



Sligo County Council  
Comhairle Chontae Shligigh

**Sligo.**



**SECOND**  
**Chief Executive's Report**  
on submissions and observations  
to the **Draft Sligo CDP 2024-2030**

**Appendix 1**  
**Recommended Text Amendments**



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## Chief Executive's recommendations for amendments to **Volume 1 Core Strategy** of the Draft Sligo CDP 2024-2030

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 2 Climate Action	CE-02-01	<p>In <b>Volume 1, Chapter 2, Section 2.5 Climate Action at Local Authority level</b>, under the sub-heading Local Authority Climate Action Plan, p.11, amend the <b>fourth paragraph</b> as follows:</p> <p>Sligo County Council's first Climate Action Plan (CAP) <b>was adopted in February 2024. was under preparation in 2023, at the time of finalising the Draft CDP 2024-2030.</b></p> <p>A Climate Change Risk Assessment carried out in May 2023 (by consultants KPMG Future Analytics) identified flooding as the main potential threat to communities in County Sligo. The frequency of river and pluvial flooding is stated to be on the rise, while coastal erosion and coastal flooding have already damaged habitats and disrupted transport networks.</p> <p>Sligo County Council will need to proactively plan for and adapt to the current and future climate change risks identified. <b>Given that the Local Authority's development plan must take account of the LA Climate Action Plan, it may be necessary to amend/vary this CDP post-adoption in order to ensure consistency between the two statutory documents in terms of spatial planning.</b></p> <p>The strategic objectives of the Sligo CAP include the following:</p> <ul style="list-style-type: none"> <li>• Achieve the carbon emission reduction target of 51% for 2030; progressing to the 2050 target for carbon neutrality</li> <li>• Enable the 'just transition' so that no household, community or business is disadvantaged by decarbonisation measures.</li> <li>• Cultivate decarbonisation co-benefits across key sectors in the county/city.</li> <li>• Provide supports to communities and organisations and foster collaboration to achieve the above.</li> </ul> <p>This Development Plan has taken account of the Local Authority Climate Action Plan and is consistent with the CAP in terms of spatial planning.</p>	Supplementary CE recommendations – miscellaneous issues

