove the said sentence.
3. Queens Road and Lynns Docks areas are proposed to be included in the forthcoming Local Area Plan for the Docklands (to be prepared following the adoption of SEDP 2010-2016).

The Draft SEDP 2010-2016 already recognizes the area in question as most suitable for city-centre expansion, provided that adequate pedestrian links with the old centre can be created.

4. The provision of multi-storey car parks to serve the city centre is explicitly encouraged in the Draft SEDP – see objectives O-CP-1 and O-CP-2 in Section 10.5 Car parking. Under the currently deteriorating economic circumstances, the local authorities are not able to make financial commitments towards the direct provision of such structures. City-centre car parking can however be provided in multi-storey structures as part of private mixed-use developments or future public-private partnerships (PPP).

Recommendations

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Finbarr Filan

on behalf of Shafin Developments Ltd.

SBC

Issue no. 1

The submission requests that the Council reinstate the written and mapped transport objectives to provide for the Eastern Garavogue Bridge and approach Roads in the Sligo and Environs Development Plan 2010-2016.

The submission states that a fundamental part of continuing and developing Sligo's success as a Gateway City and regional capital is the development of good transport and infrastructural services throughout the city and environs.

It is indicated that as part of the City's infrastructure development programme, Sligo Borough Council has identified the need for the provision of a new Garavogue river crossing on the eastern side of the city centre and such a proposal has been included in Sligo Borough Development Plans since the 1970s.

The submission suggests that the proposed road would join communities north and south of the river, improve access to and from eastern areas of the city, improve movement around the city and reduce traffic congestion.

Other benefits outlined are as follows:

- this key infrastructural project would facilitate efficient inner-urban transport links and would attract investment into the City;
- the roads would facilitate the regeneration and development of eastern areas of the city.
- the scheme would reduce travel times for communities and commuters north and south of the Garavogue;
- it would provide direct access to Ballinode, to the proposed Cleveragh Regional Park and public access to the northern shores of Lough Gill;
- it would provide direct access from Cranmore and the south-eastern quarter of the city to the General Hospital and the Institute of Technology.
- the bridge will include a cycle- and pedestrian way across the river, connecting similar routes and opposite river banks;
- the scheme creates the potential to achieve a pedestrian-dominated city centre with improved public realm, good permeability and connectivity;
- it will open up lands for development and will consolidate the physical expansion of the city centre.

It is stated that the omission of the scheme is a retrograde step, as it has been a long-term objective for the area and the Council has already committed itself to the project by going through extensive consultation, design and planning processes.

It is stated that the Council has a strategic responsibility to reserve lands for the development of future infrastructural projects and that the objective should be reinstated to secure the long-term economic and strategic planning needs of the city.

The submission acknowledges the concerns of established residents to the south of the proposed river crossing, but suggests that the scheme could be modified to find a more appropriate solution.

Notwithstanding this point, the incorporation of the objective is of paramount importance.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendations

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 101

22 April 2009

Richard Devaney, MKOS
on behalf of Shafin Developments Ltd.

SCC

Issue no. 1

The submission supports the continued designation of Shafin-owned lands at Carrowroe for mixed-use development including the provision of a neighbourhood centre. It is requested that the lands remain so designated in the final SEDP 2010-2016.

Issue no. 2

It is indicated that the issue of building a neighbourhood centre in advance of residential development in the surrounding area was raised as part of a refusal of planning permission by An Bord Pleanála – relating to development that had received planning permission from Sligo County Council.

Section 16.4.15 of the Draft SEDP 2010-2016 reiterates the provisions of Section 3.4.17 of the current SEDP in stating that neighbourhood centre developments should not proceed unless supporting population exists in the immediate locality, within approximately 500 metres. It is requested that this restriction be omitted from the final SEDP.

Opinion

1. The support for the neighbourhood centre designation is noted.
2. Neighbourhood centres represent commercial and – as the case may be – social infrastructure intended to serve population residing generally within 500 metres (or circa 10 minutes walk). The request to provide adequate infrastructure before or at the same time as building new residential areas has repeatedly been brought up by members of the public as part of consultation on various plans over the years.

It is acknowledged that the restrictive provision specified in Section 16.4.15 may hinder the development of the proposed neighbourhood centres at Carrowroe and Lisnalurg for as long as a substantial number of people are not living within the 500-m required distance. It is recognised that the two proposed neighbourhood centres are located at the Southern and Northern Gateways to Sligo City, at the ends of the planned Economic Spine.

The proposed **new Chapter 17. Implementation** (refer to Appendix 3), indicates that the Southern Gateway and the larger neighbourhood centre at Carrowroe, inter alia, will be prioritised for development over the lifetime of the SEDP 2010-2016.

Section 16.4.15 of the Draft SEDP should also be modified to reflect this reprioritisation. Please refer to the Manager's opinion regarding neighbourhood centres in **Section 1.3.6** of this Report.

Recommendation

Please refer to **Recommendations C and D in Section 1.3.7** of this Report.

Submission no. 102

22 April 2009

Patrick Barrett/Duggan Architects and Engineers
on behalf of Noel Higgins

SBC/SCC

Issue no. 1

The submission relates to approximately 3.5 ha of land at Tonaphubble. Under the current Sligo and Environs Development Plan 2004-2010, the site is zoned R1/low residential density. In the Draft SEDP 2010-2016, a 0.42-ha portion of the overall site (located at the extreme south-eastern corner of the lands) is proposed to be zoned OS/open space instead of R1.

In relation to Mr. Higgins' remaining land, which retains its residential zoning under the Draft SEDP 2010-2016, the submission outlines that a portion of this land is most likely unsuitable for residential development due to its gradient etc. The submission also outlines that some of the zoned land will be reserved for road-widening purposes.

The submission essentially proposes a swap of zoning. It is requested that the 0.42 ha portion of lands in the south-eastern corner of the landholding not be zoned OS/open space (no replacement zoning is specifically requested). It is also proposed that a similar-sized area of R1-zoned lands on this landholding (referred to in paragraph two above) is rezoned as "Green Area".

The submission contends that the lands at the south-eastern corner of the landholding are "more suitable for development purposes".

Opinion

While the specific zoning requested in the south-eastern corner of the landholding is not clear, it is assumed that the submission requests an R1/low-density residential areas, zoning which would be consistent with the remainder of the landholding.

The portion of lands at the south-eastern corner is the most elevated and exposed of this landholding. Any development on these lands would be visible over a wide area surrounding Sligo city and would contribute to urban sprawl at a location that forms, in visual terms, part of the south-eastern limit of the city.

It is acknowledged that an alternative "Green Area" is proposed in lieu of the requested zoning. While the alternative area is of a similar size, it is much less elevated land and is therefore considered more suitable for development purposes. In contrast, the lands at the south-eastern corner of the landholding are almost 20 metres higher and accordingly are considered unsuitable for development purposes.

Recommendation

No change to the Draft SEDP is recommended on foot of this submission.

Submission no. 103

22 April 2009

Terry McGowan
on behalf of Craig & McGowan

SBC

Issue no. 1

T. McGowan proposes that a 1.73-ha area located north of the Railway Station between Union Place, Lyons Terrace and Finisklin Road be zoned C1 instead of C2 in the SEDP 2010-2016.

Issue no. 2

It is requested that the structures at No. 1 and No. 2 Lyons Terrace, together with the adjoining five-storey warehouse, be removed from the Record of Protected Structures.

Opinion

1. The current C2 zoning, which is proposed to be retained in the new SEDP, reflects accurately the edge-of-centre nature of the subject lands. Realistically, the area cannot be considered part of the city centre (commercial core zoned C1) at present, but the C2 zoning acknowledges the fact that it is suitable for city-centre expansion.
2. Please refer to the Manager's opinion on Submission no. 103 (RPS no. 27) in **Chapter 3** of this Report.

Recommendation

No change to the Draft SEDP is recommended on foot of this submission.

Denis Barry, GVA Planning and Regeneration Ltd
on behalf of Tesco Ireland Ltd

SCC

Issue no. 1

The submission seeks the zoning of lands owned by Tesco Ireland Ltd at Carrowroe as District Centre instead of MIX-1 as proposed in the Draft SEDP 2010-2016.

It is indicated that Tesco Ireland has “sequentially assessed potential city-centre and edge-of-centre sites for future convenience floor space” but no available or suitable sites were identified.

It is also contended that the Draft Retail Strategy recommended the designation of additional retail categories and the Development Plan should consequently designate a District Centre at Carrowroe.

A wide range of arguments are made in support of this request, including comparing out-of-centre retail provision in Sligo and other towns in the Border Region and across the border; trade leakage from Sligo to some of those towns; accessibility and parking provision in the city centre; traffic considerations etc.

GVA Planning analysed three locations for their potential to accommodate retail facilities: the city centre, the Docklands and Tesco’s site at Carrowroe. The consultants’ conclusion is that the Carrowroe site is the only one suitable for large convenience retailing.

The consultants also list a number of planning “precedents” in terms of An Bord Pleanála’s granting of planning permission for out-of-town supermarkets/district centres.

Issue no. 2

It is requested that “a maximum parking requirement of at least 1 space per 14 sq.m. of retail floor space, with an increase at specified locations” be provided in the SEDP.

Opinion

1. The Draft Retail Planning Strategy 2010-2016 does not recommend the designation of a District Centre. On the contrary, on page 56 it states:

“7.35 There are no formally designated District Centres in Sligo. The Retail Planning Guidelines (paragraph 71, and in Annex 1) indicate that a purpose-built District Centre can be within the built-up area or a suburban location on the edge of an urban area and would usually contain at least one food supermarket or superstore together with non-retail services. District Centres serve the local community within a 15-20 minute drive time and typically comprise up to 10,000 sq.m. gross floor space.

7.36 As the majority of projected convenience and comparison goods requirements in Sligo are directed to City Centre and other centres in Sligo, the Strategy does not designate any District Centres.”

Both the Draft Retail Strategy and the Draft SEDP identify only limited capacity for further convenience retail provision to 2015 and 2020.

The Strategy indicates that while there is scope for additional convenience floor space both in the city centre and in neighbourhood centres, over the Plan period such requirements are likely to be modest in scale – circa 1,280 sq.m. net floor space by 2015, rising to 4,190 sq.m. by 2020.

The Draft Retail Strategy explicitly supports the provision of convenience retail floor space in the city centre and neighbourhood centres, and recommends appropriate criteria for assessment of retail development proposals in accordance with the Retail Planning Guidelines. Four larger

neighbourhood centres are identified at Carrowroe, Cleveragh, Ballinode and Lisnalurg, where convenience retail development should be encouraged in the interest of achieving balanced growth.

In terms of comparison retail, the Draft Strategy shows a clear preference for the city centre, followed by edge-of-centre/Docklands. Paragraph 7.17 of the Draft Strategy also states, in relation to the area west of Hughes Bridge (i.e. Docklands) that:

“In the medium term, it may be appropriate to consider development of convenience floor space in this area to facilitate a qualitative improvement in the city centre’s convenience retail offer while also releasing space for additional comparison retail development in the established City Centre.”

This recommendation is contradicting the submission’s claim that the Docklands area would be unsuitable for convenience retailing. There are probably other edge-of-town sites/locations that could successfully accommodate a large food store/supermarket.

It should also be noted that leakage of expenditure on convenience goods can be widely attributed to the euro/sterling exchange rate and general pricing levels, and much less to the absence of an out-of-town superstore in Sligo. At the same time, leakage from south County Sligo to Carrick-on-Shannon – in terms of supermarket expenditure – is considered normal/reasonable, as shoppers tend to travel to the nearest supermarket, all other variables being equal.

Any policy encouraging people to travel from south or west of the County, or even from neighbouring counties to Sligo City for supermarket shopping would be at variance with the principle of sustainability and the Plan’s aim to reduce the need for travel and the reliance on private cars.

Overall, it is considered that there is no demonstrated need for a District Centre in Sligo at this stage in the city’s development towards a higher-order retail centre. The subject lands should remain zoned MIX-1.

2. It is not clear whether the submission requests an increase or a decrease in the number of car parking spaces per square metre of retail floor space, compared with the existing parking standard requirements of 1 space per 18 sq.m. of gross floor space for supermarkets.

It is considered that the existing standards are reasonable and comparable to those used by other planning authorities in Gateway cities. The existing standards should be retained.

Recommendations

No change to the Draft SEDP is recommended on foot of this submission.

Submission no. 105

22 April 2009

John Spain Associates
on behalf of Aldi Stores (Ireland) Ltd

SBC/SCC

Issue no. 1

The submission indicates that Aldi has not been able to develop a discount food store on lands that it owns at Pearse Road, and which are zoned Neighbourhood Centre, because of floor space caps for neighbourhood centres restricting the scale of individual units to 300 sq.m. in the current SEDP 2004-2010. The Draft SEDP 2010-2016 retains the restriction and reduces the cap to 250 sq.m.

The submission notes that the floor space cap applies only to lands zoned NC-1 (the case of the subject site) and NC-4, but not to NC-2 and NC-3 categories. It is contended that the floor space cap seems to be conflicting with the Draft Plan's indication that "discount food stores can effectively anchor neighbourhood centres as well as complementing existing convenience shopping".

It is also noted that no recommendation for a floor space cap is included in the Draft Retail Planning Strategy.

The submission requests that the 250-sq.m. cap on individual retail units be removed from the SEDP or, as an alternative, that the neighbourhood centre at Pearse Road (Cornageeha) be recategorised as NC-2.

Opinion

In the Sligo City Centre and Retail Strategy 2004-2010, the purpose of including a floor space cap on individual retail units locating in a neighbourhood centre was "*to preserve the local nature of the neighbourhood centre*", the reasoning being that "*beyond this limit (i.e. 250 sq.m.), shops are likely to serve beyond a purely local market and thus would be more suitably located within the city centre or on the edge of the city centre if no central sites are available*".

The Draft Retail Planning Strategy 2010-2016, while stating a preference for locating discount food stores in neighbourhood centres, also maintains the recommendation for a floor space cap on individual retail units (see Recommendations 7.22 and 7.23 on page 54 of the Draft Retail Strategy). Recommended criteria for assessing the suitability of discount food store proposals include: impact on the vitality and viability of the city centre, urban design, impact on the character and amenity of the area, and the level of accessibility by different modes of transport.

Section **6.5.7 Local retail needs** of the Draft SEDP 2010-2016 includes policies and objectives relating to neighbourhood centres, making provision for four categories, each one with a slightly different combination of floor space limits. The 250-sq.m. cap on individual units is also mentioned in the Development Management Chapter, in Section 16.4.15 Neighbourhood centres.

It is acknowledged that this provision of the Draft Plan effectively prevents the location of discount food stores with a net floor space over 250 sq.m. in all except the four larger neighbourhood centres (categories NC-2 and NC-3). It is considered that this provision is reasonable, in accordance with the Retail Strategy, and should be maintained. However, discount food stores with a net floor space lower than 250 sq.m would be permissible in principle in all neighbourhood centres.

An essential criterion in assessing such proposals would be the degree to which the discount food store integrates with other retail/service units in the neighbourhood centre and with the surrounding area. It is important that the neighbourhood centre does not become a one-shop centre. The design and layout of the discount food store should complement rather than exclude or over-dominate the other retail/service units.

The SEDP should include be a requirement to develop the new neighbourhood centres as integrated projects, based on masterplans. This requirement would be consistent with the approach already taken by the County Council's Development Management Section in dealing with the neighbourhood centre proposals at Lisnalurg and Carrowroe.

Regarding the neighbourhood centre at Cornageeha, this is located close to the larger neighbourhood centre at Cleveragh, but their local catchments are different, in that Cleveragh is located in the midst of a densely-built residential area. Promotion of Cornageeha to NC-2 status may risk the potential development of the Cleveragh neighbourhood centre at this level in the retail hierarchy. However, should Cleveragh NC not develop as intended over the lifetime of the SEDP 2010-2016, the relevant Plan provisions will be reviewed.

For the lifetime of the SEDP 2010-2016, it recommended to maintain the NC-1 status of the neighbourhood centre at Pearse Road/Cornageeha.

Recommendation

Please refer to **Recommendation C in Section 1.3.7** of this Report.

Submission no. 106

22 April 2009

Michelle O'Boyle/O'Boyle Solicitors
on behalf of Harry and Nan O'Boyle

SCC

The submission relates to the O'Boyle family landholding, located along the western side of the N16, immediately southwest of Doonally crossroads.

Issue no. 1

The submission contends that the two Zones of Archaeological Potential (ZAPs) on this landholding (as indicated on Map 5) should be deleted as they are not of "sufficient archaeological potential or importance".

Issue no. 2

The lands are proposed to be zoned R1 – low-density residential areas in the Draft Plan. The submission requests that the lands are zoned R2 – low/medium-density residential areas.

Issue no. 3

It is also requested that complementary facilities could be promoted and developed in tandem with appropriate residential development.

Opinion

1. The ZAPs are associated with Recorded Monuments which are listed in the Record of Monuments and Places, established under Section 12 of the National Monuments (Amendment) Act 2004. It is not within the remit of the Development Plan to "delete" Recorded Monuments or associated ZAPs.
2. The subject lands are located in the Outer City area, at the north-eastern extremity of the Draft Plan Development Limit. At this location it is important to include low-density housing which provides an appropriate transition between the built-up continuum and the countryside.

It is also important to retain an appropriate balance of housing densities, in order to ensure a suitable range of house types and sizes. Low-density housing is particularly important as an attractive alternative to one-off housing in the surrounding rural areas and should therefore be retained.

3. It is considered that the Zoning Matrix included in the Draft SEDP already allows for an adequate range of complementary facilities that could be permitted in tandem with appropriate residential development.

Recommendation

No change to the Draft Plan is recommended on foot of this submission.

Submission no. 107

22 April 2009

Michelle O'Boyle/O'Boyle Solicitors
on behalf of Margaret and Walter Burke

SBC/SCC

The submission relates to two pieces of land, marked 107a and 107b on the Submissions Map.

Issue no. 1

The submission requests that both pieces of land be rezoned to C2/commercial and mixed land uses instead of MIX-1 and RE..

Issue no. 2

The submission supports the idea of designating District Centres and states that the Burkes would be open to the appropriate development of a District Centre on their lands.

Opinion

1. It should be noted that the submission incorrectly states that the lands are zoned for MIX-1/mixed uses (non-retail) and RE/existing residential areas. The lands at Caltragh are actually zoned for MIX-1/mixed uses (non-retail) and R3 – medium/high-density residential areas. The lands at Carrowroe are zoned for MIX-1/mixed uses (non-retail) only.

In terms of development opportunities, the main difference between the zoning as proposed in the Draft SEDP and the requested C2 zonings is the greater range and scale of retail development that is permissible in the C2 zoning. Consistent with the SEDP policy on sequential retail development (policy O-RP-1), C2-zoned lands are located on the edge of the existing City Centre and will accommodate the future expansion of retail floorspace.

The subject lands are located significantly farther from the City Centre and are poorly served in terms of pedestrian and public transport linkages. It is therefore considered that zoning the lands as C2 would conflict with the Draft Retail Strategy and the Draft SEDP. Any retail development at this location should be limited to a local/neighbourhood scale.

3. In accordance with the details outlined above, it is not considered that any significant retail development should be permitted at this location. The Retail Strategy has examined the issue of District Centres and concluded that *“As the majority of projected convenience and comparison goods requirements in Sligo are directed to City Centre and other centres in Sligo, the strategy does not designate any District Centres”*.

Recommendation

No change to the Draft Plan is recommended on foot of this submission.

Submission no. 108

22 April 2009

John Conlon

SCC

Issue no. 1

The submission relates to 3.5 acres of land located to the north of Strandhill Road at Cummeen.

The submission requests that the site be zoned R2 – low/medium-density residential areas instead of GB/green belt.

Opinion

It is estimated that there are roughly 280 ha of greenfield land zoned for residential use within the current development limit of the Draft SEDP. If developed, these lands would be able to accommodate up to 28,000 additional residents, bringing Sligo's total population high above the DoEHLG-recommended target of 42,000 people by the year 2020.

There is clearly no need to zone additional land for residential development.

Furthermore, the lands do not appear to have satisfactory access onto the public road network.

Recommendation

No change to the Draft Plan is recommended on foot of this submission.

Submission no. 109

Patrick and Clodagh Lynch

22 April 2009

SCC

The submission relates to the North Fringe LAP

Issue no. 1

The submission contends that development of the North Fringe area does not comply with the principles of sequential development. It states that undeveloped areas closer to the city centre should be developed prior to the North Fringe area.

Issue no. 2

The submission questions the economic viability of retail warehousing development and the need for inclusion of apartment-living in the North Fringe area.

Issue no. 3

The submission contends that development as envisaged, particularly on the elevated lands of the North Fringe area and lands around the Lynch residence, would be injurious to residential amenities of existing properties and would detract from the visual amenities of the surrounding rural landscape.

Issue no. 4

The submission contends that the development of the area would be premature in the absence of:

- an agreed realignment of the N15;
- the provision of the Eastern Garavogue Bridge and associated access improvements on the eastern side of Sligo.

Issue no. 5

The submission contends that existing roads in the North Fringe area have insufficient capacity to accommodate the additional development.

Issue no. 6

The submission states that the provision of a water retention pond to the immediate west of the Lynch residence is unacceptable, as the area is already prone to surface water flooding.

Issue no. 7

The submission contends that the LAP is deficient in terms of essential community facility provision. It is stated that community facilities should be put in place prior to any development.

Opinion

1. Please refer to **Section 1.4.2** of this Report.

2. Please refer to **Sections 1.4.1 and 1.4.3** of this Report.

It is considered appropriate to have apartment development at this location. These smaller units will ensure the availability of a greater variety of house types in the North Fringe area, thereby promoting better balanced and integrated communities, and will also ensure a more efficient and sustainable use of land/infrastructure.

3. Please refer to **Sections 1.4.4 and 1.4.15** of this Report.

It should be noted that the layout shown on the Development Framework is indicative only. The precise design of any development proposal will be subject to detailed assessment at planning application stage, having particular regard to the impact of the proposal on visual and residential amenities.

4. The proposed realignment of the N15 is currently at preliminary design stage and approval has been given to carry out an EIS for the scheme. As stated in Section 1.1 of this Report, it is recommended to include the Eastern Bridge and Approach Roads/Objectives T1.3 and T2.7 in the SEDP. The CPO and EIS for this scheme are currently awaiting approval from An Bord Pleanála.

As outlined in Section 1.4 of this Report, it is envisaged that development of the area will take place on an incremental basis over a 10-20 year period. The capacity of the road network will continually be assessed as part of the planning application process. Therefore, development in the area will not take place in the absence of supporting infrastructure.

5. Please refer to **Section 1.4.6** of this Report.

6. The LAP indicates a “possible retention pond” to the west of the Lynch residence with the aim of controlling the build-up of surface water run-off. The pond would also form part of the passive recreational area. If incorporated, this feature could help to alleviate the existing flooding problems referred to in the submission.

The details shown are indicative only and any such proposal would be the subject of detailed design assessment at planning application stage.

7. Please refer to **Section 1.4.13** of this Report.

Recommendation

Please refer to **Recommendation A in Section 1.4.16** of this Report.

Submission no. 110

22 April 2009

Cliona Corry/Murray O Laoire Architects
on behalf of Mangan Bros Holdings

SBC

The submission relates to a small portion of land to the south of a road which links the N15 and the Old Bundoran Road at Ballytivnan. The site is located at the junction of the link road and the Old Bundoran Road, and extends to approximately 0.06 hectares.

Issue no. 1

The subject site is proposed to be zoned as OS/open space in the Draft SEDP. The adjoining lands to the west are zoned as NC/neighbourhood centres (NC-1 Ballytivnan). The submission proposes that the NC site be extended to include the subject piece of land. The submission argues that the site would be ineffective as a public open space, and that its incorporation into the Neighbourhood Centre would provide a more coherent strategy for the formation of the urban block.

Opinion

The Open Space Objectives of the SEDP (Map 3) indicates that the site is reserved as PUB/ Public Open Space. The general objective of this zoning is to ensure adequate provision and maintenance of public open space, to be developed and used for parks and playgrounds. The Draft SEDP does not include any other specific Open Space Objective in relation to the subject lands.

Given its location and configuration, the subject piece of land offer little development potential as an effective open space area. Accordingly, it would be more appropriately incorporated into the overall Neighbourhood Centre lands.

Recommendation

The extent of the Neighbourhood Centre lands at Ballytivnan should be extended to include the subject lands.

Submission no. 111

22 April 2009

Michael Monahan, Solicitor

SBC

Issue no. 1

The submission requests the inclusion of the Eastern Garavogue Bridge as a necessary infrastructural component for the Sligo and Environs area. The reasons for the inclusion are outlined as follows:

- the difficulties experienced in travelling from the east to the north of the town and the associated traffic problems created by these difficulties;
- its importance in the growth of Sligo as a Gateway City.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 112

22 April 2009

Aimee Powderly of Brady Shipman Martin
on behalf of the Office of Public Works

SBC/SCC

Issue no. 1

The submission welcomes the stated strategic goals of the Draft SEDP, supports the economic and social development of the area in a way that is environmentally sustainable and consistent with government policy, and welcomes the proposed settlement structure for Sligo.

Issue no. 2

The submission welcomes the inclusion of various heritage policies and objectives, particularly in relation to archaeological and architectural heritage. Policies and objectives in relation to the Cuil Irra peninsula are highlighted and supported.

Issue no. 3

The submission welcomes the inclusion of various policies and objectives in relation to surface water and flooding.

Opinion

The support of the OPW is noted.

Recommendation

No change to the Draft Plan is required on foot of this submission.

Submission no. 113

22 April 2009

Ann Clinton

SBC

Issue no. 1

The submission expresses dismay at the decision to remove the Eastern Garavogue Bridge from the Draft SEDP. The submission argues that similar infrastructure projects have helped to develop Sligo into a gateway city and that such projects must be considered in terms of the greater good of the city, despite localised opposition.

The submission states that the Eastern Garavogue Bridge is of prime importance to the city and requests that it is included in the SEDP.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendations

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Issue no. 1

The submission highlights the need to improve the provision of parking within the city centre, particularly between the town centre and the Inner Relief Road. It is also requested that the Stephen Street car park be retained, and not be used as an open-air market.

Issue no. 2

The submission suggests that the “redevelopment/upgrade for Tesco/Dunnes/ Pennys etc. should be done as soon as possible”.

Issue no. 3

The submission states that retail development should be encouraged in Sligo “rather than a couple of miles away”.

Issue no. 4

The submission highlights the importance of attractive town centres and green countryside for tourism in Sligo.

Opinion

1. The Draft SEDP acknowledges the need to improve parking provision. Policies for city centre traffic management aim to adopt a circulatory system that directs traffic around the city centre on a “ring route”, providing multi-storey car parks on the edge of the centre. Objective O-CP-1 and objective O-CP-2 relate specifically to the improvement of parking provision and place a specific emphasis on the city centre and Inner Relief Road areas.

Whilst it is an objective to redevelop the existing Stephen Street car park into an urban square, it is envisaged that this will be concurrent with the development of the multi-storey car parks. This will ensure that there is no net loss of car-parking spaces. Street markets are a popular form of traditional retailing, which can add greatly to the attractiveness and the vitality of a city centre.

2. It would appear that the submission refers to the development of the Centre Block. Sligo Borough Council has now granted planning permission for all aspects of this project. Construction of the Centre Block is dependent upon progress by the relevant developers and landowners.
3. The Draft SEDP fully supports the sequential approach whereby the city centre is prioritised for retail development and out-of-town shopping facilities are discouraged.
4. Strategic zoning policy SP-Z-1 promotes the growth of a compact Gateway City with a strong commercial/retail core and economic base. The Draft SEDP fully acknowledges the need to consolidate the city centre and to protect the unique landscape setting of the Sligo and Environs area.

Recommendation

No change of the Draft SEDP is required on foot of this submission.

Submission no. 115

22 April 2009

John Davey
Davey Motors Ltd.

SBC

Issue no. 1

The submission expresses great frustration and consternation at the removal of the Eastern Garavogue Bridge from the SEDP.

In particular, the submission raises the following points:

- the removal of the bridge is not in the interests or the greater good of Sligo and its environs;
- the bridge proposal has been in Sligo's long term plans for the last fifty years;
- the proposed crossing is the only practical route, because of constraints to the east and west of this route.

As a member of the business community, Mr Davey strongly urges that the route is included in the Plan as originally proposed.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendations

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 116

22 April 2009

Denise Kilcoyne

SBC

Issue no. 1

The submission states that the removal of the Garavogue Bridge is "an absolute disgrace". It is outlined that the bridge is the only opportunity to ease congestion in the town and to provide quick access to the hospital.

Issue no. 2

The submission asks whether the reopening of O'Connell Street at peak times will be considered.

Opinion

1. The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.
2. O'Connell Street has been closed to through-traffic for traffic calming within the city centre and the introduction of pedestrian-priority and shared-priority streets. It is an objective of the SEDP to continue this pedestrian prioritisation in O'Connell Street and to carry out environmental improvements which will increase the commercial attractiveness and tourist appeal of the city centre.

It is considered that the traffic congestion problems of the town should be addressed through the implementation of strategic road objectives and intra-urban road objectives contained in Sections 10.2 and 10.3 of the Draft SEDP. This should include the Eastern Garavogue Bridge as outlined in Chapter 1 of this Report.

Objective O-PED-1, relating to the continued pedestrian prioritisation and improvement of O'Connell Street and other city centre areas, should remain in the SEDP.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 117

22 April 2009

Leslie Bagnall
Cordners Shoes

SBC

Issue no. 1

The submission relates to the removal of the Eastern Garavogue Bridge from the SEDP. The submission outlines that the bridge is key to the future development of Sligo, as it will aid the flow of traffic through the eastern part of town, which has experienced decline over the last number of years.

The submission also highlights the following:

- future development in the east would aid the overall development of Sligo
- the Thomas Street/Castle Street area suffers from traffic congestion, which discourages local people and tourists from visiting this part of the city.
- the removal of the bridge will have a negative impact on the retailing business.

The submission strongly urges the members of the Borough Council to reconsider the proposal to remove the Eastern Bridge from the SEDP.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 118

22 April 2009

Shane O'Farrell (Property Manager) and Colm Crilly (Property Executive)
on behalf of Lidl Ireland GmbH

SBC/SCC

Issue no. 1

The submission notes that the Retail Planning Guidelines recognise the potential role of discount food stores in "anchoring" neighbourhood centres and welcomes the Draft SEDP's identification of suitable locations for neighbourhood centres through objectives NC-1, NC-2, NC-3 and NC-4.

It is submitted, however, that the net retail floor space for the neighbourhood centre categories be modified to allow each of them to accommodate a supermarket of minimum 1,500 sq.m. net retail floor space.

Issue no. 2

The submission asks that further district and neighbourhood centres be identified “closer to the existing town for the development of Licensed Discount Foodstores”.

Opinion

1. The NC-1 to NC-4 categorisation has been developed to support an appropriate scale of convenience retail provision in different parts of the city, consistent with the balanced growth promoted in the Draft SEDP. The nature and scale of convenience development promoted through the Draft Plan is consistent with forecast requirements over the Plan period.

Please also refer to the manager’s opinion and recommendations on Submission no. 105, in relation to the presence of discount food stores in neighbourhood centres and their size limits.

2. Compared to the current SEDP, the Draft SEDP 2010-2016 identifies four new neighbourhood centres and de-designates one, bringing the total to fourteen neighbourhood centres. The Draft Retail Strategy does not recommend the designation of district centres, given the limited scale of the projected retail floor space needs.

The viability of the newly-designated neighbourhood centres will be tested during the lifetime of the new plan. It is considered premature at this stage to identify further neighbourhood centres, but this issue should be revisited at the next SEDP review.

Recommendations

Please refer to **Recommendation C in Section 1.3.7** of this Report.

Submission no. 119

John Greer

22 April 2009

SBC/SCC

Issue no. 1

The submission outlines support for the efforts of the local authorities and Sligo Chamber of Commerce in developing Sligo, and agrees that Sligo should develop from the centre out. However, the submission contends that mistakes have been made by allowing retail parks at out-of-town locations.

Issue no. 2

The submission raises concerns regarding the Gateway City status of Sligo and contends that tax incentives encouraging people to commute to Sligo from rural settlements have contribute to population decline in Sligo town.

Issue no. 3

The submission contends that resources/tax incentives should be invested in improving the town and encouraging investment within a half-mile or one-mile radius of the town centre/Wine Street car-park.

Issue no. 4

The proposal for the use of high-rise landmark buildings to welcome people to the town should not be included in the SEDP, as Sligo is not big enough yet and such buildings can be misinterpreted as the “city centre”. An impressive entrance to the town centre should be provided from the Inner Relief Road.

Issue no. 5

The Tesco/Dunnes/Treasury development and associated car park should be established as soon as possible, as Sligo needs a “proper big supermarket, with easy car park access, off the Inner Relief Road”.

Issue no. 6

Sligo needs more cheap or free car-parking, ideally between the Inner Relief Road and the town centre, to entice people back to shopping in Sligo. It is stated that the proposed Adelaide Street development should be progressed and that a large multi-storey car park in the Inner Relief Road area would encourage people to stop and shop in Sligo.

