

An aerial photograph of the Sligo Docklands area, showing a mix of residential housing, green fields, and a large body of water (the Lough Swilly estuary) in the upper left. The text is overlaid on the top right and bottom left of the image.

Sligo Borough Council  
Sligo County Council  
26 January 2011

# **Sligo Docklands**

## **Proposed Local Area Plan**

### **Pre-Draft Consultation Paper**





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Sligo Borough Council and Sligo County Council intend to prepare a **local area plan** (LAP) for Sligo's Docklands area.

Before preparing a Draft LAP, the local authorities wish to consult with Sligo's residents, Docklands users (businesses or individuals), relevant institutions, public agencies and all those who are interested in the future of Sligo.

This **Consultation Paper** is intended to assist those who wish to participate in public consultation and contribute to the preparation of the Docklands LAP. It offers background information relating to the Docklands and outlines the main challenges that the LAP must address in order to help transform the Docklands into a vibrant urban quarter of the Gateway.

You are invited to express your views and make suggestions in relation to the forthcoming Docklands Local Area Plan.

**Please send your submission to:**

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Riverside, Sligo, Tel. 071 9111226

**Submissions can be e-mailed to:**

**dpu@sligococo.ie**

**by 4 pm, 25 March 2011**

For any clarifications in relation to this Paper, please contact the Development Planning Unit at dpu@sligococo.ie

The Consultation Paper can be downloaded from the Sligo Docklands web page at [www.sligoborough.ie/docklands](http://www.sligoborough.ie/docklands) or [www.sligococo.ie/docklands](http://www.sligococo.ie/docklands)

This document is designed for two-sided printing on A4 paper.

# Why prepare a local area plan for the Docklands

## What is a local area plan?

A local area plan (LAP) is a document that sets out an detailed strategy for the proper planning and sustainable development of the area covered by it. The legal basis for the process of making a LAP is set out in Sections 18-20 of the Planning and Development Act 2000, as amended.

A planning authority may prepare a LAP in respect of any area considered suitable and, in particular, for those areas which require economic, physical and social renewal and for areas likely to be subject to large scale development within the lifetime of the plan.

The process of preparing a LAP must be transparent and inclusive. All interested parties must be given an opportunity to express their opinions and make suggestions regarding any issue pertaining to the plan. All submissions must be considered by the elected members of the local authority before deciding what policies and objectives should be included in the LAP. Depending on the extent of the LAP area, both Sligo Borough Council and Sligo County Council may be involved in the making of the Docklands LAP.

## Why do we need local area plans?

- To provide for orderly, balanced development in the interest of common good.
- To indicate detailed requirements regarding the provision of community facilities and amenities.
- To set specific standards for the design of developments and structures.
- To ensure that all sectors of the society are properly considered and catered for.
- To provide a degree of certainty and security.

## A LAP for the Docklands

Sligo and Environs Development Plan 2010-2016 (SEDP) specifies that a LAP for the Docklands is to be prepared as soon as possible after the adoption of the SEDP.

The LAP should outline a vision for the area that it covers, specifying the type, amount and quality of development needed to achieve that vision, while seeking to protect and enhance the environment and amenities.

Within the wider policy framework of the SEDP, the Docklands LAP should provide the necessary degree of certainty within which individual development decisions can be made.

## Pre-draft consultation on the LAP

In accordance with current legislation, a planning authorities must take whatever steps it considers necessary to consult the public before preparing a LAP.

As part of the legally-required pre-draft consultation stage, the Development Planning Unit of Sligo County Council has prepared this Consultation Paper with a view to providing the public with sufficient information and suggestions to stimulate a debate on the future of the Docklands.

The following pages briefly present the most relevant SEDP provisions that relate to or impact on the Docklands area, together with some comments, suggestions and a number of questions aimed at establishing the public's needs and preferences that could be addressed in the LAP.

Appendix X contains policies and objectives extracted from the SEDP 2010-2016, with which the Docklands LAP must comply.

## How does the LAP affect you?

- Indicates future development needs, highlights opportunities and constraints.
- Details future housing, economic development, conservation of the natural and built heritage, infrastructural projects and other proposals.
- Informs and guides anyone planning or investing in future development, infrastructure or services.
- The Plan is a tool for controlling and guiding new development.
- It is used to assess planning applications and appeals.
- It is a vehicle for facilitating local proposals and priorities.

## How can you get involved in the preparation of the LAP?

If you are interested in the development of Sligo's Docklands area and wish to contribute to the shaping of its future, you should make a written submission to the planning authorities during the specified period: XX September to XX October.

All individuals, businesses, community groups public sector and non-governmental agencies, any other organisations are strongly encouraged to participate in the plan-making process.

Based on the provisions of the SEDP 2010-2016 and the outcome of pre-draft consultation, a draft LAP will be prepared and put on public display for further consultation.

# A future for Sligo's Docklands

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## From Port to Docklands

In 2006, the Port of Sligo was transferred from Sligo Harbour Commissioners to Sligo County Council. The Council has researched the details (descriptions, maps, documents, ownership, rights of way, leases, legal proceedings underway or pending etc) of all lands, port and shore facilities that were transferred. The leases (varying between 25 and 500 years!) were granted at various times between 1907–1997 and do not include a resumption clause.

There were approximately 90 acres of land under the control of the Harbour Commissioners, most of which had been reclaimed from the sea since the 19th century. In 2006 it was estimated that approximately 75 acres (36 properties) were leased for both port-related and non-port-related purposes.

The SEDP 2004-2010 contained references to “the Docklands”, “the Port” and “the Harbour”, which overlapped only partially and generally referred to an area larger than the lands transferred from the Harbour Commissioners.

In 2006-2007 it became increasingly clear that a comprehensive redevelopment framework was necessary for a properly defined area that would encompass the Port/Docklands/Harbour as well as other lands that were underutilised, derelict, possibly contaminated, or which were critical for the future provision of essential infrastructure and various other facilities.

Recognising the strategic nature of the lands, the Local Authorities decided to prepare a local area plan for the wider Docklands area after the review of the SEDP. The main policies and objectives governing this LAP are now included in the SEDP 2010-2016 (see Appendix A of this Guide).

## Creating a vision

The Docklands LAP needs a clear vision of what it hopes to achieve, and how this will bring benefits in the long term, if it is to be effective in regenerating the area.

Broad-based public participation is essential in the creation of the vision. Sligo Local Authorities are inviting all citizens to take part in this process.

The residents of neighbourhoods in the Docklands, the business people operating in the area, their partners and customers, the potential users of future amenities, the knowledge workers and artists of Sligo - all have the unique opportunity to make a valuable input into the shaping of the Docklands' future.

Infrastructure and service providers, state/semi-state bodies and funding agencies are also called to contribute to the creation of a shared vision.

## Starting from the basics

Essential questions need to be asked in the first instance:

### 1. What should be the extent of area covered by the Docklands Plan?

Should the Plan develop a comprehensive framework for the entire area delimited by Strandhill Road, First Sea Road, the seashore and the Inner Relief Road, including the Cartron peninsula?

### 3. How does the area's economy fare now and how might it fare in the future in relation to regional and local competitors?

What would be the mix of uses most suitable or desirable in the area?

Should there be substantial new uses or buildings of public interest? Should the cultural, recreational and leisure aspect be given more weight in relation to housing and employment facilities?

### 4. Is the area geared up to respond to climate change and future changes in energy costs?

As government policy is moving towards climate change adaptation and reduction in energy consumption, should this area take the lead and set an example?

### 5. What are the area's possible selling points in the future? What does it have that others do not?

Proximity to the city centre? Waterfront sites? Unparalleled views of Benbulbin, Knocknarea and the sea? Greenfield and brownfield lands? The wider Docklands area has all of the above.

But it also has a former landfill which needs remediation in accordance to the most recent standards. It has industrial dereliction, non-conforming uses, restricted access and a range of other problems.

What would be the best way of developing a high-quality urban extension that would maximise the locational advantages for the benefit of its old and new residents as well as the entire city of Sligo?

## The future of the Port

The vision needs to integrate the port activities and new waterfront developments for maximum benefit. The vision should clarify whether the commercial port operations need to be retained and enhanced or are best moved away from their traditional location to an area where cargo handling would be more efficient.



# Background information about the Harbour and Port

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## Sligo Harbour

Sligo Harbour, which is the only working harbour between Galway and Killybegs, is located in the estuary of the River Garavogue and can accommodate ships with a maximum draft of 5.2 metres and length of 100 metres.

Larger vessels that use the port can only pass through the harbour to the quays at high spring tides due to the shallowness of the natural level of the harbour bed itself. At low spring tide, laden cargo vessels sit on the seabed even at Deepwater Quay.

The shipping channel and jetty areas have to be dredged to prevent siltation. A training wall was constructed in order to hold back and reduce the movement of sediment into the channel.

In the 1970s, problems regarding the storage of the silt led to the construction of a large holding pond/bunded area (circa 6 hectares), westward of the Deepwater Jetty.

This area was filled with sediment in a major dredging operation (in 1985) and subsequent maintenance dredging. The area is now the site for Sligo's main wastewater treatment plant.

Maintenance dredging adjacent to the jetties is carried out every year, and the disposal of the dredged material will soon become a problem, as the previous disposal area is no longer available. Major capital dredging of the channel is urgently required. A detailed study to establish quantities and the nature of the dredging materials was recently carried out in order to assess disposal options.

On the other hand, there have been suggestions to regulate tidal flow and perhaps "lagoon" the area bounded by Hughes Bridge, Cartron and Ballast Quay, to encourage water-based tourism activities.

However, this type of development would have a significant environmental impact and might have to be ruled out on the basis of the requirements of the Habitats Directive.

## Port activity in recent years

On average 25 ships visit Sligo Port every year, as the port does retain some trade of local and regional importance, mainly scrap metal, coal, timber and fish meal.

## Improvement works

Recent improvements have been carried out to Deepwater Jetty in the form of fendering and installation of safety items. Barytes Jetty has been effectively rebuilt and now functions as a much needed second commercial facility.



The Asgard at the Timber Jetty in Sligo Harbour - 2002

Timber Jetty has been enhanced with pontoons and an access bridge for leisure craft – yachts, sail ships, training ships (e.g. Asgard, Jeannie Johnston etc.).

In the longer term, the works envisaged include:

- ▶ further extensions of the Timber Jetty pontoons;
- ▶ repairs to the bulk of the harbour wall from Deepwater Jetty to Silver Swan development (city centre), to be done in sections;
- ▶ probable removal of Liverpool Jetty, which is broken;
- ▶ maintenance of the shipping channel and training wall;
- ▶ maintenance dredging of the shipping channel, as necessary.



Timber Jetty in August 2010

# Possible extent of the Docklands Local Area Plan

The Sligo and Environs Development Plan 2010-2016 (SEDP) identifies five areas suitable for planned urban extensions, one of which is the Docklands and surrounding area located between the Inner Relief Road, Strandhill Road and the sea shore.

The Spatial Strategy (Chapter 5 of the SEDP) makes provision for the preparation of a local area plan for the Docklands, while Chapters 6 to 12 include a variety of policies and objectives directly or indirectly applicable to the Docklands area.

The Docklands “proper” area, i.e. lands immediately adjoining the waterfront, is currently a run-down, visually unattractive enclave in one of the most visible locations of Sligo City.

It is considered that the redevelopment of the former docks should be undertaken in conjunction with that of adjoining areas.

The extent of the LAP boundary will be decided following pre-draft consultation with the public and the main stakeholders.

Two possible options can be outlined at this stage: a maximum and a minimum area to be covered by the future Docklands Local Area Plan.

## Minimum area

The minimum extent of the LAP would cover the Port, the former landfill, the docks area and the urban quarter located between the IDA estate and the Inner Relief Road, excluding the existing housing areas. This variant would include circa 75 ha of land, much of it under the control of the County Council (transferred from the Harbour). Only a few existing residences would be located within the minimum plan boundary.



**Fig. 1. Minimum and maximum possible areas to be covered by the Docklands LAP**

## Maximum area

In the interest of coherence and comprehensive redevelopment of this area of the Gateway, the LAP could include the entirety of lands within the townlands of Finisklin, Knappagh More, Rathedmond.

This would cover greenfield, brownfield and built-up areas contained between the Inner Relief Road (N4/N15), Strandhill Road (R292) and the coastline, crossing over

to the northern edge of Cartron (the yellow line in the illustration above represents the boundary of the maximum possible LAP area). This option would cover a total of 301 ha land area, including circa 1000 residences, 48.2 ha of undeveloped residential land and 60 ha of lands controlled by the IDA, zoned for business, enterprise and technology park.



# Enterprise, industry and retail development

## Enterprise and industry

A total of 60.2 hectares of land is zoned BITP (business, industry and technology park) in the Docklands area, consisting mostly of IDA's Finisklin Business Park.

The SEDP promotes the consolidation of the employment base provided by the IDA business park at Finisklin, supported by improvements in transport, communications and environmental infrastructure as well as an expanded education and research sector in the Gateway.

Employment and other uses should be integrated in a well-designed, innovative urban environment served by adequate public transport.