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Chapter 3 Core Strategy	CE-03-01	Replace the total HST allocation and the Sligo Town HST allocation in the <b>Core Strategy Table 3.2</b> (p. 22 in Volume 1 of the Draft Plan) with revised figures as calculated above, i.e. <b>4,029 units for the County (total adjusted demand) and 2,649 units for Sligo Town.</b>	Submission 184 – Office of the Planning Regulator (OPR)																																																								
Chapter 3 Core Strategy	CE-03-02	<p>In <b>Section 3.3 Core Strategy Table</b>, update the population target and housing allocation for Sligo Town in accordance with <b>CE-05-01</b> and <b>CE-03-01</b>, as well as all the related percentages.</p> <p><b>Core Strategy Table (Table 3.2 in Section 3.3)</b></p> <table border="1" data-bbox="848 722 2312 1818"> <thead> <tr> <th data-bbox="848 722 1009 785">0</th> <th data-bbox="1009 722 1190 785">1</th> <th data-bbox="1190 722 1397 785">2</th> <th data-bbox="1397 722 1614 785">3</th> <th data-bbox="1614 722 1774 785">4</th> <th data-bbox="1774 722 1944 785">5</th> <th data-bbox="1944 722 2125 785">6</th> <th data-bbox="2125 722 2312 785">7</th> </tr> <tr> <th data-bbox="848 785 1009 1024">Settlement</th> <th data-bbox="1009 785 1190 1024">Population 2022 and percentage of County population</th> <th data-bbox="1190 785 1397 1024">Population target 2030 and percentage of County target</th> <th data-bbox="1397 785 1614 1024">Housing allocation 2030 and percentage of County HST allocation</th> <th data-bbox="1614 785 1774 1024">RES and MIX zoning 2017, undeveloped in 2023 (hectares)</th> <th data-bbox="1774 785 1944 1024">Proposed RES and MIX zoning 2024 (hectares)</th> <th data-bbox="1944 785 2125 1024">Potential housing yield of RES and MIX proposed zoned lands 2024 (dwellings)</th> <th data-bbox="2125 785 2312 1024">Current (2023) excess of zoned land (hectares)</th> </tr> </thead> <tbody> <tr> <td data-bbox="848 1024 1009 1220">Sligo Town Regional Growth Centre</td> <td data-bbox="1009 1024 1190 1220">20,608 (29.3%)</td> <td data-bbox="1190 1024 1397 1220">23,800 (31.77%) 25,360 (33.12%)</td> <td data-bbox="1397 1024 1614 1220">2,512 units (64.54%) 2,649 (65.74%)</td> <td data-bbox="1614 1024 1774 1220">43 ha</td> <td data-bbox="1774 1024 1944 1220">86.85 ha</td> <td data-bbox="1944 1024 2125 1220">2,952</td> <td data-bbox="2125 1024 2312 1220">No excess</td> </tr> <tr> <td data-bbox="848 1220 1009 1373">Ballymote Support Town</td> <td data-bbox="1009 1220 1190 1373">1,711 (2.44%)</td> <td data-bbox="1190 1220 1397 1373">1,850 (2.46%) (2.41%)</td> <td data-bbox="1397 1220 1614 1373">185 units (4.75%) (4.59%)</td> <td data-bbox="1614 1220 1774 1373">22 ha</td> <td data-bbox="1774 1220 1944 1373">9.94 ha</td> <td data-bbox="1944 1220 2125 1373">215</td> <td data-bbox="2125 1220 2312 1373">12.09 ha</td> </tr> <tr> <td data-bbox="848 1373 1009 1526">Enniscrone Support Town</td> <td data-bbox="1009 1373 1190 1526">1,291 (1.84%)</td> <td data-bbox="1190 1373 1397 1526">1,400 (1.86%) (1.82%)</td> <td data-bbox="1397 1373 1614 1526">130 units (3.34%) (3.22%)</td> <td data-bbox="1614 1373 1774 1526">18.5 ha</td> <td data-bbox="1774 1373 1944 1526">6.69 ha</td> <td data-bbox="1944 1373 2125 1526">151</td> <td data-bbox="2125 1373 2312 1526">11.86 ha</td> </tr> <tr> <td data-bbox="848 1526 1009 1680">Tobercurry Support Town</td> <td data-bbox="1009 1526 1190 1680">2,307 (3.29%)</td> <td data-bbox="1190 1526 1397 1680">2,450 (3.27%) (3.20%)</td> <td data-bbox="1397 1526 1614 1680">130 units (3.34%) (3.22%)</td> <td data-bbox="1614 1526 1774 1680">No zoning in 2017</td> <td data-bbox="1774 1526 1944 1680">6.88 ha</td> <td data-bbox="1944 1526 2125 1680">153</td> <td data-bbox="2125 1526 2312 1680">Not applicable</td> </tr> <tr> <td data-bbox="848 1680 1009 1818">5 Satellite Villages</td> <td data-bbox="1009 1680 1190 1818">7,250 (10.32%)</td> <td data-bbox="1190 1680 1397 1818">7,750 (10.34%) (10.12%)</td> <td data-bbox="1397 1680 1614 1818">370 units (9.50%) (9.18)</td> <td data-bbox="1614 1680 1774 1818">34.5 ha</td> <td data-bbox="1774 1680 1944 1818">22.73 ha</td> <td data-bbox="1944 1680 2125 1818">433</td> <td data-bbox="2125 1680 2312 1818">11.81 ha</td> </tr> </tbody> </table>	0	1	2	3	4	5	6	7	Settlement	Population 2022 and percentage of County population	Population target 2030 and percentage of County target	Housing allocation 2030 and percentage of County HST allocation	RES and MIX zoning 2017, undeveloped in 2023 (hectares)	Proposed RES and MIX zoning 2024 (hectares)	Potential housing yield of RES and MIX proposed zoned lands 2024 (dwellings)	Current (2023) excess of zoned land (hectares)	Sligo Town Regional Growth Centre	20,608 (29.3%)	23,800 (31.77%) 25,360 (33.12%)	2,512 units (64.54%) 2,649 (65.74%)	43 ha	86.85 ha	2,952	No excess	Ballymote Support Town	1,711 (2.44%)	1,850 (2.46%) (2.41%)	185 units (4.75%) (4.59%)	22 ha	9.94 ha	215	12.09 ha	Enniscrone Support Town	1,291 (1.84%)	1,400 (1.86%) (1.82%)	130 units (3.34%) (3.22%)	18.5 ha	6.69 ha	151	11.86 ha	Tobercurry Support Town	2,307 (3.29%)	2,450 (3.27%) (3.20%)	130 units (3.34%) (3.22%)	No zoning in 2017	6.88 ha	153	Not applicable	5 Satellite Villages	7,250 (10.32%)	7,750 (10.34%) (10.12%)	370 units (9.50%) (9.18)	34.5 ha	22.73 ha	433	11.81 ha	Submission 184 – Office of the Planning Regulator (OPR)
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		3 villages with special tourism functions	1,290 (1.83%)	1,400 (1.86%) (1.82)	70 units (1.80%) (1.73%)	20.8 ha	6.29 ha	82	14.54 ha	
		All other villages and rural areas	35,913 (51.16%)	36,500 (48.73%) (47.67%)	495 units (12.71%) (12.28%)	59.2 ha	No RES or MIX zoning	580	59.2 ha	
		<b>Total</b>	<b>70,198</b>	<b>75,000</b> (estimated from NPF) <b>76,560</b> (estimated from NPF plus additional Sligo Town population derived from RSES)	<b>3,892</b> <b>4,029 units</b> (HST allocation)	<b>198 ha</b>	<b>132.5 ha</b>	<b>4,566 units</b> (117% 113% of HST allocation)	<b>65.5 ha</b>	
Chapter 3 Core Strategy	CE-03-03	<p>In <b>Section 3.3.1 Notes on the Core Strategy Table</b>, update the population and housing figures and percentages in accordance with those in the revised Core Strategy Table, as follows:</p> <p>3.3.1 Notes on the Core Strategy Table</p> <ul style="list-style-type: none"> <li>The figures presented in Columns 2, 3, 5, 6 and 7 of the Core Strategy Table correspond to the <b>Draft</b> County Development Plan 2024-2030. These figures may change if amendments to zoning, housing or population allocations are made as a result of public consultation on the Draft Plan. The Core Strategy Table will be updated upon adoption of the new CDP 2024-2030.</li> <li>The total County population estimate of <b>75,000 76,560</b> by 2030 is based on the NPF/ESRI population projections contained in the <b>NPF Implementation Roadmap plus the additional Sligo Town population required to meet the RSES target</b>. Based on previous demographic trends, this figure is considered reasonable and attainable.</li> <li>The total County housing allocation of <b>4,029 3,892</b> is calculated using the <i>Housing Supply Target Methodology</i> (refer to Table 5.2 in Chapter 5). There is no correlation between the population allocations and the housing allocations, because the HST figure is an “adjusted total housing demand”, which takes</li> </ul>								Submission 184 – Office of the Planning Regulator (OPR) <b>Issue 2</b>