Issue no. 7

The submission contends that it makes better economic and environmental sense to develop brownfield sites near the existing centre of population rather than the outer-city areas.

Opinion

1. The Draft SEDP fully supports the sequential approach whereby the city centre is prioritised for retail development.

It is acknowledged, however, that retail warehousing has been developed in retail parks at a significant distance from the city centre. Due to their size and parking requirements, retail warehouses are not appropriate in a city centre and as such, they need to be considered separately from standard retailing, in terms of location. Subject to appropriate development management, such retail warehousing need not have a material adverse impact on the city centre.

2. It is acknowledged that the population growth of the Sligo and Environs area has suffered as a result of people moving to other rural settlements. The issue of the growth of other settlements in the County will be addressed in the next Sligo County Development Plan (currently under preparation). However, tax incentives are an issue that is outside the remit of a Development Plan.
3. The Draft SEDP contains numerous policies and objectives aimed at consolidating and promoting the city centre and supports the concept of sequential development whereby development is prioritised from the centre outwards. However, tax incentives are an issue that is outside the remit of a Development Plan.
4. Section 12.9 of the Draft SEDP sets out the concept of promoting “gateways” at the northern and southern entrances to the city, where taller buildings may be appropriate. It is intended that development at these locations would be to the highest standard and would influence the public perception of Sligo as a modern urban centre. Specific sites for tall buildings are also identified in the city centre – e.g. on the southern side of Hughes Bridge – with the aim of improving the city’s character, identity and legibility. It is considered that tall buildings can perform an effective and complementary function at both city centre and outer city locations.

Section 12.4.3 of the Draft Plan deals with urban design along the Inner Relief Road and discusses the need to create an attractive urban context at the entrance to the city centre.

5. It would appear that the submission refers to the development of the Centre Block. Sligo Borough Council has now granted planning permission for all aspects of this project. Construction of the Centre Block is dependent upon progress by the relevant developers and landowners.
6. The Draft SEDP acknowledges the need to improve parking provision. Policies for city centre traffic management aim to adopt a circulatory system that directs traffic around the city centre on a “ring route”, providing multi-storey car parks on the edge of the centre. Objective O-CP-1 and objective O-CP-2 relate specifically to the improvement of parking provision and place a particular emphasis on the city centre and Inner Relief Road areas.

Regarding the Adelaide Street development, the National Building Agency (NBA) was granted Planning permission for a temporary car park at this location that will provide for 85 parking spaces. It is the intention of Sligo Borough Council to enter into an agreement with the NBA to deliver this project, provided that it is economically viable.

7. Strategic zoning policy SP-Z-1 promotes the growth of a compact Gateway City with a strong commercial/retail core and economic base. The Draft SEDP fully acknowledges the need to consolidate the city centre by redeveloping brownfield and underutilised sites, and to protect the unique surrounding landscape setting of the Sligo and Environs area.

Recommendation

No change to the Draft SEDP is required on foot of this submission.

Submission no. 120

22 April 2009

Joe McLoughlin, Director

SISK

SBC

Issue no. 1

The submission strongly advocates the reinclusion of the Eastern Garvogue Bridge in the SEDP for the following reasons:

- to support the sustainable development of Sligo Town;
- to enhance the overall development of Sligo in line with its Gateway status;
- to provide for balanced regional development;
- to provide relief from traffic congestion, which is choking the development of the town;
- to improve the social and economic prospects for the eastern side of the town;
- to provide quicker and easier access to crucial functional areas such as the Hospital, the IT etc.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 121

22 April 2009

Dave O'Hara

SBC

Issue no. 1

The submission requests the reconsideration of the decision to remove the Eastern Garavogue Bridge provision ifrom the Sligo and Environs Development Plan, given that it is a key piece of infrastructure for the future sustainable development of Sligo and is of paramount socio-economic importance.

In particular, the submission highlights the traffic congestion difficulties experienced by those travelling into Sligo from the Calry, Dromahair and wider North Leitrim area.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendations

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 122

22 April 2009

Daithi Feehily, Managing Director

Feehily Executive Transport Ltd.

SBC

Issue no. 1

The submission expresses deep concern over the removal of the Eastern Garavogue Bridge from the Draft SEDP.

The submission outlines that Mr. Feehily represents a family business currently employing over 20 people, which has been operating in the passenger transport sector in and around Sligo for over 50 years. He believes that the Eastern Garavogue Bridge is the single most important infrastructural development in Sligo's continuation as the commercial centre of the North-West and that its removal from the Plan will have catastrophic implications for the future development of Sligo. The submission requests that the bridge be reincluded in the SEDP.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 123

22 April 2009

John Murphy of Brian Meehan & Associates
on behalf of Newbay Doherty Group

SCC

Issue no. 1

The submission relates to the retail park at Carrowroe, also known as Sligo Retail Park. It is contended that there is a “possible contradiction between the zoning objective RP–Retail Park and the zoning matrix”, which indicates a number of uses that are open for consideration in RP-zoned areas, such as café, childcare facility, drive-through restaurant, garage/motor sales, garden centre, recreation/water-based facilities and cash-and-carry retail units.

Issue no. 2

It is argued that, in the light of “dramatic” recent market changes, there is a need to “constantly re-examine the development potential of the lands to see what uses could be considered”.

It is submitted that the zoning is “too prescriptive” and it is requested that the zoning objective be changed from RP to C2/commercial and mixed land uses, to allow for “additional retail/commercial and employment opportunities which cannot be accommodated within the city centre area”.

Issue no. 3

The consultants inform that the landowners intend to apply for a discount food store at Sligo Retail Park and request that the Plan be amended to facilitate such an application. The request is supported with examples from other localities. The submission includes specific wording that would amend Section 6.5.6 of the Draft SEDP.

Issue no. 4

It is requested that the Zoning Matrix be amended to include discount food stores as a separate category or, alternatively, to include a new category – “neighbourhood shop” – making clear that discount food stores fall within this category.

Issue no. 5

It is requested that the retail parks/retail warehousing policy provide for “flexibility” in the consideration of proposals for both bulky and non-bulky comparison goods at Sligo Retail Park, if it can be shown that such uses would not have an adverse impact on the vitality and viability of the city centre or neighbourhood centres in the vicinity.

Examples of “modern retail operators” selling both bulky and non-bulky goods from larger-format stores are given, such as Argos, TK Maxx, Heatons, Elverys, Lifestyle.

Opinion

1. It is acknowledged that while the policy **P-RP-13** restricts retail warehouse developments “solely to the sale of bulky comparison goods”, the Zoning Matrix indicates that a number of other uses would be permitted – such as car parks, park-and-ride facilities, petrol stations, cultural and leisure facilities, comparison shops – and a wider range of uses (as indicated in the submission) would be open to consideration. There appears to be a slight inconsistency between the wording of the policy and the indications of the zoning matrix. Both the policy and the zoning matrix should be modified to eliminate this inconsistency.

2. C2 zoning in the Draft SEDP is generally afforded to sites/areas considered suitable for edge-of-centre development. Given its location – 2 km south of the city centre – the Retail Park cannot be seen as part of the edge-of-centre area.

Although the RP zoning imposes some restrictions on possible uses, it also allows sufficient scope for non-retail warehousing development, as previously indicated.

Whilst the recent economic/market changes have been significant, it is considered that in the medium and long term Sligo Retail Park will continue to have an important contribution to the retail mix of Sligo City. The RP zoning should be retained.

3. It is considered that the appropriate location of discount food stores is in neighbourhood centres, within a short distance of their potential customers, at locations with good accessibility by foot and by bicycle.

There are two designated neighbourhood centres within 500 metres of the Retail Park – Cornageeha and Carrowroe, where discount food stores could be accommodated in accordance with the Manager’s recommendations relating to Submissions no. 105 and 118.

The Retail Park serves a much wider catchment and should continue to perform its main retail function, which is different from that of a neighbourhood centre. The introduction of convenience shopping facilities at this location would affect the potential for similar development in designated neighbourhood centres.

4. In the Zoning Matrix there is no separate category for supermarkets, corner shops or any other type of convenience store. It is considered that the exiting “retail – shop (convenience)” covers all the convenience store types and is able to provide sufficient guidance to prospective developers, in conjunction with the relevant Plan policies and objectives. It is considered unnecessary to include in the Zoning Matrix a separate category for discount food stores.
5. The Draft SEDP and the Draft Retail Strategy encourage mainstream comparison provision to the city centre. This prioritisation is required to strengthen the centre’s retail proposition to shoppers, investors and developers and to retain operators (including a number of those referenced in the submission) who have made a decision to remain or locate in the city centre.

It is recognised that the sale of a wider range of comparison goods may, in some cases, be ancillary to the main bulky goods proposition. Where this can be clearly demonstrated, and where it can be shown that the city centre would not suffer adverse impacts, the sales area devoted to such products should be restricted to a maximum of 20% of the net floor space.

Recommendations

- A. Under the heading **General Retail Planning Policies/Retail warehousing** (p. 30 of the Draft SEDP), modify policy R-RP-13 as follows:

“R-RP-13 ~~Restrict~~ **Generally 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.”

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

Submission no. 124

22 April 2009

Aoife McDonnell

SBC

Issue no. 1

The submission requests the reconsideration of the decision to remove the Eastern Garavogue Bridge provision from the Sligo and Environs Development Plan, given that it is a key piece of infrastructure for the future sustainable development of Sligo and is of paramount economic and social importance.

In particular, the submission highlights the traffic congestion difficulties experienced by those travelling into Sligo from Calry, Dromahair and the wider Leitrim area.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 125

22 April 2009

Fergal Broder (Chair, North-West Region and Managing Director of Lotus Works)
and Brian Cotter (Government Affairs Manager)
on behalf of the American Chamber of Commerce Ireland

SBC

Issue no. 1

The submission outlines the importance of investment in infrastructure for the delivery of sustainable regional development and the attraction of further investment. The submission argues that the Eastern Garavogue Bridge is a key infrastructural component for Sligo as a Gateway City, as well as for its environs.

The submission strongly recommends that the Eastern Garavogue Bridge is reincluded in the SEDP as a key element of the city's accessibility and traffic flow management infrastructure.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Tony Bamford, Development Planning Partnership
on behalf of Foresthaze Developments Limited

SCC

The submission relates to Hazelwood House (a Protected Structure) and surrounding lands, including the disused factory building. The submission outlines plans to restore and reopen Hazelwood House, and to demolish the existing factory. It is proposed to replace the factory building with new-build “enabling development”.

Note: Foresthaze Developments Ltd have a current planning application on the subject lands at Hazelwood for a 10-year planning permission for development including: demolition of the former Saehan Media factory and associated structures; the restoration of Hazelwood House and associated outbuildings to operate as a visitor attraction and retail units; the construction of 158 detached houses, 54 apartments in 4 blocks, 13 boat berths and a crèche.

Issue no. 1

The submission recommends that the SEDP includes “a clear statement as to its position on built heritage which it recognises as playing a key role in cultural tourism for the area”. In this regard a revised wording is recommended for Policy P-BH-1 (page 106 of the Draft Plan) 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 now and in the future.”

Issue no. 2

The submission recommends that specific wording is included in Section 6.6 Tourism (p. 31 of the Draft SEDP) in relation to “a series of ongoing projects” that “require particular attention including Hazelwood House”, indicating that “there is interest in its restoration, but this will require significant enabling development in the grounds of the property”.

Specific objectives are also recommended which would “support and encourage appropriate enabling development that will assist in realising the regeneration of the site and appropriate reuse of the Hazelwood House”, and would recognise the development potential of the site by stating “It is an objective to designate Hazelwood House and wider grounds as a brownfield development opportunity site”.

Issue no. 3

It is suggested that Objective O-TOU-5 should be amended to not only encourage the re-usage of Hazelwood House as a tourist attraction, but to also include “amongst other things, a tourist, recreational, cultural and/or heritage attraction or other appropriate uses”.

Issue no. 4

It is requested that the Plan Limit of the SEDP is extended to include “a portion of the attendant grounds to Hazelwood House” (shown on map submitted). The submission contends that this will ensure “a more coherent decision-making process”.

Issue no. 5

The submission questions whether the boundary of the Special Area of Conservation includes some areas (part of the subject lands) “which are not worthy of SAC status”. It is acknowledged that the Council has no powers of designation in this regard.

Issue no. 6

The submission requests that “enabling development” proposals be seen as acceptable exceptions to the policy which seeks to discourage urban-generated housing development in the City Fringes.

Issue no. 7

The submission requests that social and affordable housing requirements be waived in respect of heritage projects that involve the restoration of a protected structure including any enabling development.

Issue no. 8

The submission recommends that a new category/development type, entitled “Enabling Development”, should be added to the Zoning Matrix, and that this type of development should be considered “open to consideration” in all zoning categories.

Issue no. 9

In the Zoning Matrix, it is requested that the use type “Recreation – Leisure” be changed from “not permitted” to “open to consideration” in the Greenbelt Zone.

Issue no. 10

In relation to Chapter 3 of the Strategic Environmental Assessment (SEA), the submission raises a number of issues regarding the status and quality of lands surrounding Hazelwood House.

It is acknowledged that Hazelwood forest is categorised as broadleaved and that Hazelwood Demesne contains EU Annex I broadleaved “alluvial woodland”. However, the submission highlights that Hazelwood comprises a large area containing at least three different forestry types including non-native species and conifer plantation.

The submission contends that the importance and value of the Lough Gill pNHA and cSAC is greater along the banks of the River Garavogue and in a small area of semi-natural woodland. It contends that the ecological value of the remaining area depreciates. There is a suggestion regarding “proposed alternative habitat creation in adjoining areas of Hazelwood”, which “has been discussed with NPWS and met with preliminary approval of such an approach”.

Issue no. 11

The submission welcomes proposals to construct a pedestrian/cyclist bridge linking Hazelwood to Cleveragh (O-PED-6, Page 57).

Issue no. 12

The submission expresses concerns regarding the omission of the Eastern Garavogue River Crossing in the Draft SEDP. This is described as “short sighted in view of the enormous benefits which would accrue from delivery of this objective”, particularly given the advanced stage of the project.

The submission lists some of the key benefits from such a crossing, including:

- alleviating chronic traffic congestion within the city centre, by removing considerable through traffic from the city’s roads;
- reducing journey times from the east side of the city, for both commuters and emergency services;
- improving access to, and thus delivery of, the Hazelwood House regeneration site;
- opening up of other important lands for development; and,
- facilitating the much-needed Cranmore Regeneration Project

The submission concludes that the removal of this objective from the Draft SEDP will jeopardise the funding and delivery of this project.

Opinion

1. The Draft SEDP recognises the value of its built heritage and the role it plays, along with other aspects of heritage, in promoting cultural tourism. The proposed amendment to policy P-BH-1 strengthens this position and is therefore acceptable.
2. It is not considered that any specific wording is necessary in relation to Hazelwood House. The issue of potential ‘enabling development’ is dealt with in Section 13.2.3 of the Draft SEDP and this policy applies to all Protected Structures. Furthermore, it is not considered necessary to designate Hazelwood House and its wider grounds as a “brownfield development opportunity site”, as development is generally not encouraged outside the Development Limit of the SEDP.
3. The suggestion is agreed. It is considered that the existing wording of objective O-TOU-5 should be expanded upon to allow for a wider range of uses. However, the wording “other appropriate uses” should be omitted, as it would make the objective superfluous.
4. It is not considered necessary to alter the Plan Limit. The lands outside the Plan Limit are covered by the Sligo County Development Plan (CDP) 2005-2011. The policies of the CDP are consistent with those of the Draft SEDP and are sufficiently robust to deal with any development proposal which may straddle the Plans’ boundary .
5. As recognised in the submission, the local authorities have no powers in relation to establishing or modifying the boundaries of Special Areas of Conservation (SAC).
6. The issue of “enabling development” is adequately addressed in Section 13.2.3. It is a separate issue to one-off rural housing proposals and should not therefore be addressed in the rural housing policy section of the SEDP.
7. The Draft Sligo City and County Joint Housing Strategy 2010-2017 recommends that 20% of all sites eligible for Part V requirements is set aside for the development of social and affordable housing units. This recommendation has been incorporated into the Draft SEDP.

Whilst section 95 (d) of the Planning and Development Act 2000 (as amended) states that any such requirement may be waived “in order to counteract undue segregation in housing between persons of different social backgrounds”, there is no justifiable reason for applying such an exemption for proposals involving the restoration of a Protected Structure and associated enabling development.

In limited circumstances, and for architectural reasons, an exemption from this policy may be considered, in accordance with the Architectural Heritage Protection Guidelines (2004). Any such proposal are to be assessed on a case-by-case basis.

8. “Enabling development” can be achieved through a variety of uses. It is a concept, as clearly defined in Section 13.2.3; it is not a use type. As such, it cannot be included as a use type in the Zoning Matrix.
9. It is agreed that “Recreation-Leisure” should be “open to consideration” in the Green Belt zone.
10. As indicated at no. 5 above, the local authorities have no powers in relation to establishing or modifying the boundaries of Special Areas of Conservation (SAC). The Draft SEDP includes adequate policies and objectives relating to the protection of designated natural heritage sites. It is the policy of Sligo Borough and County Councils to consult with the prescribed bodies and relevant agencies when considering the approval or authorisation of developments that might impact on deisgnated sites, or sites proposed for designation.

Please also refer to the Manager’s response on this issue included in **Section 4.2 of this Report**.

11. The support is noted.
12. The concerns and request regarding the Eastern Garavogue Bridge and associated roads are noted. Please refer to **Section 1.1.10** of this Report.

Recommendations

A. 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.](#)

B. Modify the wording of objective O-TOU-5 (p.31) as follows:

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

C. Amend the Zoning Matrix to make recreation-leisure facilities “open to consideration” in the Green Belt zone.

Submission no. 127

22 April 2009

Stefan Bergh PhD, Lecturer, Dept. of Archaeology, NUI Galway
and Eugene Flynn

SBC/SCC

Issue no. 1

The submission objects to the proposed intra-urban road objective T2.11 and recommends its removal on the following grounds:

- any development associated with this route will have a strong negative effect on the very sensitive archaeological landscape of Cairns Hill and Tullynagracken North, particularly with regard to “the sight lines to the cairn on the summit”; this will also have a negative impact on the entire Cuil Irra passage tombs complex, including Knocknarea and Carrowmore;
- the proposed route is in direct contravention of the Draft SEDP’s “archaeological heritage policies for the Cuil Irra peninsula”;
- Sligo County Council has refused planning permission along this route on grounds of the need to protect archaeological features;
- the objective for the route is to provide access to lands for development; if the land is not suitable for development, then there is no public requirement for the proposed route.

Opinion

The proposed road is necessary to facilitate future development in the area, in particular south of Carraroe Retail Park and north-west of Cairns Hill. It will relieve existing congestion at the junction of Pearse Road and Cairns Road (L-3602-0) at Markiewicz Park. It will provide access from the south to housing estates east off the Pearse Road (Ferndale, Markiewicz Heights, Greenfort Estate, Woodtown

Lodge etc.). The provision of this link road will also eliminate any need to reopen a route through existing housing estates in the area.

The exact design/alignment of the proposed road is not finalised. This will emerge as development progresses at this location and will be the subject of detailed assessment at planning application stage. The potential effects of the proposed road on archaeology and recorded monuments will be established during the planning application process. Mitigation measures will be incorporated at this stage in consultation with the Department of Environment Heritage and Local Government.

Although the exact alignment is yet to be finalised, the proposed route is on the lower slopes of Cairns Hill, where the road and associated development will cluster with existing development. It is therefore considered that the amenity value of Cairns Hill will be protected.

Furthermore it is not proposed to zone any land on the elevated side of the road, in order to protect the integrity of this archaeological landscape. Any associated development will take place on the lower side of the road, clustered with existing development and with minimal impact on the landscape.

It is considered that the proposed route and associated development can be accommodated without contravention of the archaeological heritage policies for the Cuil Irra Peninsula. It should be noted that previous refusals of planning permission referred to proposals which included development on the elevated side of the T2.11.

Recommendation

No change to the Draft Plan is recommended on foot of this submission.

Submission no. 128

22 April 2009

Hubert McMenamin
on behalf of W&H McMenamin Limited

SBC/SCC

Issue no. 1

The submission relates to the strategic road objective T1.5/City Bypass and contends that the objective clearly conflicts with the resolution passed by the County Council on 17 November 2008. The submission states that the objective fails to specify that the route should be west of the Second Sea Road and west of the zoned land.

The submission also contends that the objective conflicts with the objective of the Sligo and Environs Plan 2004–2010 which states at section 2.1.3.5 “A route will be investigated which preserves the integrity of the area bound by the two sea roads as a residential zone and avoids the serious effects of a motorway development on an area which includes both long established residences and recently developed housing”.

The submission acknowledges that a more western route may give rise to environmental, archaeological and ecological issues that will need to be overcome, but contends that this is preferable to the major disruption of residential areas.

The submission contends that, in the event of the route proceeding between the two Sea Roads, residents in the western area of the city would experience further disruption and separation from the city centre. The surrounding lands between the two Sea Roads would also be difficult to develop.

It is requested that the strategic road objective T1.5 contained in Section 10.2.5 of the Draft Plan be removed and replaced by a new objective that will locate the Bypass west of the two Sea Roads, along a route through agricultural lands and away from residential zonings.

Opinion

Regarding the County Council's resolution of 17 November 2008, it should be noted that whilst its wording refers to relocation of the bypass route "west of the second Sea Road", it does not make any reference to relocating the route "west of the zoned land".

It should also be noted that the section of the SEDP 2004-2010 referred to in this submission is not actually an objective of the current Plan. Section 2.1.3.5 is in fact part of the general commentary on effective transport and movement. In any case, the very purpose of the current process is to review the content of the SEDP 2004-2010.

While it would be preferable to avoid the area between the First and Second Sea Roads, there would be significant impacts caused by a more westerly route. It is considered inappropriate to prohibit consideration of any option at this time, prior to a full route selection and public consultation being conducted. Please also refer to Section 1.2.8 of this Report.

Recommendations

Subsection **10.2.7 Objective T1.5a – Western/City Bypass** should be deleted from the Draft SEDP. Please refer also to **Section 1.2.9** of this Report.

Submission no. 129

22 April 2009

D.A. Harte & Associates
on behalf of Burjon Ltd.

SCC

Issue no. 1

The submission relates to the southern extremity of a landholding at Tullynagracken North, to the west of Cairns Road. The subject lands are proposed to be zoned OS/open space in the Draft SEDP. The adjoining lands to the north are proposed to be zoned as R2 – low/medium-density residential areas.

The submission requests that the lands be zoned R2 – low/medium-density residential uses instead OS/open space.

Opinion

It is estimated that there are roughly 280 ha of greenfield land zoned for residential use within the current development limit of the Draft SEDP. If developed, these lands would be able to accommodate up to 28,000 additional residents, bringing Sligo's total population high above the DoEHLG-recommended target of 42,000 people by the year 2020.

There is clearly no need to zone additional land for residential development. The subject lands should remain zoned as proposed in the Draft SEDP.

Recommendations

No change to the Draft Plan is recommended on foot of this submission.

Submission no. 130

22 April 2009

Dick Chambers

SCC

This submission relates to the North Fringe Local Area Plan.

Issue no. 1

D. Chambers requests that a portion of land along Rathbraughan Line is zoned for low-density residential development whilst allowing for the provision of walkways along the river at the northern boundary of these lands. The subject lands are proposed to be zoned as OS/open space on the Draft SEDP

Issue no. 2

The submission requests that the proposed road which runs through Mr. Chambers's land be moved to the western side of these lands.

Opinion

1. It is estimated that there are roughly 280 ha of greenfield land zoned for residential use within the current development limit of the Draft SEDP. If developed, these lands would be able to accommodate up to 28,000 additional residents, bringing Sligo's total population high above the DoEHLG-recommended target of 42,000 people by the year 2020.

There is clearly no need to zone additional land for residential development.

The subject lands form part of a proposed linear park, the principal open space area within the North Fringe, and therefore should be retained as open space.

2. The route of the road as shown on various maps is indicative only and will be subject to future agreement. However, the river that runs through this area is considered to be of significant amenity value and therefore the impact of any river crossing should be minimised. The revised location of the road, as proposed by the submission, would essentially mean that the road would run alongside the river for a significant length before crossing. It is considered that this would detract from the amenity value of the river.

Recommendation

No change to the Draft Plan is recommended on foot of this submission.

Submission no. 131

22 April 2009

John Mullaney (Mullaney Bros)
on behalf of O'Connell Street Association

SBC/SCC

Issue no. 1

The O'Connell Street Association expresses concerns regarding parking facilities and notes that the absence of a "state-of-the-art" multi-storey car park undermines Sligo's status in the regional retail hierarchy.

Issue no. 2

The Association submits that the proposed pedestrianisation of O'Connell Street must proceed as quickly as possible, because it is a vital project for the centre of Sligo.

Issue no. 3

The Association requests the reinclusion of the Eastern Garavogue Bridge in the SEDP 2010-2016, as it is fundamental to the accessibility and traffic management of the Gateway City.

Issue no. 4

The O'Connell Street Association requests the removal of the final sentence in the following paragraph in Chapter 6, p. 27 of the Draft SEDP:

"Large food stores should be located in the city centre or on the edge of the centre. However, an out-of-town 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 the capacity for additional traffic and service vehicles. It is recognized that these constraints exist in Sligo."

The Association believes that the above underlined sentence is not a true reflection of the current status of large development sites within or on the "periphery" of the city centre. Examples given include the Centre Block, the Docklands area, Cleveragh etc.

Issue no. 5

The Association requests the inclusion in the SEDP 2010-2016 of a local area plan incorporating commercial, retail and residential development of the Queens Road and Lynns Dock areas.

Opinion

1. The provision of multi-storey car parks to serve the city centre is explicitly encouraged in the Draft SEDP. However, under the currently deteriorating economic circumstances, the local authorities are not able to make financial commitments towards the direct provision of such structures. Public car parking should generally be provided in multi-storey structures as part of private mixed-use developments or future public-private partnership (PPP) developments.
2. It should be noted that O'Connell Street is effectively closed to traffic for most of the day and, as such, it is already "pedestrianised". It is presumed that the submission refers to the planned environmental improvements that would change the aspect of the street and make it more pedestrian-friendly. The Draft SEDP includes Section **10.4 A pedestrian-friendly city centre**, with a specific objective **O-PED-1** to "*continue the pedestrian prioritisation and environmental improvements of the City Centre to include O'Connell Street ...*"

Section **12.3.1 Commercial core** also includes a specific urban design objective **O-CC-CC-1** to "*carry out environmental enhancement works to O'Connell Street, including the refurbishment of the pavement and the installation of new street furniture*".

Funding of the environmental enhancement works, however, depends largely on the government, more specifically on a potential allocation under the Gateway Initiative Fund, which has been deferred in light of the tightening economic circumstances.

3. The arguments in favour of constructing the Eastern Crossing and associated roads are noted and agreed. It is considered that both objectives T1.3 and T2.7 should be reinstated in the SEDP. Please also refer to the Manager's opinion contained in **Section 1.1.10** of this Report.

4. The sentence is a statement of facts. The constraints enumerated in the second paragraph of Section 6.5.6 of the SEDP do exist in Sligo. Deleting the sentence from the Plan will not eliminate the constraints. It is not considered necessary to remove the said sentence.
5. Queens Road and Lynns Docks areas are proposed to be included in the forthcoming Local Area Plan for the Docklands (to be prepared following the adoption of SEDP 2010-2016).

The Draft SEDP 2010-2016 already recognises the area in question as most suitable for city-centre expansion, provided that adequate pedestrian links with the old centre can be created.

Recommendations

It is strongly recommended that strategic objective T1.3 and intra-urban road objective T2.7 be reincluded in the SEDP.

Please also refer to the Manager's recommendations included in **Section 1.1.11** of this Report.

Submission no. 132

22 April 2009

Stuart Morris, Smyths Toys

SBC

Issue no. 1

The submission relates to the Eastern Garavogue Bridge and contends that the road would help to reduce journey time from the Cleveragh/Doorly Park area to the north side of Sligo, including a vital link with the hospital.

The submission also states that the realisation of the bridge would bring some much needed passing trade to the Cleveragh area.

Opinion

The arguments in favour of the Eastern Bridge and associated roads are noted. Please refer to **Section 1.1.10** of this Report.

Recommendations

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 136

22 April 2009

Liam Coyle, Trio Foods Ltd.

SBC

Issue no. 1

The submission requests the Council to re-instate the written and mapped transport objective to provide for the Eastern Garavogue Bridge and approach roads in the Sligo and Environs Development Plan. The submission outlines the reasons for inclusion of the objective as follows:

- the development of good transport and infrastructural services throughout the city and environs is fundamental to continuing Sligo's success as a Gateway City;

- the need for this river crossing has been recognised by Sligo Borough Council and has been include in development plans since the 1970s;
- the proposed bridge is intended to join communities north and south of the river, to improve access to and from eastern areas of the city, and to improve circulation and traffic congestion around the city;
- the Planning Authority is currently seeking approval from An Bord Pleanala in relation to this project;
- this key infrastructural project will facilitate efficient inter-urban transport links and attract investment into Sligo;
- it will facilitate the regeneration and development of eastern areas of the city;
- it will reduce travel times for communities and commuters north and south of the river;
- it will provide direct access to Ballinode, the proposed Cleveragh Regional Park and the northern shore of Lough Gill;
- it will facilitate access from Cranmore and the south-eastern quadrant of the city to the Hospital and Sligo IT;
- it will provide an important transport link across the river, including pedestrian and cycling ways;
- it has the potential to contribute to the achievement of a pedestrian-dominated city centre with an improved public realm, permeability and connectivity;
- it has the potential to open up lands for development and to consolidate the physical expansion of the city centre.

The submission sees the omission of the scheme as a retrograde step, particularly having regard to the history of the project and the extent of progress made to date. It is requested that the objective is reinstated for the benefit of the wider public interest.

Opinion

The concerns and request are noted. Please refer to **Section 1.1.10** of this Report.

Recommendations

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 137

22 April 2009

J.F. Chapman & Associates
on behalf of residents of the Teesan area

SCC

The submission relates to an extensive area of land located to the north of the North Fringe AP and follows up on a submission made at pre-draft stage (Submission no. 269 in the First Manager's Report).

Issue no. 1

Responding to concerns raised in the First Manager's Report, the submission proposes that a buffer zone could be agreed with Sligo County Council in order to protect any future road realignment of the N16.

Issue no. 2

The submission proposes the construction of a retirement village on the subject lands and requests that the area be zoned for mixed uses or similar, and be included in the SEDP/North Fringe LAP. The submission sets out various reasons for the inclusion of these lands within the SEDP/North Fringe LAP.

Opinion

1. The proposed buffer zone is noted. As outlined in the Manager's response to Submission no. 141, it is now recommended to include a buffer zone between the lands covered by the indicative long-term development objective and the N16 realignment. This should provide a sufficient area to allow for any alterations to the route as the detailed design emerges.

However, it would be premature to include the subject lands within the development limit of the SEDP/North Fringe LAP before the realigned N15 and N16 are constructed and operational.

2. The SEDP Draft Plan promotes the concept of a 'compact Gateway City' (Policy SP-Z-1) and supports the principle of sequential development from the centre outwards (See Box 5.E page 15, Section 16.1.2 and policy GP-HOU-1).

There is already sufficient land zoned for mixed uses at this location (closer to the city centre) and it would be unsustainable to zone additional lands for such uses at this time and stage in the development of Sligo City.

Recommendation

No change to the Draft Plan is recommended on foot of this submission.

Submission no. 138

22 April 2009

Shane Campbell (Technical Services)
Health Service Executive North-West

SBC

Issue no. 1

The submission relates to the deletion of transport objectives T1.3 and T2.7 from the draft Sligo and Environs Development Plan.

The submission outlines that the Eastern Bridge and associated roads would have huge benefits for Sligo General Hospital. These benefits include improved access for the public and staff, and improved access and response times for emergency services responding to emergency calls. The improved access would be for those from South, East and West Sligo and South Leitrim.

The submission indicates that a Development Control Plan for the next 15-20 years is currently being prepared for the campus at Sligo General Hospital. The layout of services within the campus is strongly influenced by infrastructure and access, and this is especially the case for the new Emergency Department.

The submission seeks clarity over the transport strategy for the area in order to plan the expansion of the hospital in a mutually beneficial way.

The planned expansion of the hospital is likely to result in increased pressure on current infrastructure and the submission requests that the Eastern Bridge or a suitable alternative be included in the Sligo and Environs Development Plan 2010-2016.

Opinion

The concerns and request are noted, as is the Hospital's Development Control Plan and the information relating to access for emergency services, patients and staff. Please refer to **Section 1.1.10** of this Report.

Recommendation

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please refer to **Section 1.1.11** of this Report.

Submission no. 139

22 April 2009

Tadhg O'Mahony, Senior Scientific Officer
on behalf of the Environmental Protection Agency (EPA)

SBC/SCC

The comprehensive submission received from the EPA contains several recommendations relating mainly to the inclusion of additional policies/objectives addressing water quality (including drinking water), flooding, biodiversity and groundwater. It also includes a large number of detailed suggestions for improving the wording of existing policies, objectives, as well as of the general narrative. A general recommendation is to review all aims, policies and objectives of the Draft SEDP and include the term "sustainable" in their wording, where relevant.