## Retail development

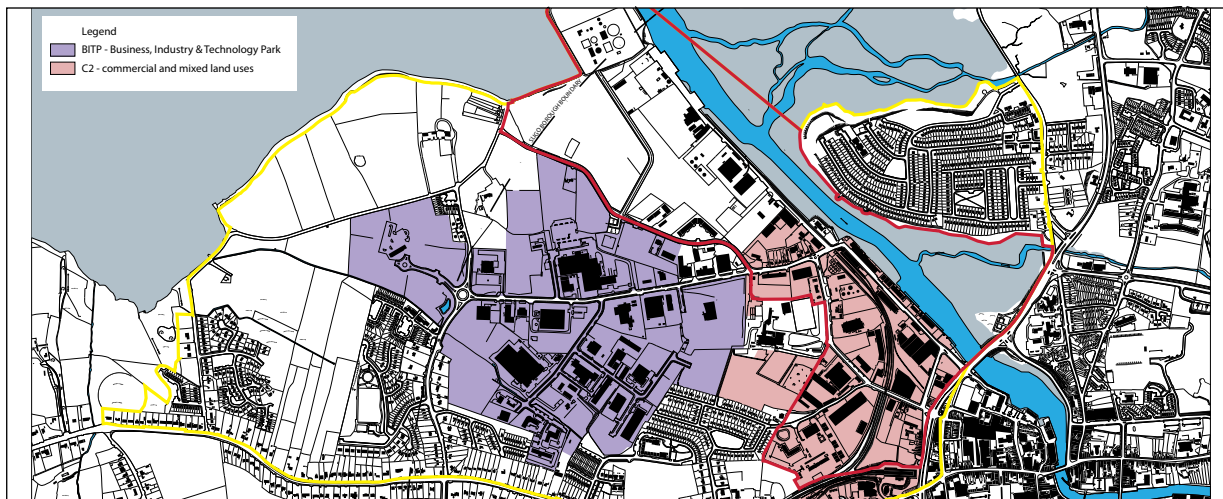
There are 33.1 hectares of land zoned C2 (commercial and mixed land uses) in the eastern portion of the Docklands area, with an objective to promote a city-centre-

type mix of uses focused on retail, office space, high-density housing and high-amenity public space.

The City Centre is set to expand to the west of the Inner Relief Road, with the Docklands considered the most suitable edge-of-centre location for future retail/commercial development, but not before city-centre retail facilities are substantially completed and occupied.

The Joint Sligo City and County Retail Strategy 2010-2017 indicates that new large and medium convenience retail developments should be located within or on the edge of the city centre or in designated neighbourhood centres. A neighbourhood centre is planned for Finisklin, to be constructed in conjunction with the development of lands zoned for housing and mixed uses.

However, this is not one of the larger neighbourhood centres identified as desired locations for a medium-size supermarket.



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## Questions

- ▶ Should the IDA be encouraged to be more flexible in relation to the use of its lands in Finisklin Business Park, in order to allow the integration of compatible non-industrial uses, such as corner shops, cafes or even leisure/recreational facilities – all of which would enhance the working environment of the business park employees?
- ▶ Should the profile of Finisklin Business Park focus on R&D (mostly office-based) enterprise and much less on manufacturing, especially when/after the Oakfield Business Park is constructed and operational?
- ▶ How can better integration be achieved, in terms of urban environment continuity, between the business park and the surrounding areas?
- ▶ What types of shops or retail activities would be desirable in the Docklands, as an extension to the city-centre retail offer?
- ▶ Should the existing retail units be permitted to remain in the area or should they move to more suitable locations, within or outside the Docklands? Under what conditions?
- ▶ Should a large food store be encouraged to locate west of the Inner Relief Road, in the edge-of-centre zone (C2 zoning), considering its potential to act as a significant attractor to the Docklands area?



# Residential development

There are 97.8 hectares of land zoned for housing, of which 49.6 ha represent the existing residential areas and 48.2 are greenfield lands zoned for medium-density residential uses. Medium- and high-density housing is also encouraged in areas zoned MIX-1 (12.3 ha) and C2 (33 ha).

The SEDP requires higher-density housing (apartments) at those Docklands locations closer to the city centre, around the transport node and corridors and at the neighbourhood centre, while allowing for medium/low-density housing in the western docklands areas which are closer to the visually- and environmentally-sensitive coastline.

There is also provision for traveller accommodation at Finisklin.

Recent years have seen a decline in the construction of single-family housing and an increase in the development of investment property within the urban core of Sligo, in the form of apartment buildings. Anecdotal evidence would indicate that the quality of these development has been generally poor particularly in relation to space standards, services and open spaces.

The provision of family accommodation within a mixed-use urban fabric will be a challenge for the Docklands LAP. Although the achievement of higher densities ultimately comes down to quality design, it may not seem attractive to private developers as an economic model without further financial incentives.



**Multi-family floating housing in Amsterdam's Eastern Docklands**



**Diverse housing in Ijburg, near Amsterdam**

## Questions

- ▶ Should the Local Area Plan introduce higher standards in the design of apartments, in order to encourage occupation by families?
- ▶ Should high-density housing be provided less in the form of apartment blocks and more in different forms of single-family dwellings?
- ▶ What housing types would be best suited for the various locations in the area covered by the Docklands LAP?
- ▶ There is currently no social housing in the Docklands area. The LAP should specify the provision of a mix of social, affordable, and private housing. In what proportions?
- ▶ Should student accommodation be considered in the area, in conjunction with the potential development of third-level educational facilities?
- ▶ Are live-work units (e.g. dwellings with artists' studios or crafts workshops) a viable option in the area? Where and how should they be provided?

# Education and cultural facilities

## Higher education

Sligo's Institute of Technology has major plans for expansion and aims to eventually reach university status. There is a supporting policy in the SEDP and also a provision to promote the connections between businesses and third-level institutions.

It has been suggested that part of the physical expansion of the Institute of Technology could take place in the Docklands area, taking advantage of the proximity to Finisklin Business Park and the envisaged cultural cluster.

Thus, the vibrancy and vitality of the area would be increased by the influx of students, academic staff and the additional services required by this younger population segment.

## Culture and place-shaping

There are no lands zoned specifically for cultural facilities, but such uses or structures could be accommodated in areas zoned for mixed uses, either C2 or MIX-1, and might even be permitted to locate in open spaces or in Finisklin Business Park.

The SEDP envisages the development of a cluster of cultural amenities in the Docklands, with good linkages to similar clusters in the City Centre, such as the Greenfort area (Model + Museum) or the Quay Quarter facilities.

A multi-purpose structure, whose main function would be to host performances of various types, would also provide work spaces for artists, storage and rehearsal spaces for theatre, music and visual arts.

In addition to the multi-purpose structure, it has also been suggested that the Docklands could host a “cultural industries business park” – an environmentally-sustainable cluster of simple modular “green” buildings (similar to warehouses) focused on the productive end of cultural activities and existing related businesses.

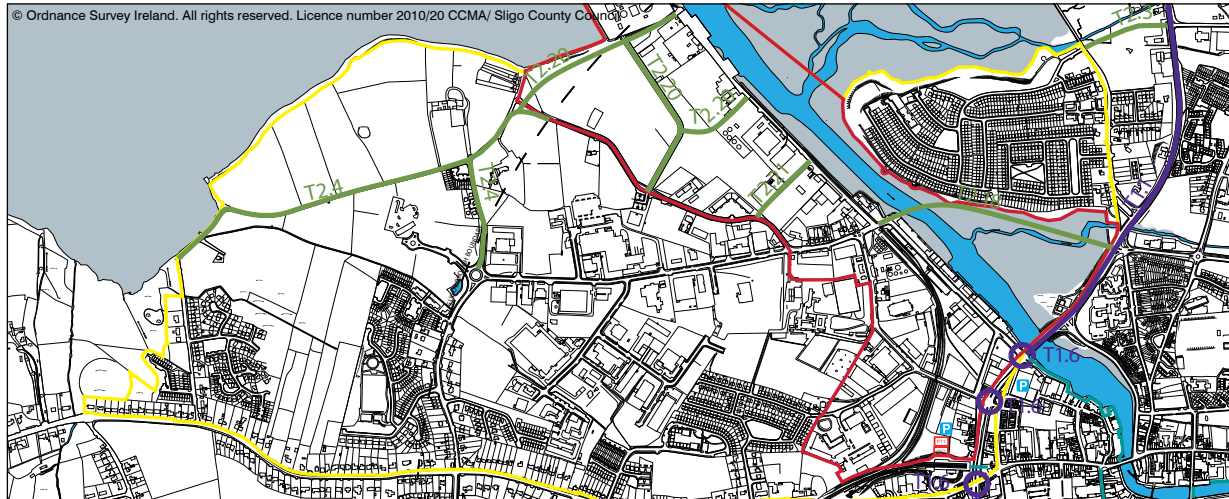
Film-makers, designers, multi-media artists, theatre people, architects, writers, contemporary musicians/composers – all with proven track records in their field – would use these spaces to provide a core driving force, with future start-up/ mentoring opportunities for less-established artists.

## Questions

- ▶ Should any specific departments of the Institute of Technology (e.g. Arts, Architecture, Business, Engineering) be facilitated to relocate in the Docklands area? If yes, where?
  - ▶ What other type of associated research (of production) facilities, if any, would be necessary?
  - ▶ Would the creation of a student quarter (including small-scale student accommodation) in the Docklands be desirable?
  - ▶ How should the “cultural business park” and the multi-purpose performance space be financed? Should they be privately or publicly run?
- ▶ In which area of the Docklands should these be constructed?
  - ▶ What should be the core uses of the multi-purpose structure?
  - ▶ How should it be linked with the Greenfort project (the Model and future Museum - Cultural Quarter) and the other cultural facilities in the City Centre?
  - ▶ What should be its relation to the retail/shopping and the open space/amenity areas?
  - ▶ What other types of indoor or outdoor space would be desirable for the facilitation of cultural activities in the Docklands?



# Transport and mobility



## Questions

- ▶ What kind of street pattern(s) should be created in the various parts of the Docklands?
- ▶ Should the urban grain be similar to that of the old town or should it allow for larger or smaller blocks of development?
- ▶ Should there be a separate network of streets for cyclists and pedestrians? Should it include the disused railway track?
- ▶ Should the business park and the existing residential areas be fully connected through vehicular, pedestrian and cycle routes to the wider Docklands street network?
- ▶ Apart from the proposed Railway Station pedestrian bridge, should any other similar bridges be constructed over the Inner Relief Road?
- ▶ What is the best way of providing a safe pedestrian/cycle link between the Quay Quarter and the Docklands at the bottom of Hughes Bridge?
- ▶ Should the railway extension towards the Port be re-opened to provide direct access into the area?
- ▶ Should a new train station be constructed in the Docklands, especially if a commuter service were to start operating on the Sligo-Dublin line?
- ▶ Should provision be made for a light rail vehicle/tram to operate between the Docklands and other parts of Sligo City and Environs? If yes, what should its route be?

The Draft SEDP 2010-2016 included a route for the City Bypass, which traversed the Docklands area. The final SEDP, however, did not include this route and made provision for a City Bypass that would be located elsewhere, possibly to the west of the Second Sea Road.

At the same time, the requirements of the Habitats Directive result in the need for any road project crossing Natura 2000 sites (such as those surrounding the LAP area) to comply with strict criteria, in order to protect the integrity of those sites.

The City Bypass, whether constructed inside or outside the LAP area, will have significant implications on traffic movement in the Docklands, through its links/feeder roads.

The SEDP also makes specific provisions for access to the Docklands through the proposed Western Distributor Road, through new intra-urban roads at the western end and through junction upgrading on the Inner Relief Road.

In addition to the access and through-roads planned for the Docklands area, there will be a network of new local streets, serving the residents and businesses.

A long-term proposal is the construction of a short estuary crossing from Finisklin to Cartron and on to the N15.

The SEDP designates the Railway Station and its backlands as a future major transportation hub – a multi-modal interchange catering for rail, bus, car parking, bicycle station and associated facilities.

There are also objectives regarding the provision of cycle routes on all existing and future roads and as part of green corridors, while a pedestrian/cycle bridge is envisaged at the Railway Station, over the Inner Relief Road.



# Open space, sports and recreation

Along the seashore at the western end of the extended Docklands area, there are 28.8 hectares of land reserved as open space in the form of a linear park: the proposed Gibraltar District Park.

The SEDP requires the provision of green links between this park and the city centre via pocket parks, greenways and waterfront amenities at quay areas in the Docklands.

In addition, it is specified that an urban square/pocket park should be created as part of any development including the former Ursuline Convent orchard.

A further 0.73 hectares are zoned for playing fields.