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		<p>into account the undersupply of housing since 2017, and factors in a degree of “convergence to NPF strategy”.</p> <ul style="list-style-type: none"> <li>■ The allocations in Column 3 represent circa <del>85%</del> 88% of the potential housing yield of zoned lands in each settlement. Based on past trends, it would be unrealistic to expect that the zoned land is fully developed during the Plan period. The assumed utilisation rate of <del>85%</del> 88% is optimistic, given that less than 50% of residential development in County Sligo has taken place on zoned lands since 2011.</li> <li>■ The allocation of 580 dwellings (Column 6) to “All other villages and rural areas” consists of 480 one-off houses (estimated by the Housing Strategy) and an overall estimate of 100 dwellings that may be built within villages without housing allocations, on lands zoned RV (“Rural Village”).</li> </ul>	
	CE-03-04	All occurrences of the <b>23,800</b> population target for Sligo Town shall be replaced with the updated <b>25,360</b> population target before publication of the final, adopted Plan.	
	CE-03-05	All occurrences of the <b>3,892</b> housing allocation for the County shall be replaced with the updated <b>4,029</b> housing allocation before publication of the final, adopted Plan.	
Chapter 3 Core Strategy	CE-03-06	<p>In <b>Chapter 3 Core Strategy Statement</b>, include an additional section as follows:</p> <h3 style="color: blue;">3.4 Monitoring the implementation of the Plan’s objectives</h3> <p style="color: blue;">In accordance with the Planning and Development Act 2000 (as amended), the Chief Executive of the Planning Authority shall “ give a report to the members of the authority on the progress achieved in securing the objectives” of the Development Plan not more than two years after the making of the Plan. This implementation report must reflect the output of a monitoring system which is partly in place, but needs to be updated to comply with the most recent guidance.</p> <p style="color: blue;">The Development Plan Guidelines (2022) clarify that the monitoring task of the Planning Authority comprises two elements: annual <b>Core Strategy monitoring</b> and biennial <b>Plan objectives monitoring</b> (including SEA monitoring).</p> <h4 style="color: blue;">3.4.1 Core Strategy monitoring</h4> <p style="color: blue;">Supporting the provision of new housing in accordance with the Settlement Strategy is one of the main roles of the Development Plan. Residential development trends will be monitored at settlement level, in order to assess is consistency with the housing allocations set out in the Core Strategy of the Plan.</p> <p style="color: blue;">The data required for monitoring will be extracted from the Development Management databases, then analysed and mapped using the Council’s GIS capabilities. Additional data, where necessary, will be</p>	Submission 184 – Office of the Planning Regulator (OPR)

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		<p>obtained from external sources, such as the CSO.</p> <p>The annual Core Strategy monitoring will use the indicators listed in <b>Table 3.4 (below)</b>, which are based on the recommendations of the Development Plan Guidelines. The output will be an <b>Annual Development Plan Monitoring Report</b>, which will be made available to the elected members and published on the Council's website.</p> <p><b>Table 3.4 Indicators for Core Strategy monitoring of settlements and rural areas</b></p> <table border="1" data-bbox="991 737 2157 1793"> <thead> <tr> <th colspan="2">Indicator</th> </tr> </thead> <tbody> <tr> <th colspan="2">Residential development</th> </tr> <tr> <td>1</td> <td>New home completions – total number</td> </tr> <tr> <td rowspan="2">2</td> <td>Percentage of houses permitted on brownfield sites, including renovation of derelict houses (in rural areas)</td> </tr> <tr> <td>Percentage of houses permitted on brownfield sites, including conversion of unused or derelict premises in urban areas (towns and villages)</td> </tr> <tr> <td rowspan="2">3</td> <td>Planning permissions granted for residential development with:</td> </tr> <tr> <td>i. A breakdown of developments of 1, 2, 3 and 4+ units permitted ii. A breakdown by unit size (number of bedrooms)</td> </tr> <tr> <td rowspan="2">4</td> <td>Planning applications by <b>type of rural area</b> (outside zoned lands) with:</td> </tr> <tr> <td>i. Total number of applications received in Rural Areas under Urban Influence (RAUI), Remote Rural Areas (RRA) and the rural areas located within <b>5 km</b> of the N-4 (realigned route) ii. A breakdown by type of decision</td> </tr> <tr> <th colspan="2">Commercial development</th> </tr> </tbody> </table>	Indicator		Residential development		1	New home completions – total number	2	Percentage of houses permitted on brownfield sites, including renovation of derelict houses (in rural areas)	Percentage of houses permitted on brownfield sites, including conversion of unused or derelict premises in urban areas (towns and villages)	3	Planning permissions granted for residential development with:	i. A breakdown of developments of 1, 2, 3 and 4+ units permitted ii. A breakdown by unit size (number of bedrooms)	4	Planning applications by <b>type of rural area</b> (outside zoned lands) with:	i. Total number of applications received in Rural Areas under Urban Influence (RAUI), Remote Rural Areas (RRA) and the rural areas located within <b>5 km</b> of the N-4 (realigned route) ii. A breakdown by type of decision	Commercial development		
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			<p>Planning permissions for business/employment uses in the following categories, including number of permissions and total floorspace:</p> <ul style="list-style-type: none"> <li>i. Offices</li> <li>ii. Industrial / enterprise development</li> <li>iii. Retail development</li> <li>iv. Warehousing (non-retail) and logistics</li> </ul> <p><b>5</b></p> <p><b>Settlement consolidation sites</b></p> <p><b>6</b></p> <p>Specific reporting on the progression of the Settlement Consolidation Sites identified in the development plan. This should include information on enabling infrastructural services delivery, planning permissions granted, housing constructed, funding applications made, project timelines, Vacant Site Levy commentary etc. (as per the Development Plan Guidelines 2022)</p>	
		<p><b>3.4.2 Plan objectives monitoring</b></p> <p>The majority of objectives contained in the Development Plan have been formulated in a manner that allows their monitoring over the lifetime of the plan. While in general the objectives are specific, measurable and realistic, not all of them have a precise timeframe, due to a variety of factors (e.g. uncertainty regarding funding from external sources).</p> <p>In addition, the monitoring of the significant environmental effects of the Plan's implementation is a statutory requirement of the SEA Directive. SEA monitoring typically entails measuring established indicators on a regular basis, during the lifetime of the plan. The SEA Environmental Report which accompanies the Development Plan contains detailed indicators and targets for the monitoring of Strategic Environmental Objectives (SEOs) – refer to Table 5.1 in Section 5 Strategic Environmental Objectives (p. 81-84 of the SEA ER).</p> <p>The outcome of the above monitoring process will be included in the Chief Executive's <b>Two-Year Progress Report</b>, required under Section 15(2) of the Planning and Development Act 2000 (as amended).</p>		