Opinion

The EPA's general recommendation is noted and agreed.

Rrecommendations

A. Modify the broad aim **BA-1a** (p. 9 of Draft SEDP) in **Chapter 3. Strategic goals and broad aims of the SEDP** to read:

"BA-1a Facilitate and encourage the **sustainable** development of the Gateway City of Sligo..."

B. Included the term "sustainable" in the following policies and objectives:

- 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

C. Include a definition of “sustainable development” in the Draft SEDP.

Issue no. 1 - Water

1.1 Water Framework Directive

Provisions should be made in section 14.4-water quality policies of the Plan for the incorporation of the specific objectives and measures that will be set out in the Western River Basin District-River Basin Management plans (RBMP’s) and associated Programmes of Measures (POMs) for the Western River Basin District.

Opinion: Noted and agreed.

Recommendation

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.”

1.2 Groundwater Protection

The groundwater in the south and southeast of the plan area is vulnerable to pollution. Sligo local authorities are currently involved with GSI in the preparation of groundwater protection scheme for County Sligo. The plan should include a clear policy and objective for the protection of groundwater resources and associated habitats and species as appropriate within, the Plan area.

Opinion: Noted and agreed.

Recommendation

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.”

1.3 Drinking Water

The implementation of the relevant recommendations set out in The Provision and Quality of Drinking Water in Ireland –A Report for the Years 2006-2007, (Office of Environment Enforcement- EPA, 2007), as included in Appendix 1 of that document, should be included as a water supply policy in section 14.1-Water Supply.

Opinion: Noted and agreed.

Recommendation

Under the heading **Water supply policies** (p. 113 of the Draft SEDP), modify objective **P-WS-4** as follows:

- 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.

1.4 Water Conservation

A water conservation programme is currently being implemented. This programme should address both new and existing developments within the Plan area. Specific timescales and responsibilities should be assigned to the implementation of such a programme.

Opinion: Noted and agreed.

Recommendation

Under the headings **Water supply policies** and **Water supply objectives** (p. 113 of the Draft SEDP), modify **P-WS-3** and **O-WS-5** as follows:

- P-WS-3** Promote public awareness and involvement in water conservation measures [and implement water demand management strategies for all developments.](#)
- O-WS-5** [Complete the Water Conservation Programme Stages 1 and 2 and commence Stage 3 Mains Rehabilitation in the Sligo and Environs area.](#)

1.5 Zoning and Water Supply

A water supply policy in **Section 14.1 Environmental Infrastructure** should mention that zoning for development will be linked to the availability of adequate safe and secure drinking water supply and drinking water treatment infrastructure and capacity. In this regard, particular consideration should be given to the significant increased demands on water supply generated by the significant transient tourist population visiting and staying in the Sligo Area.

Opinion

Sufficient land has been zoned in the SEDP 2004-2010 to cater for the long-term development of Sligo as a Gateway City. The Draft SEDP 2010-2016 did not increase the amount of land zoned for development. It is considered that the water supply objective **O-WS-8** “strive to address all water service deficits on zoned land within the lifetime of the Plan” is adequate and sufficient.

Recommendation

No change to the Draft SEDP is required.

1.6 Bathing Water

The Plan should include a specific Policy in *Section 14.4 Water Quality*, as appropriate, to ensure that no development shall have an impact on Seawater Bathing areas in the plan area, to meet its requirements under the EU Directive 2006-7/EEC on bathing water as implemented by the Bathing Water Quality Regulations 2008 (S.I No.79).

Opinion: Noted and agreed.

Recommendation

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, by controlling land-based discharges to these areas.

1.7 Wastewater treatment

The Plan should, include a specific Policy in *Section 14.2 Wastewater Services* regarding “the provision and maintenance of adequate and appropriate wastewater treatment infrastructure to service lands within the Plan area.

Where zoning/rezoning of lands and the introduction of new development is being proposed in the Plan area, consideration should be given to the examination of the adequacy of the existing wastewater treatment facility (ies). This should address both capacity and performance and the potential risk to human health and water quality as well as the potential impact on habitats and species of ecological importance. Priority should be given to provision of adequate infrastructure in advance of any development.

SEA Mitigation Measure 14.9.2.D in the Plan is noted. Consideration should be give to strengthening this proposed mitigation measure by placing it as a wastewater Policy/ Objective in *Section 14.2 Wastewater Services*. In the case where connection of new single house development is not possible, the EPA “*Wastewater Treatment Manuals Treatment Systems For Single Houses*” should be referred to.

Opinion

It is considered that the EPA’s requirements are adequately addressed by the wastewater policies, mitigation policies and development management standards included in the Draft SEDP.

Recommendation

No change to the Draft SEDP is required.

1.8 Flood Prevention

A specific Policy and Objective should be included in Section 14.3 Surface Water and Flooding to provide for appropriate flood risk assessments to be undertaken, where development(s) and zoning are being proposed in areas which are liable or likely to be at risk in the future from flooding.

In the *Coastal Zone Development Objectives O-CZ-2*, consideration should be given to a stronger commitment regarding the appropriate zoning of lands and restriction of use should apply in areas liable to flooding to avoid increased risk of flooding of the lands either within or adjoining the zoned areas. This should take into account the need to ensure properties, critical infrastructure (water treatment plants, waste water treatment, electricity and gas supply infrastructure, emergency services etc.) and agricultural land etc. are adequately protected for flood events.

Consideration should be given to the inclusion of a specific policy supporting the implementation of the principles of coastal zone management and as appropriate the preparation and implementation of an “*Integrated Coastal Zone Management Plan*” for Sligo’s coastal zones. Such a Plan should take into account “coastal erosion” and “climate change”. Provisions should be made within the policies of

the plan for all the mitigating measures mentioned in *Section 14.9 SEA Mitigation Policies – Policies 14.9.4A-14.9.4.F* inclusive of the plan.

Opinion

It is considered that the policies and objectives in Section 14.3 and the SEA mitigation policies in Section 14.9.4 are adequate and sufficient to address the issues raised by the EPA.

Recommendation

No change to the Draft SEDP is required.

1.9 Inland waters – rivers, streams, wetlands and groundwater policies

In *Section 13.3.4-Inland waters - rivers streams, wetlands and groundwater*: Policy P-NH-17 Inland waters policies should be amended to ‘*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*’.

Opinion: Noted and agreed.

Recommendation

Under the heading Inland waters policies, 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

Issue no. 2 - Biodiversity

2.1 Buffer Zones

Consideration should be given to the application of appropriate buffer zones so as to protect features of European, national, regional county and local importance including rivers and streams from development proposals both in terms of visual and ecological impacts.

The Plan, should include an objective to ensure development in County Sligo and the provision of services (e.g., roads, wastewater and waste related services etc.) in County Sligo take into account the relevant Management Plans, where, available, for SACs/SPAs in the County Sligo.

Opinion

Buffer zones are already applied to the features mentioned above, mainly in the form of linear parks, natural/seminatural open space zoning, and green belt zoning.

It is considered that it would be beneficial to clearly identify sites of European, and National conservation value by introducing additional zoning categories to reflect same.

Recommendation

Amend the Objectives Map by showing the Natura 2000 sites (SACs and SPAs) and proposed Natural Heritage Sites (pNHAs).

2.2 Wetlands

A policy supporting the production and implementation of the biodiversity action plan should be included in the Plan. The scope of the wetland survey underway for the County should include the full range of relevant wetland habitats.

Opinion

A draft Biodiversity Action Plan (2007) has been prepared for County Sligo and includes the Plan area. Phase 1 of the Wetland Survey for County Sligo was undertaken during 2008 and has surveyed wetlands of potential conservation interest that lie outside designated conservation sites. The survey has targeted all wetland habitat types and will continue to do so during future phases of the survey as resources allow. This issue will also be addressed as part of the review of the County Development Plan.

Recommendation

No change to the Draft SEDP is required.

2.3 Appropriate Assessment

Given the occurrence of significant areas designated as Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), i.e. Natura 2000 sites in County Sligo and in particular within and adjoining the Plan area, it is recommended that the planning authorities consult the NPWS regarding the requirement for Appropriate Assessment (as required under Article 6 of the Habitats Directive) See also Appendix 3. A determination for the requirement for an appropriate assessment should be recorded and made available to the public.

A specific objective should be included, under *Section 13.3 Designated Natural Heritage Sites Policies* with respect to the requirements for an Appropriate Assessment in accordance with Article 6 of Council Directive 92/43/EEC.

Opinion

Section 13.3.5C clearly states that “no projects giving rise to significant adverse direct, indirect or secondary impacts on Natura 2000 sites arising from their size or scale, land take, proximity, resource requirements, emissions ... shall be permitted on the basis of this Plan ...”

A Habitats Directive Assessment - Stage 1 screening exercise in accordance with the Habitats Directive is currently underway for the Plan. This exercise will determine whether or not the Draft Plan needs to undergo full/appropriate assessment.

It is agreed to include an objective as suggested by the EPA.

Recommendation

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 the site (Natura 2000 sites) but likely to have significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment, in accordance with Article 6 of Council Directive 92/43/EEC, of its implications for the site in view of the site's conservation objectives.”

2.4 EU Protected Habitats and Species in Ireland

Consideration should be given to the inclusion of specific policies/objectives to ensure that Sligo County Council and Sligo Borough Council in fulfilling its responsibilities, in the supply of services and in zoning of lands and authorisation of development, the threatened habitats and species identified in the National Parks and Wildlife “*The Status of EU Protected Habitats and Species in Ireland*”, (NPWS, Department of the Environment, Heritage and Local Government, 2008) which occur within and adjoining the Plan area not placed under further risk of deterioration (habitats) or reduction in population size (species). These policies and objectives should be developed in consultation with the National Parks and Wildlife.

The Policies and Objectives should take into account the relevant “*Major Pressures reported in the assessment of Habitats and Species*” with a view to ensuring the implementation of the Plan does not increase the major pressures on habitats and species in County Sligo and adjoining areas.

The Plan should also take into account and implement in association with the National Parks and Wildlife Parks, the *Main Objectives Over The Coming Five Years and Beyond* set out in the Conclusions of this Report.

In *Section 13.3.3 Natural Heritage*, consideration should be given to the inclusion of a Policy promoting the protection of marine mammals, freshwater mammals, birds and animals within and adjoining designated areas.

Opinion:

The Status of EU Protected Habitats and Species in Ireland”, (NPWS, Department of the Environment, Heritage and Local Government, 2008) provides the first national assessment of the status of the habitats and species that Ireland is required to protect under the EU Habitats Directive. As a nature conservation site may contain a number of different qualifying interests in respect of habitats and species, it is considered that a habitat-based approach to nature conservation through the SEDP is valid. Annex I and Annex IV species which occur within the Plan area require strict protection throughout their range and have been provided for through the policies and objectives given in section 13.3.2. Overall, it is considered that the policies and objectives as they relate to designated natural heritage sites and species in Section 13.3 are adequate and sufficient to address the issues raised by the EPA.

Recommendation

No change to the Draft SEDP is required.

2.5 Fisheries

In recognition of the designation of Lough Gill as a Special Area of Conservation for its fish species, a specific Policy should be included under Designated Natural Heritage Policies for the “protection of fisheries” including in particular those listed in the Annexes of the Habitats Directive and occurring within the Plan area.

A policy should also be included to take into account any Guidelines from the Fisheries Boards in relation to conservation of fisheries. Consideration should also be given to the inclusion of a specific policy, as appropriate, in *Section 13.3.4, Inland Waters Policy and Objectives*, for the protection of fish, freshwater pearl mussel and white clawed crayfish populations occurring within the Plan area.

Opinion

As a nature conservation site may contain a number of different qualifying interests in respect of habitats and species, it is considered that a habitat-based approach to nature conservation through the SEDP is valid. Annex I and Annex IV species which occur within the Plan area require strict protection throughout their range and have been provided for through the policies and objectives given in section 13.3.2. Overall, it is considered that the policies and objectives as they relate to designated natural heritage sites and species in Section 13.3 are adequate and sufficient to address the issues raised by the EPA.

Recommendation

No change to the Draft SEDP is required.

2.6 Shellfish Growing Areas

Currently, the Department of Agriculture, Fisheries and Food, in accordance with the European Communities (Quality of Shellfish Growing Waters) S.I. 268 of 2006, is considering proposals to designate an additional 49 Shellfish Growing Areas/ Shellfish Waters. The proposed sites for designation in County Sligo include Sligo Bay and Drumcliff Bay. This should be reflected in *Section 14.4 Water Quality P-WQ-8*.

In addition to the above, a policy should be included to ensure the 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.

Opinion: noted and agreed.

Recommendation

In Section 1.4. under the heading Water quality policies (p. 117 of the Draft SEDP), modify policy P-WQ-8 and include an additional policy P-WQ-10 as follows:

- P-WQ-8 Protect the quality of estuarine and coastal waters, 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.](#)

2.7 Invasive Species

In the context of the importance of the Loughs and river systems within County Sligo for fisheries and their designation as cSACs and SPAs, it is recommended, that a specific policy be included in section 14.4 of the Plan, which will proactively support, specific measures to control the spread of “zebra mussel” within the lake network in the country. This should be developed and implemented in consultation with the North Western Regional Fisheries Board and the National Parks and Wildlife Service.

Policy P-NH-14 should make reference to relevant invasive species as well as *Japanese Knotweed*.

Opinion: Noted and agreed. There are several invasive species present within the Plan area. However, little information is currently available regarding species present and their extent. With existing levels of information, it is difficult to prioritise invasives for control and/or eradication within the Plan area.

Recommendation

In section 13.3.3 Nature conservation outside of designated sites, modify policy P-NH-14 as follows:

Seek the control and/or eradication of invasive species as appropriate within the Plan area as opportunities and resources allow. Targeted invasive species control to be informed by current distribution of species, degree of threat posed and resources available to control and/or eradicate them.

In section 13.3.3 Nature conservation outside of designated sites, insert an additional objective O-NH-10 as follows:

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.

2.8 Non-Designated Habitats and Species

Consideration should also be given to the inclusion of a Policy recognising and increasing the awareness and protection of “urban biodiversity”.

Opinion:

Noted. Overall it is considered that the policies and objectives as they relate to designated nature conservation outside of designated sites in Section 13.3.3 are adequate and sufficient to address the issues raised by the EPA.

Recommendation

No change to the Draft SEDP is required.

2.9 Plan Policies

A. Tourism Policies: Consider the inclusion of a Policy supporting and, promoting the sustainable development of tourism, in particular taking account of the need for protection of environmental resources within and adjoining the Plan area.

B. Energy Policies: Consider the inclusion of a policy supporting and promoting the appropriate and sustainable development of renewable energy resources.

C. Energy Policies: Consideration should be given to the requirement for “Appropriate Assessment” under the Habitats Directive” with respect to “Energy Objectives P-EN-1 and P-EN-2”.

D. Telecommunications Policies:

In the context of the sensitivity of the landscape and habitats within the Plan area there consideration should be given to the inclusion of a specific Policy with respect to telecommunications and electricity related infrastructure with a view to minimising the potential for impact on the sensitive landscapes, habitats and species within and adjoining in the Plan area.

Opinion

A. Policy P-TOU-1 already requires that tourism-related development is carried out in a sensitive and sustainable manner. There is no need for further such policies.

B. Policy P-EN-2, which encourages the development of renewable energy sources, should specify that this should be done in an “appropriate and sustainable manner”.

C. Objectives O-EN-1 and O-EN-2 seek to preserve significant landscape views from the visual intrusion of large-scale energy infrastructure and to place electricity cables underground **within the urban area of Sligo City**. It is not considered necessary to undertake assessment under the Habitats Directive specifically with respect to these two objectives

D. Noted and agreed.

Recommendations

A. No change to the Draft Plan.

B. Under the heading Energy policies (p. 122 of the Draft SEDP), policy P-EN-2 should be modified 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**.

C. No change to the Draft Plan.

D. 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.

Issue no. 3 - Landscape

With regard to development proposals with potential to impact on local landscape, appropriate density and height restrictions should apply to ensure that the landscape characteristics of the Plan area and the adjoining lands are not adversely impacted.

Regarding the requirement for Visual Impact Assessment the use of standard assessment methodology and guidance should be considered for all development. Consideration should also be given to the designation, and use of, agreed and appropriate viewing points for the assessment. The scope of each assessment should be agreed in consultation with the relevant Planning Department staff.

The plan should provide for promotion of linkages between established landmarks and landscape features and views, including recognition of these elements when zoning land and when considering individual development proposals.

The Plan should provide for enhancement of existing views and prospects associated with the plan area.

Opinion

The Draft Plan includes appropriate provisions to ensure that the landscape characteristics in the Plan area are not adversely affected by development. the need for visual impact assessment of development proposals should be determined on a case-by-case basis, depending on the specifics of the site and the proposal. It should be noted that the Draft SEDP does not designate “views and prospects” to be protected. However, visually sensitive areas are covered by appropriate zoning designations, such as Green Belt or open space.

Recommendation

No change to the Draft SEDP is recommended.

Issue no. 4 - Human Health -Quality of Life

Consideration should be given, as appropriate, to the inclusion of specific relevant policies for “Quality of Life” including for instance “Localised campaigns to encourage exercise and healthy living for all ages”.

Opinion

It is considered that campaigns to encourage healthy living are outside the remit of the Development Plan.

Recommendation

No change of the Draft SEDP is recommended.

Issue no. 5 - Transportation

The *Department of Transport 2020 Vision –Sustainable Travel and Transport Public Consultation Document (Feb 2008)* should be reviewed in the context of possible initiatives which could be included as policies within the Plan.

Opinion: This Report recommends a number of policy changes arising based on the submission received from the Department of Transport. This is considered sufficient.

Recommendation

No further change is required to the Draft SEDP.

Issue no. 6 - Air and Climatic Factors

Consideration should be given to the following:

- The potential for including a specific “Environmental Objective” and associated relevant “Indicator” and “Target” with respect to “noise” and possibly also “vibration”, as appropriate. Reference should be made to the Noise Directive and associated national regulations as well as the specific “measures”/ “actions” set out in or due to be set out in a proposed “ Noise Action Plan for County Sligo”;
- Consideration should be given to the inclusion of a Policy in relation to the preparation and implementation of “An Energy Conservation Strategy” and associated awareness campaign. Specific timescales should be assigned to the preparation for such a strategy;
- Consideration should be given to the inclusion of specific Policies and associated provisions for the development and promotion of appropriate climate change adaptation and mitigation measures that can be implemented through the Plan;
- Consideration should be given to the inclusion of a specific Policy which links existing relevant Policies in the Plan to take into account Climate Change and how it might impact on the implementation of the Plan. In this regard you are referred to the potential impact of climate change on “ increased risk of flooding ”;

Opinion

The development and promotion of appropriate climate change adaptation and mitigation measures, including energy conservation measures, will form part of the Sligo Local Authorities Climate Change Strategy.

The potential impact of climate change on “increased risk of flooding” is covered on 14.3 Sea Level Rise and Coastal Flooding

Recommendation

Please refer to the Manager’s recommendation in response to Submission no. 14.

Issue no. 7 - Renewable Energy

Consideration should be given to the inclusion of a specific Plan policy/objective requiring a specific percentage of electricity usage in new developments to be derived from renewable energy resources.

Opinion

It is considered that this is a matter for the Building Regulations, not for the development plan. Any recommendation for specific percentage of renewable energy should be made through national-level guidance.

Recommendation

No change to the Draft SEDP is recommended.

Issue no. 8 - Waste Management

8.1 National Hazardous Waste Management Plan

A policy should be included Waste management policies P-WM, which makes reference to the Environmental Protection Agency’s, National Hazardous Waste Management Plan –2008-2012, which was recently published.

Opinion: noted and agreed.

Recommendation

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*.

8.2 Brownfield Development

Where brownfield development is proposed, it is recommended that there be a provision included by way of a specific policy, to address the requirement for an assessment of potential for contaminated materials, soil, etc. to be unearthed during demolition, development works e.g. redevelopment of former petrol stations, fuel chemical storage areas etc. and the associated environmental risks.

Where any environmental risk is identified, provisions should be made for appropriate investigations to be undertaken to determine the nature and extent of any materials, contaminated soils on the proposed development site. The Policy should require a site specific “remediation plan” to be prepared to ensure the construction and operation phases of development do not result in risk to human health, water quality, biodiversity, fisheries, air quality etc.

Opinion: noted and agreed.

Recommendation

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 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 the construction and operation phases of development do not result in risk to human health, water quality, biodiversity, fisheries, air quality etc.

8.3 Former Waste Disposals sites

A specific policy should be included to ensure known historical waste disposal sites are assessed and appropriate remediation plans developed and implemented to reduce the environmental risk associated with such sites.

Opinion: noted and agreed.

Recommendation

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.

Issue no. 9 - SEA and Infrastructure Planning

In proposing Local Area Plans, masterplans and, variations etc. and in implementing the Plan, adequate and appropriate infrastructure should be in place or required to be put in place to service any development proposed and authorised during the life of the Plan.

In particular, adequate and appropriate wastewater treatment, water supply, surface drainage, flood protection measures, transport, car parking, waste management, community services and amenities etc. should be planned and phased to address any current problems deficits and to reflect predicted increases in population.

Opinion: noted and agreed.

Recommendation

Please refer to the proposed new Chapter 17 Implementation in Appendix 3 of this Report. No further changes are recommended.

Issue no. 10 - Obligations with respect to national and EU Environmental Legislation

The EPA refers the local authorities to their responsibilities and obligations in accordance with all national and EU environmental legislation. It is a matter for Sligo Borough Council and Sligo County Council to ensure in undertaking and fulfilling their statutory responsibilities they are at all times compliant with the requirements of national and EU environmental legislation.

Opinion: noted.

Recommendation

No change to the Draft SEDP is required.

Issue no. 11 - EPA Ireland's Environment 2008 –“Main Environmental Challenges”

Sligo Borough Council and Sligo County Council should ensure that relevant policies and objectives are included in Sligo and Environs Development Plan, to address, where appropriate, the “Main Environmental Challenges” for Ireland as set out in Chapter 16 –“Main Environmental Challenges” of EPA Ireland's Environment 2008(EPA, October 2008). These are as follows:

Limiting and Adapting to Climate Change

1. Mitigating the causes and effects of climate change
2. Adapting to climate change impacts
3. Improving our understanding of climate change

Reversing Environmental Degradation

1. Preventing eutrophication and other water pollution
2. Protecting natural habitats and species populations
3. Remediation of contaminated land

Complying with Environmental Legislation and Agreements

1. Building of a culture of compliance
2. Enforcement of legislation at national and local levels
3. Meeting EU and other international obligations

Mainstreaming of Environmental Considerations

1. Incorporating environmental considerations into policies and plans
2. Ensuring environmentally responsible businesses

Sligo County Council and Sligo Borough Council should take into account and address, where appropriate, the above environmental challenges in implementing the Plan and in fulfilling their responsibilities

Opinion

Noted. It is considered that the Draft SEDP together with the changes recommended by the Manager will result in a final SEDP that addresses the above topics in an adequate manner, within the statutory requirements set out by the Planning and Development Act 2000 (as amended).

Recommendation

No further change to the Draft SEDP is required.

Bronagh Treacy, Regional and Local Roads Division
Department of Transport

SBC/SCC

Issue no. 1

The submission from the Regional and Local Roads Division of the Department of Transport outlines the Department's role in assisting the local authorities in the provision of roads and infrastructure in the City and County. This support includes the provision of state grants to supplement local authorities' own resources.

The Department notes the existing Sligo and Environs Development Plan 2004-2010 and the transport objectives contained therein, related to the promotion of sustainable forms of transport including public transport, cycling, walking and the pedestrianisation/creation of pedestrian priority areas within the City Centre. The plan also includes provision for a network of strategic roads and intra-urban roads.

The submission notes that the SEDP 2004-2010 also included the following specific strategic road objectives:

- Western Distributor Road (T1.2)
- Eastern River Crossing (T1.3 and associated objectives T2.7 & T2.1)

The submission indicates that the implementation of these objectives is very important for the development of Sligo as a Gateway City. The Western Distributor Road and Eastern Garavogue and Approach Roads Scheme are considered strategic non-national schemes, and as such have received funding from the Regional and Local Roads Division of the Department of Transport.

The Division acknowledges the progress made by Sligo local authorities in the ongoing development of the above strategic objectives in particular:

- the ongoing development of the Western Distributor Road including the completion of the Part 8 planning procedure, the completion of preliminary design and the commencement of construction at the northern end of the project;
- the completion of the preliminary design and submission to An Bord Pleanála of the Eastern Garavogue Bridge proposal. It is understood that a decision on this scheme is awaited from An Bord Pleanála. This scheme is also considered a Strategic Regional/Local Road and is critical to the development of the eastern side of Sligo City. In recognition of this, the preliminary design has been funded by the Department of Transport.

The submission notes that the Draft SEDP 2010-2016 continues to acknowledge the importance of the Western Distributor Road and Eastern Garavogue Bridge and Roads schemes. The Western Distributor Road Objective T1.2 is carried forward into the Draft Plan and is shown on the Transport Objectives Map.

However, it is also noted that the specific transport objective T1.3 for the Eastern Garavogue Bridge does not appear to have been carried forward into the Draft SEDP 2010-2016, nor does it appear to have been replaced by a similar objective.

It is further noted that the Transport Objectives Map does not include an objective for the Eastern Garavogue Bridge Scheme, and that objective T2.7 from the 2004-2010 SEDP is not included in the Draft Plan.

The Regional and Local Roads Division of the Department of Transport has provided funding to Sligo Borough Council of approximately €700,000 to date towards the assessment and preliminary design of the Eastern Garavogue Bridge and Approach Roads Scheme.

The Department states clearly that, given the current stage of scheme's development, it is premature to exclude specific objectives that would continue to clearly protect the scheme's route, particularly pending the outcome of any decision on this scheme from An Bord Pleanála.

Opinion

The comments and recommendations of the Regional and Local Roads Division of the Department of Transport are noted and agreed.

Please refer to **Section 1.1.10** of this Report for the Manager's detailed opinion in relation to issues relating to the Eastern Garavogue Bridge and associated roads.

Recommendations

The objectives T1.3 and T2.7 relating to the Eastern Garavogue Bridge and associated roads should be reinstated in the SEDP. Please also refer to **Section 1.1.11** of this Report.

Submission no. 141

22 April 2009

Michael McCormack, Policy Advisor (Planning)
National Roads Authority (NRA)

SBC/SCC

Issue no. 1

The National Roads Authority seeks to ensure the continued protection of the carrying capacity, operational efficiency and safety of the national primary roads, N4, N15 and N16 in the Draft SEDP. The Authority advises that demand for additional development should be framed within solutions whereby local traffic generated by development is catered for primarily within the framework of the local road network.

Issue no. 2

In view of the continued commitment made to major investment in the development of national roads in Sligo, the NRA continues to seek to ensure that the benefits of this investment are not undermined in any way.

The Authority highlights its support for the inclusion of strategic road objective T1.5 (City Bypass) and also supports the elaboration of this scheme in Section 10.2.5 of the plan. However, it expresses concerns with regard to the inclusion of objective T1.5a -Western/City bypass (Section 10.2.7). The Authority considers that the proposed text would restrict route options by being overly prescriptive and could result in the non-construction of a bypass.

The submission outlines the strategic importance of the City Bypass by linking gateways to the north and south of Sligo. The regional and national significance is highlighted with reference to Sligo's strategic role in the Atlantic Road Corridor.

It is requested that section 10.2.7 of the Draft SEDP be omitted, as it is inappropriate to restrict the proper consideration of route options in this manner.

The authority notes the inclusion of section 10.2.1 regarding the commitment to realign and upgrade the existing N15 to the County boundary.

The NRA notes the inclusion of section 10.2.4 regarding the commitment to realign and upgrade the existing N16 Sligo-Enniskillen Road, noting that a preferred route has been selected and supported by strategic road objective T1.4.

Issue no. 3

The proposed Eastern Relief Road is quoted as a good example of a local road network solution to accommodating development pressure. In this regard, the submission notes the provisions of section 10.2.3 (Eastern Garavogue Bridge and Approach Roads). However, it is also noted that this objective has not been reflected on the Transport Objectives Map as the Bridge/Crossing appears to have been deleted.

The NRA outlines that the Eastern Relief Road is an important strategic element of the local road network and will act to alleviate local traffic volumes on the national roads, thereby maximising the efficiency and capacity of the national road network.

The Authority requests that the Eastern Relief Road be incorporated in its entirety, including the Garavogue Bridge, in the Plan.

Issue no. 4

The NRA acknowledges the proposal to develop a framework of LAPs as a positive approach to facilitating development and co-ordinating land use and transport planning approach at a local level.

To ensure the protection of national roads, the submission recommends the undertaking of a Strategic Transport Assessment, to inform land-use and access proposals in LAPs.

More particularly, it is requested that the North Fringe LAP include policies regarding the protection of the carrying capacity, operational efficiency and safety of the existing national road network pending the completion of any future upgrade works.

Issue no. 5

Regarding the N16 Sligo to Glencar scheme, the submission indicates that the selected route may yet be subject to considerable alterations. It is therefore recommended that the capacity of the existing N16 be protected and that the proposed zonings in proximity to the proposed N16 route be omitted.

Issue no. 6

The Authority requests that all major planning applications be accompanied by a Transport and Traffic Assessment (TTA) and Road Safety Audit (RSA) carried out by suitably qualified persons in line with relevant guidelines. This general requirement should be included in Chapter 10 of the Sligo and Environs Development Plan 2010-2016, and also as a specific requirement for developments that could potentially generate significant traffic movements on the road network.

Issue no. 7

The submission advises the Planning Authorities to make provision for the requirements of the 2006 Environmental Noise Regulations and sets out the NRA's policy on planning applications within the zone of influence of existing or planned national roads.

Issue no. 8

The Authority acknowledges and supports the emphasis on concentrating retail development in the town centre but notes that the Draft Plan identifies future retail development opportunities in the Docklands area. The submission supports the requirement of the Draft Plan for large scale retail

proposals to incorporate TTA in such locations and again emphasises that this requirement should extend to all significant development proposals with the potential to affect national routes. It is recommended that TTA and RSA requirements are included as a general policy after P-RP19 in relation to assessing individual applications.

Issue no. 9

The Authority notes that Section 6.5.6 of the Draft Plan states that retail warehouses depend heavily on good access to the national road network. The Authority highlights the Retail Planning Guidelines and the presumption against large-scale retailing adjacent to existing, new or planned national routes. In this regard, it is requested that the said reference to national routes be removed.

In relation to Section 16.4.2 Permitted locations for shopping facilities, the NRA requests that the plan should reflect the explicit presumption against large-scale retailing adjacent to existing, new or planned national routes presented under paragraph 26 of the Retail Planning Guidelines.

Furthermore, the Authority recommends against designation of lands at Shannon Eighter for a 5,000 sq.m. retail warehouse park.

Issue no. 10

This issue is in relation to Draft Plan proposals to provide new business, industry and technology parks at Oakfield and the North Fringe, and for the concentration of office development along strategic transport corridors etc.

At such locations it is recommended that policies are included requiring the incorporation of TTA and RSA, and restricting direct access to national roads outside the 50 km/h urban speed limit areas.

Issue no. 11

The NRA requests that paragraph 3.3.4 of the Sustainable Rural Housing Guidelines 2005, which states the importance of the protection of the national roads network, be included in the plan. The submission also requests that an additional policy be included, stating that “direct access to the national road network will not be permitted outside the 50 km/h urban speed limit.”

Opinion

1, 6, 8, 10 & 11

These issues essentially raise similar concerns regarding the protection of the existing national road network. The issues are covered in the NRA’s publication *Policy Statement on Development Management and Access to National Roads*, which sets out official government policy in relation to national roads.

The issues raise concerns regarding the consideration of various types of development which may impact on the national road network. Rather than including a policy on each individual case, it is considered that a general policy should be included in the SEDP regarding the consideration of development proposals which may impact on the national road network.

2. Please refer to Section 1.2 of this Report.
3. Please refer to Section 1.1 of this Report.
4. An objective to prepare a Strategic Transport Assessment to inform land-use and access proposals in future LAPs should be included in the Draft Plan. The North Fringe LAP should also include a policy on the protection of the existing national road network.

5. The Draft SEDP includes indicative long-term zoning objectives along the southern side of the N16 preferred route. In order to allow for possible alterations to this route, it is agreed that a buffer zone should be incorporated between the preferred route and the northern extremity of these indicative long-term zoning objectives.
7. With regard to the 2006 Noise Regulations, a policy on the assessment of development proposals within the zone of influence of existing or planned national routes should be incorporated into the Draft SEDP.
9. While the Draft Plan refers to access to the national road network, it should be noted that this does not necessarily mean direct access, nor does it necessarily involve sites adjacent to national routes. It is therefore not necessary to omit this reference to the national road network.

It is agreed that the Plan should include a statement supporting the presumption against large-scale retailing adjacent to existing, new or planned national routes as recommended under paragraph 26 of the Retail Planning Guidelines.

As indicated in the Manager's response to Submission no. 17, it is agreed to remove the retail park zoning at Shannon Eighter.

Recommendations

A. 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 underpin 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.

B. In Chapter 10 – mobility, insert the following strategic policies:

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*.