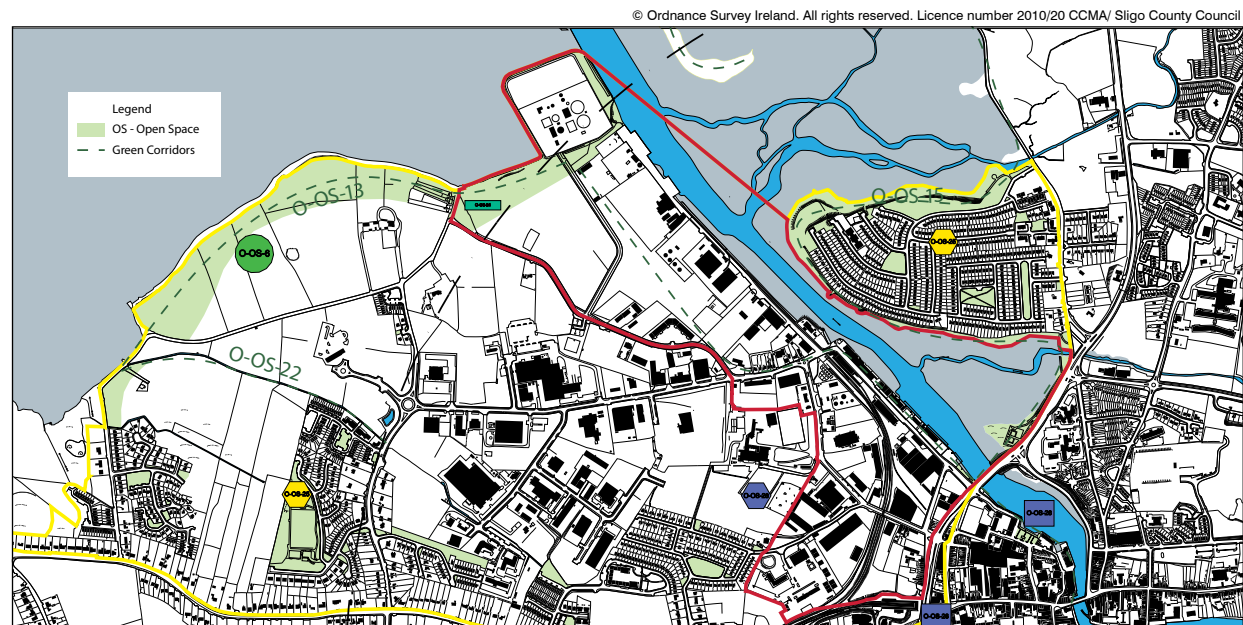
Playgrounds are planned at Seaview Park at another (un-specified) location in the Docklands area, as part of a green network that would include a route from First Sea Road to Second Sea Road and a green corridor along Ballast Quay.



Green area with storm water retention system, Malmö

## Questions

- ▶ Is the currently-proposed provision of open space sufficient and appropriately located?
- ▶ Are there any other routes that should be included in the network of green corridors?
- ▶ Should pedestrian walkways extend into the estuary (see proposals on pages 19-20), provided that they can be constructed in compliance with the requirements of the Habitats Directive?
- ▶ Are there any other facilities, such as a gym or sports/leisure centre, that could be integrated into the open space network? If yes, how should they be financed and provided?
- ▶ Should water-based recreation facilities be considered? In what manner could this be done, considering the environmental sensitivity of the existing Natura 2000 sites?



# Urban design

Among a variety of generally-applicable urban design requirements, the SEDP includes only limited provisions relating to areas in the Docklands.

There are indications regarding the consideration of a taller building west of the Inner Relief Road and south of Hughes Bridge and the promotion of street-fronting development and pedestrian-realm improvements along the Inner Relief Road, to reduce the boundary effect of this traffic artery.

The lands at the rear of the Railway Station, reserved for the construction of a major transport node, are also identified as an urban regeneration site, to be developed only on the basis of an urban design framework.

The SEDP also identifies the N15/Bundoran Road as one of the main approaches to Sligo City. The northern waterfront area of the Docklands quarter is one of the most visible parts of Sligo, which can be seen not only from the main approach road from the N15, but also from the

Rosses Point Road and several other high points in Sligo City and Environs.

Given its visual prominence, the design of this key area should be of a very high standard, as it would visually signal arrival at the entrance of the Gateway City from various directions.

The LAP will need to provide more detailed and specific design guidance for the various parts of the Docklands.

## Questions

- ▶ What should be the design treatment of the northern Docklands waterfront? How can we create a unique, instantly-recognisable identity for Sligo Docklands? What kind of landmark or focal point would achieve this aim?
  - ▶ What should be the general height regime in the various parts of the Docklands? How high should the building at the southern end of Hughes Bridge be?
  - ▶ What type and size (scale) of structures should be built at the northern waterfront? How should the skyline look?
  - ▶ What kind of public space(s) should be created along or in the vicinity of the quays?
  - ▶ Should the LAP propose a main civic space for the Docklands? If so, where should it be located? What type of buildings/uses should frame this civic space?
- ▶ There are some remaining structures belonging to the Docklands' industrial heritage. Should these structures be preserved, integrated or merely reflected in the future built environment?
  - ▶ How can a suitable transition be achieved between existing and future developments?
  - ▶ How can urban and building design in the Docklands integrate energy-saving measures and reduce energy demands by utilising solar potential, harnessing wind energy, using ground heating/cooling, making use of rain water and drainage systems etc.?
  - ▶ What kind of design provisions should be made for biodiversity and water-based habitats to be successfully incorporated into future developments?
  - ▶ How can urban and building design be used to effectively reduce the risk or preventing the flooding of new and existing developments in the Docklands?



Malmö - "Turning Torso" tower

# Environmental infrastructure

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## Drainage

One of Sligo's most expensive pieces of infrastructure, the Main Drainage Treatment Works, completed in 2008, is located at the western tip of the Docklands area. The plant is operated by Anglian Water on behalf of Sligo County Council. Wastewater from Sligo City is pumped to the new treatment plant at the end of Deepwater Quay. A pumping station has been constructed at a highly visible location at the western end of Ballast Quay. The current 50,000 PE (population equivalent) capacity of the plant can be extended to 80,000 PE on the existing site, without the need to expand into the adjoining Docklands area.

## Flood risk management

As certain areas in the Docklands are prone to flooding, either tidal or rainfall-related, surface water drainage and flood defence measures are likely to be prioritised in the future.

The preferred approach to flood risk management is sequential, consisting of avoidance, reduction and mitigation. Flood risk assessments will be required for all development proposals in areas at risk from flooding, including the waterfront in the Docklands.

The SEDP contains appropriate guidance in relation to surface water drainage.

## Waste management

Waste management activities have a notable presence in the Docklands area, with several specialised companies providing waste management services, while others are planning further such facilities. Loading of ships with scrap metal takes place on a regular basis at Deep Water Quay.

## Former landfill

A significant feature of the western docklands area is the former landfill at Finisklin, covering circa 9.5 hectares (the total extent of the area previously filled remains to be defined).

This landfill has been closed since 1994. At the time of closure, a certain amount of remediation work was carried out, including fencing, landscaping and capping of the old landfill.

In addition, some monitoring of landfill gas and leachate was undertaken in association with the planned development of the adjoining site for Sligo Main Drainage Scheme (wastewater treatment plant).

As it is necessary to confirm that existing commercial and residential properties adjoining the former landfill are not exposed to any immediate risk from gas, the Environment Section of the County Council has engaged consultants to undertake detailed investigations in accordance with the requirements of the Environmental Protection Agency's Code of Practice for dealing with historic landfills.

Once these investigations are complete, Sligo County Council will apply to the EPA for the appropriate certification for the site as per the Waste Management (Certification of Historic Unlicensed Waste Disposal and Recovery Activity) Regulations 2008.

The SEDP requires that any development proposal on the former landfill site, or on any other lands that may have been contaminated (e.g. reclaimed / filled or lands formerly used for port-related activities) to be preceded by a specialist investigation that would ascertain the presence, assess the extent of contamination and recommend appropriate remediation measures.

## Question

- Considering the potential costs of remediation of the former landfill site, surrounding lands, and possibly the costs of decontamination of some other former industrial sites, what would be the optimal uses for these areas in the short, medium and long term?



**Former landfill at Finisklin**



# Extract from the Inner Relief Road Vision Study, 2007 (I)

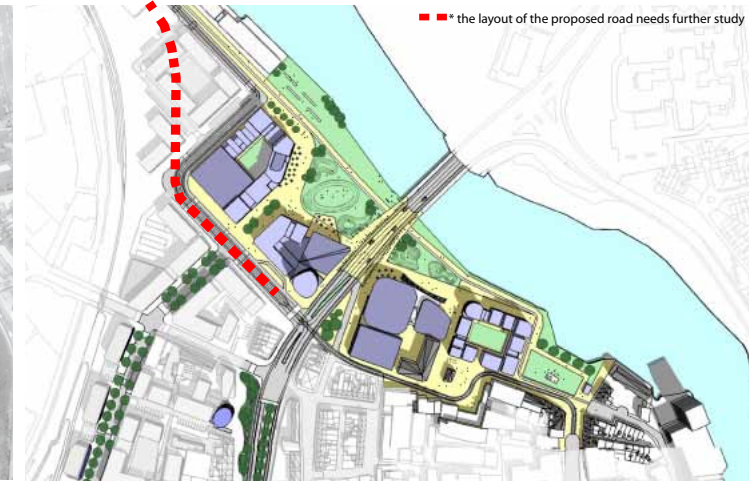
In 2007, the Planning Authority commissioned an urban design study with the purpose of developing a vision for the proper integration of the Inner Relief Road into Sligo's urban fabric.

The author, urbanist Luciana Campos, examined a number of strategic sites along the Road. Among them, the Strategic Site 1 was seen as a gateway into Sligo - the Garavogue Gateway.

The adjoining text and illustrations and those on the next page are extracted from the IRR Vision Study.



**Existing site**



**Proposed intervention**



**View to Garavogue Gateway**

## **Strategic Site 1: Garavogue Gateway**

*Sligo's northern threshold exists at the southern end of Hughes Bridge as the Inner Relief Road enters the city. A park is proposed for this area that would provide a public face to the river, as well as connect the city core with the proposed linear riverside park which would stretch from Lough Gill to the Garavogue estuary. The linear waterfront park would connect the port and the city core through a continuous waterfront promenade with provisions for pedestrians and cyclists while providing public space for recreation and access to marine tourism activities.*

*Landmark buildings recommended by the development plan to be of public use such as a convention centre and a concert hall could be considered to be built in this area. The urban programs along the riverfront spaces would*

*provide commercial active frontage towards the pedestrian corridor, particularly at ground floor level, this may include bars, restaurants, hotel entrances. The servicing of these commercial components could be provided from Lower Quay Street on the backside of the buildings on the east of the Inner Relief Road, and from a proposed new transport corridor on the backside of the buildings on the west of the Inner Relief Road.*

*The position of concert hall facilities in the vicinity of the proposed Quay Street port area would be close to the north-south alignment main traffic corridor running through Sligo giving easy access to large traffic volumes during functions and thus preventing traffic congestion in the city centre.*

# Extract from the Inner Relief Road Vision Study, 2007 (II)



Reference images - public spaces at various Docklands developments

On the southern edge of the **Strategic Site 1**, a transport corridor and two public car park structures are proposed. Along the corridor, bus-tram stops would be strategically located in relation to the car parks in order to encourage people to leave their cars near the Inner Relief Road and promote their ingress to the centre by pedestrian walkways and public transport.

The open spaces at the northern threshold would promote the development of a vibrant mixed-use zone, which can include offices, business use, live-work units, apartments, and particularly commercial activity on the ground floors such as cafes, bars and restaurants. The redeveloped riverfront would incorporate amenities to cater for the interest of recreational users of the public spaces.



Section through the Garavogue Gateway



Aerial view of the Garavogue Gateway



Reference image - park at the Garavogue Gateway



View towards the Garavogue Gateway approaching from the north



# Extract from Seaborder - a design study of Sligo Harbour, 2007 (I)

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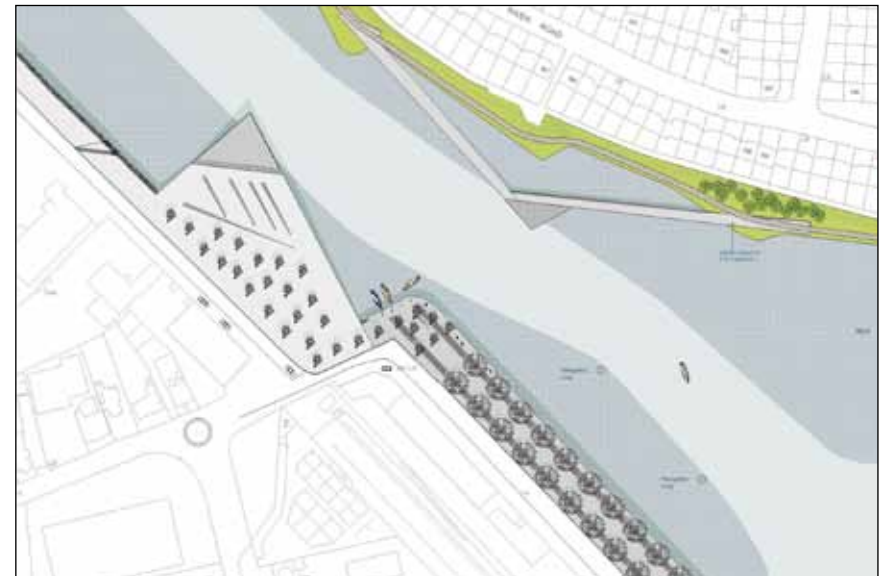
In 2007, landscape architect Eimear Tynan undertook a design study of Sligo Harbour. The adjoining text and illustrations and those on the next page are extracted from the Seaborder study, titled after a description by W.B. Yeats of Rosses Point.