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Chapter 3 Core Strategy	CE-03-07	<p>In <b>Chapter 3 Core Strategy Statement</b>, modify the text of <b>Section 3.2.6 Residential density</b> as follows:</p> <p><b>3.2.6 Residential density</b></p> <p>A key objective of the NPF and RSES is to promote the compact growth of towns and villages by increasing the density of development in existing built-up areas and new urban extensions.</p> <p>The NPF also acknowledges that there is a need for more proportionate and tailored approaches to residential development.</p> <p><i>The Circular Letter NRUP 02/2021 clarifies that "it is necessary to adapt the scale, design and layout of housing in towns and villages, to ensure that suburban or high density urban approaches are not applied uniformly and that development responds appropriately to the character, scale and setting of the town or village".</i></p> <p><i>The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (January 2024) set out a methodology "to assist planning authorities in appropriately integrating national planning policy in relation to settlement growth and residential density into statutory development plans". The Guidelines offer flexibility, allowing planning authorities to take into account the circumstances of a plan area as part of the decision making process.</i></p> <p>Having regard to the NPF <i>the Sustainable Residential Development Guidelines (2009) and subsequent Circular Letter (NRUP 02/2021) and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (January 2024)</i>, the Planning Authority has determined the appropriate <b>average residential density in each town and village subject to land-use zoning residential density ranges</b> in the County's towns and villages, as set out below. At the same time, exclusively for the purpose of calculating housing allocations, a specific average residential density has been applied to each town and village subject to land-use zoning. Details are provided in the individual town and village plans (Chapters 11 to 22 of this Plan).</p> <p><b>Sligo Town</b></p> <p>For Regional Growth Centres, such as Sligo Town, recommended densities range from 50-150 dwellings per hectare (net) in the town centre, to 35-50 units/ha at the edges or in new suburban extensions.</p> <p>As part of the preparation of the Local Area Plan for Sligo Town, the density ranges will be refined. In the interim period, it is considered appropriate to apply the higher-density range (50-150 units/ha) in areas zoned TC1 and TCs, and the lower-density range in all other areas, unless site-specific reductions are necessary.</p>	<p>Chief Executive's supplementary recommendations arising from the "Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>

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		<p><b>Support Towns and large Satellite Villages</b></p> <p>In small to medium-sized towns (population from 1,500 to 5,000) applicable densities range from 25 to 40 units/ha at the edges, while in the central areas new development “should respond positively to the scale, form and character of existing development, and to the capacity of services and infrastructure”.</p> <p>This density range is applicable to Ballymote, Enniscrone, Tobercurry, Ballysadare, Collooney and Strandhill. While Enniscrone’s population was under 1,500 at Census 2022, its designation under the Core Strategy promotes residential growth, thus justifying the application of higher densities.</p> <p><b>Smaller towns and villages</b></p> <p>In relation to rural towns and villages (population under 1,500), the Guidelines specify that “these settlements are not identified for significant population growth under the NPF and should grow at a limited pace that is appropriate to the service and employment function of the settlement, and the availability and capacity of infrastructure to support further development”.</p> <p>No residential density range is recommended in such settlements. Instead, the Guidelines indicate that “the density of development at such locations should respond in a positive way to the established context”.</p>	
Chapter 4 Sligo Regional Growth Centre	CE-04-01	<p>In <b>Chapter 4 Sligo Regional Growth Centre</b>, amend <b>the strategic objective SO-RGC-2</b> as follows:</p> <p><b>SO-RGC-2</b> Carry out a building height study targeting increased housing densities in Sligo Town Centre in conjunction with the preparation of a Local Area Plan for Sligo and Environs.</p>	Submission 103 – North West Regional Assembly (NWRA)
Chapter 4 Sligo Regional Growth Centre	CE-04-02	<p>In <b>Chapter 4, Section 4.4 Strategic infrastructure</b>, include an additional SO-RGC-9, under the sub-heading <b>Water infrastructure</b>, as follows:</p> <p><b>Water infrastructure</b></p> <p><b>SO-RGC-9</b> In co-operation with Uisce Éireann, pursue the provision of the water service infrastructure upgrades and expansion necessary to support the planned development of Sligo Regional Growth Centre.</p>	Submission 119 – Uisce Éireann (UE)