C. Subsection **10.2.7 Objective T1.5a – Western/City Bypass** should be deleted from the Draft SEDP.

D. Please refer to **Section 1.1.11** of this Report.

E. 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.

F. Insert the following text at the end of section 4.3.4 of the North Fringe LAP:

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 upgrade works. Development proposals will therefore be restricted and assessed in accordance with the policies and criteria set out in the SEDP 2010-2016.

G. 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.

H. Insert the following text should be inserted at the end of section 16.4.2:

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.

I. In Section 7.2.5, under the heading **Rural housing policies** (p. 37 of the Draft Plan), insert an additional policy as follows:

P-RHOU-6 Prohibit the location of new entrances for rural housing proposals along national roads outside the 50 km/h urban speed limit areas.

Submission no. 142

22 April 2009

Brian Kenny

on behalf of the Spatial Policy Section, DoEHLG

SBC/SCC

Issue no. 1

The Spatial Policy Section of the Department of Environment and Local Government (DoEHLG) commends Sligo Borough Council and Sligo County Council in producing a visionary, proactive and comprehensive overall plan for Sligo, one of the nine Gateways identified under the National Spatial Strategy.

The Department considers that plan has many strengths, including:

- the high-level interpretation of the national, regional and county level planning policy context for the development of Sligo as a gateway and the identification of the need to grow the gateway at a faster level, that is outlined in Chapter 1;
- the introduction to Strategic Environmental Assessment of the plan, including the summary of strategic development options in Chapter 2;
- the strategic goals and aims of the plan in Chapter 3;
- the overall growth model and spatial strategy presented in Chapters 4 and 5 and especially the references to the various existing and proposed local area plans covering the five development areas of the Docklands, North Fringe, Caltragh–Carrowroe, Cranmore–Cleveragh and Hazelwood–Ballinode.

Subsequent chapters of the draft plan on economic development, tourism, retailing, housing, urban design, open space and other areas have also been developed with the aim of achieving proper planning and sustainable development in general.

Issue no. 2

The Department strongly supports the analysis contained in the draft plan concerning the need to promote the accelerated development of Sligo by carefully managing housing development in its environs, both in rural areas and in the release of lands for residential development in the towns and villages in its wider environs. As and when the county development plan comes up for review, Sligo County Council will need to examine more closely how its overall Housing Strategy and the pattern and distribution of future housing growth will be focused to accelerate the population and housing-related growth of the gateway.

Issue no. 3

To ensure that the plan fully accords with national policy in actively facilitating growth of an NSS Gateway and therefore represents a strategy for the proper planning and sustainable development of the area, the Department is indicating that the planning authorities must amend the draft plan in order to satisfactorily address a number of issues.

The long-standing objective of the current and previous plans to develop an eastern distributor road and bridge link (T.1.3 and T 2.7) appears to have been deleted as an objective of the plan even though:

- A. significant amounts of public money, provided by the Department of Transport have been expended on the plan to date,
- B. a decision on the link is awaited from An Bord Pleanála and, above all,
- C. such a link is one of the single most critical elements of infrastructure necessary to achieve the compact city form of development adopted by the plan and recommended in the SEA of the draft plan.

The Department states that “the planning authority must re-instate this objective as a matter of urgency at amended draft stage, if further funding, not only of the bridge but the wider regeneration of the adjoining Cranmore area, is not to be put at risk”.

Issue no. 4

The Sligo Inner Relief Road has delivered considerable benefits for the gateway both in terms of enhancing its national and regional connectivity and internal accessibility. However, the draft plan correctly identifies the need to develop longer-term options to further direct traffic away from the

centre of Sligo, especially given the objective to regenerate the docklands area in the future as an integral part and extension of the centre of Sligo.

The Atlantic Road Corridor is a key element of the Government's transport investment framework and long-term provision needs to be made for the corridor in passing from Galway, through Sligo and on to Letterkenny. It is noted that the draft plan contains general objectives to develop a western bypass of Sligo, including indicative alignments from the N4/N15 roads to the edge of Sligo.

The Department is "seriously concerned that the text in relation to objective T1.5a – Western/City Bypass outlined under section 10.2.7 will unnecessarily restrict route options for the Sligo City Bypass element of the Atlantic Road Corridor, with its references to any route being constructed west of the second sea road – in sensitive habitat areas".

The Department indicates that the said text should be deleted, as it is overly prescriptive and would prejudice the determination of an alignment for the Atlantic Road Corridor being constructed.

Issue no. 5

The Department advises that "where the outcome of preliminary design studies are available, consideration should be given to amending the draft plan to indicate a general alignment linking the T1.5 alignments shown on figure 10A of the draft plan, in order that long-term options for the development of the Western Bypass are protected from inappropriately-located development, so that longer-term planning blight is avoided and that the need for other alignments, that might have adverse impacts on surrounding habitats, would also be avoided".

Issue no. 6

The Department suggests that the draft plan should be amended "to include an analysis of modal choice within Sligo and a strategy to promote greater use of sustainable modes such as walking and cycling in line with the Government's Smarter Travel and Cycle strategies".

In particular, the draft plan should be augmented to include greater detail on the development of a proper cycle network within and throughout Sligo, provision of cycle parking in safe and convenient locations, development of safe routes to school and green travel corridors, linking housing and employment areas, measures to target known cycle/pedestrian safety blackspots and specific objectives to develop such a network, including the various deliverables to be achieved over the life-time of the plan.

Issue no. 7

The Department indicates that the draft plan should be amended "to include the approved pedestrian link between the Quay Quarter and Greenfort Precinct character areas shown on Figure 12.B permitted as part of the Glasshouse Hotel and apartment developments as a key pedestrian linkage between these two central and strategically-located parts of Sligo, encouraging and stimulating the wider regeneration of these character areas including mixed-use development".

Issue no. 8

The Department notes the contents of the Retail Strategy, in particular the emphasis on developing the centre of Sligo for comparison shopping and the identification of edge-of-centre areas in the Docklands and to the east and south-east of the centre of Sligo as and when all available central sites become occupied.

Given the proximity of the Inner Relief Road to such areas, careful consideration will have to be given to thorough Transport Assessment of such options before the draft plan is finalised, including measures to maximise connectivity between the centre of Sligo and areas west of the Inner Relief Road, without unduly compromising the national role and function of this road.

The Department indicates that it is working with the Department of Transport and the National Roads Authority in developing planning guidelines on development adjoining national roads. Early and comprehensive consultation with the NRA on the matters above is recommended, in order to achieve a reasonable balance between supporting the growth of Sligo as a gateway and protecting the state's investment in the Inner Relief Road.

Issue no. 9

The Department recommends that the draft plan should be amended to include a chapter devoted to implementation structures and steps especially relating to specific objectives concerning the ongoing transformation and development of Sligo as a Gateway under the NSS.

Opinion

1. The Department's comments are noted.
2. The recommendation relating to the careful management housing development in Sligo's environs and rural hinterland – i.e. in the County area – is noted and agreed. The process of reviewing Sligo County Development Plan 2005-2011 has commenced on 17 April with a pre-draft public consultation stage that closed on 12 June 2009. As part of the preparation of a draft CDP 2011-2017, due consideration will be given to the consolidation of the Settlement Strategy (which is shared by both SEDP and CDP) through better control mechanisms.
3. The Department's concerns in relation to the deletion of the long-standing objective to provide an eastern bridge and associated roads – i.e. strategic roads objective T1.3 and intra-urban roads objective T2.7 – are acknowledged.

The two objectives were deleted from the proposed Draft SEDP by resolution of Sligo Borough Council on 22 December 2008.

Please refer to the **Manager's opinion in relation to the Eastern Bridge and associated roads** in Section **1.1.10 of this Report**.

The strategic objective T1.3 and the intra-urban roads objective T2.7 should be reincluded in the SEDP 2010-2016.

4. Section **10.2.7 Objective T1.5a – Western/City Bypass** was inserted in the Draft SEDP by resolution of Sligo County Council on 17 November 2009. The Council's statement contained in Section 10.2.7 refers to the outcome of public consultation undertaken in early 2008 in relation to a proposed Variation No. 6 of the SEDP. Please refer to **Section 1.1 of this Report** for background information and the Manager's opinion on the issue.

Section **10.2.7/Objective T1.5a** should be deleted from the SEDP 2010-2016.

5. As indicated above, a proposed variation of the SEDP to include a route/general alignment for a possible Western Bypass failed to be adopted by Sligo Borough and County Councils in 2008, following numerous objections from residents in the area. The Manager's Report on submissions relating to that proposed variation recommended that a further non-statutory public consultation be held in relation to route options in the Derrydarragh/Oakfield, Ballydoogan, Cummeen, Knappaghmore, Finisklin area, to allow for clarification in relation to impacts of all options on residents and the environment in this area. This consultation is ongoing at the time of writing (30 June 2009). Therefore, at this stage it would be premature to include the previously published alignment as a line on the Transport Map in the Draft SEDP.

6. The Department's comments are noted and agreed. Chapter 10 mobility should be altered to include appropriate provisions for the preparation of a Cycling Strategy for Sligo and Environs.
7. Section **10.4 A pedestrian-friendly city centre** of the Draft SEDP indicates a number of locations which have been identified as suitable for the construction of footbridges. A reference to a "footbridge from Swan Point to Markiewicz Road" and a corresponding pedestrian priority objective were deleted by resolution of Sligo Borough Council on 22 December 2008. It is considered that a pedestrian bridge from Swan Point to Connaughton Road would have an essential role in connecting and creating a synergy between the Quay Quarter and the Green Fort Precinct (Cultural Quarter) – two strategic growth areas of Sligo's city centre, for which an Urban Design Framework and a Masterplan, respectively, have been prepared.
8. The Department's observations relating to the need to protect traffic capacity and thus investment in the Inner Relief Road are noted. Early and comprehensive consultation with the NRA will take place as required.
9. The suggestion to include in the SEDP a chapter relating to Plan implementation is noted and agreed. The Draft SEDP should be expanded by including an additional **Chapter 17 Implementation**, indicating how the local authorities intend to implement the Plan's main goals, aims, policies and objectives.

Recommendations

A. On Map 2 Transport Objectives, re-instate the strategic roads objective **T1.3** and the intra-urban roads objective **T2.7**.

B. Reinsert the text corresponding to objectives **T1.3** and **T2.7** in the respective objectives lists on pages 50 and 53 of the Draft SEDP and reinsert references to these objectives in the text of the Draft SEDP as appropriate.

In **Section 10.2**, under the heading **Strategic Roads Objectives**, reinstate the following objective:

T1.3 Eastern Bridge crossing the Garavogue River, from Riverside to Rathquarter, continuing north and turning west to connect with Ash Lane at Ballinode neighbourhood centre.

In **Section 10.3**, under the heading **10.3 Intra-urban roads**, reinsert the following objective:

T2.7 From Cemetery Road north-west to riverside, connecting with T1.3, the Eastern River Crossing.

C. Delete Section **10.2.7 Objective T1.5a – Western/City Bypass** from the Draft SEDP.

D. In Chapter 10, under the heading **Mobility – strategic objectives** (p. 49 of the Draft SEDP), make the following changes:

SO-MOB-1 Implement the relevant policies of the Department of Transport's [Smarter Travel – A Sustainable Transport Future, A New Transport Policy for Ireland 1009 - 2020](#)

SO-MOB-3 [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.](#)

E. Modify the text of **Section 10.7 Cycling** 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 bicycle parking, 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.

F. 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.](#)

G. Under the heading **Cycling objectives** (p. 62 of the Draft SEDP), add an objective **O-CY-1** and renumber the existing objectives **O-CY-1**, **O-CY-2** and **O-CY-3** as **O-CY-2**, **O-CY-3** and **O-CY-4**. The new **O-CY-1** should read as follows:

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

H. In Section 10.4, under the heading **Pedestrian priority objectives**, insert an additional objective as follows:

O-PED-9 [Facilitate the provision of a pedestrian and cycle bridge linking Swan Point to Markiewicz Road.](#)

F. Include an additional chapter in the Draft SEDP 2010-2016 – **Chapter 17 Implementation** . Please refer to Appendix 3 for the full text of this proposed new chapter.

Submission no. 170

22 April 2009

Eugene McGloin on behalf of

Doorly Park/ Martin Savage/Garavogue-Hazelwood Committee

SBC

The submission outlines that the committee formally represents 160 households in this residential area. It contends that these households were directly and adversely affected by the proposed route for the eastern crossing of the Garavogue.

Issue no. 1

The campaign committee states: *“Our objective is to facilitate a bridge crossing the river on the eastern side but we are opposed to it coming through residential estates”*.

The submission indicates that the construction of a bridge-related road in a residential area would have a detrimental effect on the area and would separate neighbourhoods. The submission also notes that seven volumes of submissions from local residents were received by An Bord Pleanála in the matter of the bridge and forwarded in copy to Sligo Borough Council.

Issue no. 2

The submission highlights the group’s opposition to the continued closure of O’Connell Street to vehicles. The group also requests that the following line be included in the Sligo and Environs Development Plan 2010-2016: *“no streets shall be pedestrianised in Sligo until a plan, including alternative travel routes, has been presented to the members of Sligo Borough Council and approved by them.”*

Issue no. 3

The Sligo and Environs Development Plan should include meaningful proposals for options/objectives for a park-and-ride facility to better deal with traffic management.

Issue no. 4

The submission requests that all areas zoned OS/green space are retained in the new plan. In particular, all green spaces at the following location should be retained: Martin Savage Terrace, Doorly Park, Hazelview, Garavogue and Ardaghowen.

Issue no. 5

The submission requests that the Development Plan incorporate a written protocol or customer charter setting out minimum mechanisms for consultations with residents, including methods used, timeframes, requirement for proposals/options to be set out in all consultation stages. Such presentation should include all schedules of all proposed Compulsory Purchase Orders (CPOs). This charter should be reviewed periodically by the council and should provide for customer feedback.

Issue no. 6

The submission outlines concerns regarding the impact that large-scale car parks have on local communities, particularly in the east ward. The Campaign Committee observes that planning permission was previously granted in the “old” East Ward for a commercial project in which no private car park was provided and questions the reasons for this.

Concerns are raised regarding the Abbey Street Car Park project. It is contended that no specific details of the Abbey Street project were given when requested and the submission raises a number of questions in this regard. The Committee notes that the car park proposal as sketched on “June 2008 OS image (ref 2008/CCMA/Sligo Local Authorities)” does not represent good orderly planning and will add to traffic congestion for the residents. It is requested that this be highlighted in the SEDP.

Opinion

1. The comments are noted. Please refer to Section 1.1 of this Report, particularly to the Manager's opinion on the Eastern Bridge issue in Section 1.1.9.
2. O'Connell Street was closed to traffic as part of a plan to create a pedestrian priority area in the centre of Sligo. This was enabled by the opening of the Sligo Inner Relief Road, which removed approximately 25,000 vehicles per day from the city centre streets.

Section 10.4 of the Draft SEDP and objective O-PED-1 support the continued pedestrian prioritisation and environmental improvements of the city centre including O'Connell Street. It is considered that this enhances the commercial attractiveness and tourist appeal of the city centre. This enhancement of the pedestrian environment also improves the enjoyment of Sligo for residents and visitors alike, and is crucial for the success of future urban renewal initiatives. Traffic is encouraged to use a circular/ring route around the city centre rather than using city centre streets. It is an objective to provide multi-storey car parks along this circular/ring route, therefore discouraging traffic from penetrating the city centre.

Chapter 10 of the SEDP includes a wide range of policies and objectives aimed at improved mobility for pedestrians, cyclists, motorists and public transport. It is envisaged that the proposed changes will take place on an incremental basis over a long-term period. As they are implemented, any changes to the circulation network will include suitable proposals for a circulatory route. Section 10.4 of the Plan already includes the following statement: "Before any future pedestrianisation of roads or streets in Sligo City takes place, viable routes for vehicular traffic will be put in place".

3. Section 10.6.5 of the Draft SEDP recognises the importance and value of park-and-ride facilities. It is considered that such facilities may not be viable in Sligo in the short-term but an objective is included (O-PR-1) to identify sites for the provision of such facilities.

The Zoning Matrix makes provision for the consideration of such a facility within a wide variety of zoning categories throughout the SEDP area.

4. The Draft SEDP provides for the retention of the existing green areas at these locations. These areas are zoned as OS/Open space.

As outlined in Chapter 1, it is recommended that the objectives in relation to the Eastern Garavogue Bridge and approach roads are re-included in the SEDP. These objectives may result in the partial loss of some green areas, the extent of which would be minimised in order to protect existing residential amenities at this location.

5. The Planning and Development Act 2000-2006 (as amended) sets out legal procedures for public consultation as part of the review and preparation of a Development Plan. There are similar mandatory requirements for public involvement in all local authority development proposals such as roads, housing, wastewater treatment facilities etc. It is beyond the remit of the development plan to prescribe mechanisms other than those set out in regulations and appropriate statutes.
6. In section 10.5 of the SEDP, policy P-CP-4 outlines the requirement for all individual developments to provide for their own parking demands within their sites, where practicable. It is anticipated that this policy will be applied to the majority of development proposals. Section 16.6.3 sets out that exceptions to this may be allowed within the city centre where a particularly desirable development is proposed, and within the city centre/edge-of-centre where it may be proposed to accommodate parking demands in multi-storey car-parks.

Each case will be considered on its merits. Shortfalls in car-parking provision must be offset by the payment of a financial contribution towards the provision of car parking elsewhere by the local authority, in accordance with Section 48 of the Planning and Development Act, 2000.

The Draft SEDP (objective O-CP-1) supports the provision of a multi-storey/underground car park in the existing Abbey Street car park. The specific design details of this project are not a matter to be considered in the SEDP, however, and should be addressed as part of the separate consultation process on this project.

Any proposal for Abbey Street Car Park will be subject to statutory planning procedures, which include public involvement. Any car park proposal at this location will be required to be supported by a Traffic and Transportation Assessment.

Recommendation

Please refer to the Manager's recommendations in Section 1.1.10 of this Report.

Submission no. 171

Killian McLoughlin

22 April 2009

SBC/SCC

Issue no. 1

The submission requests that all stakeholders – communities, residents, not just business or political interests – should be consulted in relation to plans and zoning, and all parties should declare their interests publicly.

Issue no. 2

It is suggested that “regular updates and details of all related activities” should be posted on the website and made available to mailing lists for those without internet access. Furthermore, “forums” should be held with residents, excluding business or political interests.

Issue no. 3

K. McLoughlin suggests that the local authorities should make use of the rail line to Dublin and the existence of “one of the largest natural harbours in Europe” by bringing in “more freight, business and jobs into the region”. The local authorities are requested to dredge the harbour and “put it to work immediately”.

Opinion

1. Public consultation is an integral part of the process of reviewing the SEDP and adopting a new Plan for the period 2010-2016. Public consultation is conducted in accordance with the requirements of the Planning and Development Act 2000. The degree to which consultation can be extended beyond the legal requirements depends on the availability of staff and financial resources.

As part of pre-draft consultation on the SEDP, Sligo Borough Council and Sligo County Council contacted and requested inputs not just from state, regional and local authorities, infrastructure and service providers, business/enterprise bodies, education providers, farming and fisheries interests, health-related service providers, housing and welfare providers, but also from **267 community groups** as follows:

- 36 community childcare groups
- 31 heritage-interested groups and individuals

- 30 County Development Board members
- 94 community and voluntary associations
- 76 sports associations

It must be noted that only 19 responses were received from community groups in the form of pre-draft submissions.

Private organisations/companies made 21 submissions, where their interests were very clearly outlined. No submissions were received from political organisations/interests.

2. Sligo Borough Council and Sligo County Council maintain appropriate pages on their websites where details of the development plan review process are displayed and planning documents are available for download. The Councils facilitate all members of the public by publishing newspaper adverts containing appropriate information on public consultation relating to their plans. Draft and finalised planning documents are made available for inspection in public libraries and planning offices. When feasible, the Councils hold public meetings, which are open for anyone to attend. If/when invited, Council planners are always available to attend meetings with community groups/residents etc.
3. The combination of rail and port infrastructure in Sligo is not sufficient for shipping freight, in the absence of a market demand for such activity.

Furthermore, the dredging of the harbour/shipping channel was identified – at SEA/Environmental Report scoping stage – as one of the most important strategic environmental issues in the SEDP area. Sligo Harbour and Sligo Bay are a designated Special Area of Conservation (SAC), a Special Protection Area (SPA) and a proposed National Heritage Area (pNHA). As European sites, part of the Natura 2000 network, SACs and SPAs represent unique, extremely valuable ecosystems. Local authorities are legally obliged to protect the integrity of these sites and this protection must be reflected in their development plans.

The environmental aspects of any proposals to dredge the harbour/shipping channel will, however, be addressed as part of the Strategic Environmental Assessment and Habitats Directive Assessment of the forthcoming Docklands Local Area Plan.

Recommendation

No change to the Draft SEDP is recommended on foot on this submission.

Response to early submissions

A number of submissions were received in advance of the Draft SEDP 2010-2016 going on public display on the 9th of February 2009. The opinion and recommendations of the Manager in relation to these early submissions are outlined below.

Submission no. E-1

29 July 2008

Liam Brennan

SCC

Issue no. 1

The submission requests the re-routing of the Western bypass towards the south-western side of Mr. Brennan's land at Carrickhenry. A proposed revised route is indicated on a map attached to the submission.

Issue no. 2

The submission requests the extension of the development limit to include Mr. Brennan's land, taking on board proposals outlined in pre-draft submission no. 140 (First Manager's Report).

Opinion

1. The proposed revised route would involve a significantly longer route, which would not make economic sense. It would also be moving closer to the sensitive archaeological landscape at Carrowmore. Furthermore, the proposed route does not link with the N4 at Carrowroe and would therefore be contrary to the T1.5 objective. The existing route should be retained as shown in the Draft Plan.
2. Submission no. 140 as summarised in the First Manager's Report related to other lands, to the east of the subject lands, and requested that they be included within the development limit and zoned C3(ORW), i.e. mixed uses with an option for retail warehousing. It is therefore assumed that a similar zoning is sought under this submission.

The subject lands are located outside the Development Limit of the Draft SEDP and are zoned as BUF/buffer zone, the objective of which is to contain and consolidate the city, while safeguarding land for its future expansion and the provision of strategic infrastructure.

The Draft SEDP promotes the concept of a compact Gateway City (policy SP-Z-1) and supports the principle of sequential development from the centre outwards (see Box 5.E on page 15, Section 16.1.2 and policy GP-HOU-1).

The subject site is divorced from the existing built-up and serviced area of the city and would therefore conflict with the policies of the SEDP outlined above. The zoning of the site would detract from the development potential of lands closer to the city centre and would be unsustainable at this stage of the development of the city.

Recommendations

No change of the Draft SEDP is recommended on foot of this submission.

Submission no. E-2

29 July 2008

John Ryan, Auctioneer
on behalf of Martha Kelly

SCC

The submission relates to a property at Oakfield Road, which is currently for sale. No map has been attached to identify the property. Discussions with John Ryan have established the extent of the lands however.

Issue no. 1

The submission indicates that the lands are currently zoned R1 and BITP and requests that the lands be rezoned to C3 (ORW).

Opinion

Whilst these lands are zoned R1 and BITP in the current SEDP 2004-2010, they are proposed to be all zoned BITP in the Draft SEDP 2010-2016.

It should also be noted that the C3 (ORW) zoning objective has effectively been changed to MIX-2/mixed uses (optional retail warehousing) in the Draft SEDP 2010-2016. It is therefore assumed that this is the zoning objective sought under this submission.

The purpose of mixed-use areas is to promote a dynamic combination of uses able to create and sustain vibrant employment and residential areas. Given the restricted size of the site, it is considered that a mixed-use area could not function effectively in this regard. It is also considered that the site is too small to function effectively in terms of retail warehousing.

Furthermore, the site could detract from the development potential of other mixed-use zones in the surrounding area.

Recommendations

No change to the Draft Plan is recommended on foot of this submission.

Submission no. E-3

8 August 2008

Vivienne Egan, Consultant Planner
on behalf of Simon O'Dowd

SCC

The submission relates to lands at Ballincar which extend to 3.98 hectares. The lands are located between the Rosses Point Road and the shores of Sligo Bay.

Issue no. 1

The submission requests that the lands are included within the development limit of the SEDP and zoned as a "mixed use zone", e.g. commercial, residential, leisure, employment and enterprise opportunities (to include government decentralisation) - with an option for retail warehousing to be open for consideration.

Issue no. 2

The submission contends that the T1.5 route (City Bypass) will most likely be moved to the west of the subject lands, thereby including these lands within a "conceptual development boundary". The submission requests that this relocation of the T1.5 be confirmed in the SEDP.

Issue no. 3

In the event that the route is not relocated as requested (issue no.2), the submission asks that the remainder of the subject lands are zoned as requested (issue no.1). It is also stated that if a route is chosen on the client's lands, he would be willing to consider entering into an agreement to allow the lands to be acquired at agricultural value.

Opinion

1. These lands were proposed to be zoned GB/green belt in the original Draft SEDP presented to the members of Sligo County Council. However, the Council members passed a motion to zone the eastern (triangular) portion of these lands R2/low-medium density residential areas.

Therefore, in the published Draft SEDP the eastern portion of the lands is zoned R2 – low/medium-residential areas, whilst the western portion is zoned GB/green belt. The lands in their entirety are located outside the Development Limit of the Draft Plan.

The Draft SEDP promotes the concept of a compact Gateway City (Policy SP-Z-1) and supports the principle of sequential development from the centre outwards (See Box 5.E page15, Section 16.1.2 and policy GP-HOU-1).

The subject site is divorced from the existing built-up and serviced area of the city and zoning it would therefore conflict with the policies of the SEDP outlined above. The zoning of the site would detract from the development potential of lands closer to the city centre and would be unsustainable at this stage of the development of the city.

Furthermore, it appears that a strip of land along the sea shore is actually included in the designated Sligo Harbour Spa/SAC/NHA. It is considered that any development on this site would have potentially significant negative effects on the designated conservation site. The Non-Technical Summary of the Environmental Report that accompanies the Draft SEDP clearly indicates that the subject site (and surrounding lands) should revert to the original zoning as per the proposed Draft Plan, i.e. Green Belt. *“This is in order to fully avoid impacts upon ecology, the landscape and ecological connectivity at this location”* (last paragraph in Section 4.5 and black circle on the map in Fig. 4.4 – pp 27-28 of the Non-Technical Summary of the Environmental Report).

2. Please refer to Section 1.2 of this Report. It is considered premature to include or preclude any option for the T1.5 route until a full route selection and public consultation process is completed. No particular route should therefore be confirmed in the SEDP at this stage.
3. See points 1 and 2 above. It is not considered appropriate to confirm any T1.5 route at this location or to zone these lands for mixed-uses. Any future land acquisition is not a material consideration in the making of the SEDP.

Recommendations

The subject lands in their entirety should be zoned GB/green belt in the SEDP.

Submission no. E-4

1 October 2008

Colin Bell Architects Ltd.
on behalf of Rhodaville Ltd

SBC

The submission refers to, and expands upon, a submission (no. 247) made at pre-draft stage, which requested that the subject lands at Finisklin (Duncan's Island and St Colm's Centre) be rezoned from mixed uses to RP/retail park (retail warehousing). The submission relates to two sites (sites A and B as shown on the Submissions Map).

Issue no. 1

The submission requests that both sites be zoned C2/commercial and mixed land uses.

Opinion

1. Site A is zoned as MIX-1- mixed uses (non-retail) in the Draft SEDP. The majority of Site B is also zoned MIX-1 – mixed uses (non-retail), with a portion to the west of the site being zoned BITP/business, industry and technology park.

Therefore it is considered that these lands enjoy the benefits of a multitude of potential uses under the Draft SEDP zoning. The main difference in terms of the requested C2 zoning would be the increased potential with regard to the scale and range of retail uses that would be permissible on these lands.

The Draft SEDP identifies the Docklands area (to the east of these lands) as a suitable location for the expansion of the city centre and associated retail uses. It is considered that sufficient land has already been identified to accommodate this expansion and there is therefore no requirement for additional C2-zoned lands at this stage in the development of Sligo City.

Recommendation

No change to the Draft Plan is recommended on foot of this submission.

Submission no. E-5

13 November 2008

Eddie Donaghy

SCC

The submission would appear to refer to, and expand upon, two submissions made at pre-draft stage (submissions 123 and 131) which requested that lands be included within the development limit and be zoned for mixed uses.

The submission now relates to three sites (i.e. the two sites subjects of submissions 123 and 131 at pre-draft stage, plus another site which is also the subject of Submission no. E-3 included in this Report).

Issue no. 1

Expanding upon the earlier request for mixed-use zoning, the submission contends that the development potential of zoned lands in the surrounding area has suffered because of lack of interest and lack of infrastructure. E. Donaghy aims to provide solutions to these issues and contends that the zoning of an adequate amount of lands will improve market conditions for property developers and purchasers.

Opinion

In relation to the southernmost on the three sites (at Ballincar), please refer to submission E-3.

The other two sites were originally proposed to be zoned as BUF/buffer zone in the original Draft SEDP presented to the members of Sligo County Council. However, the council members passed motions to zone some of these lands for residential uses. The entire site at Shannon Eighter has been zoned as R2 – low/medium-density residential areas. The southern portion of the site at Lisnalurg has been zoned as R1/low-density residential areas.

All three of these sites are located outside the Development Limit of the Draft SEDP.

The SEDP Draft Plan promotes the concept of a compact Gateway City (Policy SP-Z-1) and supports the principle of sequential development from the centre outwards (See Box 5.E page15, Section 16.1.2 and policy GP-HOU-1).

The subject sites are divorced from the existing built-up and serviced area of the city and would therefore conflict with the policies of the SEDP outlined above. The zoning of the sites would detract from the development potential of lands closer to the city centre and would be unsustainable at this stage of the development of the city.

Some of the lands may also be affected by road objectives T1.1 and T1.4 and accordingly the zoning of these lands would be premature in this regard.

Recommendations

The entirety of the lands at Ballincar should be zoned as GB/green belt.

The entirety of the lands at Shannon Eighter and Lisnalurg should be zoned as BUF/buffer zone.

Submission no. E-6

13 November 2008

Seamus O'Dowd, Eddie Donaghy,
Richard Watters, Anthony Murray

SCC

The submission refers to, and expands upon, a submission made at pre-draft stage (submission 131), which requested that these lands be included within the development limit and zoned for mixed uses. The submission relates to two sites (shown on a map). The westernmost site is also the subject of Submission no. E-5 in this Report..

Issue no. 1

Expanding upon the earlier request for mixed-use zoning, the submission contends that the development potential of zoned lands in the surrounding area has suffered because of lack of interest and lack of infrastructure. The individuals involved aim to provide solutions to these issues and contend that the zoning of an adequate amount of lands will improve market conditions for property developers and purchasers.

Opinion

1. Both of these sites were originally proposed to be zoned as BUF/buffer zone in the original Draft SEDP presented to the members of Sligo County Council. However, the council members passed a motion to zone the westernmost site as R2 – low/medium-density residential areas. The other site has remained as BUF/buffer zone.

Both of these sites are located outside the Development Limit of the Draft SEDP.

The SEDP Draft Plan promotes the concept of a compact Gateway City (Policy SP-Z-1) and supports the principle of sequential development from the centre outwards (See Box 5.E page15, Section 16.1.2 and policy GP-HOU-1).

The subject sites are divorced from the existing built-up and serviced area of the city and would therefore conflict with the policies of the SEDP outlined above. The zoning of the sites would detract from the development potential of lands closer to the city centre and would be unsustainable at this stage of the development of the city.

Some of the lands may also be affected by road objective T1.1 and accordingly it would be premature to zone the lands in this regard.

Recommendation

The lands in their entirety should be zoned as BUF/buffer zone.

Submission no. E-7

18 November 2008

Colin Bell Architects Ltd.

on behalf of Rhodaville Ltd and Michael McGoldrick

SBC

The submission is essentially the same as E-4.

Issue no. 1

As per submission E-4, the submission requests that two sites at Finisklin be rezoned C2/commercial and mixed land uses.

Opinion

Please refer to the manager's response to Submission no. E-4.

Recommendation

No change to the Draft Plan is recommended on foot of this submission.

Submission no. E-8

12 November 2008

Colin Bell Architects Ltd.

on behalf of Michael McGoldrick

SBC/SCC

Issue no. 1

The submission relates to Sligo Harbour Advisory Board's pre-draft submission (submission 289 in the First Manager's Report) regarding the provision of a new bunded area.

It is argued that the Board's proposal is excessive, would affect lands to the south-west zoned for housing and is premature until a final decision is made on the routing of the Western Bypass.

It is submitted that any extension of the existing bunded area should be done progressively, by increasing it towards north-west by up to 100%.

It is also noted that any proposal to extend the bunded area into Cummeen Strand SPA and Sligo Bay SAC would affect the integrity of these European sites designated for protection under the Habitats Directive 1992. Any potential compensatory measures would have to include appropriate new habitat creation and could be extremely expensive.

Opinion

The First Manager's Report acknowledged the fact that any new bunded area or extension of the existing one would encroach upon the SPA/SAC, where development should not take place unless there are imperative reasons of overriding public interest (IROPI). It is accepted that under such circumstances, compensatory measures would be required in order to comply with the provisions of the Habitats Directive.