*The purpose of this design thesis was to identify and understand the various edges that contain Sligo Harbour. Equally important was the need to understand how people were using the area and why they were using it in different ways. ...*

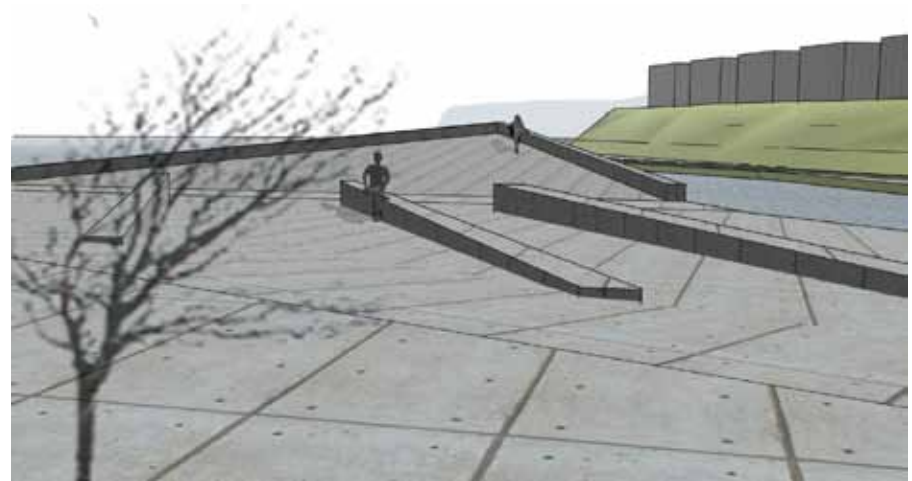
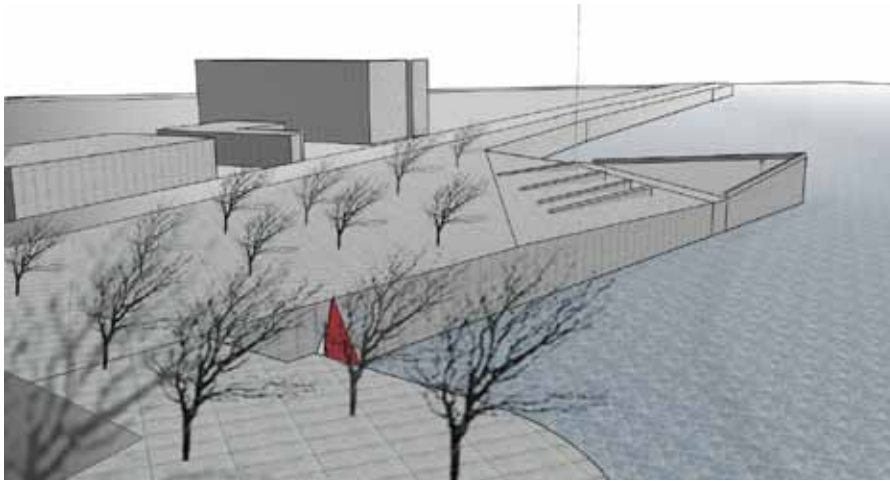
*The main challenge facing the thesis was to overcome the poor visual quality of the harbour itself. The wonderful views beyond the harbour strongly influenced the form of the design. The user is taken to a wider landscape and not faced with unpleasant views, such as back gardens or warehouses. Instead, there is an open invitation to explore the landscape beyond. The design also acknowledges the need for people to relate to the harbour itself and the water. Several interventions are integrated into the design to give people the opportunity to understand and appreciate the way in which tides completely change the appearance and usability of the space. ...*

*Exploring the idea of a water border as opposed to a water edge gave more meaning to what the harbour was really about. A border in this sense is a zone in which contrasts can be found or a line of division that physically separates individual elements or properties.*



## Extract from Seaborder - a design study of Sligo Harbour, 2007 (II)

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# Experiments in docklands regeneration



## HafenCity, Hamburg

The development of HafenCity, initiated by the City of Hamburg, is setting new European standards: a thriving 155-hectare city centre district is being created to accommodate a variety of uses, including residential buildings, business, office and retail space as well as cultural and leisure facilities.

However, HafenCity not only impresses because of its size. What makes this project different from similar urban redevelopment projects elsewhere is its city centre location and consistent focus on quality, which is reflected by its architectural excellence, its large percentage of residential buildings, situated directly by the waterfront, its sustainable development concept and its benchmark-setting implementation processes.

The area's almost unlimited interplay between land and water is unique, and HafenCity won't be cut off from the water by sea-defences. Instead, with the exception of the waterfront promenades, the entire area will be raised by 7.50 to 8.00 metres above mean sea level, which will cre-

ate a new and distinctive topography while preserving access to the water and the typical ambience of a port city.

## Oslo

In Oslo (Norway), under the "Fjord City 2030" heading, three divergent visions or scenarios formed the basis of a visioning exercise. The resulting Oslo's Fjord City resolution is a political vision. In order to give the implementation of the resolution a clear direction, the politicians have asked for a Fjord City Plan with principles for development that could be legally binding. The Fjord City Plan, which took four years to prepare, is about finding a balance between the vision and the realism of the economic environment.

## Aalborg

Since 2002, the regeneration of the harbour in Aalborg (Denmark) has been strategically tied to accessibility and the location of new public programmes in the waterfront area, including the local authority's technical de-

partment, the house of music, a new centre for architecture and a house of culture in a disused power station. The harbour's regeneration has been strategically linked to cultural planning, housing policy and new economic initiatives.

## Middlesbrough Middlehaven

The vision for the sustainable regeneration of Middlehaven, Middlesbrough, North-East England is due to deliver more than 2,000 new jobs in a first phase of approximately 750 new homes, as well as new office, leisure space and shops.

Middlehaven will be a landmark mixed-use, zero-carbon community (generating all the energy to heat, cool and power the development from a combination of on-site and off-site renewable sources), which will set the standards for sustainability. It intends to achieve a high-quality and sustainable lifestyle, underpinned by a strong emphasis on design quality.

The development will include a collection of iconic structures conceived by some of the most talented and creative architects working today.



# Sustainable eco-city in former docklands

## Malmö's Western Harbour

Bo01 is a recently developed district in the Västra Hamnen (Western Docks) growth area on the outskirts of Malmö. The district has approximately 600 homes, offices, shops and other service trade premises. The objective is for the district to be a leading international example of environmental adaptation and social sustainability in a densely built-up area. It is hoped that Bo01 will strengthen sustainable growth in Västra Hamnen and Malmö as a whole. The district's previous history has a housing exhibition that underpinned the development of innovative housing solutions that give sustainability and aesthetic appeal pride of place.

At first sight, there is nothing particularly sustainable about Bo01, but sustainable solutions were designed into it since it was on the drawing board. The focus has been on three aspects in particular; use of resources, planimetrics, and emotions & aesthetic appeal. Private players, who have been responsible for the building of the district, were urged to think holistically and to show consideration for the surroundings of the individual housing units. Built-in nesting boxes for birds and sustainable vegetation, for example, are a natural element of Bo01.



Consumption of resources in Bo01 is minimised by using wind turbines, which provide all the district's electricity. Solar panels on the roofs supply a fifth of the heat, the remainder coming from thermal heating and Malmö's

existing, super-efficient district heating system. Recyclable and organic materials contribute to energy production by the city's biogas plant. The residents of Bo01 are encouraged to check their energy consumption regularly on information panels installed in each home. In addition to this, paths and cycle tracks have been given high-priority as has the use of healthy building materials.

Sustainability in Bo01 also concerns interaction between the people who live in the area, and objectives have been laid down regarding different forms of ownership in order to reduce social segregation. Furthermore, design and architecture create aesthetically pleasing urban spaces and attractive places where residents can get together. This is manifest in such details as protection against the wind and pleasant outdoor areas with a good view and proportions to which residents can relate. In order to ensure a sustainable resource management and recreational and aesthetic values, water in the district flows through an ingenious system of ponds, open channels and moss-covered roofs.

The 175 hectare artificial island of Västra Hamnen was bought by the Municipality of Malmö in 1996, and the idea was to develop an entirely new eco-district.



Over the last 10 years, the municipality has transformed the island from a polluted industrial area to an environment-conscious district with homes, businesses and recreational areas. A fundamentally sustainable approach to planning has been key in the creation of the district. Bo01 crowned the achievement, with its innovative concepts and new technologies which have improved environmental standards in the area. Bo01 has been highly praised as an exciting, ambitious and thought-provoking success, and the people of Malmö have embraced the district, especially its harbour promenade.

Source: Sustainable Cities™ (sustainablecities.dk)





# Urban waterfront and “fluid city”

Urban waterfronts are today some of the most prolific quarters of creative cities: dense, hybrid places where resources, opportunities, aspirations and ambitions of cities are translated into visions, new relations and designs.

Rising to the challenge of the urban waterfront as a “spark of urban regeneration” demands targeted efforts to create the sensation of a waterfront not so much as a physical location, but more in the form of a fluid aspect of the whole city.

The “fluid city” is not only that section facing out onto the sea or river, but rather a whole new attitude for the city. A “fluid city” is not merely a harbour area, it is rather a concentration of functions - productive, relational, cultural, leisure-related and residential. Most importantly, it is a **place**, an intersection of flows, a synthesis of space and community. Fluid cities are creative cities in action, purposefully intervening on their waterfronts - reorganising them, designing them, transforming them into vibrant locations, new “urban stem cells” for the regeneration of the whole city.

## The Bilbao model

Bilbao, for example, is one of the cities undergoing a dramatic urban transformation, underpinned by a long-term vision - Bilbao Metropoli-30 - a suite of hierarchical plans support the city's redevelopment having the river Nervion as an axis.

It is significant that the regional planning strategy for the Basque Country considered the rehabilitation of the river and its surroundings to be the highest priority. Today, the Nervion is no longer a physical and social barrier: it has become an axis for social and urban integration of the metropolitan area. The strategies adopted include:



Guggenheim Museum, Bilbao

- ▶ the relocation of the Port of Bilbao out of the city centre and its consolidation in a location closer to the sea;
- ▶ the cleaning of the river, decontamination of the brownfields, removal of dereliction and provision of access infrastructure;
- ▶ placing new uses on the vacated areas and in old industrial buildings; these uses include cultural and educational facilities, technology and science parks, commercial and government buildings, support services, green and leisure space, and also housing.

The **Guggenheim Museum** is probably the most emblematic project, which has quickly become a symbol of the renovation of Bilbao. The museum's impact on the local economy has been significant.

However, as the local authorities emphasise, the Guggenheim would not have located in Bilbao in the absence of an innovative planning approach at local level and a firm commitment from all the stakeholders.

The real “miracle” that Bilbao is experiencing is a huge change in attitude of the entire community - public bodies, private sector and the civil society.



Residential development in Copenhagen's former docklands, behind the new Opera House (source: Google Earth)



Image © 2010 TerraMetrics  
Data SIO, NOAA, U.S. Navy, NGA, GEBCO  
Image © 2010 COWI A/S, DDO

©2009 G

# Appendix A - Docklands-related provisions in the SEDP 2010-2016

## Chapter 5. Spatial Strategy

### Section 5.3.5 Docklands LAP

In 2006, ownership of the Port of Sligo was transferred from Sligo Harbour Commissioners to Sligo County Council. There were approximately 90 acres of land under the control of the Harbour Commissioners, most of which had been reclaimed from the sea since the 19th Century. In 2006 it was estimated that approximately 75 acres (36 properties) were leased for both port-related and non-port-related purposes.

Sligo and Environs Development Plan 2004-2010 included a range of policies and objectives relating to an area obviously larger than the lands transferred from the Harbour Commissioners. This area was referred to as “the Docklands”, “the Port” or “the Harbour”.

In 2006-2007 it became evident that piecemeal development was not a good option. Instead, a comprehensive redevelopment framework should be prepared for a clearly defined area, which would encompass the Port/Docklands/Harbour as well as other lands that are underutilised, derelict, possibly contaminated, or are critical for the future provision of essential infrastructure and various other facilities.

The detailed policy sections of this Development Plan include a range of provisions and requirements with direct application to the Docklands area. The main specific proposals included in the SEDP are:

- retention of the Port as a valuable piece of commercial/ industrial infrastructure;
- reduction in the area reserved for port-related activities;
- remediation of the former landfill and other potentially contaminated lands;
- revised street/road layout and improved connectivity with the city centre via pedestrian-friendly crossings of the Inner Relief Road;

- extended mixed-use zoning, including both retail and non-retail uses;
- more land reserved for housing and a relocated neighbourhood centre;
- enhanced provision of open space in the form of linear parks and cycle/pedestrian routes;
- support for the regeneration of the Sligo Docklands through the provision of a cultural landmark building and the innovative reuse of former industrial buildings located in the area as workspace for creative enterprises and new community uses.

In February 2008, the DoEHLG recommended that the Sligo local authorities “harness all the powers” of the new SEDP to secure the redevelopment of key areas such as the Docklands.

Recognising the strategic nature of the lands, the local authorities intend to prepare a local area plan for the wider Docklands area. The LAP will also include a detailed masterplan.

The formal LAP preparation will commence as soon as possible after the adoption of the SEDP 2010-2016.

## Chapter 6. The Economy

### Section 6.3 Economic Strategy

#### Strategic economic policies:

- SP-ECON-4** Liaise with the IDA, Enterprise Ireland and other relevant bodies to attract international and indigenous industry, enterprise and employment to the city.
- SP-ECON-5** Ensure that employment-related development is maintained and consolidated, in particular with regard to the city’s promotion as a major centre for retailing, services, tourism and culture.

- SP-ECON-6** Promote an expanded education and research sector in Sligo.

- SP-ECON-7** Provide or facilitate the provision of adequate transport, environmental and broadband telecommunications infrastructure to support business, enterprise and industrial development in Sligo City and Environs.

### Section 6.4 Business, enterprise and industry

#### Business, industry and technology parks – Finisklin

Sligo Borough and County Councils recognise the importance of the IDA industrial estate at Finisklin. The area is a suitable location for business, industry and technology activities, it is easily accessible and close to the city centre. However, as the park is approaching maximum capacity, there is a clear need to provide new business/enterprise parks within the SEDP area.