<p><b>Chapter 5 Settlement Strategy</b></p>	<p><b>CE-05-01</b></p>	<p>In <b>Chapter 5 Settlement Strategy</b>, revise the calculations in <b>Table 5.2</b> (Adjusted total housing demand in Co. Sligo during the Development Plan period) based on the supplementary clarifications provided by the DHLGH and amend the relevant figures in the table.</p> <p><b>Table 5.2 Adjusted total housing demand in Co. Sligo during the Development Plan period</b></p> <table border="1"> <thead> <tr> <th colspan="2" data-bbox="961 415 1653 617"> <b>Plan period: Q3 2024 to Q3 2030</b> (1 July 2024 to 30 June 2030)         </th> <th data-bbox="1653 415 1884 617">           Annual average households         </th> <th data-bbox="1884 415 2181 617"> <b>Total households</b> </th> </tr> </thead> <tbody> <tr> <td data-bbox="961 617 1107 861"> <b>A</b> </td> <td data-bbox="1107 617 1653 861"> <b>ESRI NPF scenario projected new household demand 2017 to Q2 2030 (end of Plan period)</b> </td> <td data-bbox="1653 617 1884 861">           827 896 p.a. (over the 6 years of the Plan)         </td> <td data-bbox="1884 617 2181 861"> <b>4,964 5,381</b> (from ESRI research)         </td> </tr> <tr> <td data-bbox="961 861 1107 1333"> <b>B</b> </td> <td data-bbox="1107 861 1653 1333"> <b>Actual new housing supply 2017 to Q4 2022 and estimated future delivery in 2023 and Q1-Q2 2024</b> </td> <td data-bbox="1653 861 1884 1333"></td> <td data-bbox="1884 861 2181 1333"> <b>1,188 1,345</b> (from CSO completions data and estimation of 2023-2024 delivery based 2023 on average of 2017 to 2022)         </td> </tr> <tr> <td data-bbox="961 1333 1107 1537"> <b>C</b> </td> <td data-bbox="1107 1333 1653 1537"> <b>Homeless households</b> (latest data from January 2023 Homeless Report), and <b>unmet demand</b> as at Census 2016         </td> <td data-bbox="1653 1333 1884 1537"></td> <td data-bbox="1884 1333 2181 1537"> <b>59</b> (from DHLGH and Census) (was 43 originally)         </td> </tr> <tr> <td data-bbox="961 1537 1107 1808"> <b>D</b> </td> <td data-bbox="1107 1537 1653 1808"> <b>Plan Housing Demand = Total (A-B+C)</b>  (Projected ESRI NPF demand - new completions) + Unmet demand         </td> <td data-bbox="1653 1537 1884 1808"> <b>639 682</b> p.a.         </td> <td data-bbox="1884 1537 2181 1808"> <b>3,835 4,095</b> </td> </tr> <tr> <td data-bbox="961 1808 1107 1902"> <b>E</b> </td> <td data-bbox="1107 1808 1653 1902">           Potential adjustment 1 to end 2026 portion of plan period to         </td> <td data-bbox="1653 1808 1884 1902">           Mid-point between         </td> <td data-bbox="1884 1808 2181 1902"></td> </tr> </tbody> </table>	<b>Plan period: Q3 2024 to Q3 2030</b> (1 July 2024 to 30 June 2030)		Annual average households	<b>Total households</b>	<b>A</b>	<b>ESRI NPF scenario projected new household demand 2017 to Q2 2030 (end of Plan period)</b>	827 896 p.a. (over the 6 years of the Plan)	<b>4,964 5,381</b> (from ESRI research)	<b>B</b>	<b>Actual new housing supply 2017 to Q4 2022 and estimated future delivery in 2023 and Q1-Q2 2024</b>		<b>1,188 1,345</b> (from CSO completions data and estimation of 2023-2024 delivery based 2023 on average of 2017 to 2022)	<b>C</b>	<b>Homeless households</b> (latest data from January 2023 Homeless Report), and <b>unmet demand</b> as at Census 2016		<b>59</b> (from DHLGH and Census) (was 43 originally)	<b>D</b>	<b>Plan Housing Demand = Total (A-B+C)</b>  (Projected ESRI NPF demand - new completions) + Unmet demand	<b>639 682</b> p.a.	<b>3,835 4,095</b>	<b>E</b>	Potential adjustment 1 to end 2026 portion of plan period to	Mid-point between		<p>Submission 184 – Office of the Planning Regulator (OPR)</p>
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				facilitate convergence to NPF strategy (where justified)	ESRI NPF and baseline scenarios to 2026 in lieu of A above		
			<b>E1</b>	ESRI Baseline scenario projected new household demand 2017 to Q4 2026		<b>4,056</b> (from ESRI research)	
			<b>E2</b>	ESRI NPF scenario projected new household demand 2027 to Q2 2030 (Plan end)		<b>1,230 1,315</b> (from ESRI research)	
			<b>E3</b>	Mid-point between A-E2 (ESRI NPF and Baseline scenarios to Q4 2026)		<b>3,791 4,000</b>	
			<b>E4</b>	<b>Adjusted Total Plan Demand</b> calculation based on E2 + E3 in lieu of A above	<b>648 671</b>	<b>3,892 4,029</b> (E2 + E3 - B + C = total)	
			<b>F</b>	<i>NOT APPLICABLE IN THIS EXAMPLE</i>  <i>Potential adjustment 2 to end 2026 portion of plan period to facilitate convergence to NPF strategy, applicable where B exceeds or is close to D (where justified)</i>	<i>Mid-point between ESRI NPF and baseline scenarios to 2026 in lieu of A above, plus up to 25%</i>		

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 5 Settlement Strategy	CE-05-02	<p>In <b>Chapter 5 Settlement Strategy, Section 5.3 Strategy for towns</b>, insert an additional subsection 5.3.3 as follows:</p> <p><b>5.3.3 Placemaking and the National Policy on Architecture</b></p> <p>The National Policy on Architecture (DHLGH, 2022) seeks to support national and local architectural ambitions to deliver a high-quality built environment for everyone. It promotes quality and sustainability in the design and delivery of built environment plans, programmes and projects at national, regional and local level.</p> <p>The policy envisages multidisciplinary collaboration, public engagement and community-led, co-design initiatives as “placemaking” practices to integrate new developments into town and village settings. It indicates that “Built environment and placemaking projects are conceived, designed, planned and delivered by architects working in multi-disciplinary teams”.</p> <p>The purpose is to see urban centres transformed into vibrant, inclusive and diverse living environments, where the growing population is aware of best architecture and placemaking practices and their importance to human health and well-being.</p> <p>Sligo County Council will pursue placemaking in the development, redevelopment or expansion of the County's urban centres through the expectation of high-quality architecture, urban and landscape design that can positively influence people's appreciation and interaction with the physical elements of their environment, reflective of the National Policy on Architecture.</p>	Submission 113 – Arts Council
Chapter 5 Settlement Strategy	CE-05-03	<p>In <b>Section 5.4.4 Unserviced villages</b> (Chapter 5 Settlement Strategy, Volume 1), modify the second sentence as follows:</p> <p>Sligo County Council, in co-operation with DHLGH and Uisce Éireann, <i>as appropriate</i>, will pursue the provision of wastewater treatment facilities to serve these villages.</p>	Submission 119 – Uisce Éireann (UE)
Chapter 5 Settlement Strategy	CE-05-04	<p>In <b>Chapter 5 Settlement Strategy</b>, insert an additional Strategic <b>settlement policy SP-S-3</b> under the heading “Towns” as follows (the subsequent strategic settlement policies for towns and villages shall be renumbered):</p> <p><b>SP-S-3</b> Improve the built environment in County Sligo's towns through “placemaking” by promoting high-quality architecture, urban and landscape design, in the interest of increased environmental, economic and social sustainability, as envisioned in the National Policy on Architecture.</p>	Submission 113 – Arts Council