The First Manager's Report recommended that this issue be addressed as part of the Strategic Environmental Assessment of the SEDP. Following consultation with the prescribed environmental authorities (DoEHLG, EPA, DCMNR) and the Councils' SEA consultants, it was decided not to propose any extension or new bunded area as an objective of the Draft SEDP.

A proposal of this type, which would have significant effects on European sites, would warrant an appropriate assessment under the Habitats Directive, and would be **best addressed at project level**, not at development plan level.

No specific objective(s) to extend the bunded area or create a new one are to be included in the SEDP 2010-2016. However, it is anticipated that the issue might be revisited in the context of a feasibility/appraisal study relating to the dredging of the harbour and shipping channel.

Recommendation

No change to the Draft SEDP is recommended on foot on this submission.

Chapter 3.

Responses to submissions on the Draft Record of Protected Structures (RPS)

RPS Submission no. 1

17 February 2009

A. Lawlor and A. Finnerty
Draft RPS Item No. 166

SBC

Issue no. 1

The submission confirms its approval of the proposal to remove RPS No.166 (a detached three-bay, two-storey corner house on the Pearse Road) from the Record of Protected Structures.

Opinion

The approval of the proposed deletion of the structure from the RPS is noted.

Recommendation

No change to the Draft RPS is recommended. Item no. 166 should be deleted from the Sligo and Environs RPS 2010-2016.

RPS Submission no. 2

18 February 2009

Eileen Smith
Draft RPS Item No. 201

SCC

Issue no. 1

The submission confirms its approval of the proposal to remove RPS No.201 (a detached three-bay, single-storey long house on the Strandhill Road) from the Record of Protected Structures.

Opinion

The approval of the proposed deletion of the structure from the RPS is noted.

Recommendation

No change to the Draft RPS is recommended. Item no. 201 should be deleted from the Sligo and Environs RPS 2010-2016.

RPS Submission no. 3

18 February 2009

Eileen Brett on behalf of the Scully family
Draft RPS Item No. 267

SBC

Issue no. 1

The submission requests the removal of RPS No.267 (No.1 Upper John Street) from the Record of Protected Structures. Eileen Brett states that the family only became aware of its protected status on the 3rd February 2009 despite it being a protected structure in the current Sligo and Environs Development plan 2004-10. It is submitted that the property has already been devalued because of the

excessive traffic on Lower John Street since its conversion to a one-way street, the installation of traffic lights at the junction and the “inactive” use of the attached garage fronting onto Adelaide Street. The submission requests that no further restrictions be placed on the property, as they would affect the well-being of the family’s mother who lives in the dwelling at present.

Opinion

No.1 Upper John Street is one of five buildings on Upper John Street which are included in the Draft RPS. The building is an end-of-terrace building located at the junction between Upper John Street and Adelaide Street. No. 2 Upper John Street is also a proposed protected structure on the Draft RPS.

The façade of the building is currently a protected structure in the current RPS. It is proposed to retain this status for the façade of the building in the RPS 2010-16.

The building has been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH) based on its architectural interest.

The NIAH Appraisal is as follows: *This simple but attractively designed and well-constructed house is part of a formally planned terrace of seven, which forms the most coherent grouping to the north side of Upper John Street and is therefore a highly important component of the streetscape. This is a fine example of the type of planned terrace typically constructed in the late-nineteenth century to serve as artisan or worker's dwellings, or as social housing, and as such is of significant architectural interest.*

The façade of this building is currently a protected structure in the RPS 2004-10.

The building forms an important component of the junction in which it is situated on the corner of John Street and Adelaide Street. Its position within the junction echoes the medieval street pattern of the city centre given the relative position of the building to the alignment of the adjoining roadway. The strong gable, the materiality of the building in terms of the stone facing and the impact the building makes on all approaches to the junction confirm the importance of this building within the streetscape.

Based on the above appraisal from the NIAH and having regard to the DoEHLG’s *Architectural Heritage Protection – Guidelines for Planning Authorities*, it is considered that this building merits protection.

The *Architectural Heritage Protection – Guidelines for Planning Authorities* advises that deletions of structures from the RPS may come about where it has been decided that a more appropriate method of protecting a particular structure would be by including it within an ACA.

Having regard to the above guidelines, it is considered that a more appropriate method of protecting the building would be by including it within an ACA.

Having regard to the context of this building forming one of a part of a terrace of seven, the distinctive character of this terrace and other buildings along Upper John Street and the impact of this terrace as one approaches the junction with Adelaide Street from Temple Street, it is recommended that the Cathedral ACA should be extended to include Upper John Street as far as the junction with the Inner Relief Road.

This would afford adequate protection to No.1 which could be removed from the RPS.

The adjacent building to the west, No.2 Upper John Street is also a protected structure (façade only). It is considered that in the context of the extension of the ACA to include this building and beyond, that No.2 may also be removed from the RPS.

a retail premises with living accommodation above and accessed via two separate doors. It is enhanced by its original timber dormer window.

It is considered that this building contributes positively to the streetscape by reason of the retention of the sash windows on all openings including the dormer window in the roof and by reason of the traditional shop front with two doors – one to access a former shop, the other to access first floor living accommodation.

Based on these appraisals from the NIAH and having regard to the Architectural Heritage Protection Guidelines, it is considered that this building makes a significant positive contribution to the streetscape and merits protected structure status.

Recommendation

No change recommended to the Draft RPS.

RPS Submission no. 5

26February 2009

Rev. G. Alan Mitchell on Behalf of the Sligo Presbyterian Church

Draft RPS Item No. 41

SBC

Issue no. 1

The submission queries whether an existing outhouse on the site of the protected Manse building is also a protected structure. According to the submission, this was a derelict/half fallen-down red-brick building used by the previous minister as a hen house. It has been repaired and is currently in use as an office and for storage. It is of very poor quality, single red-brick with dry lining and a strong smell of damp as soon as the heating goes off. The submission states that the Church would not like this building protected, as at some time in the future they would like to remove it.

Opinion

The Manse building, built c. 1890 is a two-bay, two-storey rendered, detached house situated on elevated ground above and to the east of the Inner Relief Road, accessed via College Road. This building is currently a protected structure and it is proposed to retain it as such.

The building has been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH) based on its Architectural and Social Interest.

The NIAH Appraisal is as follows: *Built to a design by Charles Langan, this fine house is a good example of late-nineteenth century mid-sized residential architecture. Some original rendered detail has survived recent work. The slender cast-iron colonnettes to the porch lend an elegant appearance to the building's main façade.*

According to Part 1, Section 2 of the Planning and Development Act 2000, a proposed protected structure or a protected structure includes:

- (I) the interior of the structure,
- (II) the land lying within the cartilage of the structure,
- (III) any other structures lying within the cartilage of the structure,
- (IV) all fixtures and features which form part of the interior or exterior of any structure or structures referred to in paragraph (I) or (II).

Located to the west of the Manse building, at an angle, is a small outhouse of narrow width which has been evidently altered to include for a raised roof at one side of the building. It is believed that this building was once used as a stable building/coach house serving the Manse.

The building subject of this submission has been inspected and the query discussed with the A/Senior Architect of Sligo Borough Council.

The building is within the curtilage of the existing protected structure. Despite the inappropriate physical intervention, this building could be retained and adapted in a sympathetic way to conserve its character and relationship to the Manse building.

The submission has not provided adequate evidence to warrant its non-inclusion as part of the adjacent protected structure.

Recommendation

No change recommended to the RPS. The Manse building and its curtilage are to be included in the Sligo and Environs Record of Protected Structures 2010-16.

RPS Submission no. 6

4 March 2009

John Molloy

Draft RPS Item No. 170

SBC

Issue no. 1

The submission states that this structure was constructed in 1973 and was incorrectly placed on the current RPS and must be removed.

Opinion

The building identified on the map accompanying the Draft RPS document does not relate to the photograph of the building as printed in the document and was mistakenly identified as a protected structure in the current RPS.

The building identified on the map is not worthy of protection based on any of the categories of special interest as specified in Section 57 (b) of the Planning and Development Act 2000. The building has not been given a *regional* or higher rating in the NIAH.

The DoEHLG's *Architectural Heritage Protection – Guidelines for Planning Authorities* advise that deletions of structures from the RPS will only take place where the planning authority considers that the protection of a structure, or part of a structure, is no longer warranted. This will generally take place only when the structure has entirely lost its special interest value through major accident or where new information has come to light which proves that the special interests value was mistakenly attributed.

It is considered that this building should be deleted as recommended from the RPS as the identification of the structure was incorrect.

The building whose photograph is printed in the Draft RPS and should have been identified on the current RPS map as a protected structure has been altered since it was originally noted so as to change its original character. It is not considered at this stage appropriate to add this structure to the RPS.

Recommendation

It is recommended that the two buildings identified on the Draft RPS on the map and document as Item No.170 be both omitted from the Sligo and Environs Record of Protected Structures 2010-16.

RPS Submission no. 7

11 March 2009

Ronnie Mahon

Draft RPS Item No.334

SCC

Issue no. 1

The submission objects to the proposed de-listing of the structure at Cloverhill, Carrowmore. It states that the structure is very old and has potential for restoration into a tourist attraction.

Opinion

The building is a single-storey traditional cottage with painted timber sash windows and a corrugated iron roof located on a narrow county road.

The building is currently a protected structure in the current RPS. It is proposed to delete this structure from the RPS 2010-2016.

The building has not been given a *regional* or higher rating in the NIAH.

It is considered that this type of building has been protected in various cases in the surrounding county and therefore protection of this particular building is not warranted. The non-inclusion of the building in the RPS does not preclude the building being restored sensitively and used for purposes as described in the submission.

Recommendation

It is recommended that the building be removed from the Sligo and Environs Record of Protected Structures 2010-2016.

RPS Submission no. 8

11 March 2009

Hamilton Young Architects on behalf of the HSE

Draft RPS Item no. 3

SBC

Issue no. 1

This submission welcomes the proposal to remove Markiewicz House from the Record of Protected Structures for the following reasons:

- the building is not distinguished in terms of architectural design;
- the building has not been used for its original purpose for over 90 years;
- the building compromises further development of clinical services on the site;
- both the exterior and interior of the building have been significantly altered and little remains that is of special architectural interest;
- due to the extremely poor condition of the building, the cost of refurbishing the building would be prohibitive;
- the building's association with William and Jack Butler Yeats is extremely tenuous.

Issue No. 2

This submission also illustrates a concept for a linear park along the existing green areas which front onto Victoria Road/Hughes Bridge/Markiewicz Road and the Garavogue River. The park links with the new Hughes Bridge Park.

Opinion

1. The building is currently a protected structure in the current RPS 2004-2010. It is proposed to delete this structure from the RPS 2010-2016.

Markiewicz House has been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH) based on its architectural and social interest.

The NIAH Appraisal for the building is as follows: *This once fine building occupies one of the most prominent positions in Sligo. Although greatly neglected, it retains its original massing, an interesting dentiled cornice and moulded surrounds to windows.*

The DoEHLG's *Architectural Heritage Protection – Guidelines for Planning Authorities* advise that deletions of structures from the RPS will only take place where the planning authority considers that the protection of a structure, or part of a structure, is no longer warranted. This will generally take place only when the structure has entirely lost its special interest value through major accident or where new information has come to light which proves that the special interests value was mistakenly attributed.

Architectural Interest - Based on the submitted report, little remains of the building that is of architectural significance save for the remaining sash windows and the internal staircase. The character of the building has been significantly eroded over the years including the addition of dormer windows on the gable ends, the lowering of the ground to the front of the building, hence altering the intended scale of the building and its relationship with the adjoining land, removal of the chimneys and alteration of the front porch. It is considered that the building is not worthy of protection based on architectural interest.

Social/Cultural Interest - In the minds of the public, the building is connected to W.B. Yeats. According to the submission, the maternal grandparents of W.B. Yeats – the Pollexfens – rented the property between 1886 and 1889. The submission states that W.B. Yeats did stay for a short time at Charlemont House (as Markiewicz House was then known) but spent most of his time in Sligo at George Pollexfen's house in Rossess Point.

The building is marked as a *Yeats site in Sligo Town* on the website of the Yeats Society, Sligo. Several letters written in 1887 appear to have been written from Charlemont House.

Sligo Borough Council - At the General Purposes Meeting of 20 April 2009, the members of Sligo Borough Council passed a motion to include Markiewicz House on the Record of Protected Structures.

Conclusion - Having regard to the DoEHLG Guidelines with respect to the deletion of protected structures from the RPS, the Planning Authority considers that the protection of the structure is no longer warranted. It is considered that the special interest value, namely its architectural and social/cultural interest has been overestimated in the past and that the building no longer merits protection.

2. The submission relating to the potential of this area for a linear park is noted.

Recommendation

No change to the Draft RPS is recommended. This structure should be deleted from the Sligo and Environs Record of Protected Structures 2010-2016.

RPS Submission no. 9

24 March 2009

PM Group on behalf of the IDA
Draft RPS Item No. 139

SCC

Issue no. 1

The submission states that despite a previous submission to remove this structure from the current RPS, the structure is still listed in both the current and proposed RPS. It requests that all relevant records be amended to delete this structure.

Opinion

The Draft RPS proposes to delete this structure. The building cannot be removed from the current RPS 2004-10, but should not be included in the Sligo and Environs Record of Protected Structures 2010-2016.

Recommendation

It is recommended to omit this building from the Sligo and Environs Record of Protected Structures 2010-2016.

RPS Submission no. 10

25 March 2009

B. Murphy
Draft RPS Item No. 19

SBC

Issue no. 1

The submission requests that the structure at No. 10 Chapel Street be removed from the Draft RPS. The architectural character of the building has already been interfered with by the provision of an asbestos cement slate roof. This is the only building on this side of Chapel Street proposed for inclusion on the RPS. The protected structure status of the building will impose heavy financial obligations on the owner.

Opinion

This building is a terraced two-bay, two-storey rendered house, built c. 1830, part of a terrace of twelve on Chapel Street.

The building is not currently a protected structure. It is proposed to add this structure to the RPS 2010-16.

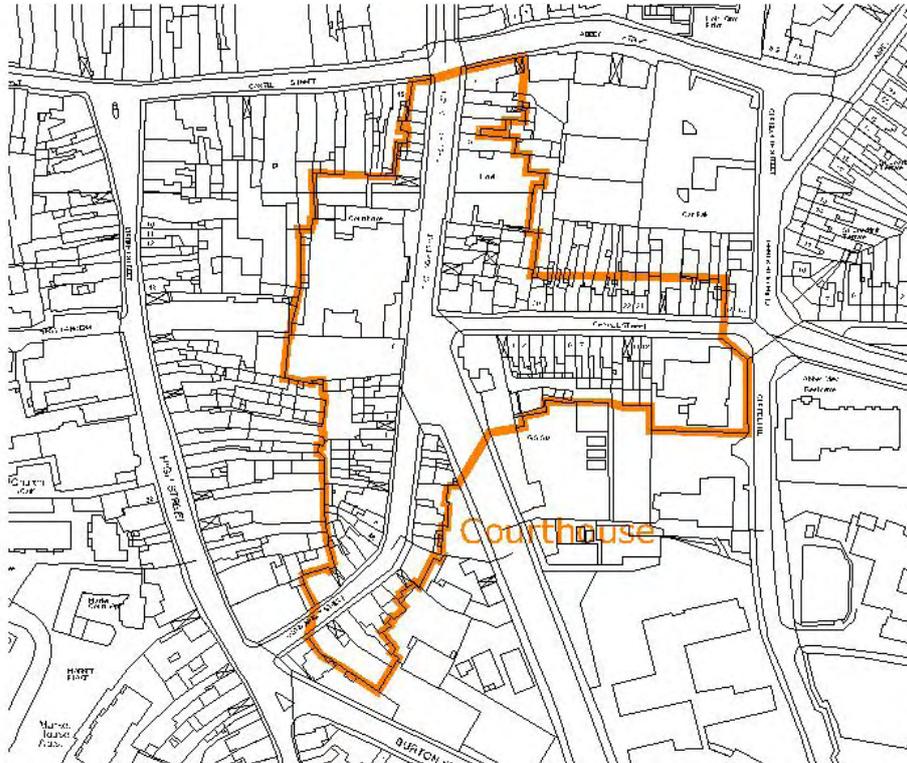
The building has been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH) based on its architectural interest.

The NIAH Appraisal is as follows: *Retaining much of its original fabric this is a fine example of early nineteenth century urban vernacular architecture and is one of only three within a terrace of twelve to retain original sash windows.*

Based on the NIAH appraisal of a number of buildings on Chapel Street and having regard to the particular character of the street and its buildings, it is considered that a more appropriate manner in which to protect the character of the street is to extend the Courthouse Architectural Conservation Area to include for the whole of Chapel Street rather than identifying a number of buildings to be protected structures.

Recommendation

- A. It is recommended that this building be omitted from the Sligo and Environs Record of Protected Structures 2010-16.
- B. It is recommended that the Courthouse Architectural Conservation Area be extended to include the whole of Chapel Street as shown in the illustration below.



Please refer also to the Manager's Supplementary Recommendation no. 10.b in Chapter 5 of this Report.

RPS Submission no. 11

27th March 2009

J Mullaney

Draft RPS Item No. 137

SBC

Issue no. 1

This submission states that the Sligo Harbour Wall is infested with *valerian* and other deep-rooted vegetation, in particular the Markiewicz Road Section. This has done considerable damage to the crown of the wall and to the channels side surface. If it is not dealt with before this season's growth, it will cause irreparable damage.

Opinion

The Harbour wall is currently a protected structure in the current RPS 2004-2010.

Parts of the Sligo Harbour Wall have been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH), specifically the fragment of quay wall located under the Glasshouse hotel on west bank of Garavogue River north of Hyde Bridge and the Harbour at Quay Street.

This submission refers to the entirety of the Harbour Wall but makes particular reference to the Markiewicz Road section.

This letter has been referred to the Architect's Department and the Parks Department for their information and necessary remedial action.

Recommendation

No change is recommended to the Sligo and Environs Record of Protected Structures 2010-16.

RPS Submission no. 12

1 April 2009

Shay Kirk on behalf of the Courts Service

Draft RPS Item No. 210

SBC

Issue no. 1

This submission states that the Courts Service notes the intention to retain Sligo Courthouse on the Record of Protected Structures and it has no observations to offer on the matter.

Opinion

The submission is noted.

Recommendation

No change to the Draft RPS is recommended.

RPS Submission no. 13

31 March 2009

Rev. G. Alan Mitchell on behalf of the Sligo Presbyterian Church

Draft RPS Item No. 34

SBC

Issue no. 1

The church was substantially renovated 18 years ago, but has serious woodworm in the roof trusses and serious structural problems at the back. It is the intention of the Presbyterian Church to relocate to a greenfield site along the Inner Relief Road and to sell the subject site to fund the building of a modern church complex.

This submission requests that the interior of the church building not be protected so that any developer wishing to buy the site would be able to adapt the interior for his/her particular needs. The trustees intend to take the stained glass windows to the new church building. The submission states that there is nothing else of architectural or heritage significance in the church.

Opinion

This detached three-bay, two-storey limestone Presbyterian Church, built in 1828 is currently a protected structure and it is proposed to retain it as such on the RPS 2010-2016.

The main church building on the site has been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH).

The NIAH Appraisal is as follows: This distinctive Presbyterian Church retains much of its original character. *The limestone walling, typical of the more prominent buildings in the vicinity, adds variety to a streetscape otherwise composed of painted smooth-rendered properties. Splayed reveals and hood mouldings enrich the work. A particularly interesting feature is the diagonally-set chimneys set over the main entrance pediment.*

The DoEHLG's guidance document on architectural heritage protection states that when considering the interior of any protected structure regularly used as a place of worship, the legislation provides that the planning authority respect liturgical requirements.

According to Part 1, Section 2 of the Planning and Development Act 2000, a proposed protected structure or a protected structure includes:

- (I) the interior of the structure,
- (II) the land lying within the curtilage of the structure,
- (III) any other structures lying within the curtilage of the structure,
- (IV) all fixtures and features which form part of the interior or exterior of any structure or structures referred to in paragraph (I) or (II).

Any proposal to "remove the interior of a structure from the RPS" is a proposal to delete a part of the structure from the RPS and should therefore be accompanied by a detailed report proving that such a deletion would be in accordance with the above mentioned guidance document, i.e. that protection of the structure or part of the structure is no longer warranted or that the special interest value was initially incorrectly attributed.

No such report has accompanied this submission.

Based on the above appraisal from the NIAH, the DoEHLG guidance in relation to deletion of structures or part of structures from the RPS and the lack of a comprehensive submission with regard to the interior of the structure, it is considered that the entirety of this building merits protected structure status.

Section 57 of the Planning and Development Act 2000 establishes the legislation with the regard to the carrying out of works to a protected or proposed protected structure: *Notwithstanding Section 4(1)(h), the carrying out of works to a protected structure or proposed protected structure, shall be exempted development only if those works would not materially affect the character of (a) the structure or (b) any element of the structure which contributes to its special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.*

Issues regarding internal modifications can be addressed easily through the pre-planning process and via comprehensive discussions with local authority planners and architects prior to any submission of a planning application or commencement of development.

Recommendation

No change to the Draft RPS is recommended. It is considered that the entirety of this building merits protected structure status and be included on the Sligo and Environs Record of Protected Structures 2010-16.

RPS Submission no. 14

1 April 2009

Edmund Henry

Draft RPS Item No. 123

SBC

Issue no. 1

This submission objects to the inclusion of No.14 Lord Edward Street in the Draft Record of Protected Structures. The property is situated adjacent to a food outlet, known as the Happy Eater, on the western boundary and two derelict structures on the eastern boundary. It is inappropriate that the building be recorded as a protected structure in view of the difficulties that would arise in the preservation of the structure in any future development. The submission requests that the structure be deleted from the Record of Protected Structures.

Opinion

This building is an attached two-bay, three-storey rendered house, built c. 1820, located on Lord Edward Street and set back slightly from the adjoining streetscape.

The building is not currently a protected structure. It is proposed to add this building to the RPS 2010-2016. The building has been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH).

The NIAH Appraisal is as follows: *This unusually-positioned house is an important architectural survival on Lord Edward Street. A particularly attractive fanlight is of artistic interest and suggests an early nineteenth century date.*

Based on the above appraisal from the NIAH and having regard to the prominent position of the building and its imposing presence and contribution to its setting and the streetscape, it is considered that the entirety of this building merits protected structure status.

Recommendation

No change to the Draft RPS is recommended. It is considered that this building should be included on the Sligo and Environs Record of Protected Structures 2010-16.

RPS Submission no. 15

9 April 2009

Gilroy Gannon

Draft RPS Items No. 196 and 197

SBC

Issue no. 1

This submission deals with the confusion surrounding the numbering of buildings fronting onto Stephen Street and requests that the issue be examined in order to identify the correct numbering system for the buildings owned by Gilroy and Gannon.

Opinion

It is considered that this submission is not relevant to the Draft RPS. The issue of whether or not the building should be protected is not of concern to the authors of the submission.

Recommendation

No change to the Draft RPS is recommended.

RPS Submission no. 16

15 April 2009

Declan McCabe of VHA on behalf of Close Care Foundation

Draft RPS Items 50 and 51

SBC

Issue no. 1

This submission requests that the Gate Lodge, Ursuline Convent (Draft RPS Item No. 50) be delisted as a Protected Structure in the next Sligo and Environs Development Plan 2010-2016.

Issue no. 2

This submission requests that the Saint Anne's School (Draft RPS Item No. 51) be delisted as a Protected Structure in the next Sligo and Environs Development Plan 2010-16.

Six photographs are attached as part of the submission, showing that the condition of the buildings has deteriorated in recent years.

It is contended that having the buildings on the RPS places a heavy financial obligation on the owners in terms of carrying out improvement works to these buildings.

Opinion

These buildings are not currently on the RPS. It is proposed to add these structures onto the RPS 2010-16. Both these buildings have been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH) based on their architectural and social interest.

Gate Lodge, Ursuline Convent (Draft RPS Item No. 50) - The NIAH appraisal for the gate lodge is as follows: *This little gate lodge retains its original form and timber sash windows. The adjoining gatescreen exhibits good quality ashlar limestone and fine wrought-iron gates with important details such as ashlar stone gate stops surviving.*

Based on the above appraisal from the NIAH, it is considered that this building merits protected structure status having regard to the simple yet good quality design of the building, the retention of original features such as timber sash windows, good quality ashlar limestone and fine wrought iron gates.

Financial constraints and poor upkeep with resultant poor building condition are not acceptable reasons for deleting a building from the RPS.

Saint Anne's School (Draft RPS Item No. 51) - The NIAH appraisal for the school is as follows: *This fine school building is probably the oldest structure on the Ursuline Convent site. It retains its natural slate roof, distinctive cast-iron gutters and very good timber sash windows. The interior retains vertically-sheeted timber wainscoting.*

Based on the above appraisal from the NIAH, it is considered that this building merits protected structure status having regard to the simple yet good quality design of the building, its retention of original features such as timber sash windows, cast iron gutters and natural slate roof. Financial constraints and poor upkeep with resultant poor building condition are not acceptable reasons for deleting a building from the RPS.

Recommendation

No change to the Draft RPS is recommended. It is considered that both these buildings should be included on the Sligo and Environs Record of Protected Structures 2010-16.

Issue no. 1

This submission requests that Ardaghowen House be removed from the Record of Protected Structures - Sligo and Environs Development Plan 2010-2016. An Architectural Heritage Report has been submitted with the submission. This report includes a detailed assessment of the “architectural heritage” of the structure relative to the eight categories of interest as set down in the Planning and Development Act 2000. The principal findings of the report are as follows:

- The NIAH 2005 survey does not refer to any significant heritage features excepting individual components added to the structure between 1910 and 1940.
- The structure does not display sufficient strength in any of the eight categories of interest as set down in the Act to merit inclusion on the RPS.
- There are no original internal features or fixtures, excepting sash windows and the staircases, within the house.
- Historically, the house acted as a Dower House to Hazelwood House and was of local importance only.

Issue No. 2

The submission also requests that a specific map-based objective be included in the Plan, to facilitate the sensitive redevelopment of Ardaghowen House.

Opinion

1. Ardaghowen House is a detached multi-bay two-storey house, built c. 1890 and located in a prominent position overlooking Lough Gill. It is currently a protected structure in the current RPS and it is proposed to retain this status in the RPS 2010-16.

Ardaghowen House has been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH) based on its architectural interest. The NIAH Appraisal is as follows: *This rambling house is located on the site of an earlier house known as Ellenville part of which may have been absorbed into the present building. Basically classical in style, it also has a Tudor Gothic porch and gate screen. The late-Victorian sun room is elaborately detailed. Original sash windows survive. Cobbled surfaces around the entrance porch are also of interest.*

The DoEHLG’s *Architectural Heritage Protection – Guidelines for Planning Authorities* advise that deletions of structures from the RPS will only take place where the planning authority considers that the protection of a structure, or part of a structure, is no longer warranted. This will generally take place only when the structure has entirely lost its special interest value through major accident or where new information has come to light to prove that the special interests value was mistakenly attributed.

It is considered that the method used by the consultants to rate Ardaghowen House in terms of its architectural, social, artistic etc. interest is flawed having regard to the significant underscoring of the house in each of these categories. It is considered that the house is significantly more important than is given credit for in this scoring system.

Architectural Interest - The submitted report scored the building 6/15 (40%) in terms of its architectural interest. It is considered that this score significantly underestimates the interest and importance of the building having regard to the various architectural features of interest both internally and externally: Victorian gazebo; sash windows (some of which are very large in size

and therefore of interest in themselves); Victorian entrance hall and Victorian extension corridor; entrance porch tiling; original first-floor Georgian corridor.

Historical Interest - The submitted report scored the building 6/15 (40%) in terms of its historical interest. Having regard to the historical evolution of the building, the purpose of the original element of the house being built as a dower house associated with Hazelwood House and the varied occupancy of the house, it is considered that there is a significant historical interest associated with the dwelling house which exceeds the scoring provided by the submitted report.

Based on the above appraisal from the NIAH, it is considered that the entirety of the building should be included in the RPS 2010-2016.

2. It is not considered necessary to have a specific map-based objective included in the SEDP to facilitate the sensitive re-development of the house and site, as an alternative to including the structure on the RPS. Any proposals for the redevelopment of the site should be presented to the Planning Authority at a very early stage in the pre-planning phase. This will ensure consistency between the developers and Planning Authority in relation to the development of the site and protection of the curtilage and setting of Ardaghowen House.

Recommendation

No change to the Draft RPS is recommended. It is considered that Ardaghowen House merits protected structure status and be included on the Sligo and Environs Record of Protected Structures 2010-2016.

RPS Submission no. 18

20 April 2009

R. Kelly on behalf of St. Vincent De Paul

Draft RPS Item No. 96

SBC

Issue no. 1

This submission requests that Ozanam House be removed from the Record of Protected Structures - Sligo and Environs Development Plan 2010-16.

A copy of a two-page report prepared by a conservation architect/historical buildings consultant has been submitted. According to the authors of the submission, this report indicates that the property has no real importance or significance from a heritage point of view either outside or inside.

The submitted report states that No. 45 is three-bays wide and two-storeys high, with a pitched slated roof and a projecting porch. The three-front elevations (No. 45-7) are rendered with cement plaster and all the windows are typical late 19th Century or early 20th Century plate-glass sliding sash or modern equivalents. The report states that while these elevations form a pleasant domestic streetscape, they seem to be of no other importance or significance. The interior of the building is of no interest or significance.

Opinion

This building is not currently a protected structure. It is proposed to add this structure to the RPS 2010-16.

Ozanam House has been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH) based on its special architectural interest.

The NIAH appraisal is as follows: *This attractive house is one of two on John Street with projecting porches enlivened with fine cast-iron railings to their parapets. The recess created by the inclusion of such a porch adds to the variety of the streetscape. The round-headed window opening to the porch also contributes variety within the streetscape.*

Based on the above appraisal from the NIAH, it is considered that the entirety of this building merits protected structure status. It is considered that the building along with its neighbours to the east make a significant positive contribution to the streetscape having regard to the interest and presence the building projects on to the street due to the projecting porch with cast iron railings, the strong gable to the adjoining laneway of which only a glimpse is visible, and the setback from the established building line.

Recommendation

No change to the Draft RPS is recommended. It is considered that this building be included on the Sligo and Environs Record of Protected Structures 2010-16.

RPS Submission no. 19

20 April 2009

Mc Gann Scahill Architects on behalf of Carraig Donn

Draft RPS Item No. 147

SBC

Issue no. 1

This submission queries the necessity to include the premises currently housing Carraig Donn at No.41 and 42 O'Connell Street on the Record of Protected Structures - Sligo and Environs Development Plan 2010-16. The submission has been prepared by McGann Scahill Architects – Conservation Grade III. They state that the exterior of the structure is already protected by its inclusion in an Architectural Conservation Area. They submit that the interior of the structure does not have any features of architectural or artistic significance and is not original.

Opinion

The structures are not currently protected structures in the RPS 2004-10. It is proposed to add them to the RPS 2010-16.

No. 41 and 42 O Connell Street (currently housing Carraig Donn and Cavanagh's Public House) have been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH) based on a special architectural interest.

The NIAH appraisal is as follows: *The simple, balanced proportions of this building conform well to surrounding architectural typology and its simple render detailing and finely crafted timber shopfronts add to its appeal. It is smaller in scale than the neighbouring buildings, thus helping to maintain the variety that gives the street its character. It holds an important position within the streetscape, terminating the row at a junction of two busy shopping thoroughfares.*

The DoEHLG's *Architectural Heritage Protection – Guidelines for Planning Authorities* indicate that deletion of structures from the RPS may also come about where it has been decided that a more appropriate method of protecting a particular structure would be by including it within an ACA. However, in such cases, the planning authority should be confident that the interior of the building is not of special interest before deleting it from the RPS. While the submission does not propose deleting the structures from the RPS, this guidance is useful when considering the merits of the submission.

Having reviewed the interior of the building and having regard to the context of the building within an Architectural Conservation Area, it is considered that the main features of interest relate to the exterior of the structures and that these are adequately protected under legislation regarding Architectural Conservation Areas.

Recommendation

It is recommended to omit these buildings from the Sligo and Environs Record of Protected Structures 2010-16.

RPS Submission no. 20

20 April 2009

Tina Crean – Plan Design Associates on behalf of Pat Corrigan
Draft RPS Item No. 79

SBC

Issue no. 1

No. 16 High Street has been incorrectly identified in the Draft RPS (and the NIAH) as No.17 High Street.

Issue no. 2

The submission states also that it is inappropriate to include the entire building of No.16 High Street as a protected structure. While the façade and trusses have found to be of significance, the extensions to the rear were constructed from the 1950s onwards and have no details which are of special interest. The submission states that the building was originally constructed circa 1650, with the façade reconstructed at a later date, circa 1830. Around this time also, the building was extended and re-roofed.

A certificate of exempted development was granted in February 2009 by the Planning Authority in respect of refurbishment works to No. 16 High Street. A conservation architect was employed in assessing the building and formulating a methodology for its refurbishment. The elements of interest noted by the conservation architect were the façade of the building, the roof trusses and the internal stairs.

If the entirety of the building is protected, it will mean that two years of meetings with the Planning Authority will be invalid, all at the expense of the owner of the building.