#### Business, enterprise and industry policies:

- P-BEI-2** Encourage the integration of employment locations with other land uses and the transportation network, and in particular, ensure that employment-intensive land uses are located in proximity to existing and planned strategic routes, where public transport is most viable.
- P-BEI-9** Provide for a differentiation of uses between the business and enterprise parks zoned BITP, to accommodate various types and levels of industrial/ business activity, and allow limited retail uses specifically on the lands zoned as BITP at Cleveragh.
- P-BEI-10** Encourage high-quality, innovative design in all new industrial/ business/ enterprise parks, in terms of building design and materials, layout and landscaping, in particular within Oakfield Business Park and along the Inner Relief Road.

# Appendix A - Docklands-related provisions in the SEDP 2010-2016

## Section 6.5 Retail strategy

### Location of new retail floor space

Sligo's principal advantage lies in its compact nature. Development of the large central sites currently available within the city centre must remain a priority, in accordance with the sequential approach. This certainty thus gives developers and traders a secure framework within which to propose new development.

Lands to the west of the Inner Relief Road, in the Docklands, and to the east and south-east of the city centre will offer the most suitable edge-of-centre locations for retailing 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 sites.

Any proposal for significant retail development in the Docklands will be required to be accompanied by a traffic impact assessment indicating the potential effects of the development on the Inner Relief Road.

Although an "edge-of-centre" area has not been strictly defined, it is considered that locations within 300 to 400 metres from the retail core fall within this definition, although the distance can vary according to the level of pedestrian accessibility. However, edge-of-centre locations (including the Docklands) will not be considered suitable for retail development in the absence of demonstrable strong pedestrian links to the city centre.

### Neighbourhood centres objective:

**NC-1** Promote and facilitate new neighbourhood centres with a maximum net retail floor space of 1,500 sq.m. at the following locations:

- Cornageeha
- Shannon Oughter
- Finisklin
- Ballytivnan

- Hazelwood
- Caltragh
- Oakfield

## Chapter 7. Housing

### Section 7.2.3 The Outer City

#### Higher-density areas

Lands that are well served by existing/planned infrastructure (particularly transport infrastructure) and are close to employment areas and local services are considered suitable for higher-density residential development.

In Sligo, such lands can generally be identified as stretching from Carrowroe, along either side of the Inner Relief Road and railway line, to Caltragh and further to Finisklin. Accordingly, the majority of lands zoned for medium- and higher-density residential development are located in this area.

Generally, all lands zoned MIX-1 and MIX-2 are considered appropriate for medium/high-density residential development. In certain cases, however, depending on the site context, lower densities may be necessary.

#### Lower-density areas

The outer city also contains areas which are more sensitive in ecological, environmental and visual terms. It is important that such areas provide an appropriate transition between the built-up continuum and the countryside.

For example, at locations such as Carns Hill, Tonaphubble, Faranacardy, Rathbraughan and Shannon Oughter, elevated topography imposes visual constraints, while lands in the vicinity of the Garavogue River and Lough Gill present a combination of visual, environmental and ecological constraints.

In order to minimise environmental and visual impacts, most residential lands in these areas are zoned for low- and medium-density development. The provision of quality housing at lower densities also ensures a greater choice of house types within the Sligo and Environs area. This may assist in counteracting an unsustainable demand experienced in County Sligo for the development of one-off housing in the countryside, or alternatively in small rural settlements within the Sligo Subregion.

### Outer City housing policies

**P-OC-HOU-1** Promote apartment and higher-density development in suitably zoned areas of the outer city, particularly in mixed-use development zones, neighbourhood centres, along strategic transport corridors and close to public transport nodes.

**P-OC-HOU-2** Facilitate lower-density development within the outer city on lands zoned R1 and, in appropriate cases, on lands zoned R2

## Section 7.4 Traveller accommodation

### Traveller accommodation objective:

**O-TA-HOU-2** Provide Traveller accommodation at Alma Terrace, Glenview Park (Ash Lane), Finisklin, Clevragh and Bundoran Road (refer to the Objectives Map).

## Chapter 8. Community facilities

### Section 8.2 Education facilities

With regard to third-level education, the Institute of Technology (IT) and St. Angela's College are connected with Sligo City. There are plans for the further expansion of the



# Appendix A - Docklands-related provisions in the SEDP 2010-2016

IT, with an overall aim to eventually reach university status and the potential to serve up to 6,500 students.

## Education facilities policies:

**P-CF-ED-3** Support the educational institutions in their plans to expand and develop, in particular the Institute of Technology and its potential development towards university status.

**P-CF-ED-4** Promote the development of facilities connected with outreach programmes between businesses and the third-level institutions (e.g. Business Innovation Centre at Sligo IT), whereby Sligo can develop as a centre for excellence in research and development.

## Chapter 9. The value of culture in place-making

### Section 9.5 Culture and place-shaping

The development plan offers a flexible framework to foster a sense of place and develop community identity in the city core and outer fringe areas. It proposes a sustainable vibrant city focusing on the intensification of the core area and it protects the future of Sligo City Centre as the heart and pulse of the North-West Gateway region.

The spatial challenge is nothing less than the creation of a Twenty-First-Century heart for Sligo City. The plan looks at the need to integrate an economic, cultural and social vision, while achieving necessary and sustainable densities within co-ordinating development frameworks.

Critical elements of this framework include the development of a series of local character areas within the inner city as a way of understanding the overall structure of the city and its com-

ponent parts. Character areas in the city centre are geared to promoting diversity, building local identity and facilitating a local area management approach. Exploiting valuable elements such as the river, major urban spaces and key pedestrian routes are geared to create unity in how the city is used.

Cultural clusters can help give definition to these character areas. Thus a priority will be to embrace the emergence of cultural clusters which are seen to be increasingly important in underpinning quality of life and developing depth in Sligo's national and international profile.

A legibility study is proposed for the city to identify a coherent new spatial structure based on character areas located across the city centre. Linkages between cultural buildings can also be developed through pedestrian routes or heritage trails, which also link into the wider public realm and help to connect major public spaces.

Many of the city's cultural amenities are concentrated in the city centre at the The Mall, Hyde Bridge, Quay Street, John Street and Temple Street. However, there is now increasing awareness that other areas of the city, including the Docklands and Crannmore, also have a rich cultural heritage.

Masterplans and other types of development frameworks promoting the regeneration of these areas should make provision for new cultural amenities. The identification of clusters of cultural amenities in these areas, and the development of linkages between them and the city centre, will help to attract visitors to areas previously regarded as remote from the central core.

## Cultural development policy

**P-CD-5** Add to the cultural diversity of the city by facilitating the provision of new spaces for artists to live, work and exhibit. In particular, support the regeneration of Sligo's Docklands area through the provision of a cultural landmark building and the innovative reuse of former industrial buildings located in the area for workspace for creative enterprises and new community uses.

## Cultural development objectives

**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-4** Promote the development of a venue building and/or concert hall in the Docklands 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.

## Chapter 10. Mobility – effective transport and movement

### Section 10.2 Strategic road proposals

#### 10.2.5 Strategic Road Objective T1.5 – City Bypass

It is proposed to make provision for a future City Bypass. It is envisaged that the bypass will link the N4 at Carrowroe with the realigned N15 and N16 north of the city.

A route selection study will determine the optimal route, which will take into account environmental issues, the location of residential areas and the obligation to preserve the integrity of designated ecological sites under the Habitats Directive.

# Appendix A - Docklands-related provisions in the SEDP 2010-2016

## 10.2.7 Objective T1.5.a – Western/City Bypass

At its Special Meeting of 17 November 2008, Sligo County Council resolved:

“that the Western/City Bypass should be located west of the Second Sea Road with a view to ensuring that the accepted negative impact on those people living between the two Sea roads be prevented”

### Policies for roads crossing Natura 2000 sites:

It is a policy of Sligo Borough and County Council to require any City Bypass project or any road project which involves crossing a Natura 2000 site to :

- P-N2000-1** Demonstrate the need for the project in light of a “do nothing” context.
- P-N2000-2** Examine the potential for intensifying or upgrading existing roads and routes as an alternative to carrying out new road development affecting a Natura 2000 site.
- P-N2000-3** Develop and evaluate a comprehensive series of plausible alternative routes and design strategies (the latter to include long span and tunnel options).
- P-N2000-4** Demonstrate how each route has taken due account of, and accommodated ecological considerations and legislative requirements.
- P-N2000-5** Demonstrate that the chosen route will not cause any incursions onto or significant adverse effects on habitats in Natura 2000 sites.

### Intra-urban roads objectives:

- T2.4** From the roundabout on First Sea Road, north to junction with Second Sea Road (L-75011-0), via L-75012-0 (north end of First Sea Road); Second Sea Road (L-25011-0), south-west of Gibraltar Point, east to the Borough Boundary at Finisklin.

**T2.18** Construct a crossing of the Garavogue estuary at Finisklin/Rathedmond to connect to the N15 and N16 junction at Duck Street south of Cartron.

**T2.20** Provide a Western Docklands access road.

**T2.21** Provide an additional Western Docklands access road.

## Section 10.3.5 Docklands access

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

In order to facilitate development of the Docklands area, improved access from the north and south will be needed.

In the medium term, the implementation of Objective T1.1 which includes the widening of Hughes Bridge and upgrading of N15/N16 junctions will improve access from the north.

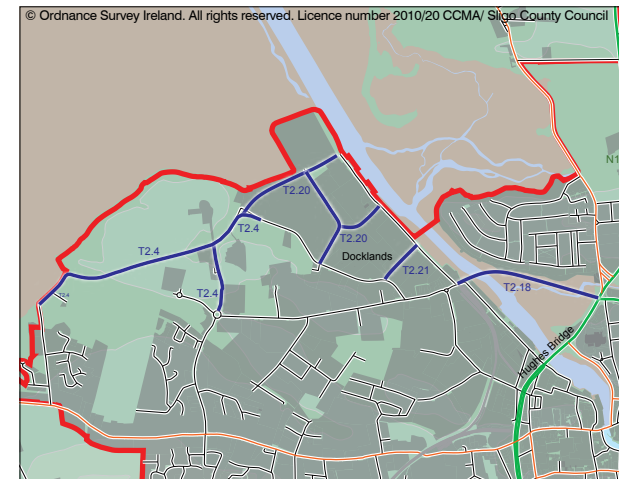
However, the IRR junctions at Hughes Bridge and Lynn's Place (T1.6) will require to be upgraded to cater for developments in the Docklands.

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

Objectives T2.4 and T2.20/T2.21 will improve access from the west and from Western Distributor Road. They could also provide access from a future City Bypass.

In addition, all existing roads and junctions in the Docklands area need to be maintained and upgraded, to ensure easy access as development progresses.

In the longer term, objective T2.18 crosses the Garavogue Estuary linking Finisklin to the N15/N16 at Ash Lane south of Cartron.



**SEDP Fig. 10.E Proposed links to facilitate access in the Docklands area**

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.

# Appendix A - Docklands-related provisions in the SEDP 2010-2016

## Section 10.4 A pedestrian-friendly city centre

A number of pedestrian bridges will also be developed within the Sligo and Environs area to improve pedestrian permeability.

A number of key locations have been identified as suitable for the construction of footbridges, as follows: ...

- footbridge from the Train Station over the IRR to the proposed Adelaide Square;

### Pedestrian priority objectives

- O-PED-9** Encourage the provision of a pedestrian and cycle bridge over the IRR linking the Train Station to the proposed Adelaide Square.

### Road improvements objectives:

**T3** Upgrade the following urban roads:

- T3.1** Finisklin Road and Far Finisklin from the Inner Relief Road to the Borough Boundary (continue upgrading)
- T3.2** Ballast Quay
- T3.3** Sea Road and First Sea Road (L-75012-0) from its junction with R292 Strandhill Road north to the roundabout
- T3.4** Second Sea Road (L-75011) from its junction with R292 Strandhill Road to the bend before Gibraltar Point
- T3.5** R292 Lord Edward Street/Knappagh Road/Strandhill Road (realign, widen and upgrade)

## Section 10.5 Car parking

### Car parking policy

- P-CP-2** Restrict parking facilities to locations on the immediate edge of the city centre, with access from, or just outside the ring route.

### Car parking objectives

- O-CP-1** Encourage the provision of multi-storey/underground car parks at the following strategic locations:
- c. Railway Station, west of IRR: serving traffic from the west;
- O-CP-2** Encourage the provision of a multi-storey car park west of the Inner Relief Road, with adequate pedestrian access to the city centre, to reduce predicted congestion along the Inner Relief Road and ultimately in the city centre.

## Section 10.6 Public transport

### 10.6.3 Transportation hub – railway station, bus station and new urban square

The existing railway station in Sligo already functions as a transportation node for the North-West in combination with the nearby bus station. It is important to retain and strengthen the synergy of this node. The availability of undeveloped lands immediately to the north (rear) of the railway station, close to the city centre, offers the opportunity to provide an integrated Transportation Hub for the North-West.

Bus and bicycle parking could be accommodated at this location, as well as a multi-storey car park for bus and rail passengers. It is proposed to provide access to this area from Finisklin Road/Lynn's Place, with Union Place/Inner Relief Road confined to pedestrian access.

To consolidate the envisaged Transportation Hub, it is proposed to redevelop a wider area by providing an urban square to the east of the railway station and the Inner Relief Road, with good pedestrian linkage to the railway station. Adelaide Square – to be located at the junction of Adelaide and Lord Edward Streets – will act as a gateway to the city centre (see also Section 12.4.1 in the Urban Design chapter).

### Public transport policies

- P-PT-5** Promote and facilitate the development of a commuter rail service to Sligo City using existing rail lines.
- P-PT-6** Encourage the maximization of freight transport by rail and through the port.