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 6 Housing delivery strategy	CE-06-01	<p>In <b>Chapter 6 Housing delivery strategy</b> (Volume 1 Core Strategy), amend the wording of the strategic housing policy SP-HOU-2 as follows:</p> <p><b>SP-HOU-2</b> Reserve 20% of eligible sites which are subject to new residential development (or a mix of uses including residential) for the <b>development</b> of social <b>and affordable</b> housing units, in accordance with the Housing Strategy and the requirements of Part V of the Planning and Development Act 2000 (as amended).</p>	Submission 184 – Office of the Planning Regulator (OPR)
Chapter 6 Housing delivery strategy	CE-06-02	<p>In <b>Chapter 6 Housing delivery strategy</b> (Volume 1 Core Strategy), insert the following additional subsection:</p> <p><b>6.4.3 The role of the Land Development Agency (LDA)</b></p> <p>The Land Development Agency is a commercial semi-state body with two broad strategic aims: (1) Strategic land assembly, which involves consolidating and advancing plans for larger, strategic parcels of land owned by the State, and (2) Near-term delivery of homes, which comprises less complex but often significant land that can be advanced to deliver housing more quickly than strategic areas.</p> <p>The LDA's first <b>Report on Relevant Public Land</b> (2023) has assessed sites in urban areas with populations above 10,000, as recorded in the 2016 Census. Four larger, strategically located sites were identified in Sligo Town as having the capacity to deliver substantial numbers of affordable housing units.</p> <p>Sligo County Council will support and co-operate with the LDA in exploring opportunities and developing masterplans for underused public lands with high potential to deliver affordable housing and complementary uses, such as education, community, open space and employment.</p>	Submission 68 – Land Development Agency (LDA)
Chapter 6 Housing delivery strategy	CE-06-03	<p>In <b>Section 6.5 Housing land provision</b> (Chapter 6 Housing Delivery Strategy, Volume 1 of the Draft Plan), insert the following narrative:</p> <p><b>Ready to Build Scheme</b></p> <p>The <b>Ready to Build Scheme</b> under the <b>Croí Cónaithe (Towns) Fund</b>, to be delivered by local authorities, provides new choices for people to live in towns and villages in Ireland. Stream 1, launched in 2022, provides grant funding to support the refurbishment of vacant properties.</p> <p>Stream 2 will see local authorities make available serviced sites at reduced cost to support self-build home ownership. Under Stream 2, local authorities will make serviced sites in towns and villages available to potential individual purchasers. These sites will be available at a discount on the market value of the site</p>	Submission 103 – North West Regional Assembly (NWRA)

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		<p>for the building of a property for occupation as the principal private residence of the purchaser.</p> <p>It is intended that Sligo County Council will prepare a programme for the acquisition of suitable sites and make them available for development by providing services and access to these sites.</p>	
Chapter 6 Housing delivery strategy	CE-06-04	<p>In <b>Chapter 6 Housing delivery strategy</b> (Volume 1 Core Strategy), insert an additional strategic housing objective as follows:</p> <p><b>SO-HOU-3</b> Prepare a programme for the acquisition of suitable sites in small towns and villages under the <b>Ready to Build Scheme</b> and commence its implementation within one year of the adoption of the Development Plan.</p>	Submission 103 – North West Regional Assembly (NWRA)
Chapter 6 Housing delivery strategy	CE-06-05	<p>In <b>Chapter 6 Housing delivery strategy</b> (Volume 1 Core Strategy), insert the following additional strategic housing policy:</p> <p><b>SP-HOU-4</b> Pursue the delivery of at least 20% of all new housing in rural areas on brownfield sites, in accordance with Regional Policy Objective RPO 3.3.</p>	Submission 103 – North West Regional Assembly (NWRA)
Chapter 6 Housing delivery strategy	CE-06-06	<p>In <b>Chapter 6 Housing delivery strategy</b> (Volume 1 Core Strategy), insert the following additional strategic housing policy:</p> <p><b>SP-HOU-5</b> Support and co-operate with the Land Development Agency in bringing forward large-scale, strategically located sites for the development of affordable housing and complementary uses in Sligo Town.</p>	Submission 68 – Land Development Agency (LDA)
Chapter 7 Economic Strategy	CE-07-01	<p>In <b>Section 7.1.1 RSES Growth Ambition 1</b>, include the following paragraph at the end of the section:</p> <p>Noting that NPF's National Policy Objective 1 envisages 115,000 additional jobs for 180,000 additional population in the Northern and Western Region, the RSES sets a target of 0.66:1 jobs to population (S. 3.4 Urban Places of Regional Scale).</p>	Submission 103 – North West Regional Assembly (NWRA)
Chapter 7 Economic Strategy	CE-07-02	<p>In <b>Section 7.1.2</b> modify the third paragraph as follows:</p> <p>Particularly relevant provisions for Sligo are contained in RPO 5.11 – supporting the upgrading of cultural facilities in Regional Growth Towns, and RPO 5.18 – development of regional greenway projects, such as the SLNCR (Sligo-Leitrim-Northern Counties Railway) Greenway and the Sligo Greenway (Collooney to Bellaghy).</p>	Supplementary CE Recommendations on Transport