Drawings of the subject building as well as photographs of the rear of the building have been submitted.

Opinion

1. No. 16 High Street has been incorrectly identified as No. 17 High Street on both the NIAH and the Draft RPS. The building has been included twice in the Draft RPS, once as No.16 and once as No.17 High Street (RPS No. 79 and 80 respectively). This has been noted and will be corrected in the final RPS.

The map accompanying the RPS document has also incorrectly shown no.15 High Street as a protected structure and has shown No.16 as a proposed protected structure. These maps will be amended accordingly.

2. No. 16 High Street has been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH) with a special architectural and social interest.

The NIAH Appraisal is as follows: *This appears to be a relatively early building as evidenced by the shape of the chimneystack and sub-division of the sash windows and, for this reason, is of some importance.*

Following further investigation in to the building, it came to the attention of the Planning Authority that the roof trusses were also of significant importance.

The Certificate of Exempted Development granted by the Planning Authority in February 2009 was in respect of the following works:

Refurbishment and renovation of the building to include the following:

- The roof to be removed with three trusses (of particular historical importance) to be removed from site for treatment and re-instatement.
- No. 16 front wall to be supported as required.
- Remove internal stairs for external examination and possibly to be externally retained.
- Front façade windows and shopfront to be treated and repaired
- Rear of building (later addition) to be made structurally sound and renovated
- The fireplace of no. 16 to be removed and the chimney between No. 15 and No. 16 to be supported internally by steel supports.
- A 3-m-wide opening at No. 17 in order to facilitate the necessary works required to renovate No. 16.

It was not considered that the works would impact on the character of the protected structure, but instead involve the restoration and renovation of the building which is currently vacant and derelict and is unsightly.

Based on the information contained within the submission and the NIAH analysis of the building, it is considered that the elements of the buildings on site that merit protection are the original No. 16 High Street plus the two-storey extension, added on, according to the submission, in circa 1830.

It is considered that the entirety of No. 16 High Street should be included on the RPS 2010-2016. Issues regarding adjacent and attached structures not part of the original building can be dealt with during the pre-planning process or via a Certificate of Exempted Development in accordance with Section 5 of the Planning and Development Act 2000 (as amended).

Recommendation

- A.** It is recommended that No. 16 High Street be retained on the Sligo and Environs Record of Protected Structures 2010-16. The document description for RPS Item No. 79 should be amended to include an accurate description of the building: *Terraced two-bay, two-storey rendered property, built c. 1830.*
- B.** It is recommended that the Sligo and Environs Record of Protected Structures 2010-16 be amended by removing any reference to No. 17 High Street. RPS Item No. 80 should be removed from the document and accompanying map.
- C.** It is recommended that the map accompanying the Sligo and Environs Record of Protected Structures 2010-16 be amended by removing No. 15 High Street from the RPS (Item No.79).

Arfon Williams on behalf of The Diocese of Elphin and Ardagh
Cathedral Church St Mary the Virgin and John the Baptist, Sligo

Draft RPS Items No. 90 and 91

SBC

Issue no. 1

This submission objects to the inclusion of St. John's Hall (RPS Item No. 90) and the graveyard (RPS Item No. 91) on the Record of Protected Structures - Sligo and Environs Development Plan 2010-16 on the following grounds:

- there is no architectural merit in the hall building; it is not fit for use and should be pulled down.
- the cost of renovation for a small congregation is prohibitive;
- a plan is being prepared to develop the hall site.

A report from Kennedy and Fitzgerald & Associates has also been submitted. This report concludes that the building makes no material contribution to the Architectural Conservation Area, detracts from the view of the two cathedrals, is not a quality building internally or externally, is no way architecturally significant and has no specific historical interest.

Issue 2

This submission objects to the inclusion of the graveyard (RPS Item No. 91) on the Record of Protected Structures - Sligo and Environs Development Plan 2010-2016 on the following grounds:

- renovation of part of the graveyard is needed to provide disability access to the Cathedral;
- health and safety issues do sometimes require adaption of the graveyard; this would be very difficult if planning permission was required each time.

Opinion

1. St. John's Hall is located on John Street on a bend in the road, between the Cathedral of St. John plus associated graveyard and the Cathedral of Immaculate Conception. The building is not currently a protected structure. It is proposed to add this structure to the RPS 2010-2016.

St. John's Hall has been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH) based on its Architectural and Social Interest. The NIAH appraisal is as follows: *Although no longer in use as a church hall, this handsome little building continues to make a valuable contribution to the streetscape. Very much a building of the 1920s, it nevertheless sits comfortably with its ecclesiastical neighbours.*

Architectural Interest - The NIAH appraisal of the building is accepted in that the building does "sit comfortably with its ecclesiastical neighbours". The report from Kennedy and Fitzgerald & Associates is also noted. However, it is considered that this single-storey property sits quietly between the two cathedrals on the bend of John Street by virtue of the weathering/patina of age of the plain render that is sympathetic to the general tonal quality of the weathered limestone walls of both cathedrals. While constructed in 1928, there are no particular architectural stylistic features of that period in the design of the building that would merit retention on the basis of any special architectural feature of the period. The only reference to the period would be the use of a flat roof (a reference to the *moderne* period 1920s -1930s art deco style) rather than the more traditional pitched roof. The building style in fact tries to reference itself to the adjoining St John's Cathedral by introducing a castellated parapet that echoes the castellated tower of the Cathedral. The arched

entrance door again is an attempt to echo the entrance door to the Cathedral. Neither of these features would be consistent with the style features of the period.

On this basis, it is not considered that the building possesses any intrinsic architectural merit which would make it worthy of protected structure status. This building could be replaced by a contemporary structure that would be sympathetic to the architectural form of the original, have greater engagement with the street (both from a streetscape perspective and accessibility perspective), be tonally sympathetic in the use of external materials and hence sit comfortably within the character of the Cathedral Architectural Conservation Area.

Social Interest - The social interest associated with the building is acknowledged, having regard to its use as a community hall for up to 70-80 years. However, this alone does not result in the building meriting protected structure status. It is considered therefore that the building does not merit protection on architectural or social grounds.

2. The graveyard in question is associated with, and surrounds St. John's Cathedral. St John's Cathedral is currently a protected structure in the RPS 2004-10 and it is proposed to remain so in the RPS 2010-2016. The Draft RPS is proposing to delete the graveyard as an independent "protected structure".

The Cathedral has been given a *national* rating in the National Inventory of Architectural Heritage (NIAH) based on its architectural, historical, artistic and social special interest. The NIAH Appraisal is as follows: *Sligo Church of Ireland Cathedral, designed by the eminent architect, Richard Castle, has an exceptionally interesting history stretching back to the twelfth century as is illustrated by the various re-modellings. The rich stained glass windows add both artistic and historic interest with work by Mayer and Child pointing to a long association with a number of prominent Sligo families including the Pollexfens (W. B. Yeats' mother's family), L'Estranges and Campbells. The graveyard also contains many fine tombs and grave markers. Its grouping with the Catholic Cathedral creates one of the strongest urban set pieces in the town.*

It is clear from this appraisal that the graveyard is included in the NIAH *national* rating of the Cathedral.

On the same basis, it is considered that the protection afforded to the Cathedral by the RPS should include the associated graveyard.

In the Draft RPS document, the description of St. John's Hall (RPS Item No. 90 – see above) includes the grounds and refers specifically to the graveyard c.1700. Since the main structure included in this "RPS Item 90" is recommended for deletion from the RPS, it is considered that the graveyard should be included specifically within the description for the Cathedral (RPS Item No. 92).

The submission objects to the inclusion of the graveyard on the RPS having regard to the need to provide disability access and address other health and safety issues. On the basis of the above NIAH appraisal and *national* rating applied to the Cathedral and associated graveyard, it is considered that not including the graveyard as part of the protected structure would be inappropriate, given its national importance, its location within an ecclesiastical area and its contextual relationship with the main Cathedral building.

Recommendations

- A. It is recommended to omit St. John's Hall (RPS Item 90) from the Sligo and Environs Record of Protected Structures 2010-16.
- B. It is recommended to delete the graveyard associated with St John's Cathedral from the RPS as an independent structure (RPS Item No. 91).

- C. It is recommended to amend Item No. 92 – St. John’s Cathedral to include the associated graveyard. Item No. 92 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 13th Century church. Attached graveyard with various tombstones and mausoleums from c.1700.*

RPS Submission no. 22

22 April 2009

Shane Campbell on behalf of the HSE

Draft RPS Item No. 258

SBC

Issue no. 1

This submission requests that the 1940s building at Sligo General Hospital not be included on the Record of Protected Structures - Sligo and Environs Development Plan 2010-16 for the following reasons:

- hospital buildings are constantly subject to necessary modifications; the subject building does not resemble the original internally or from any side;
- the Development Control Plan for the Hospital campus, which will cover the future development of the site for the next 20 years, is currently being prepared. The listing of any buildings on the campus places an onerous burden on the future development potential of the campus;
- minor modifications, which occur regularly, and which would not normally require planning permission would result in additional cost to the hospital and delay in the provision of services;
- most of the building has already been modified;
- any proposed future changes will be controlled by the planning process as at present.

Opinion

This building is a detached multi-bay, two-storey stone hospital, built c. 1935 in the Art Deco style.

The building is not currently a protected structure. It is proposed to add this structure on to the RPS 2010-16.

The hospital building has been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH) based on its Architectural and Social Interest.

The NIAH appraisal is as follows: *This Art Deco style hospital building occupies a prominent position above The Mall. Its high-ceilinged rooms, with large windows, reflect contemporary views on suitable conditions for patients. Its restrained decorative stonework motifs contrast with the more functional design of the modern extension. The overlight to the main entrance is of unusual design.*

Based on the above appraisal from the NIAH, it is considered that the entirety of this building merits protected structure status based on its architectural and social interest.

Section 57 of the Planning and Development Act 2000 establishes the legislation with the regard to the carrying out of works to a protected or proposed protected structure: *Notwithstanding Section 4(1)(h), the carrying out of works to a protected structure or proposed protected structure, shall be exempted development only if those works would not materially affect the character of (a) the structure or (b)*

any element of the structure which contributes to its special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.

Issues regarding internal modifications can be dealt with easily through the pre-planning process and via comprehensive discussions with local authority planners and architects and may not necessarily need planning permission having regard to the above legislation.

Recommendation

No change to the Draft RPS is recommended.

RPS Submission no. 23

22 April 2009

Des Mulligan on behalf of The Alzheimer's Society of Ireland

Draft RPS Item No.335

SCC

Issue no. 1

This submission objects to the inclusion of a property (former Doonally School) owned by the Alzheimer's Society of Ireland at Faughts, Sligo on the Draft RPS-Sligo and Environs Development Plan 2010-16 for the following reasons:

- the society may have plans to redevelop the site in the future and the inclusion of the structure as a protected structure will considerably limit the development potential for any such redevelopment and will also increase the costs to the Society;
- there have been significant alterations to the building over the years; there are no original doors or windows;
- there is nothing of historical, archaeological, architectural, artistic, cultural, scientific, social or technical interests;
- the original layout of the interior has also changed considerably.

Opinion

This building is located on the outskirts of Sligo town, on a narrow county road. It comprises a two-storey element perpendicular to the road and a larger single-storey element parallel to the road. The building is currently a protected structure in the current RPS and it is proposed to retain this status in the RPS 2010-16. The former Doonally School has not been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH).

The two-storey element of the building is the original element of the school house and is noteworthy in its architectural detailing and form. It is typical of school houses of the late 19th Century, it is in good condition and retains its original character. Therefore it is considered that the building is worthy of protected structure status. It is noted that the remainder of the building is not likely to be of any particular interest. However, this merits further investigation and should be addressed by the owners and local authority planners prior to any formulation of plans for the site.

Having regard to the absence of a comprehensive submission supporting the requested deletion from the RPS and having regard to the above appraisal of the building, it is not considered appropriate to delete this structure from the RPS.

Recommendation

No change to the Draft RPS is recommended.

RPS Submission no. 24

22 April 2009

Danny Harte on behalf of Burjon LTD

Draft RPS Item No. 345

SCC

Issue no. 1

This submission supports the proposed deletion of the above RPS item from the Record of Protected Structures.

Opinion

This building is a long and narrow stone barn/stable building located off a narrow county laneway, adjacent to an associated derelict cottage. It is typical of many agricultural buildings throughout the county.

The building is currently a protected structure in the current RPS. It is proposed to delete this structure from the RPS 2010-2016.

The former stable block building has not been given a *regional* or higher rating in the National Inventory of Architectural Heritage (NIAH).

The DoEHLG's *Architectural Heritage Protection – Guidelines for Planning Authorities* advise that deletions of structures from the RPS will only take place where the planning authority considers that the protection of a structure, or part of a structure, is no longer warranted. This will generally take place only when the structure has entirely lost its special interest value through major accident or where new information has come to light to prove that the special interests value was mistakenly attributed.

It is not considered that the building possesses any element of architectural, social, artistic, historical, scientific, archaeological, technical or cultural interest. It is considered that the special interest value was mistakenly attributed.

Recommendation

No change to the Draft RPS is recommended.

RPS Submission no. 25

22 April 2009

M. Flynn on behalf of Tullynagracken Residents' Association

Draft RPS Item No. 345

SCC

Issue no. 1

This submission objects to the proposed deletion of the above RPS item from the Record of Protected Structures for the following reasons:

- the removal of a visible and significant record of our history;
- the building is example of a stable block of this period;
- the building is located very close to Recorded Monuments in the area and as the building was constructed from local materials and stone, it could be expected that to reveal artefacts and information about the evolution of the building that may be of interest to archaeologists;
- historic and social importance of the building;

- the stables form an important part of a proposed green corridor from Cleveragh to Tullynagracken;
- the proposal to remove the structure does not comply with DoEHLG guidance on the deletion of structures from the RPS.

Opinion

Please refer to the Manager's response to RPS Submission No. 24 above.

Recommendation

No change to the Draft RPS is recommended.

RPS Submission no. 26

22 April 2009

Sandra McElroy

Draft RPS Item No. 132

SBC

Issue no. 1

This submission seems to accept the protected structure status of the subject building but laments the nature of development that has been permitted adjacent to the structure. It is argued that there is no point in classifying a building as a protected structure if this protection goes no further than the boundary wall. The submission refers specifically to a development constructed immediately outside the bounds of the property.

Opinion

According to Part 1, Section 2 of the Planning and Development Act 2000, a proposed protected structure or a protected structure includes:

- (I) the interior of the structure,
- (II) the land lying within the curtilage of the structure,
- (III) any other structures lying within the curtilage of the structure,
- (IV) all fixtures and features which form part of the interior or exterior of any structure or structures referred to in paragraph (I) or (II).

Development proposed within the vicinity of a protected structure should be shown to have no detrimental impact on the character of the structure. Furthermore, it is the duty of the Planning Authority to ensure that no development has a significant negative impact on the residential amenity of adjoining properties.

Recommendation

No change to the Draft RPS is recommended.

Terry Mc Gowan

Draft RPS Items No. 56, 57 and 58

SBC

Issue no. 1

This submission requests that a parcel of land between Union Place/Lyons Terrace/Finisklin Road/Land north of the Railway Station be rezoned to C1 – Town Centre Uses.

Issue no. 2

This submission requests that RPS Items No.56-58 be removed from the list of protected structures.

Opinion

1. Please refer to the Manager's response to Submission No. 103 in Chapter 2 of this Report.
2. Items No. 56 and 57 are currently protected structures in the SEDP 2004-2010. It is proposed to add Item No. 58 to the RPS 2010-16. The building is not currently a protected structure.

RPS Items No. 56-58 have all been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH) based on its Architectural and Social Interest.

The NIAH appraisal for the three buildings is as follows:

RPS Item No. 56: *This handsome example of a nineteenth-century warehouse is solidly built and of imposing scale. As such it makes a considerable impact on its surroundings. It is a salient reminder of Sligo's history as a busy town port.*

No.1 Lyons Terrace: RPS Item No. 57: *This handsome, classically proportioned, house retains moulded details and a fine doorcase. It makes a distinctive contribution to a largely industrialised area.*

No. 2 Lyons Terrace: RPS Item No.58: *This modest terraced house is located in a largely industrial area of Sligo and imparts a significant architectural note to the unprepossessing surroundings.*

The DoEHLG's *Architectural Heritage Protection – Guidelines for Planning Authorities* advise that deletions of structures from the RPS will only take place where the planning authority considers that the protection of a structure, or part of a structure, is no longer warranted. This will generally take place only when the structure has entirely lost its special interest value through major accident or where new information has come to light to prove that the special interests value was mistakenly attributed.

In the case of Items no. 56 and 57, it is not considered that any of the criteria outlined in the above document have been met. Therefore, it is not considered appropriate to delete these structures from the RPS. It is considered that these buildings are an important landmark within the townscape and create a unique character and sense of place to an area which otherwise is characterized by haphazard development. The buildings also represent a point in history when Sligo boasted a thriving industrious port and in that context they are also important.

Item No. 58 - No. 2 Lyons Terrace forms part of this important terrace (as does No. 3 which is also proposed on the RPS) and for the same reasons as stated above merits protected structure status.

Recommendation

- A. Please refer to the Manager's recommendation on Submission No. 103 in Chapter 2 of this Report.

- B.** No change to the Draft RPS is recommended. It is considered that these three buildings merit protected structure status and should be included in the Sligo and Environs Record of Protected Structures 2010-16.

RPS Submission no. 28

22 April 2009

Sean Feehily

Draft RPS Item No. 172

SBC

Issue no. 1

This submission requests that No. 2 Bayview Terrace be removed from the list of protected structures, as it is not of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social or technical point of view.

Opinion

It is proposed to add RPS Item No. 172 to the RPS 2010-16. The building is not currently a protected structure.

The building has been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH) based on its architectural interest.

The NIAH appraisal for the building is as follows: *In an area dominated by large industrial warehouse buildings, the terrace of which this house is part, is a fine example of the type of modest but well crafted terrace often built as artisan or workers dwellings in the late-nineteenth and early-twentieth centuries.*

No. 2 Bayview Terrace forms part of an important terrace in a predominantly industrial area and for the same reasons as stated above merits protected structure status.

Recommendation

No change to the Draft RPS is recommended. It is considered that this entire terrace merits protected structure status and that this building in particular be included in the Sligo and Environs Record of Protected Structures 2010-16.

RPS Submission no. 29

22 April 2009

Sean Feehily

Draft RPS Item No. 255

SBC

Issue no. 1

This submission requests that RPS Item No.255 (No. 50 The Mall) be removed from the list of protected structures as it is not of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social or technical point of view.

Opinion

RPS Item No. 255 has been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH) based on its architectural interest. The building is currently a protected structure in the current RPS 2004-2010, Ref No. 1012-08 620.

The NIAH Appraisal for the building is as follows: *The decorative gable-fronted attic to this building adds to the interest and variety of the roofscape. It retains sash windows. The pair represent a progression in architectural styles on a streetscape composed predominately of earlier building types.*

The DoEHLG's *Architectural Heritage Protection – Guidelines for Planning Authorities* advises that deletions of structures from the RPS will only take place where the planning authority considers that the protection of a structure, or part of a structure, is no longer warranted. This will generally take place only when the structure has entirely lost its special interest value through major accident or where new information has come to light to prove that the special interests value was mistakenly attributed.

In the case of No. 50 The Mall, it is not considered that any of the criteria outlined in the above document have been proved in this case. Therefore, it is not considered appropriate to delete this structure from the RPS. It is considered that this building, which is part of a pair, forms an important element of the traditional terrace ascending along The Mall and contributes to the special character of the area.

Recommendation

No change to the Draft RPS is recommended.

RPS Submission no. 30

22 April 2009

Sean Feehily

Draft RPS Item No. 254

SBC

Issue no. 1

This submission requests that RPS Items No. 254 (No. 49 The Mall) be removed from the list of protected structures as it is not of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social or technical point of view.

Opinion

The building is currently not a protected structure in the current RPS 2004-10. It is proposed to add this structure to the RPS 2010-16. RPS Items No. 254 has been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH) based on its architectural interest.

The NIAH appraisal for the building is as follows: *This building represents a progression in architectural styles towards the later nineteenth century and is an important feature on a streetscape predominated by earlier building types. The relative height of the pair and the gable-fronted attics add interest and variety to the roofscape.*

This building is one of a pair with the adjacent building No. 50. No. 50 is currently a protected structure and is proposed to continue as a protected structure in the Draft RPS 2010-16. It is not considered appropriate to delete No. 49 from the RPS as it is considered that this building, along with its partner, No. 50, forms an important element of the traditional terrace ascending along The Mall and contributes to the special character of the area.

Recommendation

No change to the Draft RPS is recommended.

RPS Submission no. 31

22 April 2009

Rev. G. Dolan

Draft RPS Item No. 86

SBC

Issue no. 1

This submission requests that RPS Item No. 86 (No. 2 John Street) be removed from the list of protected structures as it has no architectural merit which would warrant its inclusion in the Record of Protected Structures.

Opinion

The building is currently not a protected structure in the current RPS 2004-2010. It is proposed to add this structure to the RPS 2010-16.

The building has been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH) based on its architectural interest.

The NIAH appraisal for the building is as follows: *The relative width of this building's façade and its projecting double flight of entrance steps make it an imposing presence within the streetscape. Much original fabric survives adding significantly to its architectural value. The rubble-stone boundary walls and outbuilding are also of interest.*

This building “book-ends” a short but impressive terrace (comprising three buildings) on the south-western end of John Street. All of the buildings on this short terrace are proposed to be protected structures. It is considered that this building, by reason of its relative façade width, its projecting double flight of entrance steps and its blank chimney-topped gable, makes an imposing presence on the streetscape and adjacent junction and contributes significantly to the character of the area. Therefore, in accordance with the relevant Guidelines, the building merits protected structure status.

Recommendation

No change to the Draft RPS is recommended. It is recommended that this building be included in the Sligo and Environs Record of Protected Structures 2010-16.

RPS Submission no. 32

28 April 2009

John Gallagher

Draft RPS Item no. 273

SBC

Issue no. 1

This submission states that the building holds no architectural features and requests that the property be inspected and an opinion be given as to its merit.

Opinion

The building is currently a protected structure in the current RPS 2004-10. It is proposed to retain this structure on the RPS 2010-16.

The structure has been given a *regional* rating in the National Inventory of Architectural Heritage (NIAH) based on its architectural and artistic interest.

The NIAH appraisal for the building is as follows: *This property, located at a change of height in the terrace, is part of a coherent two-storey group which extends to the east. It contains a well-designed,*

mostly original, shopfront with particularly interesting ironwork above the shopfront cornice. Original sash windows survive at first floor.

The DoEHLG's *Architectural Heritage Protection – Guidelines for Planning Authorities* advise that deletions of structures from the RPS will only take place where the planning authority considers that the protection of a structure, or part of a structure, is no longer warranted. This will generally take place only when the structure has entirely lost its special interest value through major accident or where new information has come to light which proves that the special interests value was mistakenly attributed.

Based on the above appraisal from the NIAH, it is considered that the building merits protected structure status and the DoEHLG criteria for the deletion of a structure from the RPS have not been met in this case.

Recommendation

No change in the Draft RPS recommended.

Chapter 4.

Submissions on the Environmental Report (ER)

4.1 Submission no. 139 (EPA)

Submission no. 139, received from the EPA, relates to the Environmental Report that accompanies the Draft SEDP 2010-2016. It refers also to the Strategic Environmental Assessment process. The issues raised by the EPA are summarised in the following subestions.

- A. It is specified that the Environmental Report and the associated Non –Technical Summary should be updated to reflect any significant changes resulting from the comments and suggestions received in submissions.
- B. It should be stated in the Introduction that the SEA is the responsibility of Sligo County Council and Sligo Borough Council.
- C. The inclusion of specific policies in the Plan related to the proposed Mitigation Measures recommended in the Environmental Report is welcomed. Clarify the status of these SEA Mitigation Policies in the Draft Plan. Is it understood these Policies have the same legal status as all other policies in the plan.

Opinion and recommendations

- A. Noted and agreed.
- B. Noted and agreed. The introduction to the Environmental Report and Non-Technical Summary should indicate that SEA is the responsibility of Sligo County Council and Sligo Borough Council.
- C. The SEA Mitigation Policies have the same legal status as all other policies in the Plan. they will be updated, if necessary, to respond to changes proposed to other policies and objectives of the Plan. After the SEDP is adopted, before publication, the SEA Mitigation Policies will be integrated under the relevant heading in specific chapters, and will be numbered/coded in the same manner as the other policies.

4.1.1 Consultation

The Epa indicates that consultation should be undertaken with the National Parks and Wildlife Service (NPWS) with regard to screening of the Plan for Appropriate Assessment (See Appendix 3) particularly given the large number of designated sites within, and adjoining, the Plan area.

Opinion and recommendation

Noted and agreed. As previously indicated in this Report, a screening exercise is currently being undertaken in accordance with the Habitats Directive. The Screening Report, when completed, will form the basis of consultations with the NPWS.

4.1.2 Non –Technical Summary

The EPA requests that inclusion of a summary of the overall findings and recommendations of the SEA in the Non –Technical Summary should be considered.

Opinion and recommendation

The Non-Technical Summary already summarises the contents of the Environmental Report.

4.1.3 Zone of influence of the Plan

The EPA advises that the Environmental Report should identify the zone of influence of the Plan outside the Plan area e.g. possible impacts on air quality, water quality, habitat and protected areas in adjoining areas or counties.

Opinion and recommendation

The Environmental Report considers the likely significant impact on air quality, water quality, habitat and protected areas, both within and adjoining the SEDP area. No change is necessary.

4.1.4 Relationship to other plans

The EPA suggests that the ER provide an overview of the key relevant Plans and Programmes which impact on the proposed Plan and which the Plan has potential to impact and /or influence.

Reference should be made as appropriate to the following (as well as other relevant P/Ps and significant projects):

- Lough Gill Catchment Management Plan;
- Flooding: Department of Environment, Heritage and Local Government's Consultation Draft Guidance –The Planning System and Flood Risk Management;

Should the Draft guidance have implications on the current proposed and/existing zoning within the Plan area, the proposed zoning of lands within or adjacent to floodplains should be re-examined and should be reconsidered as appropriate.

The potential for significant conflicts between the Plan Policies and the other relevant Plans/Programmes should be described and assessed. Where significant conflicts exist, appropriate recommendations should be proposed to resolve these conflicts.

Opinion and recommendation

The EPA's suggestions are noted. It is recommended to include in Section 4 of the Environmental Report information on the Lough Gill Catchment Management Plan and the Draft Guidelines on the Planning System and Flood Risk Management.

No update of the ER is required.

4.1.5 Assessment of environmental effects

In assessing the likely significant effects of the Plan the full range of effects, as set out in Annex I of the SEA Directive - "*secondary, cumulative, synergistic, short, medium and long term, permanent, temporary, positive and negative effects*", should be assessed and reported on. The EPA considers that it is not clear how and where this assessment has been undertaken.

In particular, the potential for cumulative effects in combination with other relevant plans and projects within and adjoining the Plan area should be assessed.

The methodology applied in the assessment of the preferred option along with any assumptions made should be described.

It should be clarified how the "*Overlay Mapping of Environmental Sensitivities*" have been taken onto account in the environmental assessment of the Plan and development of the plan

The use of a table to summarise the assessment of the full range of environmental effects referred to above should be considered.

Opinion and recommendations

Please refer to the following sections of the Environmental Report:

- Section 3.10 - Overlay Mapping of Environmental Sensitivities
- Section 6 - Description of Alternative Plan Scenarios
- Section 7 - Evaluation of Alternative Plan Scenarios
- Section 8 - Evaluation of Draft Plan Policies and Objectives

It is considered that no change to the ER is necessary.

4.1.5 Population and human health

The EPA states that the environmental assessment should include a description of the status of Sligo as national tourist destination and the related implications on population within the Plan area. This aspect should be assessed in the context of the increased demand placed on infrastructure - water supply, wastewater, energy, conflict with biodiversity etc. In considering the predicted increase in population, the potential for increased growth in tourism in the Plan area should be considered.

The preparation of an Integrated Sustainable Tourism Strategy for the Plan area should be considered as appropriate.

Opinion and recommendation

The comments in relation to population fluctuations are noted. Information on population fluctuation and its potential effects will be included in Section 3.3 Population and Section 3.7 Material Assets of the ER.

The Draft SEDP does not include an Integrated Sustainable Tourism Strategy. Such as strategy may be considered, however, at County level, as part of the review of the CDP.

4.1.7 Water

Clarify how the Plan policies have taken into account the surface water and groundwater resources within the Plan area “at risk of not achieving good status”.

Opinion and recommendation

The provisions of the Draft Plan – including the mitigation measures identified in Section 9 of the Environmental Report, which have been integrated into the Draft SEDP – include this topic.

No update of the ER is required.

4.1.8 Flooding

Confirm whether a catchment approach to flood risk management, as required by the “Floods Directive” will be adopted for the Plan area and associated river/ lake catchments. If so what are the likely implications of this, on existing and /or proposed zoning/ development within the Plan area as well as upstream and downstream of the Plan area.

Opinion and recommendation

The Draft SEDP includes a policy ensuring compliance with the Draft Guidelines on the Planning System and Flood Risk Management, published by the DoEHLG in September 2008.

The following additional information should be included at the end of Section 14.3 Surface Water and flooding (p. 116 of the Draft SEDP):

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 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. By 2015 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 and flood risk management plans and river basin management plans should be coordinated.

No update of the ER is required.

4.1.9 Air and climate

Clarify whether traffic related noise is an issue within the Plan area and if so how the Plan policies have addressed this issue.

Opinion and recommendation

Noise emanates from traffic within the Plan area. The provisions of the Draft Plan - including the mitigation measures identified in Section 9 of the SEA Environmental Report which have been integrated into the Draft Plan - include this topic.

No update of the ER is required.

4.1.10 Habitat Mapping

The 34 sites important for biodiversity identified in the habitat mapping undertaken for the county to date, which occur within the Plan area, should be identified as appropriate in the environment report. Information on their locations and biodiversity importance should be provided in the Plan also as appropriate.

Opinion and recommendation

The timely inclusion of available Habitat Mapping in the Environmental Report will be sought.

Relevant available habitat mapping and accompanying description will be included in Section 3.2 of Final Environmental Report.

4.1.11 Wetland Survey

A wetland survey is ongoing, timescale of completion should be in the environment report and the findings of this survey should be incorporated in to the environment report and draft plan on completion of the survey.

Opinion and recommendation

The timely inclusion of the findings of the Wetlands Study in the Environmental Report will be sought.

Relevant available information from the Wetlands Study will be included in Section 3.2 of Final Environmental Report.

4.1.12 Mitigation

Mitigation measures are clearly mentioned in both the plan and the environment report. Mitigation measures proposed should be directly linked to the specific relevant significant effects identified in the Environmental Report.

There would be merits in providing a summary table in the Environmental Report outlining how each likely significant effect is linked directly to relevant mitigation measure(s), monitoring measure(s) and, where appropriate a specific Policy or Objective in the Plan.

Overall, it should be ensured that mitigation measures are included for all likely significant effects and that all proposed mitigation measures are reflected by way of specific Policies/Objectives in the Plan. Where mitigation measures are proposed, a clear commitment to implement the necessary proposed mitigation measures should be included in the Plan.

Opinion and recommendation

Further integration of SEA and the Plan will be provided in the SEA Statement which will be produced on adoption of the Plan. No change to the ER is required.

4.1.13 Monitoring

Clarify how the proposed Monitoring Programme will address any significant gaps identified in environmental data during the environmental assessment process.

Describe how the Environmental Indicators proposed will provide “an early warning of significant unforeseen adverse effects”.

Consideration should be given to the following, as appropriate, in the Monitoring Programme:

- The use of environmental indicators as set out in the EPA’s ‘Environment in Focus 2006’ and ‘Water Quality in Ireland 2006’ reports.
- Inclusion of an indicator to monitor tourist numbers and tourism related activity within the Plan area.
- “Drinking Water Quality” as an indicator under “Water”;
- Extent of “Water Leakage” in the network as an indicator under “Material Assets”
- An indicator which addresses the “frequency and severity of flooding” in the Plan area;
- An indicator associated with “noise”;
- Relevant indicators relating to the relative usage of “renewable energy”.
- Monitoring of both positive and negative effects, where they occur.
- Inclusion of the on-going review of environmental targets and indicators in the monitoring programme. Responsibility for this role should be clearly defined.

The Monitoring Programme should be flexible to take account of the various stages of the Plan and should be able to deal with specific environmental issues as they arise. The programme must be able to deal with the possibility of cumulative effects.

There would also be merits in including a commitment to oversee the implementation of mitigation measures and monitoring programme. There may be merits in establishing a Steering Committee tasked with these responsibilities.

There may be merits in including indicators for monitoring “water usage”, “waste water generated”, “energy usage”, etc.

Opinion

Measurements for indicators come from existing monitoring sources; the monitoring programme will not provide new environmental data.

The Environmental Indicators proposed can provide “an early warning of significant unforeseen adverse effects” by identifying declines in the state of the environment and/or a conflicts between environmental conditions and ideal targets.

Focus has been developed throughout the SEA, from the scoping stage to the compilation of the existing environmental baseline. Most attention has been given to environmental components which are likely to be impacted as a result of implementation of a Development Plan; some issues have not been selected for SEO development.

