

Chapter 16. Collooney Village Plan

Collooney is located approximately 13 km to the south of Sligo Town, at the junction of two major national roads, the N-4 (Sligo to Dublin) and the N-17 (Sligo to Galway).

In the Settlement Strategy, Collooney is a designated **Satellite Village** of Sligo Regional Growth Centre (RGC). The village is also included in the area covered by the Sligo Local Transport Plan (SLTP), which contains specific provisions relating to active travel and public transport.

16.1 Village profile

The village is served by the Sligo-Dublin railway line, while the disused Western Rail Corridor runs to the north-west. The Western Rail Corridor offers the potential for improved transport links, either as a greenway or as a railway. The protection of the corridor remains important for the future development of Collooney.

Apart from new housing schemes (including apartments), a significant development in the 2000s was the construction of commercial units on the lands to the east of the N-4. There have been concerns regarding the scale and the type of development that has occurred at this location.

The Planning Authority has adopted a flexible and supportive approach towards proposals for non-retail uses for vacant units, many of which have been repurposed for business, enterprise and even leisure activities. This approach will continue, in order to support local employment in this important Satellite Village.

| Collooney village assets | | | |
|--------------------------|----------------------|--|-----------------------------|
| Population | 2022 Census | 1,797 | +11.6% increase 2016-2022 |
| | 2016 Census | 1,610 | +17,6% increase 2011-2016 |
| | 2002-2022 | + 1,178 residents | +190.3% increase since 2002 |
| Housing stock | 2022 Census | 808 dwellings, of which 113 considered vacant | |
| | 2016 Census | 768 dwellings, of which 101 considered vacant | |
| Service infrastructure | Water supply | Sourced from the Sligo Town and Environs Water Supply | |
| | Wastewater treatment | 3,500 PE with spare capacity of approx. 1,614 PE | |
| | Road network | Located at the junction of the N-4 (Dublin Road) and N-17 (Galway Road). | |
| Social infrastructure | Schools | Two primary schools | |
| | Churches | Three churches | |

| Collooney village assets | | |
|----------------------------------|---------------------------------|--|
| | Sports facilities | GAA pitch |
| | Other assets | Health centre, ball alley, crèches, post office, burial ground, outdoor recreational routes such as the Union Rock, Oakwood and Mountain Access trails and their connection to the Sligo Way |
| Sustainable transport | Train | Collooney train station on the Sligo-Dublin line and the Western Rail Corridor, which has the potential to be reopened for rail transport |
| | Bus | Served by Bus Eireann routes 23, 64 and the Local Link |
| | Active travel | Footpath along sections of the R-290 road to Ballysadare |
| Architectural heritage | Protected Structures | 24 , including notable structures such as Markree Castle and the Collooney Woollen Mills Complex |
| | Buildings of Note | 6 Buildings of Note |
| Natural heritage and environment | Natura 2000 sites nearby | Unshin River Special Area of Conservation, Union Wood pNHA, and Slieveward Bog NHA |
| | Natural amenities | The Owenmore River, Fair Green, Markree Demesne |
| | Flood risk | Present. Flood Zones A and B are mapped in Appendix 1 of the SFRA |

16.2 Housing and population allocations

The potential yield of lands zoned for housing in Collooney amounts to **114 units** for the Plan period. The delivery of these dwellings would facilitate an increase of Collooney’s population by at least **285 residents**. The **actual housing allocation is 97 units**, which is reflected in the aggregate figure for Satellite Villages indicated in the Core Strategy Table (refer to Chapter 3 in Volume 1).