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 7 Economic Strategy	CE-07-03	<p>In <b>Section 7.1.3</b> modify the list in <b>the third paragraph</b> as follows:</p> <p>The RSES supports the following ongoing road projects in County Sligo:</p> <ul style="list-style-type: none"> <li>• National roads: N-17 Knock to Collooney (realignment), N-59 Sligo to Ballina (upgrade) – RPOs 6.7 and 6.8; N-15 Sligo to Bundoran (Sligo to County Boundary) and N-16 Sligo to Blacklion (N-16 Sligo to County Boundary) – RPO 6.8;</li> <li>• The East-West (Dundalk to Sligo) Road will be pursued incrementally in the short and medium term, to be delivered to an appropriate level of service – RPO 6.10;</li> <li>• Regional and local roads: Eastern Garavogue Bridge and Approach Roads Scheme – RPO 6.9.</li> </ul>	Supplementary CE Recommendations on Transport
Chapter 7 Economic Strategy	CE-07-04	<p>In <b>Section 7.1.3</b> modify the fourth paragraph as follows:</p> <p>“Potential Investment in Sligo’s rail network is addressed in RPOs 6.11 (relating to the review of Western Rail Corridor); RPO 6.13 (relating to the upgrading and extension of railway from Athenry to Sligo) and RPOS 6.15 and 6.16 (enhance and expand relating to the feasibility of extending the Dublin-Sligo railway towards the north-west)”.</p>	Supplementary CE Recommendations on Transport
Chapter 7 Economic Strategy	CE-07-05	<p>In <b>Section 7.3 Spatial planning for economic development</b>, insert additional subsection as follows:</p> <p><b>Zoning land for business, industry and enterprise</b></p> <p>Having regard to the envisaged County population increase of circa 6360 people by 2030, and a labour force participation rate of circa 66% (much higher than the 58.3% recorded by Census 2022 for County Sligo), it would be reasonable to expect circa 4,200 jobs to be needed by the end of the Plan period. Assuming that:</p> <ul style="list-style-type: none"> <li>• new jobs will be created in the same proportions as the current ones – i.e. 75% in Services, 20% in Industry and 5% in Agriculture, AND</li> <li>• employment in education/healthcare/public administration will continue to represent circa 35% of the total,</li> </ul> <p>it will be necessary to accommodate a minimum of 20% (Industry) to a maximum of 60% (Industry plus Services excluding education/health/public administration) of the total number of new jobs on lands zoned BIE.</p> <p>The maximum number of 2,520 jobs (60% of 4,200) would require a maximum floorspace of 126,000 sq.m</p>	Submission 103 – North West Regional Assembly (NWRA)

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		<p>if such jobs were all in manufacturing (using an estimate of 50 sq.m per employee, as exemplified in the Development Plan Guidelines 2023, p. 125). Applying a blanket plot ratio of 0.5, the amount of land needed for BIE would be circa 252,000 sq.m, i.e. 25.2 ha for the entire County.</p> <p>The Draft Plan zones circa 290 ha for business, industry and enterprise purposes in 18 settlements. Most of these lands – approximately 205 ha – are located strategically within the Regional Growth Centre area, particularly in Sligo Town (198 ha), and are capable of supporting far in excess of 2,500 industrial/enterprise jobs.</p>	
Chapter 8 Retail Strategy	CE-08-01	In Chapter 8 Retail Strategy, Section 8.3, omit <b>Ballinafad</b> and <b>Castlealdwin</b> from the list of Tier 5 Rural village stores.	Supplementary CE Recommendations on Transport
Chapter 9 Transport Strategy	CE-09-01	<p>In Chapter 9 Transport Strategy, modify the paragraph on p. 74 under the heading <b>National Cycle Network</b> as follows:</p> <p>In summer 2022, TII published for consultation a proposal to create a National Cycle Network (NCN) aiming to link towns, cities and destinations across Ireland with an <b>inter-urban</b> safe, connected and inviting cycle network. The NCN has been designed to integrate with and complement other cycle infrastructure and networks – both existing and planned.</p>	Submission 9 – Department of Transport
Chapter 9 Transport Strategy	CE-09-02	<p>Modify the <b>first sentence of the second paragraph</b> as follows:</p> <p>Sligo Town is the convergence point of strategic transport corridors, connecting to Dublin, Galway <b>and</b> Letterkenny/Derry <b>and</b> Enniskillen/Belfast.</p>	Supplementary CE Recommendations on Transport
Chapter 9 Transport Strategy	CE-09-03	<p>In Chapter 9, Section 9.2, modify the list in the second paragraph as follows:</p> <ul style="list-style-type: none"> <li>▪ N4 Collooney to Castlealdwin (RPO 6.6 - Completed in 2021)</li> <li>▪ N-17 Knock to Collooney (RPO 6.7)</li> <li>▪ N-15 Sligo to Bundoran, <b>N-16 Sligo to Blacklion and N-59 upgrade</b> (RPO 6.8)</li> <li>▪ <b>N-16 Sligo to Blacklion</b> (RPO 6.8)</li> <li>▪ <b>N-59 upgrade</b> (RPO 6.8)</li> </ul>	Supplementary CE Recommendations on Transport