### Public transport objectives

- O-PT-1** Promote the redevelopment of the Railway Station and backlands in the vicinity as a major Transportation Hub with a multi-modal interchange, catering for rail, bus (local and regional), car parking, a bicycle station and other bicycle facilities.
- O-PT-2** Provide for bus parking for tour and coach operators on lands to the rear of the Railway Station. These lands shall be accessed from Finisklin Road/Lynn's Place, with pedestrian access only from Union Place/Inner Relief Road.
- O-PT-5** Retain the rail infrastructure, including the Quay branch line and freight yard at Sligo Quay.

### Cycling policies

- P-CY-2** Facilitate a network of safe and convenient cycle routes throughout the City and Environs, linking key institutional, educational, cultural, recreational and retail areas.
- P-CY-3** Ensure that where environmental improvements, traffic calming or road closures are being introduced to a street, there is consideration for the movement of bicycles.
- P-CY-4** Require that all new developments are designed to integrate into a cycling network linking with adjoining development areas.



# Appendix A - Docklands-related provisions in the SEDP 2010-2016

## Cycling objectives

- O-CY-2** Provide, improve and extend cycle routes on all existing roads, proposed roads, roads being upgraded and green corridors.
- O-CY-3** Provide bicycle parking facilities at all car parks.
- O-CY-4** Provide bicycle parking facilities in the city centre and at key institutional, educational, cultural, recreational and retail areas and at the Railway Station.

## Chapter 11. Open space, sports and recreation

### Open space – strategic policy

- SP-OS-4** Develop green corridors in order to connect the city with its surroundings and interlink the various types of open space within and outside the urban area.

### Open space – strategic objective

- SO-OS-2** Integrate the following elements into the open space network, to provide ease of contact with nature:
- key landscape elements – woodlands, significant tree groups, hill tops etc.;
  - sites of archaeological interest – raths, ringforts and other enclosures;
  - linear parks incorporating waterfronts – coastal, lakeshore and riverside areas;
  - streams with associated storm water retention facilities, as part of the system of linear parks;

- areas for active recreation, including sports grounds and playing fields.

### General open space policies

- P-OS-4** Promote the development of high-quality parks and linked walkway/cycleway networks within large housing schemes, docklands developments, and large commercial developments.
- P-OS-8** Protect and enhance the character and appearance of coastal and waterway corridors through the control of development adjoining waterfronts, and enhance the value of river and coastal systems as natural assets to the urban environment.

### Open space objectives

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

- O-OS-6** West: Gibraltar/Cumeen–Finisklin/Docklands

### Section 11.3.6 West: Gibraltar Point/Cummeen – Finisklin/Docklands

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

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

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

## Green corridor objectives

It is an objective of Sligo Borough and County Councils to develop a linked green network including the following corridors:

- O-OS-13** Gibraltar to Finisklin
- O-OS-18** Hyde Bridge to Hughes Bridge and Ballast Quay
- O-OS-22** First Sea Road to Second Sea Road

## Playgrounds objectives

- O-OS-24** It is the objective of Sligo Borough and County Councils to develop and maintain a primary network of children's playgrounds at the following locations:

- Docklands area

- O-OS-25** It is the objective of Sligo Borough and County Councils to develop and maintain a secondary network of children's playgrounds at the following locations:

- Seaview Park

## Urban square objective

- 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.

# Appendix A - Docklands-related provisions in the SEDP 2010-2016

## Chapter 12. Urban design

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

#### Inner Relief Road urban design policy

- P-CC-IRR-1** Consider permitting taller buildings (at least five stories) on particular sites along the Inner Relief Road, subject to high-quality design based on comprehensive site contextual analysis.

#### Inner Relief Road urban design objectives

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

### Section 12.6 The Outer City

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

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

#### 12.6.1 Planning urban extensions

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

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

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

#### Local area plans and masterplans

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

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

### Section 12.8 Urban regeneration

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

These sites are as follows: ...

- 8.** lands at the rear of the Train Station as far north as Finisklin Road;

#### Urban regeneration objective

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

### Section 12.9 Tall buildings

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

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

These sites are as follows: ...

- C.** Larger triangular site between Lynn's Place, Lynn's Dock and the Inner Relief Road

#### Tall buildings policies

- P-TB-2** Require that all proposals for development on the identified sites are accompanied by a detailed design statement.
- P-TB-3** Ensure that all new developments on the identified sites are of high quality in terms of design, layout, use of materials and finishes.

# Appendix A - Docklands-related provisions in the SEDP 2010-2016

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## Chapter 13. Heritage

### Section 13.3.1 European and national designated natural heritage sites

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

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

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

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

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

### NOTE

The SEDP does not include specific heritage policies or objectives for the extended Docklands area.

For a general understanding of the issue, please refer to the text, policies and objectives contained in Section 13.1 Archaeological heritage (pages 91 to 94, Section 13.2 Built heritage (pages 95, 96, 108) and Section 13.3 Natural heritage (pages 109-114) of the SEDP, available online at [www.sligococo.ie/sedp](http://www.sligococo.ie/sedp)

Map 4 at the end of this document shows archaeological monuments and zones of archaeological potential (ZAPs) in the wider Docklands area.

Maps 5 and 6 show the extent of Natura 2000 sites, i.e. Special Protection Areas (SPA) and Special Areas of Conservation (SAC).

Map 7 shows the extent of proposed Natural Heritage Areas (NHA), largely coinciding with the SAC.

## Chapter 14.

## Environmental infrastructure

### Section 14.3 Surface water and flooding

#### Increased rainfall and tidal flooding

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

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

#### Flood prevention policies

- P-FP-1** Restrict development within 50 m of 'soft' shoreline.
- P-FP-2** Ensure that no further reclamation of estuary land takes place.
- P-FP-4** Assess all coastal defence measures for environmental impact.
- P-FP-6** Land uses shall not give rise to increases in the run-off characteristics above those that currently exist.



# Appendix A - Docklands-related provisions in the SEDP 2010-2016

**P-FP-8** Avoid development in areas at risk of flooding, particularly floodplains, by not permitting development unless:

- it is demonstrated that there are wider sustainability grounds for appropriate development;
- the flood risk can be managed to an acceptable level and
- where possible, it reduces the overall flood risk.

**P-FP-9** Adopt a sequential approach to flood risk management, based on avoidance, reduction and then mitigation of flood risk within an overall framework for assessing the location of new development.

**P-FP-10** Require new development proposals in relevant areas to be accompanied by a flood risk assessment.

## Sea level rise and coastal flooding

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

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

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

## Coastal zone development policy

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

## Coastal zone development objectives

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

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

## Section 14.5 Waste management

### Subsection 14.5.1 Waste collection

A recycling centre is located at the Greenstar Depot (Deep Water Quay) where the public can bring dry recyclables, textiles and electrical goods.

## Waste management policy

**P-WM-13** Development proposals on brownfield sites - such as former petrol stations, fuel/chemical storage areas and similar sites - shall be required to undertake an assessment of the potential for contaminated materials, soil etc to be unearthed during demolition/development works, and the associated environmental risks.

Where any environmental risk is identified, appropriate investigations shall be undertaken to determine the nature and extent of any materials and contaminated soils on the proposed development site.

A site-specific remediation plan shall be prepared to ensure that the construction and operation phases of development do not result in risk to human health, water quality, biodiversity, fisheries, air quality etc.

**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.

## Waste management objectives

**O-WM-6** Continue to carry out the investigation of the landfill site at Finisklin, and complete the management and remediation of the site.

**O-WM-7** In relation to any proposals for development of lands at the Finisklin landfill site, or any other lands that may be contaminated (e.g. reclaimed / filled lands formerly used for port-related activities, or the site of the former Saehan factory at Hazelwood), require the applicants to engage specialist environmental consultants to investigate and assess the presence and extent of contamination, and to recommend remediation measures for agreement with the local authorities.

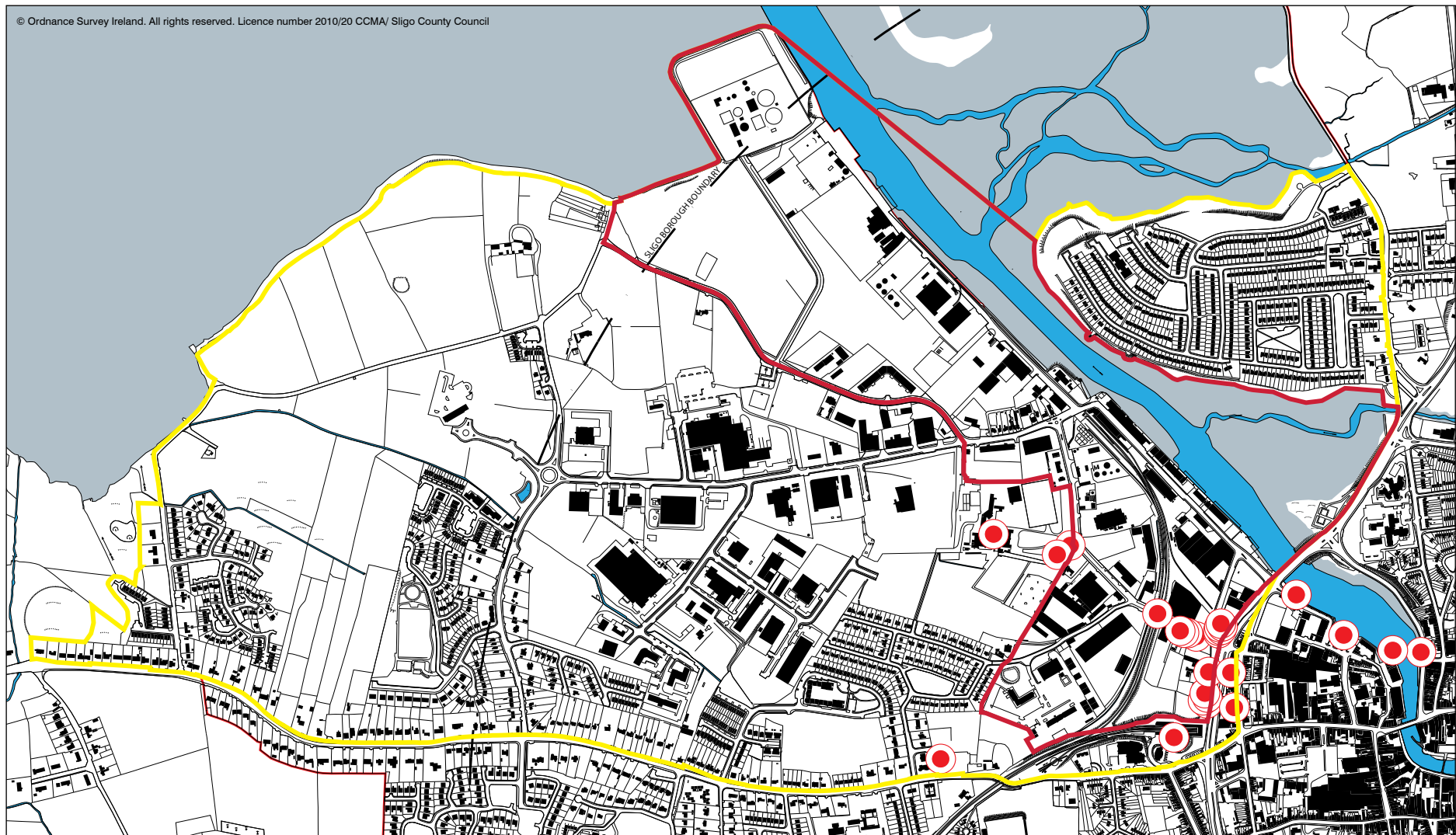
# Appendix B - Record of Protected Structures - SEDP 2010-2016

RPS No.	Structure name/and or description	Address
41	<b>Ursuline Convent</b> - Detached multiple-bay single-storey rendered gate lodge, built c. 1880	Finisklin Road, Finisklin Td. (Carbury Barony)
42	<b>Saint Anne's School</b> - Detached eight-bay single-storey rendered school building, built 1851	Finisklin Road, Finisklin Td. (Carbury Barony)
43	<b>Ursuline Convent</b> - Detached thirteen-bay three-storey stone convent school, built c. 1860. Main block with central pedimented breakfront, four bays to either side, forward-thrusting gable ends, enclosed courtyard to rear. Chapel c. 1870	Finisklin Road, Finisklin Td., (Carbury Barony)
44	Attached multiple-bay five-storey stone (formerly rendered) warehouse, built c. 1870. Now in commercial use.	Finisklin Road, Rathedmond Td.
45	End-of-terrace three-bay three-storey house, built c. 1850	1 Lyons Terrace, Finisklin Road, Rathedmond Td.
46	Terraced two-bay three-storey rendered house, built c. 1850	2 Lyons Terrace, Finisklin Road, Rathedmond Td.
47	<b>Kazelain</b> - End-of-terrace four-bay three-storey rendered house, built c. 1850	3 Lyons Terrace, Finisklin Road, Rathedmond Td.
48	<b>Railway arch</b> - Three-arch railway viaduct leading from station to quays, c. 1870, with flat steel arch to central bay, c. 1925	Finisklin Road, Rathedmond Td.
97	<b>Lisroyan</b> - Detached multiple-bay two-storey with attic red brick house, built 1888. Main block is L-shaped on plan with single-storey flat-roofed entrance.	Knappagh Road, Rathedmond Td.
101	<b>MacDiarmada Railway Station, Station Signal Box, Turntable and Water Tower</b> Detached two-storey railway station designed by J.S. Mulvany for M.G.W. extended c. 1895, refurbishments in 1924 after fire. Detached two-storey signal box, built c. 1880. Brickwork base c. 1970. Railway turntable, c. 1929, still in use. Detached stone water tower, built c. 1890 with enclosure to west c. 1940, and diesel fuel tanks to east c. 1990.	Lord Edward Street and Knappagh Road, Rathedmond Td.