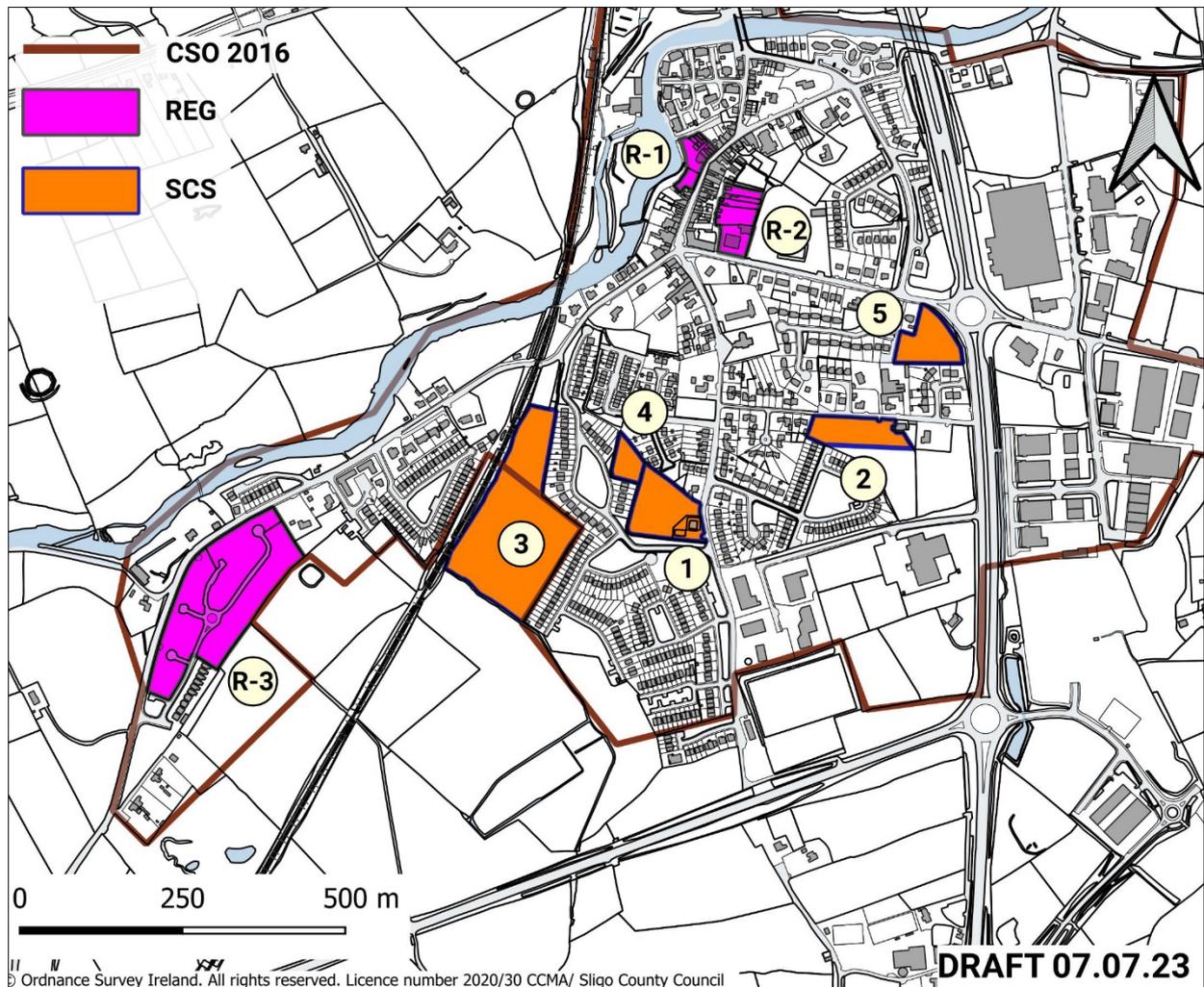
Section 16.2.1 below lists the sites designated to contribute to the compact growth of Collooney, together with their potential housing and population yields.

Section 16.2.2 includes a table showing the total amount of land with residential potential proposed to be zoned in Collooney for the period of this CDP (2024-2030).

16.2.1 Compact growth designations

A number of sites have been designated in Collooney as **Settlement Consolidation Sites (SCS)** as recommended in the *Development Plan Guidelines* (2022), in order to give effect to the NPF requirements for compact growth. Three Regeneration Sites have also been designated in accordance with Section 10(2)(h) of the Planning Act.

Fig. 16.A Compact growth designations in Collooney: Regeneration sites (REG) and Settlement Consolidation Sites (SCS) in the context of the 2016 Census settlement boundary (CSO)
[this map will be updated in the final version of the Plan]



Regeneration sites

There are three sites designated for regeneration in Collooney: a site on Main Street (REG-1), lands to the north of Barrack Road (REG-2) and an unfinished portion of the housing development at Knock Beg West (REG-3).

The site at Main Street (REG-1) contains a few buildings in poor condition and a “gap”/undeveloped area adjoining the street. The renovation or replacement of the existing structures and the construction of a new terrace of buildings would improve the streetscape and could provide an opportunity to create a riverside walkway.