The monitoring programme provides for monitoring of differing types of effects including positive, negative and cumulative effects.

Monitoring of the Plan for the purposes of noise is provided for by Indicator HH1 which relates to human health.

Monitoring of the Plan for the purposes of flooding is provided for by Indicator W3 which relates to flood risk.

The two EPA Reports identified have been considered in the preparation of the Environmental Report.

The Environmental Report recommends the establishment of a Steering Committee to oversee the monitoring process.

Recommendation

The Environmental Report should be updated 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

4.2 Submission no. 126 (DPP)

In summary, Submission no. XXx states the following in relation to the SEA/Environmental Report:

4.2.1 CORINE landcover mapping

There has been extensive discussion with the National Parks and Wildlife Service regarding the status and quality of lands surrounding Hazelwood House. The Lough Gill pNHA and cSAC is identified at page 19 of the SEA. Additionally, Figures 3.2-3.5 identify the Lough Gill Peninsula as Broadleaved Forest. There are a number of issues to raise in this case. Hazelwood forest is categorised as broadleaved, yet it is important to note that the “Hazelwood” area comprises a large area containing at least 3 different forestry types. Hazelwood Demesne contains EU Annex I broadleaved ‘Alluvial Woodland’. Hazelwood peninsula contains the former Saehan Media site encompassing Hazelwood House and the former industrial buildings, facilities and surrounding lands. These lands are dominated by mixed broadleaved woodland, often dominated by non-native species such as beech and laurel. Patches of conifer plantation are also contained within the Saehan Media site. Coillte forestry also encompasses a large portion of Hazelwood Peninsula area surrounding the Saehan Media site and containing a mix of commercial conifer and broadleaved woodland.

Opinion and recommendation

See Footnote No. 5 of the Environmental Report which relates to the CORINE Land Cover dataset from the year 2000:

CORINE Land Cover (CLC) is a map of the European environmental landscape based on interpretation of satellite images. Land cover is the observed physical cover, as seen from the ground or through remote sensing, including for example natural or planted vegetation, water and human constructions which cover the earth's surface. Because of the scale of the CORINE data and the method by which it was collected there are likely to be a number of inaccuracies at the local level. It is noted, however, that the land cover shown on the maps is generally accurate. The European Environment Agency, in conjunction with the European Space Agency, the European Commission and member countries is currently updating the CORINE land cover database.

No change to the ER is necessary.

4.2.2 CORINE landcover mapping

In relation to the Lough Gill pNHA and cSAC designation within the Saehan Media site boundary, its importance and value is greater along the banks of the River Garavogue with a smaller area of semi-natural woodland in the south west corner of the Saehan Media site also noted by the NPWS to be of high ecological value. The ecological value of the remaining area depreciates. In the context of Hazelwood House, this has been recognised with the NPWS. Avoidance of such areas and proposed alternative habitat creation in adjoining and adjacent areas of Hazelwood through planting of native species such as Oak, to offset the loss of high value ecological habitat, has been discussed with NPWS and met with preliminary approval of such an approach.

Opinion and recommendation

Noted - this may be a matter for the NPWS in the future.

No change to the ER is necessary.

Chapter 5. Manager's supplementary recommendations

5.1 Development in the Docklands

SBC/SCC

The redevelopment of the Docklands area is recognised as a key feature of the SEDP. Given the strategic nature of these lands, it is an objective of the SEDP to prepare a Local Area Plan, including a masterplan, for the Docklands and adjoining areas during the lifetime of the SEDP 2010-2016. While the LAP will provide a planned framework for the redevelopment of these lands, it should be noted that the redevelopment of this area raises a number of specific issues as outlined below.

- The area is highly dependent on access from the Inner Relief Road, which at present is the main north-south artery of the city. It is important that the efficiency, safety and carrying capacity of this route is maintained.
- While a route has yet to be selected, it is possible that any City Bypass to the west of the city would involve a route which passes through the Docklands. It is therefore important to ensure that route options are maintained and that development proposals are not permitted prematurely in advance of the identification/selection of the road alignment.
- The area has a history associated with port-related uses, landfill and waste. It is important that development proposals include an appropriate investigation of contamination.

It would appear necessary to include specific guidance in the SEDP in relation to future significant development proposals in the Docklands area. An additional section should be included in Chapter 16 Development Management standards.

Manager's Supplementary Recommendation No. 1

In **Chapter 16 Development Management Standards**, insert an additional section regarding future development in the Docklands area, as outlined in blue in the text below.

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.
- C. An assessment of the impact of the proposed development on any options for a western City Bypass. This assessment shall take into account all potential route options being considered by the local authorities at the time of making the planning application and must clearly demonstrate that the proposed development would not result in the elimination of any route options.

5.2 Zoning of land at Ballincar, Lisnalurg and Shannon Eighter SCC

The proposed Draft SEDP, as originally presented to the members of Sligo County Council and Sligo Borough Council in October 2008, was based on the concept of promoting a **compact Gateway City**. A crucial element of this concept was the inclusion of all zoned lands within a clearly-defined Development Limit, with lands outside this limit zoned as BUF/buffer zone and GB/green belt.

The main objective of the buffer zone is to contain and consolidate the city, while safeguarding land for its future expansion. The main objective of the green belt is to prevent encroachment of development on environmentally-sensitive and visually vulnerable areas. Accordingly, the proposed Draft SEDP did not zone any lands outside the development limit for residential or mixed-use development.

However, the members of the Councils (both SCC and SBC) then passed motions to zone for residential or mixed uses a number of sites outside the development limit at Ballincar, Lisnalurg and Shannon Eighter – lands that had been recommended for zoning as green belt or buffer zone.

It is considered that the zoning of these lands in the published Draft SEDP is contrary to the Plan's core principles, and is not in accordance with national and regional planning policy. In particular, the said zoning conflicts with strategic aims and policies of the Plan outlined in the following sections:

- Section 3.2 BA-2 (c) – Promote the consolidation of Sligo City through regeneration and phased expansion based on local area plans.
- Section 3.2 BA-2 (d) – Counteract tendencies towards extensive ribbon development and urban sprawl in the immediate environs of Sligo.
- Section 3.2 BA-3 (a) – Wisely conserve the natural and built heritage of Sligo City and the surrounding area, including the character of the landscape, views and prospects, and the environmental quality of the urban setting.
- Section 5.2.2 SP-Z-1 – Promote the growth of a compact Gateway City with a strong commercial/retail core and economic base.
- Section 5.2.2 also sets out the plan's zoning principles which are based on the concept of sequential development, whereby zoning extends from the centre outwards on a planned and phased basis.

Furthermore, it should be noted that the lands at Ballincar (west of the Rosses Point Road – marked submissions E3 and E5c on accompanying map) are located along the 'soft' shoreline, slightly overlapping with the boundaries of Sligo Harbour SPA/SAC/NHA. Section 14.9.4 of the Draft SEDP outlines the Strategic Environmental Assessment (SEA) mitigation policies in relation to flooding and climatic factors as recommended by environmental consultants CAAS. This section includes a recommendation that no new building or new development shall be permitted within 50m of the 'soft' shoreline. Accordingly, it is not considered appropriate to zone these lands for development.

Furthermore, it is considered that any development on this site would have potentially significant negative effects on the designated conservation site. The Non-Technical Summary of the Environmental Report that accompanies the Draft SEDP clearly indicates that the subject sites should revert to the original zoning as per the proposed Draft Plan, i.e. Green Belt or Buffer Zone . *“This is in order to fully avoid impacts upon ecology, the landscape and ecological connectivity at this location”* (last paragraph in Section 4.5 and black circle on the map in Fig. 4.4 – pp 27-28 of the Non-Technical Summary of the Environmental Report).

In conclusion, it should be noted that the subject lands are divorced from the existing built-up, zoned and serviced area of the city, and in some cases are located in environmentally and/or visually sensitive areas. It is considered that the zoning of these lands conflicts with the policies and aims of the SEDP as outlined above.

Manager’s Supplementary Recommendation No. 2

The lands at Ballincar, Lisnalurg and Shannon Eighter located outside the development limit as shown on the Zoning Map included in the Draft SEDP, and proposed to be zoned for residential and mixed uses, should be zoned as Green Belt or Buffer Zone in accordance with the Draft SEDP as originally presented to the members of Sligo Borough Council and Sligo County Council.

5.3 Zoning of land at Drumaskibbole

SCC

This recommendation concerns a portion of land at Drumaskibbole, east of the existing premises of Colm Burns Commercials. The land is stated to be owned by Mr. Declan O’Connor.

In the current SEDP 2004-2010, this site is zoned as OS/open space, with an objective (E14) to maintain the natural wetland characteristics of the lands. The aim of this objective is to maintain the area free from development, in order to ensure that the lands continue to function as a natural storm water retention area.

At pre-draft stage Mr. O’Connor made a request to have the lands rezoned as WILT/waste management, industry, logistics and transport-related uses. This request was rejected in the First Manager’s Report on the basis of the need to protect the wetlands.

Accordingly, the lands were designated as OS/open space in the proposed Draft SEDP 2010-2016 when originally presented to the SCC members. Before putting the Draft Plan on public display, the members passed a motion to have some of the lands zoned WILT, apparently on the basis that this portion of land had been filled and was no longer a wetland.

Therefore, in the Draft SEDP 2010-2016, a portion of the said lands is zoned WILT, while the remainder is zoned OS/open space. At the same time, the Draft SEDP retains the objective O-SWD-1 to maintain the natural wetland characteristics of the entire site.

As outlined in the Manager’s response to Submission no. 32 (Chapter 2 of this Report) Mr. O’Connor now requests that the entire lands be zoned as WILT. However, on inspection of these lands it was obvious that no part of the lands has been filled and they remain as wetlands.

It is considered that the natural wetland characteristics of the entire lands should be retained. It is therefore recommended that the entire lands should be zoned as OS/open space.

Manager's Supplementary Recommendation no. 3

The lands at Drumaskibbole marked 32 on the Submissions Map should be zoned OS/open space.

5.4 Objective T3.9 – Cranmore Road/Martin Savage Terrace

SBC

The proposed Draft SEDP 2010-2016, as presented to the council members in October 2008, included an objective, T3.9, to realign, widen and upgrade Cranmore Road/Martin Savage Terrace. However, the members of Sligo Borough Council passed a motion to remove this objective from the Draft Plan.

This objective was one of eighteen similar objectives included in the proposed Draft SEDP which were aimed at improving urban roads standards, primarily outside the city centre. Consistent with these other objectives and the overall aim of improving mobility throughout the Plan area, it is considered that objective T3.9 should be included in the final SEDP.

Manager's Supplementary Recommendation no. 4

In Section 103.6 Urban road improvements, under the heading Road improvement objectives, include the following objective:

T3.9 Cranmore Road/Martin Savage Terrace (realign, widen and upgrade).

5.5 Alterations to Chapter 10 - Mobility

SBC/SCC

Taking into account the other recommendations included in this report, and having reviewed the content of Chapter 10 of the Draft SEDP, it is considered that a number of changes should be made to Chapter 10 Mobility, in order to ensure consistency with other recommendations made in response to submissions from the public and prescribed bodies. The proposed changes are recommended by the Roads Design Section of the County Council.

Manager's Supplementary Recommendation No. 5

Modify Chapter 10 - Mobility as outlined in blue in the text below.

A. The last paragraph of Section 10.3.4 (North Fringe area) should be replaced with the following:

The primary access point to the area from the existing N15 is proposed 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 need to be rationalised.

B. Section 10.3.5 should be replaced with the following:

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.

- C.** The wording of strategic mobility objective SO-MOB-1 (p. 49 of the Draft SEDP) should be replaced with the following:

SO-MOB-1 Implement the relevant national policies in relation to sustainable transport and in particular the Department of Transport policy document "A Sustainable Transport Future".

- D.** The wording of objective T1.1 (p. 50 of the Draft SEP) should be replaced with the following (relevant maps should also be altered to reflect this change):

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.

- E.** The following paragraph should be inserted at the end of Section 10.2.1:

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.

- F.** Section 10.2.4 should be replaced with the following text:

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.

- G.** In section 10.3.3, replace reference to 'T2.12' with 'T2.5'.

5.6 Zoning of lands at the Clarion Hotel and Village

SBC

In the current SEDP 2004-2010, the area covering the Clarion Hotel and surrounding lands is zoned as C2/commercial and mixed land uses. This zoning has been inadvertently retained in the Draft SEDP.

The C2 zoning objective aims to promote the development of a mix of uses centred on retail, office space, high-density housing, high-amenity open space and compatible uses. Lands reserved for C2-uses are predominantly located on the edge of the city centre and are designated to accommodate the future expansion of the city centre.

The lands at the Clarion Hotel and Village are at a significant remove from the city centre. It is considered that city centre uses should not be encouraged at this location, as this would conflict with the aims of the SEDP to consolidate the city centre.

However, the area is suitable for mixed uses (non-retail) and accordingly should be zoned as MIX-1 – mixed uses (non-retail). It is considered that these non-retail uses could be accommodated at this location without detracting from the viability and vitality of the city centre.

In summary it is recommended that all the lands zoned as ‘C2/commercial and mixed land uses’ at the Clarion Hotel and surrounds be rezoned to ‘MIX-1 – mixed uses (non-retail)’.

Manager’s Supplementary Recommendation No. 6
Zone all the lands at the Clarion Hotel/Village and surrounds MIX-1 – mixed uses (non-retail) instead of C2/commercial and mixed uses.

5.7 Quay Quarter Urban Design Framework

SBC

Taking into account other recommendations included in this report, made in response to submissions from the public, having reviewed the content of the Quay Quarter UDF and having consulted with the relevant planners/urban designers in the National Building Agency (NBA, the author of the UDF), it appears necessary to make alterations to the UDF, in the interest of internal consistency of the document and of the SEDP.

Manager’s Supplementary Recommendation No. 7
Modify the Quay Quarter Urban Design Framework (UDF) as outlined in blue in the text below.

A. In Section 1.2 Nature of Study, the existing text (in red) should be replaced with the text in blue:

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 CC2 of the Sligo and Environs Development Plan, 2004-2010.

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 O-OS-26 of the Draft Sligo and Environs Development Plan 2010-2016.

B. In Section 4.0, Townscape Character, 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.

- C. In Section 5.7.1, Option 1: Multi Storey Car Parking with Underground Car Parking, the existing text (in red) should be replaced with the text in blue:

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

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

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

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

- D. In Section 5.7.2, Option 2: Underground Car Parking through entire block, the existing text (in red) should be replaced with the text in blue:

Option 2 presents a residential led masterplan that will provide a maximum of 93 new townhouses and apartments and would provide 6,202m² of commercial space to include a new landmark hotel and 2,515m² of ground floor retail uses. This is a minimum commitment and the detailed design may result in a higher figure.

For Option 2 it is envisaged that the decked car park will accommodate up to 340 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 car parking spaces. In total a car parking provision of 430 spaces can be accommodated quite comfortably.

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

Option 2 presents a residential led masterplan that will provide a maximum of **270** new townhouses and apartments and would provide **6,276m²** of commercial **and retail** space to include a new landmark hotel and **1428m²** of **community uses in the form of extended theatre space for the Blue Raincoat Theatre Company**. This is a **maximum** commitment and the detailed design may result in a **lower** figure.

For Option 2 it is envisaged that the decked car park will accommodate up to **550** 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 **160** car parking spaces. In total a car parking provision of **710** spaces can be accommodated quite comfortably.

Given the proposed land uses for the area (See Table 2) a total car parking requirement of **498** spaces would be needed. This allows for an additional **212** spaces to be made available for public parking.

- E. In Section 5.8, Future building height and massing, the existing text (in red) should be replaced with the text in blue:

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

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

- F. On Map 11, Option 1 - Urban Design Framework, the existing text (in red) should be replaced with the text in blue:

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 car parking spaces.

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 468 car parking spaces.

- G. On Map 12, Option 2 - Urban Design Framework, the existing text (in red) should be replaced with the text in blue:

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 parking spaces.

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 490 parking spaces.

- H. In Section 4.2 Architectural Heritage, paragraph two (in red) should be deleted:

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

5.8 Alterations to Chapter 12 - Urban Design

SBC/SCC

Having reviewed the content of Chapter 12 of the Draft SEDP, it is considered that a number of changes, clarifications and additions are necessary.

Manager's Supplementary Recommendation No. 8

Modify Chapter 12 – Urban Design as outlined below.

- A. In Section 12.2 General City Centre policies, the existing text (in red) should be replaced with the text in blue, in order to promote the vitality and the viability of the city centre:

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

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

- GP-CC-9** Prevent the proliferation of take-away outlets in any particular area within the city centre.
- GP-CC-9** Prevent the proliferation of fast-food outlets in any particular area within the city centre.
- GP-CC-12** Promote the installation of high-quality signage/shopfronts on commercial properties within the city centre.
- GP-CC-12** Require the installation of high-quality signage/shopfronts on commercial properties within the city centre and to restrict the provision of internally illuminated signage.

B. It is recommended that the following policies be added, in order to promote the vitality and the viability of the city centre:

- GP-CC-13** Restrict new uses which do not present an active frontage to the street in the commercial core of the city centre and the centre block area.
- GP-CC-14** Discourage the change of use of existing properties on the western half of Wine Street to retail use.

C. In Section 12.3.1 Commercial Core urban design policies, the existing text (in red) should be replaced with the text in blue, in order to promote the vitality and viability of the commercial core:

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

D. In Section 12.3.5 Centre Block urban design policies, it is recommended that the following policies be added, in order to promote the vitality and viability of the Centre Block, and to ensure consistency with the Centre Block Masterplan:

- P-CC-CB-3** Promote uses on the ground floors of existing and proposed units which generate activity and contribute to the enhancement of the pedestrian realm.
- P-CC-CB-4** Promote the high quality redevelopment of existing properties located between Wine Street and the centre block.

5.9 Alterations to the Record of Protected Structures (RPS)

SBC

Taking into account the recommendations made on submissions in relation to the RPS as outlined in Chapter 3 of this report, and having reviewed the content of the Draft RPS, it appears necessary to make a number of changes to the Draft Record of Protected Structures (RPS).

Manager's Supplementary Recommendation No. 9

Modify the Draft Record of Protected Structures as outlined below.

A. Delete Item No. 14 from the Sligo and Environs RPS 2010-2016

This building, located in the Market Cross ACA, has been the subject of recent refurbishment works, which resulted in the front façade and roof only being retained. All internal partitions, fitting and fixtures were removed.

Prior to the recent refurbishment works on the building, the structure had been given a *regional importance* rating from the NIAH. However, it is considered that, as a result of these works, the building is not worthy of continued protection. The façade and roof profile of the building will be afforded adequate protection by the policies relating to the ACA.

B. Delete Item No. 66 from the Sligo and Environs RPS 2010-2016

This three-storey, three-bay building is located on Grattan Street, within the Market Cross ACA. The building has been significantly modified in recent times and the original sash windows have been replaced by modern projecting windows. The interior of this building has also been significantly re-modeled.

The building has been given a *regional importance* rating from the NIAH. However, it is considered that this building has been afforded adequate protection by policies relating to the Architectural Conservation Area and does not merit protected structure status.

C. Delete Item No. 67 from the Sligo and Environs RPS 2010-2016

This three-storey, six-bay building is located on Grattan Street, within the Market Cross ACA. The building has been significantly modified in recent times by the replacement of the original sash windows with modern uPVC windows. The interior of this building has also been significantly remodeled.

The building has not been given a *regional importance* rating from the NIAH.

This building imposes a significant presence on the streetscape. However, having regard to its significant remodeling over the years, it is considered that this building has been afforded adequate protection by policies relating to the ACA and does not merit protected structure status.

D. Amend RPS Item No. 149 by including the remaining portion of this building (No.46 O’Connell Street) currently accommodating the northern portion of Sligo Bookshop.

This item relates to a two-bay portion of a three-bay building comprising three-storeys-plus-attic house. This two bay portion is currently a protected structure and in the Draft Sligo and Environs RPS 2010-2016 it is proposed to retain it as such. However, the remaining bay of the building has not been indicated as being protected in the current or Draft RPS.

This is an error in the current and Draft RPS, which should be rectified. While the building may be separated in terms of ownership, it reads visually as one building in the streetscape. This building, along with its pair, forms an important and imposing presence on the southern end of O’Connell Street.

5.10 Alterations to Architectural Conservation Areas

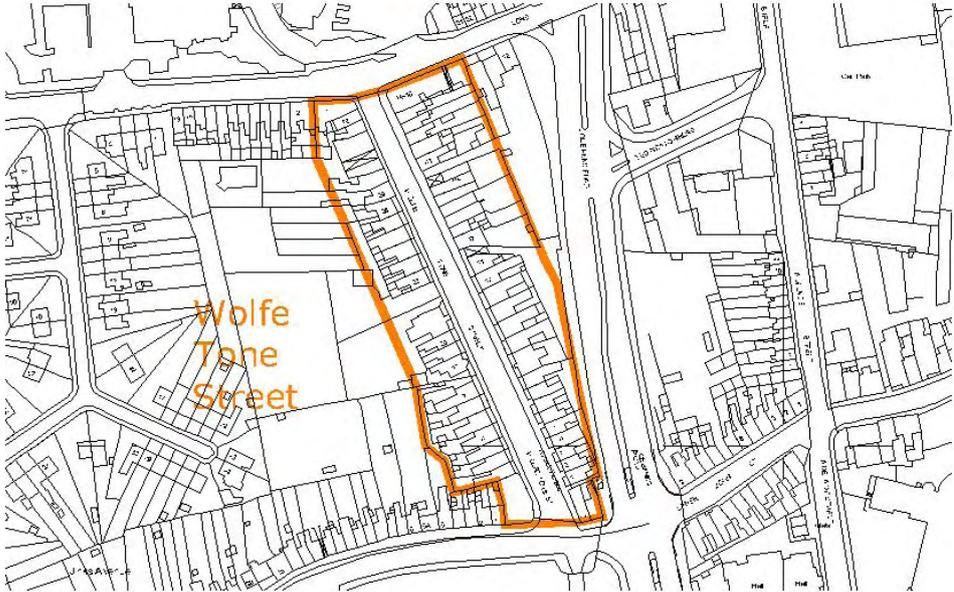
SBC

Taking into account the submissions made on the Draft SEDP, and having reviewed the extent of the designated Architectural Conservation Areas in the Draft SEDP, it is considered necessary to make certain modifications to the boundaries of the ACAs.

Manager’s Supplementary Recommendation No. 10

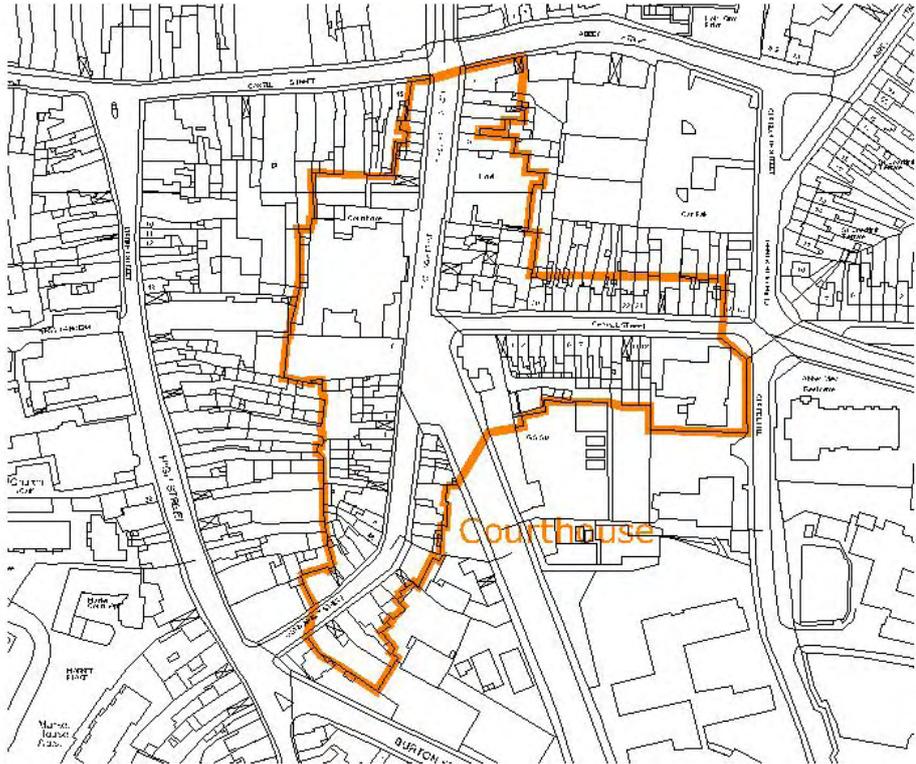
Modify the Draft Record of Protected Structures as outlined below.

A. Modify the boundary of the Wolfe Tone Street ACA as shown in the illustration below. This amendment should be reflected in Fig. 13.F, on Maps 5 and 6 and in the text of the SEDP.



The proposed boundary of the Wolfe Tone Street ACA includes a portion of backlands to the west, which has no impact or relationship with the street frontage. It is considered that the western boundary line of the Wolfe Tone Street ACA should be realigned in order to remove this portion of backlands. It should be noted that these lands are also the subject of Urban Regeneration objective O-UR-1.

B. Modify the southwestern boundary of the Courthouse ACA as shown in the illustration below. This amendment should be reflected in Fig. 13.D, on Maps 5 and 6 and in the text of the SEDP.



At the southern end of the Courthouse ACA, the proposed boundary includes sites at the corners of High Street and Burton Street at their junction with Old Market Street. These sites comprise a recently constructed three-storey building on High Street and two 2-storey buildings at the junction with Burton Street.

It is considered that these buildings have no bearing on the character of the Courthouse Architectural Conservation Area and therefore should not be included within the ACA.

At the eastern end of the Courthouse ACA the proposed boundary includes sites at the junction of Chapel Street with Teeling Street / Pearse Road. However, the majority of Chapel Street has been excluded from the proposed ACA.

Chapel Street is an attractive traditional terraced street and is a fine example of early nineteenth century urban vernacular architecture. The street is framed to the west by the Courthouse, an important landmark building within the city. It is considered that the Courthouse ACA should be extended to include this street.

C. Under the heading Market Cross ACA – management policies, 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 cave-~~

Appendix 1

Route option west of the Second Sea Road – preliminary work

The Roads Design Section of Sligo County Council has carried out preliminary design work on a city bypass route option west of the Second Sea Road. Figure 1 on the next page shows a section of the most westerly option, which minimises the impact on housing and archaeological sites while avoiding Carrowmore Megalithic Cemetery.

It is not considered prudent or feasible to develop a route option which passes through the National Monument complex of Carrowmore Megalithic Cemetery as it is highly unlikely it would receive statutory approval.

The route requires the demolition of six houses, as shown in Figure 2, and would also impact directly on a site with planning permission for seven houses, which may also need to be demolished by the time the bypass proceeds.

The route would also impact significantly on the Woodville Estate, but this is considered unavoidable because of the need to avoid Carrowmore Megalithic Cemetery. It also impacts directly on 3 recorded archaeological sites.

Figure 2 also shows how the route impacts directly on an area of Cummeen Strand/Drumcliffe Bay SAC. This is an area of wet grassland which is considered to be of **international importance**, as it is included in a designated European site.

While it may be possible to mitigate against the archaeological and other environmental impacts of the route, there is a high risk associated with developing a route through a Special Area of Conservation, as it may not receive statutory approval, particularly since other more feasible options were ruled out at an early stage.

A route to the west of the Second Sea Road would also have a significant impact on the local road at Gibraltar, because it would have to be constructed on top of the existing local road and at a higher level, in order to avoid the risk of flooding.

At present this is a popular location for walks by local residents who enjoy easy access to the shore and Gibraltar Point and extensive views of Sligo Harbour. These would no longer be available if a dual carriageway was constructed at this location, because a new local road would be constructed south-east of the bypass in order to provide links for local traffic.

Figure 3 shows the road and shore at Gibraltar at present, while Figure 4 is an indicative photomontage showing the impact of a dual carriageway in this area, with a local road provided inside to replace existing local road.

While it would be preferable to avoid the area between the First and Second Sea Roads, there are significant impacts caused by a more westerly route. In view of this, it is considered that it would be premature to prohibit consideration of any option at this time, prior to a full route selection and public consultation being conducted. The Route Selection Study would include consideration of route options to the east of the city.

Road Design Section

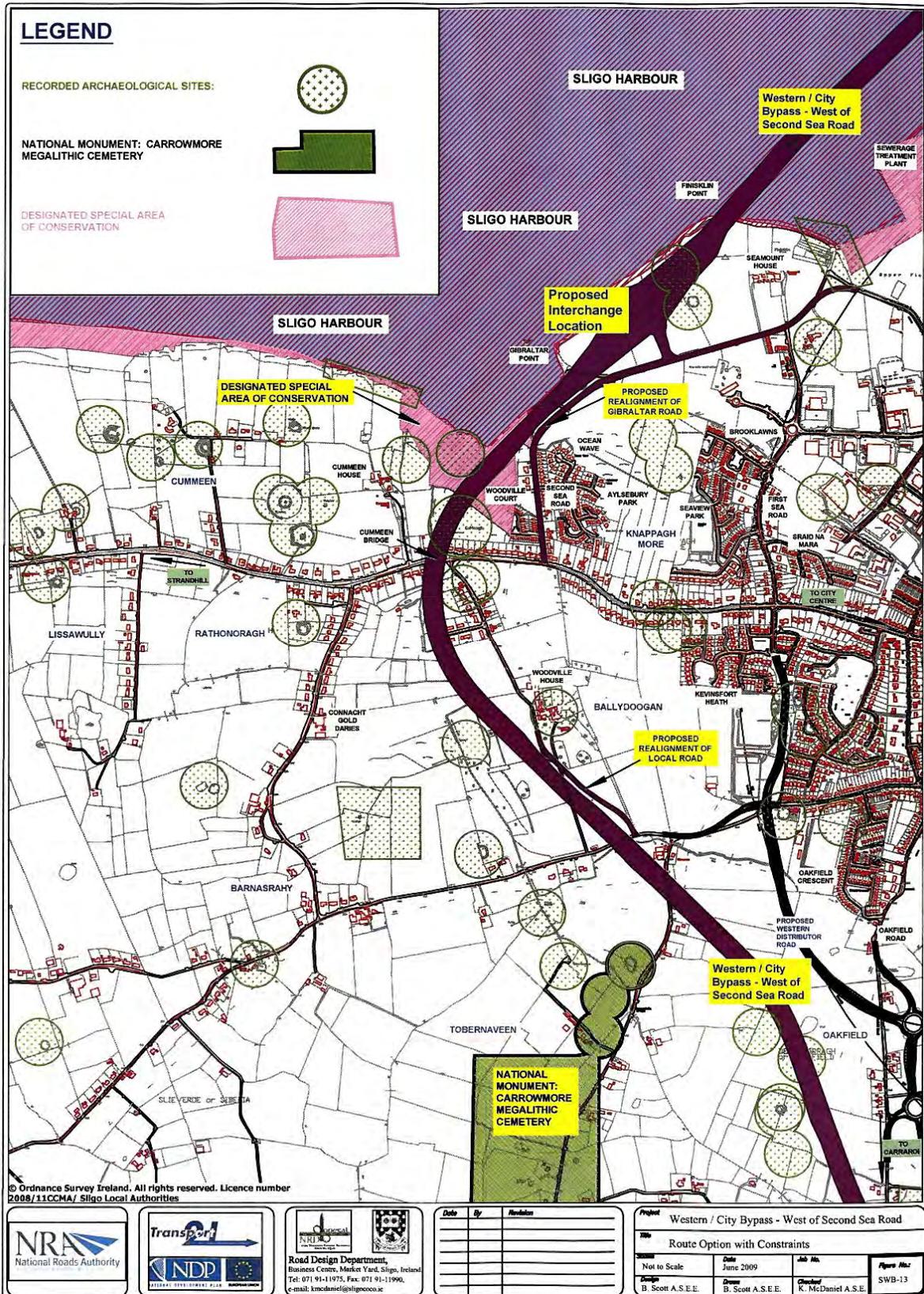


Figure 1: Route Option west of Second Sea Road

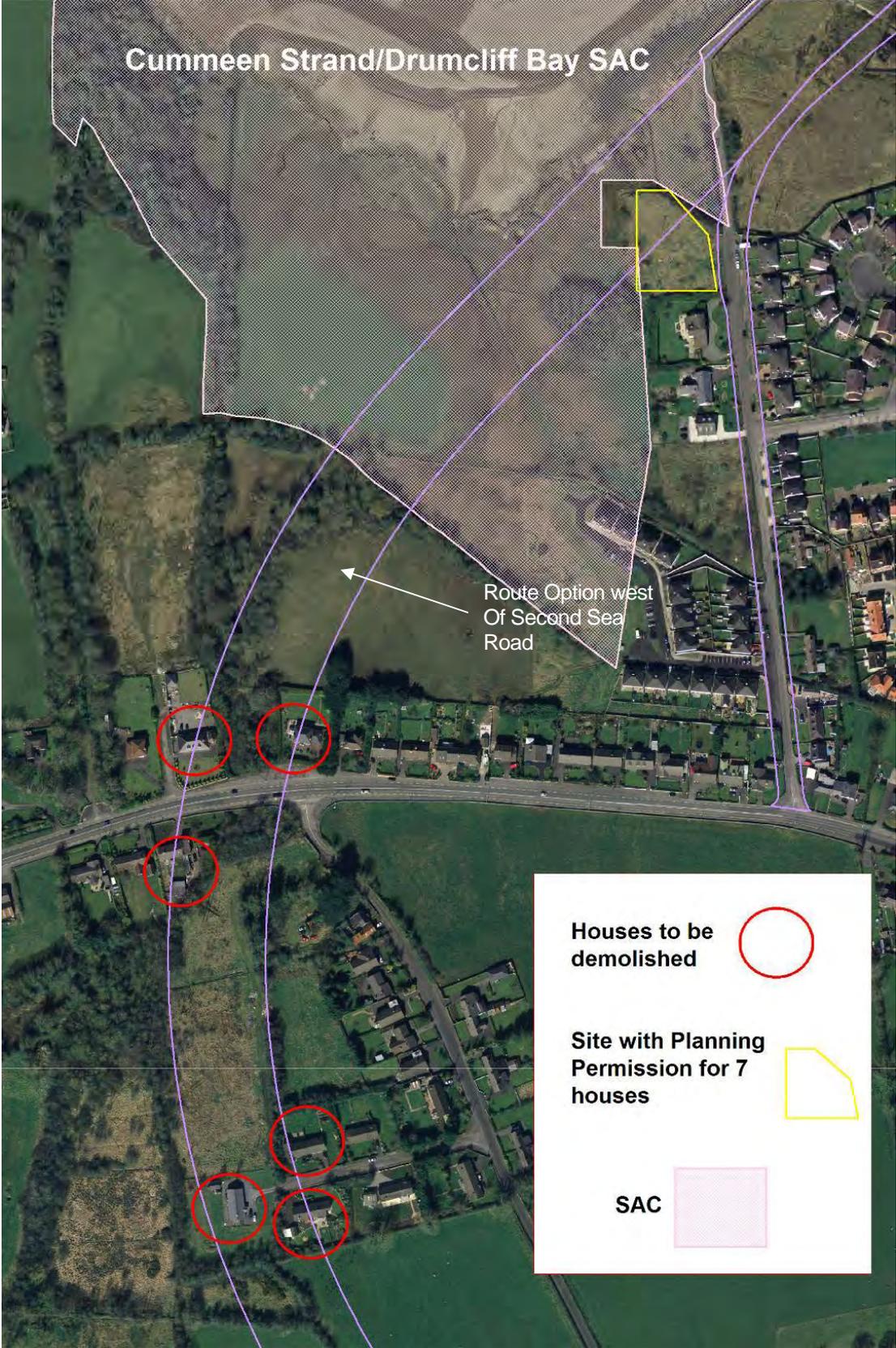


Figure 2: Option west of Second Sea Road - impact on houses and SAC



Figure 3: Gibraltar at present



Figure 4: Gibraltar with Route west of Second Sea Road (indicative)

Appendix 2

Revised Chapter 9 – The Value of Culture in Place-Making

9. The Value of Culture in Place-Making

9.1 Introduction

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 a 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.