RPS No.	Structure name/and or description	Address
112	<b>Sligo Harbour Wall</b> - Section of Sligo Harbour including retaining walls and quay.	Markievicz Road/ Lower Knox Street/ Fish Quay and Lower New Street, Rathedmond Td.
134	End-of-terrace two-bay two-storey stone house, built c.1880. Two-storey return to rear. One of a group of six.	2 Bayview Terrace, Pirn Mill Road, Rathedmond Td.
135	Terraced two-bay two-storey stone house, built c.1880. Two-storey return to rear. One of a group of six.	3 Bayview Terrace, Pirn Mill Road, Rathedmond Td.
136	Terraced two-bay two-storey stone house, built c.1880. Two-storey return to rear. One of a group of six.	4 Bayview Terrace, Pirn Mill Road, Rathedmond Td.
137	Terraced two-bay two-storey stone house, built c.1880. Two-storey return to rear. One of a group of six.	5 Bayview Terrace, Pirn Mill Road, Rathedmond Td.
138	Terraced two-bay two-storey stone house, built c.1880. Two-storey return to rear. One of a group of six.	6 Bayview Terrace, Pirn Mill Road, Rathedmond Td.
139	End-of-terrace two-bay two-storey stone house, built c.1880. Two-storey return to rear. One of a group of six.	7 Bayview Terrace, Pirn Mill Road, Rathedmond Td.
150	<b>Old Quay &amp; Slipway</b> C-plan limestone harbour wall, built c. 1830, with slipway to south-east corner. Improved c. 1875	Quay Street Lower / New Street Lower, Rathedmond Td.
218	End-of-terrace multi-bay two-storey with attic smooth-rendered house, built c. 1860. Gable-fronted projecting full-height bay to front (east) elevation, splayed corner to south containing canopied entrance. One of a group of four. Façade only.	1 Union Place, Rathedmond Td.

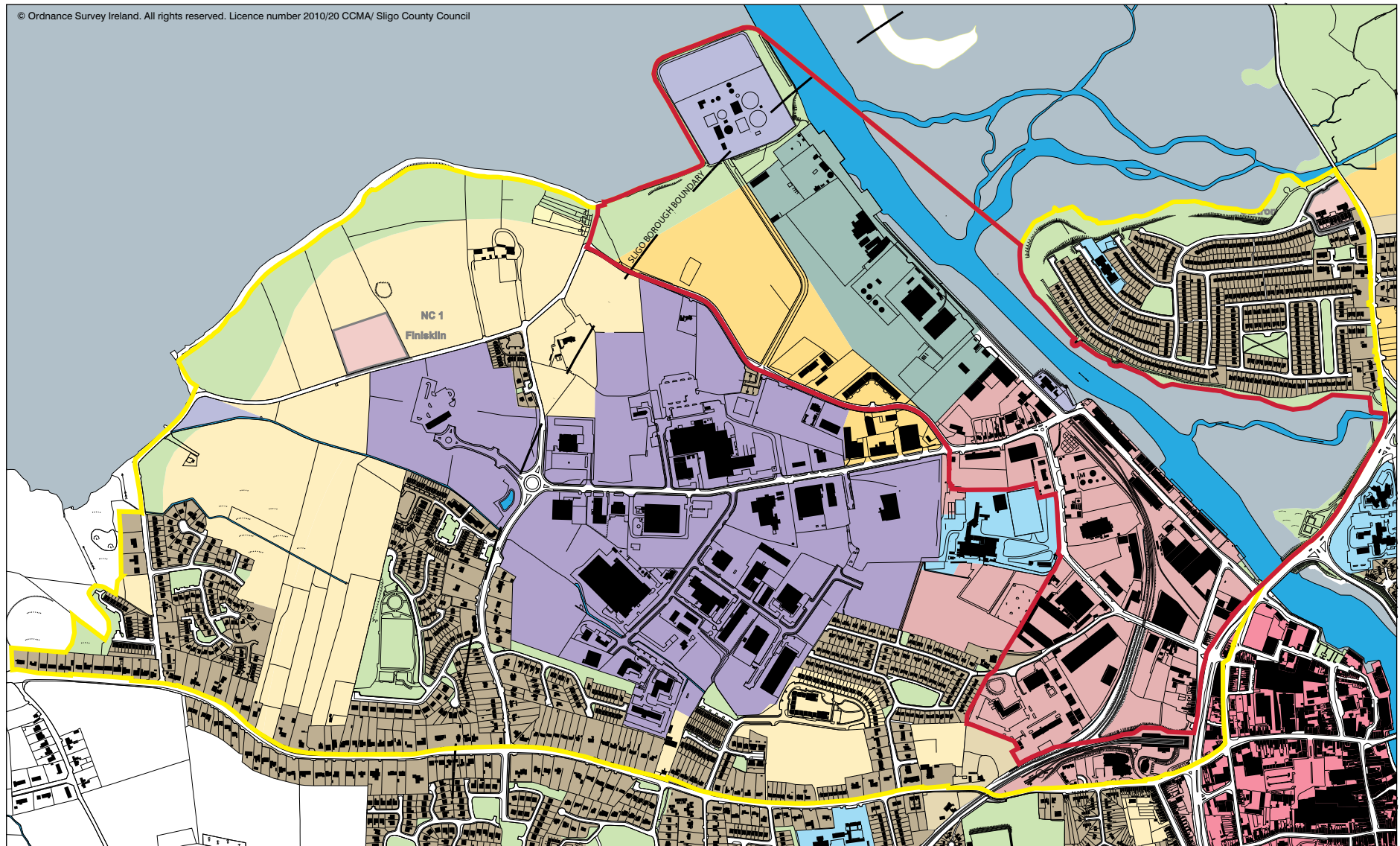
RPS No.	Structure name/and or description	Address
219	Terraced multi-bay two-storey with attic smooth-rendered house, built c. 1860. Gable-fronted projecting full-height bay to front (east) elevation, splayed corner to south containing canopied entrance. One of a group of four. Façade only.	2 Union Place, Rathedmond Td.
220	Terraced multi-bay two-storey with attic smooth-rendered house, built c. 1860. Gable-fronted projecting full-height bay to front (east) elevation, splayed corner to south containing canopied entrance. One of a group of four. Façade only.	3 Union Place, Rathedmond Td.
221	Terraced multi-bay two-storey with attic smooth-rendered house, built c. 1860. Gable-fronted projecting full-height bay to front (east) elevation, splayed corner to south containing canopied entrance. One of a group of four. Façade only.	4 Union Place, Rathedmond Td.
222	End-of-terrace multi-bay two-storey with attic smooth-rendered house, built c. 1860. Gable-fronted projecting full-height bay to front (east) elevation, splayed corner to south containing canopied entrance. One of a group of four.	12 Union Place, Rathedmond Td.
223	<b>Weston House</b> Attached corner-sited three-storey over basement rendered and tile-hung Arts and Crafts-style house, built c. 1910. Projecting gable-fronted double bay to south elevation with splayed re-entrant corner to ground floor, projecting rectangular plain two-storey timber and glazed entrance porch to west elevation. Doctor's surgery.	1 Union Street, Rathedmond Td.
224	<b>Harper Campbell Building</b> Attached three-bay three-storey stone, former warehouse, built c. 1870. Central integral carriage arch. Converted to apartments.	Union Street, Rathedmond Td.

# Map 1 - Location of protected structures in the Docklands area



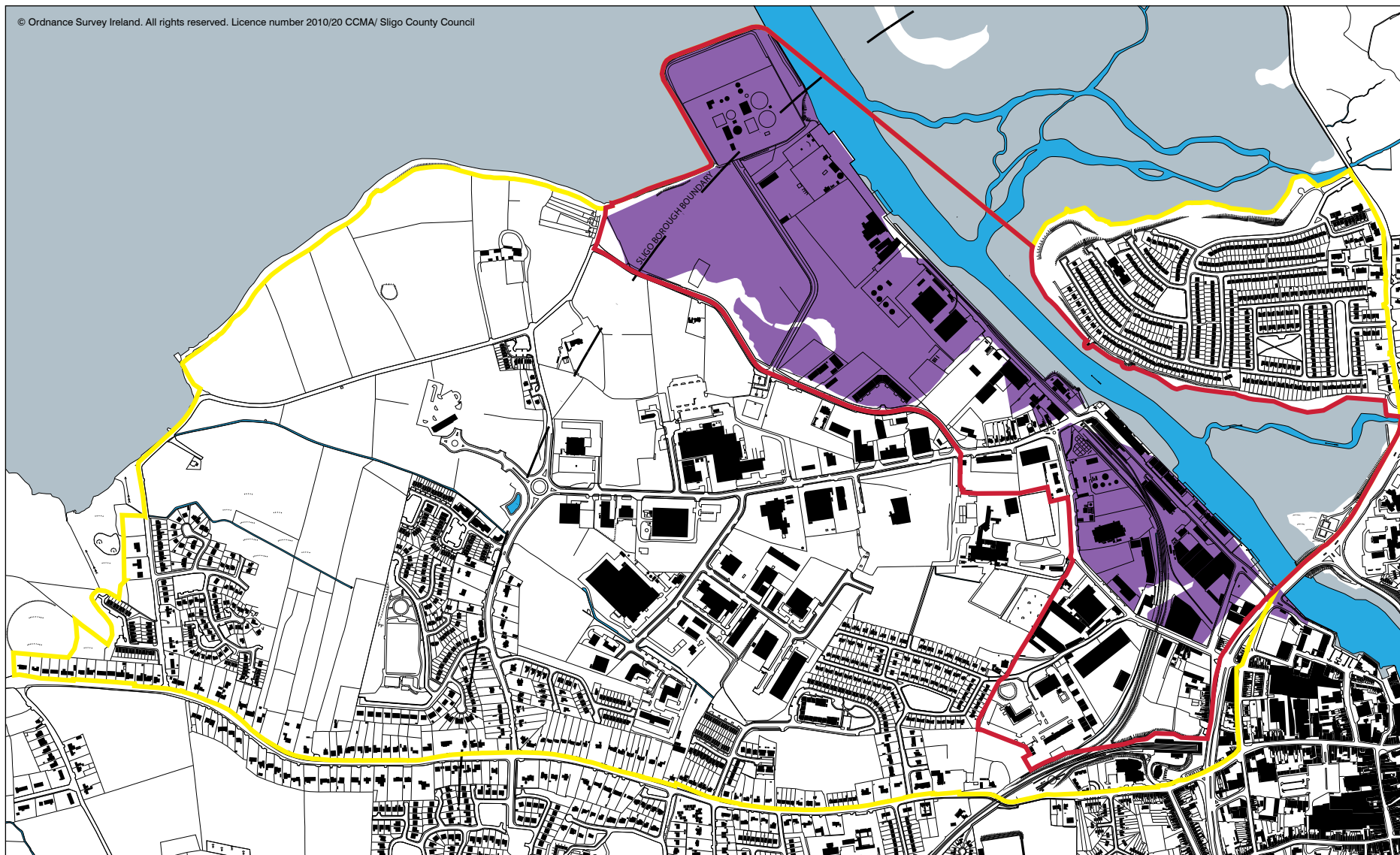


## Map 2 - Zoning in the Docklands area - SEDP 2010-2016



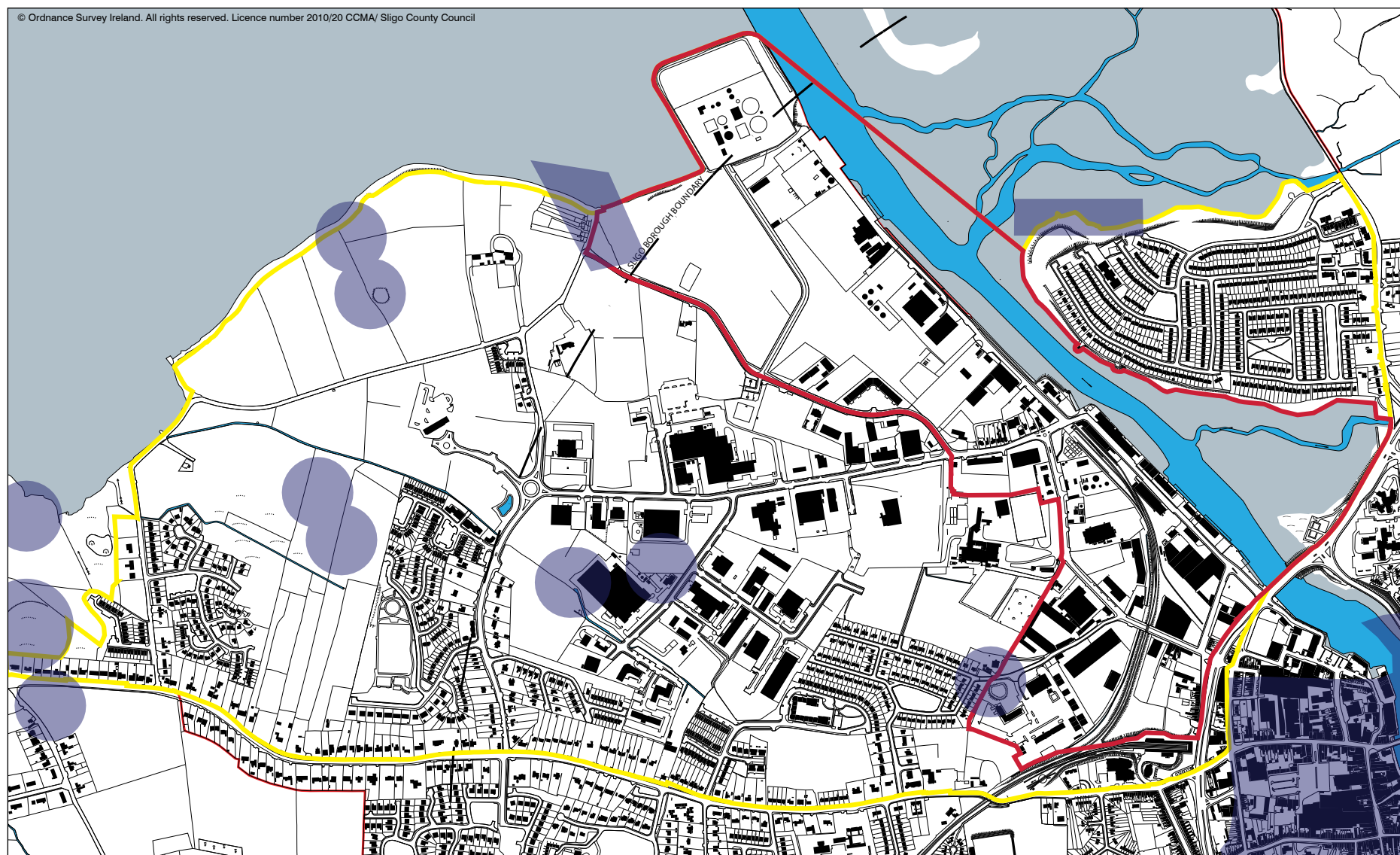
## Map 3 - Lands under the control of Sligo County Council