The site to the north of Barrack Road (REG-2) contains a warehouse, sheds and a substantial site to the rear. The designation seeks to fully utilise the site and stimulate the redevelopment of the commercial premises.

The site at Knockbeg West (REG-3) seeks to promote the completion of the housing scheme. Planning permission was granted in 2011 for the last phase of this development. At the time of writing (2024), the housing development was still unfinished. Because there is no certainty regarding the potential housing yield of any redevelopment on these sites, they have not been included in the Core Strategy housing allocation.

Table 16.1 Regeneration sites

| REG – Regeneration site | | | | | | |
|-------------------------|--|---------------|----------------|--------------------------|-------------------------|----------------------------|
| Site code | Location | Zoning (2024) | Site area (ha) | of which net residential | Potential housing yield | Potential no. of residents |
| REG-1 | Buildings and lands between Main Street and the Owenmore River | MIX | 0.27 | n/a | n/a | n/a |
| REG-2 | The structures and backlands to the north of Barrack Road | MIX | 0.59 | n/a | n/a | n/a |
| REG-3 | Unfinished housing estate at Knockbeg West Td. | RES | 3.17 | n/a | n/a | n/a |

Settlement Consolidation (SCS)

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

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

The SCS sites are located within the 2016 Census boundary for Collooney, except for a portion of SCS 3 which is located outside the boundary. It is estimated that circa 80 houses, i.e. 82% of the Core Strategy allocation can be delivered within the settlement’s built-up footprint, far in excess of the 30% requirement of RPO 3.2(c).

Table 16.2 – Settlement Consolidation Sites

| SCS - Settlement Consolidation Sites | | | | | | |
|--------------------------------------|--|---------------|----------------|--------------------------|-------------------------|----------------------------|
| Site no. | Location | Zoning (2024) | Site area (ha) | of which net residential | Potential housing yield | Potential no. of residents |
| 1 | Site between Church View (L-76093-0) and Riverwalk. | RES | 0.91 | 0.91 | 20 | 50 |
| 2 | Site south of L-7609-0 | RES | 0.62 | 0.62 | 12 | 30 |
| 3 | Site between the Sligo-Dublin railway line and Abhainn Mor housing development | RES | 3.33 | 3.33 | 67 | 168 |
| 4 | Site between Kiernan Avenue and Riverwalk | RES | 0.25 | 0.25 | 5 | 12 |
| 5 | Site at junction of Barrack Road (R-290) and the N-4 (Collooney Roundabout) | RES | 0.49 | 0.49 | 10 | 25 |
| Total | | | 5.60 | 5.60 | 114 | 285 |

16.2.3 Summary of population, housing and land zoning requirements

The table below provides settlement-level information that has been aggregated in the main Core Strategy Table included in **Chapter 3 (Vol. 1)**.

The area in column 5 corresponds to the zoning in the CDP 2024-2030. It is the sum of the sites zoned RES.

Table 16.3 Population, housing land and housing allocation for Collooney

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|--|---|--|---|--|---|-----------------------------|
| Population 2022 and percentage of County population* | Population target 2030 and percentage of County population projection** | Housing allocation 2030 and percentage of County housing demand*** | Minimum area required to deliver the housing allocation | Areas zoned for RES uses (2024) (only lands with housing potential) | Potential housing yield of RES zoned lands (2024) | Excess of zoned land (2024) |
| 1,797 (2.55%) | 1,900 (2.48%) | 97 (2.4%) | 4.85 ha | 5.60 ha | 114 | 0.75 ha |

* County population 2022 = 70,198; ** County population projection = 76,560 (estimated from the NPF Implementation Roadmap plus additional Sligo Town population derived from RSES) *** Total adjusted housing demand = 4,029 units (calculated as per HSTM)

Notes on Table 16.3

- **Column 4** – the minimum area required to deliver the Core Strategy housing allocation at an average density of 20 units/ha.
- **Column 5** – the undeveloped lands taken into consideration are 100% of site areas in the case of nRES zoning; lands nRES or MIX, which are also designated as Regeneration Sites, are not included.
- **Column 6** – the sum of housing yields from the lands designated as Settlement Consolidation Sites (refer to Table 16.2).
- **Column 7** – the difference between the total amount of zoned land with housing potential (Column 5) and the minimum amount of land required to deliver the housing allocation (Column 4).