9.2 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, 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 is 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.

9.3 Sligo Cultural Policy and Planning

Culture and cultural policies can provide a crucial contribution in terms of urban development. 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.

9.4 Cultural Infrastructure

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

It is a key objective of this Development 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.

9.5 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.

9.6 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 region 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 and 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 will 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 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. Master plans and Integrated Area Plans will promote the regeneration of these areas and 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 and 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 Greenfort area.

9.8 Culture-led regeneration in the Greenfort area

9.8.1 The Greenfort

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.

9.8.2 Development potential around the Greenfort

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 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 dominant and accessible part of 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 Greenfort 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. Create 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 e.g.
- 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

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 city through the provision of quality ‘green’ sustainably designed homes adjacent to the new 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 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 Greenfort can connect down to the river. The civic space at the Model and Museum 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 Greenfort 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 a respect for historical assets (architecture and archaeology) and the promotion of cultural activities, such as, the Yeats family, traditional music, literature and painting. These cultural assets provide significant opportunities for the development of major new tourism ‘honeypots’ 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. Sligo’s world renowned connection with the Yeat’s family has, whilst firmly established by the work of the Yeats Society, Fáilte Ireland, the County Councils and others, 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** 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** Ensure a high quality public domain in the vicinity of cultural and heritage buildings and, where possible, to 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** 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 and County Councils 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 it is intended will 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** 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** Add to the cultural diversity of the city by facilitating the provision of space for artists to live, work and exhibit. In particular to support the regeneration of the Sligo Harbour through innovative reuse of former industrial buildings located in the area for workspace for creative enterprises and new community uses.
- P-CD-6** 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 control 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 by 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 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** 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 Garvogue and Lough Gill as part of an overall linear park system.
- O-CD-4** 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 3

Proposed new Chapter 17 – Implementation

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 the 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. It is considered that the essentially strategic and broad-ranging policies of the SEDP can provide a general framework but not necessarily the detailed treatment required for significant proposals to be included for these areas.

1. The first local area plan within the SEDP area was adopted for Hazelwood–Ballinode on the 1st of November 2004. The LAP will be reviewed or amended before the end of its six-year lifetime, in 2010.
2. The second LAP, for the North Fringe area, has been prepared in parallel with the SEDP 2010-2016 and will be reviewed or amended as/if necessary, within the six years from 2010 to 2016.

While it is recognised that this is a long-term plan, it was considered important to prepare it at this stage, in order to clarify the proposed roads network and offer a degree of certainty to landowners and developers interested in the future of the area.

3. The Docklands LAP represents 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 and surrounding area, and the Eastern Distributor System (strategic/intra-urban road objectives T1.3 and T2.7). 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. 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 the 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 subject to 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 Areas¹ of Hazelwood–Ballinode and Cranmore – mainly residential and related community-facility development;

¹ 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 initiated and 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. The planning authorities reserve the right to refuse development applications on the grounds of inadequate/incomplete infrastructure provision or where it is in conflict with the proposed phasing.

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 natural features, views of the surrounding landscape and existing residences.

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 & Development Act 2000, 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 than one scheme 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 done which facilitate that development. However, it will be important for the planning authority to satisfy itself that the basis for determining the contribution levels can be 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 places, sewers, waste water and water treatment facilities, drains and water mains;
- (d) the provision of bus corridors and lanes, bus interchanges facilities (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 places, 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 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 the 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 the bonds or securities will be based upon the estimated cost of the development works. The bonds 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.

To date, Sligo local authorities have been successful in providing water and wastewater services through the PPP approach. The local authorities will examine further options for public-private partnerships, for example in the delivery of the Green Fort Project, housing and community facilities at Hazelwood–Ballinode etc.

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 the Plan itself 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 may be external, such as the National Roads Authority.

The large number of objectives included in the Plan is a significant challenge for both Councils. However, many of the Plan's objectives are set within a longer timeframe, of 20 to 30 years.

Section 15(2) of the Planning and Development Act 2000 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 4.

List of persons and organisations that made submissions or observations on the Draft Sligo and Environs Development Plan 2010-2016

Ref. No.	Date received	Name or agency	on behalf of (where applicable)	Address
1	24/02/09	Ciaran Tracey	Leitrim County Council	Áras an Chontae, Carrick-on-Shannon, Co. Leitrim.
2	27/02/09	Róisín, Máirín and Jeanne Dolan		Finisklin Far, Co. Sligo
3	04/03/09	Mary McAuliffe	Sligo Local Authorities Cultural Planning Working group	
4	09/03/09	J.A.O'Sullivan	Rathedmond Residents Association	Rathedmond, Sligo.
5	16/03/09	Olivia Walsh	Health and Safety Authority	Health and Safety Authority Head Office, Metropolitan Building, James Joyce Street, Dublin 1.
6	23/03/09	Martin Doonan		"Tataoibhe", Shannon, Co. Sligo
7	25/03/09	Michael Comer		'Rodina', Cairns Hill, Sligo
8	25/03/09	Sean Kelly		92 Terenure Road East, Terenure, Co. Dublin.
9	3/04/09	Padraig Ryan	Institute of Technology, Sligo	Ballinode, Sligo
10	6/04/09	V. and M. Coggins		Shannon Eighter, Co. Sligo
11	6/04/09	Hugh O'Hanlon		Swallowbrooke, Shannon Eighter, Co. Sligo
12	8/04/09	Ann Maire Mulcahy	ESB	Lower Fitzwilliam Street, Dublin 2.
13	8/04/09	Padraig Ryan	Institute of Technology, Sligo	Ballinode, Sligo
14	8/04/09	Des McConville		Oakfield Road, Sligo
15	09/04/09	Joseph McHugh	IDA	Finisklin Business Park, Sligo
16	14/04/09	Lucia Nicholson		Shannon Oughter
17	14/04/09	Shaun Purcell	County Sligo Vocational Education Committee	Quay Street, Sligo

Ref. No.	Date received	Name or agency	on behalf of (where applicable)	Address
18	15/04/09	Goreta Walsh	The Knappaghmore, Ballydoogan, Strandhill Road Residents Group	Bloomfield, Strandhill Road, Sligo
19	15/04/09	Shane and Florence Gilmartin		Lough Gill House, Pearse Road, Sligo
20	15/04/09	Ann Marie Regan	Youth Council Project Leader Sligo/Leitrim Foroige	The C.R.I.B. Youth Project & Health Café, Rockwood Parade, Sligo.
21	16/04/09	T. Nicholson		Teesan, Bundoran Road, Sligo
22	16/04/09	Maurice Ryan		Newtownholmes, Sligo
23	16/04/09	Thomas & Fiona Quilter		Teesan, Sligo
24	16/04/09	Feargus Callagy		
25	17/04/09	Noel and Jacqueline Rowlette		Rathbraughan House, Rathbraughan, Sligo
26	17/04/09	Janet Cunningham		N& J Rowlette, Rathbraughan House, Rathbraughan, Sligo
27	17/04/09	John O'Connor		N& J Rowlette, Rathbraughan House, Rathbraughan, Sligo
28	17/04/09	Richard Chambers		N& J Rowlette, Rathbraughan House, Rathbraughan, Sligo
29	17/04/09	Patsy and Nancy Elliott		N& J Rowlette, Rathbraughan House, Rathbraughan, Sligo
30	20/04/09	Hugh and Marian Cooke		Lisnalurg, Sligo
31	20/04/09	Jim Shannon		Inglewood, Lisnalurg, Co. Sligo
32	20/04/09	Declan O'Connor		Dromiskabole, Carrowroe, Co. Sligo
33	20/04/09	John Armstrong		Carncash, Sligo
34	20/04/09	Patrick Elliott		Rathbraughan Line, Sligo
35	20/04/09	Vincent Nally		Lisnalurg, Co. Sligo
36	20/04/09	Kieran Feerick		Meadow View, Lisnalurg, Co. Sligo
37	20/04/09	Kevin McTernan		Teesan, Sligo
38	20/04/09	Peter Davey		Teesan, Sligo

Ref. No.	Date received	Name or agency	on behalf of (where applicable)	Address
39	20/04/09	Bernard Daniel McGeever		Teesan, Sligo
40	20/04/09	Daniel and Maureen Taylor		Teresan, Sligo
41	20/04/09	J.F. Foley		El-Kajima, Teesan, Co. Sligo
42	20/04/09	Margaret Glennon		Teesan, Sligo
43	20/04/09	Michael Carroll		Teesan, Sligo
44	20/04/09	Desmond Fisher		Eddystone, Teesan, Sligo
45	20/04/09	Martha Davey		Teesan, Sligo
46	20/04/09	Frances Heaslip	Department of Communications, Energy and Natural Resources	
47	20/04/09	Kevin Quinn		5 Inisfree Court, Tonaphubble, Sligo
48	20/04/09	Enda Scanlon	Fiddlers Creek Bar and Restaurant	Rockwood Parade, Sligo
49	21/04/09	Mark Whittaker	G. Bruss GmbH	McCarthy, Keville, O'Sullivan Ltd. c/o Mark Whittaker, Block 1, G.F.S.C. Moneenageisha Road, Galway
50	21/04/09	Mark Whittaker	Noel Elliot, Mary Gilmartin and Peter Martin	McCarthy, Keville, O'Sullivan Ltd. c/o Mark Whittaker, Block 1, G.F.S.C. Moneenageisha Road, Galway
51	21/04/09	Mark Whittaker	Cordil Construction Limited and Knocknacarra Investment Limited	McCarthy, Keville, O'Sullivan Ltd. c/o Mark Whittaker, Block 1, G.F.S.C. Moneenageisha Road, Galway
52	21/04/09	Rhatigan and Company Architects	Mr. P.J.Conway	Rhatigan and Company Architects, 14 Teeling Street, Sligo
53	21/04/09	Stephen Burns		
54	21/04/09	Brian Reilly	Martin Reilly Motors	Brian Reilly, c/o. Martin Reilly Motors
55	21/04/09	Gene Ward	Wards Pharmacy	Wards Pharmacy, O'Connell Street, Sligo
56	21/04/09	Liam Cashell		
57	21/04/09	Frank Kavanagh	Mount Carmel Medical Group Ltd.	Mount Carmel Medical Group

Ref. No.	Date received	Name or agency	on behalf of (where applicable)	Address
58	21/04/09	David Elliott, Martin Devaney, Johnny Feeney, Tony & Dorothy Leonard, Teresa McLoughlin		Lisnalurg, Sligo
59	21/04/09	John Hester		Teesan, Sligo
60	21/04/09	Store Manager	Argos	Unit 4, Cleaveragh Business Park, Sligo
61	21/04/09	Tom Ford		Ballyweelin, Sligo
62	21/04/09	Fergal Quinn	Cleaveragh Retail Park Management Limited	Cleaveragh Retail Park, c/o Fergal Quinn, 1 JFK Parade, Sligo
63	21/04/09	Kevin Quinn	Cleaveragh Retail Park	Cleaveragh Retail Park, c/o. Kevin and Joan Quinn, the Embassy Rooms, JFK Parade, Sligo
64	21/04/09	Gerard McCanny		Wine Street, Sligo
65	21/04/09	Patricia Cashell		
66	21/04/09	Vincent Roche	North Western Fisheries Board	Ardnaree House, Abbey Street, Ballina, Co. Mayo
67	21/04/09	Shirley Kearney	Department of Education and Science	Planning and Development Unit, Department of Education and Science, Portlaoise Road, Tullamore, Co. Offaly.
68	21/04/09	Imelda Condon	Department of Transport	Management Services Unit, Department of Transport, 25 Clare Street Dublin 2.
69	21/04/09	Margaret Foley		Teesan, Sligo
70	21/04/09	Bridie Feerick		Meadow View, Lisnalurg, Co.Sligo
71	21/04/09	Darran Morris		Carncash, Sligo.
72	21/04/09	Charles Branley		Shannon Oughter, Sligo
73	21/04/09	John Elliott		Rathlin House, Rathbraughan, Sligo
74	21/04/09	John Cawley		St. Martins, Rathbraughan Line, Sligo
75	21/04/09	Michael and Eithne Quirke		Carncash, Sligo
76	21/04/09	Paul Turley	Treasury Holdings	Paul Turley, c/o. John Spain Associates, 10 Lower Mount Street, Dublin 2.
77	21/04/09	Maria Lynch	Eircom Ltd.	Maria Lynch, c/o. Declan Brassil & Company Ltd, Lincoln House, Phoenix Street, Smithfeild, Dublin 7

Ref. No.	Date received	Name or agency	on behalf of (where applicable)	Address
78	22/04/09	Mark Whittaker	Michael Barry, Tom Daly, Bernard Mullen and Brendan Mullen	McCarthy, Keville, O'Sullivan Ltd. c/o Mark Whittaker, Block 1, G.F.S.C. Moneenageisha Road, Galway
79	22/04/09	Barry Cannon	Blue Raincoat Theatre Company	Hamilton Young Architects, 12 Beulah Buildings, Finisklin, Sligo
80	22/04/09	Andrew Judge	The Ursuline Community and The Ursuline College	Hamilton Young Architects, 12 Beulah Buildings, Finisklin, Sligo
81	22/04/09	Frank J. Pastor	Bishop Christopher Jones and Summerhill College	Hamilton Young Architects, 12 Beulah Buildings, Finisklin, Sligo
82	22/04/09	Pauric Oates	Oates Breheny Group	Oates Breheny Group, Millbrook House, JFK Parade, Sligo
83	22/04/09	Michael O'Hehir		No Address
84	22/04/09	A Murray and S. O'Dowd		A Murray and S. O'Dowd, Quayside Shopping Centre, Wine Street, Sligo
85	22/04/09	D. McLoughlin and M. Mullen	Mullen and McLoughlin Car Sales	Ballinode, Sligo
86	22/04/09	John McCormack	McCormack Fuels	Mail Coach Road, Sligo
87	22/04/09	Peter Greene		No address
88	22/04/09	Indecipherable	Close Care Foundation	c/o Porter & Co. Millennium house, Stephen Street, Sligo
89	22/04/09	Rhatigan and Company Architects	Daybleak Properties Ltd.	Daybleak Properties Ltd. c/o. Rhatigan Properties Ltd. 14 Teeling Street, Sligo
90	22/04/09	Alan Barry	Daybleak Properties Ltd	Daybleak Properties Ltd. c/o. Glenman Corporation Ltd.
91	22/04/09	Rhatigan and Company Architects	Albert Conneally	Albert Conneally, c/o. Rhatigan Properties Ltd. 14 Teeling Street, Sligo
92	22/04/09	Alan Barry	Albert Conneally	Albert Conneally c/o. Glenman Corporation Ltd
93	22/04/09	Alan Barry	Albert Conneally	Albert Conneally c/o. Glenman Corporation Ltd
94	22/04/09	Rhatigan and Company Architects	Kevinsfort Ltd	Kevinsfort Ltd, c/o. Rhatigan Properties Ltd. 14 Teeling Street, Sligo

Ref. No.	Date received	Name or agency	on behalf of (where applicable)	Address
95	22/04/09	Rhatigan and Company Architects	Tom Kenny of Kilcawley Construction Strandhill Road	Tom Kenny of Kilcawley Construction Strandhill Road , c/o. Rhatigan Properties Ltd. 14 Teeling Street, Sligo
96	22/04/09	Rhatigan and Company Architects	Kevinfort Ltd., Mr. D. Burns, Mr. T. Jones and Mr. D. Taheny	Kevinfort Ltd, Mr. D. Burns, Mr. T. Jones and Mr. D. Taheny c/o. Rhatigan Properties Ltd. 14 Teeling Street, Sligo
97	22/04/09	Rhatigan and Company Architects	Mullan Family	Mullan Family, c/o. Rhatigan Properties Ltd. 14 Teeling Street, Sligo
98	22/04/09	Liz Foley	People First	"Loreto", Tonaphubble, Sligo
99	22/04/09	Rebecca Stevens	Sligo Chamber	16 Quay Street, Sligo
100	22/04/09	Finbarr Filan	Shafin Developments Ltd.	87 Cloondara, Ballysadare, Sligo
101	22/04/09	Richard Devaney	Shafin Developments Ltd.	McCarthy, Keville, O'Sullivan Ltd. c/o Block 1, G.F.S.C. Moneenageisha Road, Galway
102	22/04/09	Patrick Barrett	Noel Higgins	Noel Higgins, c/o. Patrick Barrett, Duggan Architects and Engineers, City Gate, Mail Coach Road, Sligo
103	22/04/09	Terry McGowan		Craig McGowan, Finisklin Road, Sligo
104	22/04/09	Denis Barry	Tesco Ireland Ltd.	Tesco Ireland Ltd. C/o. Denis Barry, GVA Planning and Regeneration Ltd. 2 nd Floor, Seagrave House, 19-20 Earlsfort Terrace, Dublin 2
105	22/04/09	John Spain Associates	Aldi Stores (Ireland) Ltd.	Aldi Stores Ltd c/o. John Spain Associates, 10 Lower Mount Street, Dublin 2
106	22/04/09	Michele O'Boyle	Harry and Nan O'Boyle	Harry and Nan O'Boyle c/o. O'Boyle Solicitors, Courtyard, The Mall, Sligo
107	22/04/09	Michele O'Boyle	Margaret and Walter Burke	Margaret and Walter Burke, c/o. O'Boyle Solicitors, Courtyard, The Mall, Sligo
108	22/04/09	John Conlon		Cumeen, Strandhill Road, Sligo
109	22/04/09	Patrick and Clodagh Lynch		'Melwood', Carncash, Calry, Sligo
110	22/04/09	Clíona Corry	Mangan Bros Holdings	Mangan Bros Holdings, c/o. Murray O'Laoire Architects, Merriman House, Brian Merriman Place, Lock Quay, Limerick
111	22/04/09	Michael Monahan Solicitor	Michael Monahan Solicitor	

Ref. No.	Date received	Name or agency	on behalf of (where applicable)	Address
112	22/04/09	Aimee Powderly	Office of Public Works	OPW c/o Aimee Powderly, Brady Shipman Martin, Block 6, Belfield Office Park, Clonskeagh, Dublin 4
113	22/04/09	Ann Clinton		Mail Coach Road, Sligo
114	22/04/09	PodgeRodge		
115	22/04/09	John Davey	Davey Motors Ltd.	Davey Motors Ltd, Hazelwood, Sligo
116	22/04/09	Denise Kilcoyne		
117	22/04/09	Leslie Bagnall	Cordners Shoes	
118	22/04/09	Shane O'Farrell and Colm Crilly	Lidl Ireland GmbH	
119	22/04/09	John Greer		Rosses Point, Sligo
120	22/04/09	Joe McLoughlin	Sisk	
121	22/04/09	Dave O'Hara		Ballyogue, Ballynamona, Calry, Co Sligo.
122	22/04/09	Daithi Feehily	Feehily Executive Transport Ltd.	Sligo Travel Centre, Hazelwood Road, Sligo
123	22/04/09	John Murphy	Newbay Doherty Group	Newbay Doherty Group c/o. Brian Meehan & Associates, 44 Fitzwilliam Place, Dublin 2
124	22/04/09	Aoife McDonnell		Ballyogue, Ballynamona, Calry, Co. Sligo
125	22/04/09	Brian Cotter and Fergal Broder	American Chamber of Commerce, North West Group	
126	22/04/09	Tony Bamford	Foresthaze Development Ltd.	Foresthaze Development Ltd. c/o. DPPLLP, 15 Harcourt Street, Dublin 2
127	22/04/09	Dr. Stefan Bergh and Eugene Flynn		Dr Stefan Bergh, Department of Archaeology, National University of Ireland Galway, Galway Eugene Flynn, Lakeview, Riverstown, Co. Sligo
128	22/04/09	Hubert McMenamin	W&H McMenamin Ltd. Building Consultants and Project Management	19 White Strand, Knappaghmore, Sligo.
129	22/04/09	D. Harte	D.A. Harte & Associates	Surveyors, Engineering and Planning Consultants, Rosses Point, Co. Sligo

Ref. No.	Date received	Name or agency	on behalf of (where applicable)	Address
130	22/04/09	Dick Chambers		Mount Pleasant, Rathbraughan, Sligo
131	22/04/09	John Mullaney	O'Connell Street Association	O'Connell Street, Sligo
132	22/04/09	Stuart Morris	Smyths Toys	Cleaveragh Retail Park, Sligo
133	22/04/09	John and Marion Elliott		N& J Rowlette, Rathbraughan House, Rathbraughan, Sligo
134	22/04/09	Michael and Teresa McDermott		N& J Rowlette, Rathbraughan House, Rathbraughan, Sligo
135	22/04/09	Joan Gerarty		N& J Rowlette, Rathbraughan House, Rathbraughan, Sligo
136	22/04/09	Liam Coyle	Trio Foods Ltd.	Ballinode, Sligo
137	22/04/09	J.F. Chapman		J.F.Chapman & Associates, Architectural Consultants, Carnadough, Strandhill, Co.Sligo
138	22/04/09	Shane Campbell	Health Service Executive	HSE North West, Waterfront House, Bridge Street, Sligo
139	22/04/09	Tadhg O'Mahony	Environmental Protection Agency	SEA Section-Environmental Research Centre, Office of Environmental Assessment, Environmental Protection Agency, Regional Inspectorate, Inniscarra, Co. Cork
140	22/04/09	Bronagh Treacy	Department of Transport	Transport house, Kildare Street, Dublin 2
141	22/04/09	Michael McCormack	National Roads Authority	St. Martin's House, Waterloo Road, Dublin 4
142	22/04/09	Brian Kenny	Minister for the Environment, Heritage and Local Government	Department of the Environment, Heritage and Local Government. Custom House, Dublin 1
143	22/04/09	Louise Connolly and John Hester		Teesan, Sligo
144	22/04/09	Shane Gilmartin		'Siofra', Teesan, Sligo
145	22/04/09	Keith Gallagher		Teesan, Sligo
146	22/04/09	T. Connolly		Teesan, Sligo
147	22/04/09	Marie Healy		Teesan, Sligo
148	22/04/09	Joan Geraghty		Fawcells Bridge, Dunally, Sligo
149	22/04/09	Catherine Cawley		Teesan, Sligo
150	22/04/09	Michael Cawley		Teesan, Sligo

Ref. No.	Date received	Name or agency	on behalf of (where applicable)	Address
151	22/04/09	Noel & Jacqueline Rowlette		Rathbraughan House, Rathbraughan, Sligo
152	22/04/09	Hilda Latten		Teesan, Sligo
153	22/04/09	Martin F. Gannon		Teesan, Sligo
154	22/04/09	Lavinia Davey		Lisnalurg, Sligo
155	22/04/09	Kevin Rushe		Teesan, Sligo
156	22/04/09	Pat & Paula Stenson		Teesan, Sligo
157	22/04/09	Brendan McKenna		Lisnalurg, Sligo
158	22/04/09	Alicia Healy		Teesan, Sligo
159	22/04/09	Vincent Nally		Lisnalurg, Sligo
160	22/04/09	Hugh Cooke		Lisnalurg, Sligo
161	22/04/09	Iris Shannon		
162	22/04/09	Eric Parkes		Shannon Oughter, Sligo
163	22/04/09	Francis Reynolds		Havendór, Rathbraughan Line, Sligo
164	22/04/09	Patrick and Nancy Elliott		'Ashbourne', Rathbraughan Line, Sligo
165	22/04/09	Teresa McDermott		Rathbraughan Line, Sligo
166	22/04/09	Elaine Murphy		The Garlands, Rathbraughan Line
167	22/04/09	Mark Conway		'Herons Brook', Shannon Oughter, Rathbraughan, Sligo
168	22/04/09	Thomas Quilter		Teesan, Sligo
169	22/04/09	Peter Callaghan		Lavally, Shannon Oughter, Sligo
170	22/04/09	Eugene McGloin	Doorly Park/Martin Savage/ Garavogue-Hazelview Campaign Committee	
171	22/4/9	Killian McLoughlin		
172	22/4/9	Robert Williamson		Shannon, Sligo

Early Submissions

Ref. no.	Date Received	Name or agency	On behalf of (where applicable)	Address
ES1	29/7/8	Liam Brennan		9A Ox Crescent, Tubbercurry, Co. Sligo
ES2	29/7/8	John Ryan	Martha Kelly	4 Wine St, Sligo
ES3	8/8/8	Vivienne Egan	Simon O'Dowd	18 Warren Crescent, Kevinsfort, Sligo
ES4	2/10/08	Derek Ward	Rhodaville Ltd.	Rhodaville Ltd., c/o Colin Bell Architects 4 The Mall, Sligo
ES5	13/11/08	Eddie Donaghy		Castletown, Drumcliffe, Co.Sligo
ES6	13/11/08	Seamus O'Dowd, Eddie Donaghy, Richard Watters, Anthony Murray		
ES7	18/11/08	Colin Bell Architects	Rhodaville Ltd & Michael McGoldrick	Rhodaville Ltd. And Michael McGoldrick, c/o Colin Bell Architects 4 The Mall, Sligo
ES8	18/11/8	Colin Bell Architects	Michael McGoldrick	Michael McGoldrick, c/o Colin Bell Architects 4 The Mall, Sligo

Late submissions

Ref. no.	Name or agency	On behalf of (where applicable)
L1	Patrick Lynch	
L2	Aidan Mannion	Old Sligo Action Group
L3	Eugene O'Neill	Quayside Shopping Centre
L4	Fergal Broder and Brian Cotter	American Chamber of Commerce, Ireland
L5	Prionsias De Báthúin	Department of the Environment, Heritage and Local Government
L6	Prionsias De Báthúin	Department of the Environment, Heritage and Local Government

Appendix 5.

List of persons and organisations that made submissions or observations on the Draft Record of Protected Structures relating to the SEDP area

Ref. No.	Date received	Name or agency	on behalf of (where applicable)	Address
01-RPS 166	17/01/09	Ann Lawlor & Anna T Finnerty		Church View, Dunsany, Co. Meath
02-RPS 201	18/02/09	Eileen Smith		"Karibu", Strandhill Road, Sligo
03-RPS 267	18/02/09	Eithne Brett	Rosaleen Scully	94 Rathedmond, Sligo
04-RPS 094	25/02/09	Mary Palmer		3 Lord Edward Street, Sligo
05-RPS 041	26/02/09	Rev G. A. Mitchell	Sligo Presbyterian Church	The Presbyterian Manse, College Road, Sligo
06-RPS 170	04/03/09	John Molloy		Aughamore Near, Carraroe, Sligo
07-RPS 334	11/03/09	Ronnie Mahon		Carrowmore, Cloverhill, Co Sligo
08-RPS 003	11/03/09	Hamilton Young Architects	Health Service Executive	Hamilton Young Architects, 12 Beulah Buildings, Finisklin Road, Sligo
09-RPS 139	24/03/09	PM Group	IDA Ireland	PM Group, Killakee House, Belgard Square, Tallaght, Dublin 24
10-RPS 019	25/03/09	Barnes Murphy		Carraroe, Co Sligo
11-RPS 137	27/03/09	John Mullaney		Mullaney Bros., O'Connell Street, Sligo
12-RPS 210	01/04/09	Shay Kirk	Courts Service	Estates and Building unit, Courts Service, Phoenix House, 15/24 Phoenix St North, Smithfield, Dublin 7
13-RPS 034	31/03/09	Rev G. A. Mitchell	Sligo Presbyterian Church	Presbyterian Manse, College Road, Sligo
14-RPS 123	01/04/09	Edmund Henry	Henry Kearins & Co, Solicitors	14 Lord Edward Street, Sligo
15-RPS 196 15-RPS 198	09/04/09	James Foran	Gilroy Gannon & Co, Chartered Accountants	Design Strategies, 3 Bath Place, Blackrock, Co Dublin

Ref. No.	Date received	Name or agency	on behalf of (where applicable)	Address
16-RPS 50 16-RPS 51	15/04/09	Declan McCabe	Close Care Foundation Ltd	Vincent Hannon & Associates, Chartered Architects, Abbey Street, Sligo
17-RPS 341	17/04/09	Paul O'Neill	Raymond & Eileen Monahan	GVA Planning, 2 nd Floor Seagrave House, 19/20 Earlsfort Terrace, Dublin 2
18-RPS 096	20/04/09	Raymond Kelly	Society of St Vincent de Paul	Charles Street, Sligo
19-RPS 147	20/04/09	McGann Scahill, Architects & Environmental Engineers	Carraig Donn	4 The Old Mill, James Street, Westport, Co Mayo
20-RPS 79	20/04/09	Tina Crean	Pat Carrigan	Plan Design Associates, Unit 3, Killala Road Business Park, Ballina, Co Mayo
21-RPS 90 21-RPS 91	21/04/09	The Very Rev Arfon Williams		The Deanery, Strandhill Road, Sligo
22-RPS 258	22/04/09	Shane Campbell	Health Service Executive	Waterfront House, Bridge Street, Sligo
23-RPS 335	22/04/09	Des Mulligan	The Alzheimer Society of Ireland	Alzheimer House, 43 Northumberland Ave., Dun Laoghaire, Co Dublin
24-RPS 345	22/04/09	D.A. Harte & Associates, Surveyors	Burjon Ltd.	Rosses Point, Co Sligo
25-RPS 345	22/04/09	Mary & Gene Flynn	Tullynagracken North Residents Association	Cairns Hill, Co Sligo
26-RPS 132	22/04/09	Sandra E. McElroy		Fern Bank, Mail Coach Road, Sligo
27-RPS 56 27-RPS 57 27-RPS 58	22/04/09	Terry McGowan		Craig McGowan, Finisklin Road, Sligo
28-RPS 172	22/04/09	Sean Feehily	Feehily Properties	Feehily's Corporate Headquarters, Cartron Cross, Sligo
29-RPS 254	22/04/09	Sean Feehily	Feehily Properties	Feehily's Corporate Headquarters, Cartron Cross, Sligo
30-RPS 255	22/04/09	Sean Feehily	Feehily Properties	Feehily's Corporate Headquarters, Cartron Cross, Sligo
31-RPS 086	22/04/09	Rev Fr. Gerard Dolan	Elphin Diocesan	Elphin Diocesan Office, St Mary's Sligo.
L32-RPS	27/04/09	John Gallagher	Peter John	Annagh, Riverstown, Co Sligo