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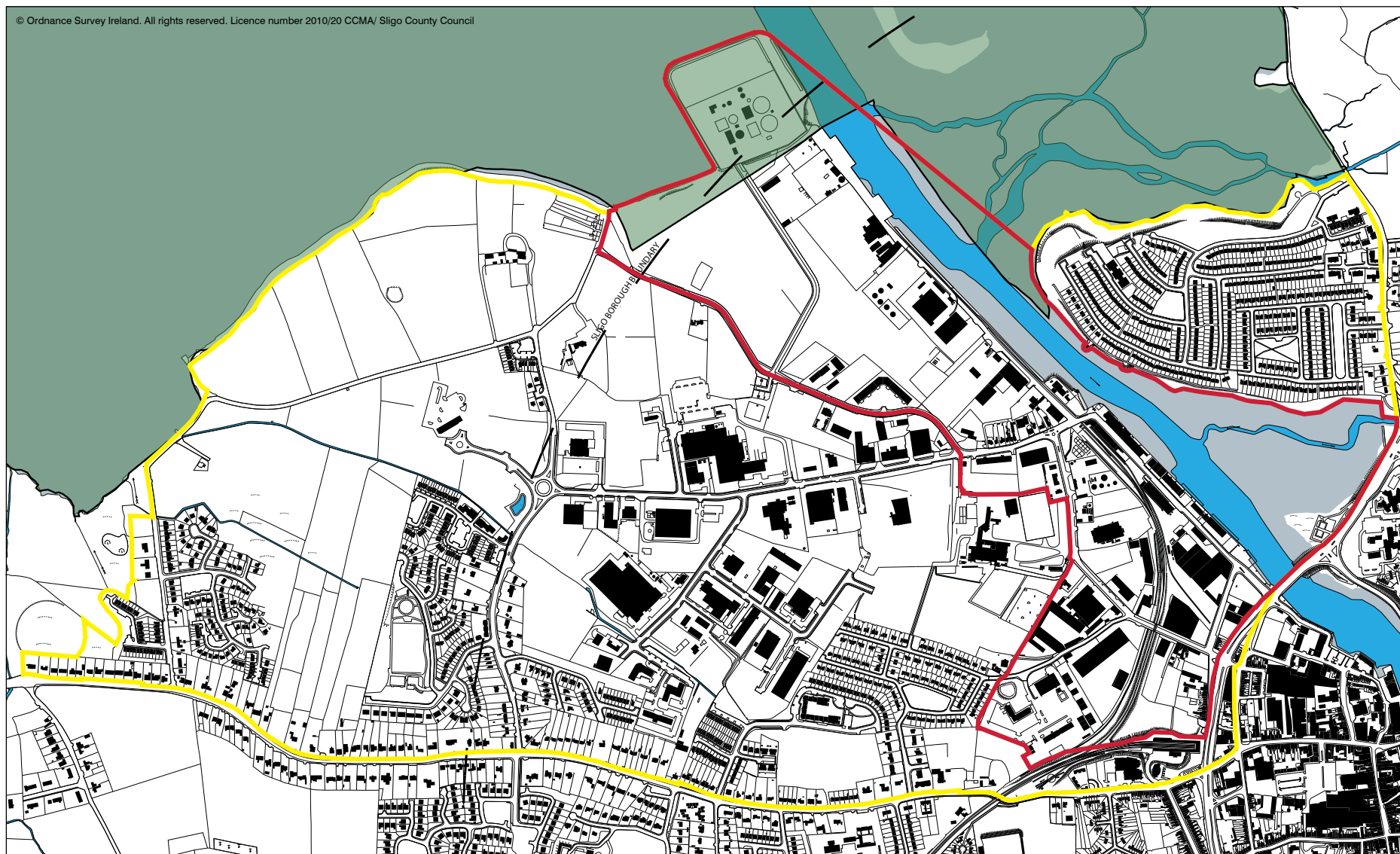


## Map 4 - Archaeology in the Docklands area

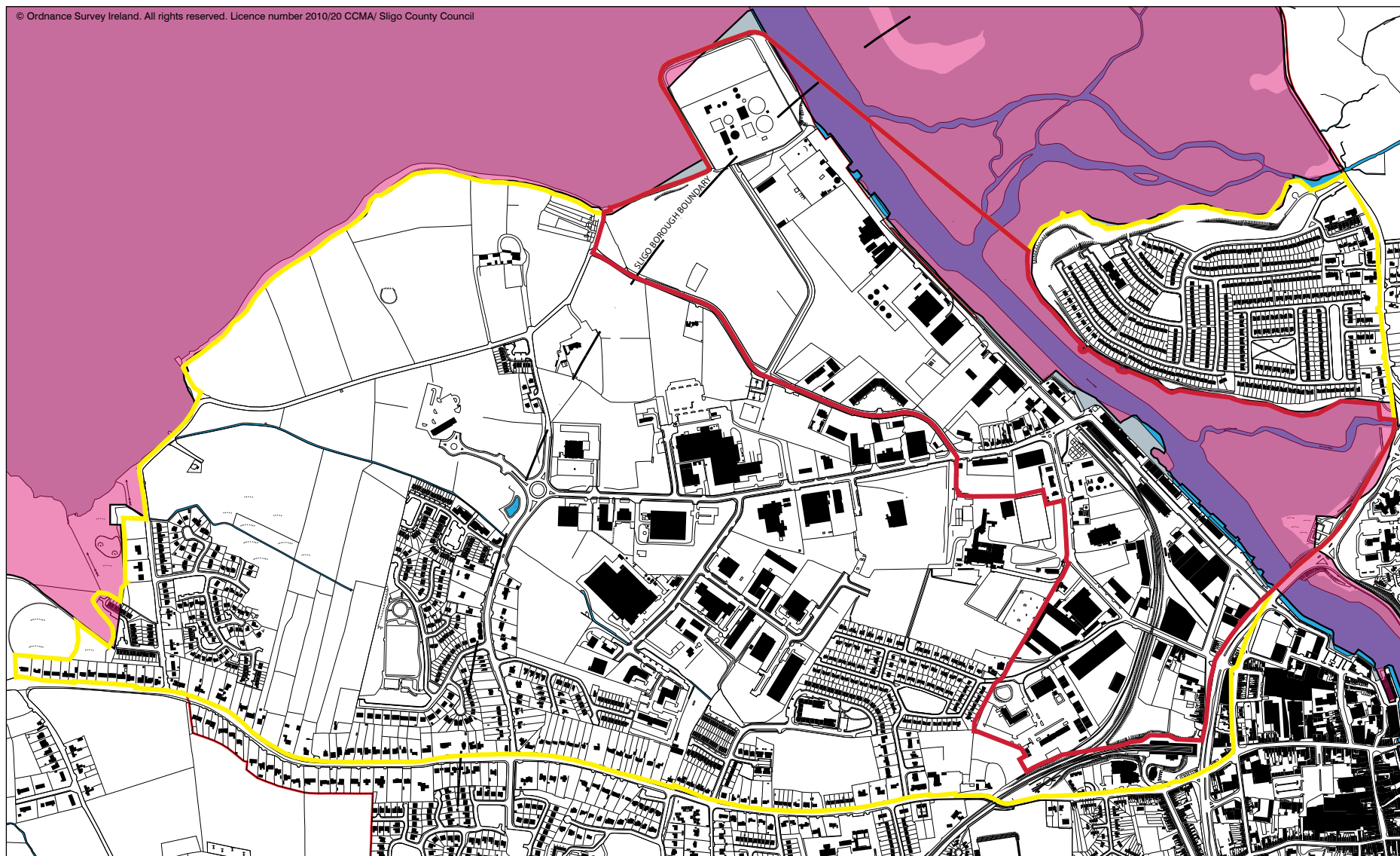




## Map 5 - Special Protection Areas (SPA) (Birds Directive)

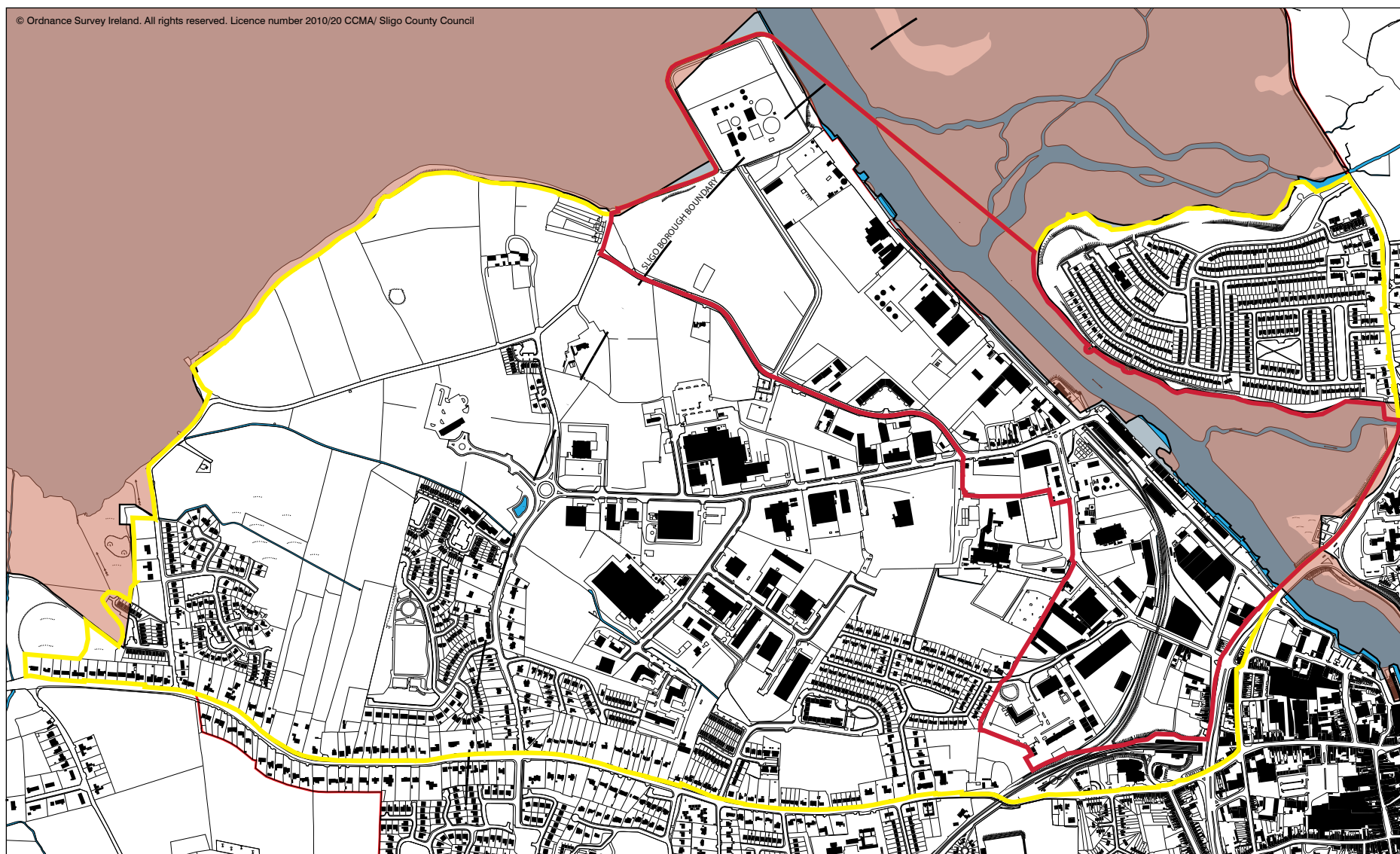


## Map 6 - Special Areas of Conservation (SAC) (Habitats Directive)





## Map 7 - Proposed Natural Heritage Areas (pNHAs) (Wildlife Act)







The Docklands area  
seen from the west with  
the Main Drainage plant  
in the foreground