16.3 Village-specific objectives

Note: These objectives must be considered in conjunction with the urban development policies for towns and villages contained in **Chapter 10 Urban development principles** of this Volume (Vol. 2) and the general development policies and objectives set out in Volume 3 of this Plan.

16.3.1 Natural heritage and open space

- A. Preserve the riverbanks and floodplain meadows located east of the N-4 (Sligo-Dublin Road) as a wildlife corridor/river buffer zone, to avoid flood damage to existing developments upstream and support improved access to the river, subject to Habitats Directive Assessment.
- B. Retain, enhance and extend the Fair Green and facilitate the relocation of the existing structure sheltering the Ball Alley as a means of enhancing this valuable town park
- C. Preserve the mature trees and parkland on the grounds of Glebe House.
- D. Protect the setting of Markree Demesne by ensuring that any new development in the vicinity of the demesne is appropriately sited, designed, landscaped and screened.

16.3.2 Built heritage and streetscape

- A. Facilitate the sensitive restoration and repurposing of the remaining buildings of the Woollen Mills Complex, preferably for mixed uses incorporating a tourist/heritage centre.
- B. Reconfigure the open area at the Methodist Church so that it can function as a village square, with appropriate landscaping, street furniture and parking spaces.

16.3.3 Transport, circulation and parking

- A. Require any new enterprise development west of the N-4 to share the existing access road to the older industrial estate.
- B. Restrict access to the GAA pitch and adjacent housing developments to be exclusively via the existing built-up area to the north. There shall be no vehicular access to these lands off the N-17 (Galway Road).
- C. Facilitate the provision of a town car park by reserving sufficient land between the Fair Green and the central mixed-use zone (see Zoning Map).
- D. Provide a footpath and cycle link between Toberbride Business Park and the village centre.
- E. Implement a one-way traffic system and associated footpath improvements within the village in a phased manner as follows:
 - **Phase 1** will extend from the junction of the R-290 with Main Street to the junction of Main Street with Lower Main Street.
 - **Phase 2** will extend from the junction of Barrack Road with Main Street, onto lower Main Street and to the junction with the R-290.
- F. Protect the Western Rail Corridor by preventing any type of development with the potential to compromise its future use either as a rail link or as a greenway.
- G. Ensure that development does not interfere with any route corridor option / preferred route corridor for the Sligo Greenway (Collooney to Bellaghy), the SLNCR Greenway and any route required to connect these greenways, when selected. **[PA-58]**

H. Protect and safeguard the identified *Preferred Transport Corridor* of the N-17 Knock to Collooney National Road Scheme by preventing any type of development with the potential to compromise its future completion. [PA-59]

- I. Implement the following active travel and public transport measures recommended in the **Sligo Local Transport Plan**:**
- i.** the development of a segregated (where feasible) cycle lane from Sligo Town to Collooney via Ballysadare, along the R-287 and the R-290;
 - ii.** the provision of additional shelter for waiting passengers along the platform and sheltered cycle parking;
 - iii.** the provision of a park-and-ride facility at the train station. The car park located on the community-owned site east of the railway should be reserved for this use. The car park should include an electric vehicle charging point and be integrated with pedestrian and cycle connections to the village centre.
 - iv.** facilitation of the pedestrian use of the existing crossing under the railway linking the train station with the car park. Access to this car park shall be off the L-2101 (Coolaney Road), via the existing lane west of the railway.
 - v.** Upgrade of the link between the train station and the village to include a segregated cycle track and a footway;
 - vi.** the provision of a pedestrian bridge over the river linking the town centre with the railway station subject to detailed design and subject to environmental assessment and screening for Appropriate Assessment.

16.3.4 Community facilities

- A.** Support the extension of St. Joseph’s primary school on its current site or facilitate suitable alternative arrangements.

16.3.5 Business, industry, enterprise

- A.** Proposals for new development on lands zoned for business, industry and enterprise shall be restricted to uses that are consistent with this zoning category (BIE), as outlined in the zoning matrix. Retail or retail warehousing developments will not be permitted under any circumstances.
- B.** Adopt a flexible and supportive approach towards proposals for alternative uses for existing any vacant properties on lands zoned BIE. The Planning Authority will consider a range of suitable uses for these properties, including activities relating to the creative industries, recreational and cultural uses, etc. Retail or retail warehousing developments will not be permitted under any circumstances.