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference																		
		<ul style="list-style-type: none"> <li>▪ Garavogue Bridge and Approach Roads Scheme (RPO 6.9)</li> <li>▪ The East-West Road, Dundalk to Sligo via Enniskillen (RPO 6.10)</li> </ul>																			
Chapter 9 Transport Strategy	CE-09-04	<p>In Chapter 9 Transport Strategy, <b>Section 9.3.2 Sligo Local Transport Plan</b>, include a new <b>Table 9.1</b> reproducing the table shown in Section 7.2 of the LTP (Performance Indicators and Target Aspirations), as follows:</p> <p style="text-align: center;"><b>Table 9.1 Performance indicators and target aspirations for assessing progress of the LTP</b></p> <table border="1" data-bbox="991 783 2154 1808"> <thead> <tr> <th data-bbox="991 783 1323 867">Theme</th> <th data-bbox="1323 783 1739 867">Performance indicator</th> <th data-bbox="1739 783 2154 867">Target aspiration</th> </tr> </thead> <tbody> <tr> <td data-bbox="991 867 1323 1035">Traffic congestion</td> <td data-bbox="1323 867 1739 1035">Traffic counts during peak hours on key routes within the town centre</td> <td data-bbox="1739 867 2154 1035">Reduce traffic volumes by 25% by 2030.</td> </tr> <tr> <td data-bbox="991 1035 1323 1161">Public transport usage</td> <td data-bbox="1323 1035 1739 1161">Public transport ridership / passenger numbers</td> <td data-bbox="1739 1035 2154 1161">Increase public transport ridership by 20% by 2030</td> </tr> <tr> <td data-bbox="991 1161 1323 1371">Active travel rates</td> <td data-bbox="1323 1161 1739 1371">Percentage of trips made by walking and cycling within the town centre</td> <td data-bbox="1739 1161 2154 1371">Increase the share of walking and cycling trips within the town to 25% of all trips by 2030</td> </tr> <tr> <td data-bbox="991 1371 1323 1602">Modal shift</td> <td data-bbox="1323 1371 1739 1602">Percentage change in the share of private car trips compared to alternative modes (public transport, walking, cycling)</td> <td data-bbox="1739 1371 2154 1602">Shift 10% of private car trips to alternative modes by 2027, increasing to 20% by 2030.</td> </tr> <tr> <td data-bbox="991 1602 1323 1808">Road safety</td> <td data-bbox="1323 1602 1739 1808">Number of road traffic accidents and fatalities within the study area</td> <td data-bbox="1739 1602 2154 1808">Reduce road traffic accidents within the study area by 15% and fatalities by 20% by 2027.</td> </tr> </tbody> </table>	Theme	Performance indicator	Target aspiration	Traffic congestion	Traffic counts during peak hours on key routes within the town centre	Reduce traffic volumes by 25% by 2030.	Public transport usage	Public transport ridership / passenger numbers	Increase public transport ridership by 20% by 2030	Active travel rates	Percentage of trips made by walking and cycling within the town centre	Increase the share of walking and cycling trips within the town to 25% of all trips by 2030	Modal shift	Percentage change in the share of private car trips compared to alternative modes (public transport, walking, cycling)	Shift 10% of private car trips to alternative modes by 2027, increasing to 20% by 2030.	Road safety	Number of road traffic accidents and fatalities within the study area	Reduce road traffic accidents within the study area by 15% and fatalities by 20% by 2027.	Submission 184 – Office of the Planning Regulator (OPR) Issue 15.C
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Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment			Submission reference
		Carbon emissions	Total carbon emissions from transportation modes	Reduce fossil fuelled car kilometres by 10% by 2030.	
		Accessibility and equity	Accessibility of public transport services within the town centre and across rural areas	Ensure that 90% of residents have access to a public transport stop within a 10-minute walk within the town centre and service frequency is increased to rural areas	
		Infrastructure development	Completion of key infrastructure projects.	Review infrastructure provision to ensure alignment with design standards including DMURS and the National Cycling Manual.  Completion of at least 3 key infrastructure projects by 2030	
		Parking demand and usage	Occupancy rate of parking facilities within the town centre	Reduce parking demand in line with reduced traffic congestion.  Maintain 20-minute parking enforcement at key locations within the town centre	

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 9 Transport Strategy	CE-09-05	<p>In <b>Chapter 9 Transport Strategy</b>, include the following additional strategic objective:</p> <p><b>SO-TRA-4</b> Pursue the implementation of the sustainable transport targets set out in Table 9.1.</p>	Submission 184 – Office of the Planning Regulator (OPR)
Chapter 9 Transport Strategy	CE-09-06	<p>Include an additional strategic transport policy as follows:</p> <p><b>SP-TRA-6</b> Maintain the strategic function, capacity and safety of the national roads network, to ensure high-quality levels of service, safety, accessibility and connectivity to transport users of the national primary roads N-4, N-15, N-16, N-17 and the national secondary road N-59, which has a critical lifeline route function within the network.</p>	Submission 47 – Transport Infrastructure Ireland (TII)
Chapter 9 Transport Strategy	CE-09-07	<p>In <b>Chapter 9 Transport Strategy</b>, modify the paragraph on p. 74 under the heading <b>National Cycle Network</b> as follows</p> <p>In summer 2022, TII published for consultation a proposal to create a National Cycle Network (NCN) aiming to link towns, cities and destinations across Ireland with an <b>inter-urban</b> safe, connected and inviting cycle network. The NCN has been designed to integrate with and complement other cycle infrastructure and networks – both existing and planned.</p>	Submission 9 – Department of Transport

## Chief Executive's recommendations for amendments to **Volume 2 Urban Development** of the Draft Sligo CDP 2024-2030

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 10 Urban development principles	CE-10-01	<p>In the <b>introductory text to Chapter 10 Urban development principles</b>, insert an additional bullet point as follows:</p> <ul style="list-style-type: none"> <li>• urban regeneration, with a focus on town centres;</li> <li>• heritage-led regeneration including the maintenance of the character of historic streetscapes;</li> <li>• place-making and public realm improvements;</li> <li>• <a href="#">quality in architecture and urban design to contribute toward place-making, wellbeing and healthy communities</a>;</li> <li>• the compact growth of urban areas;</li> <li>• strategic designations and zoning objectives</li> </ul>	Submission 113 – Arts Council
Chapter 10 Urban development principles	CE-10-02	<p>In <b>Section 10.1.1. Town Centre First Policy</b>, insert the following paragraph:</p> <p><a href="#">As indicated under Action 9 in Appendix 1 of the <i>Town Centre First Policy</i> document, the Land Development Agency will support the Policy's objectives in towns with populations over 10,000 persons. The LDA has confirmed its commitment to actively engage with the Council and other state authorities to identify the potential for the reuse of vacant and underutilised sites in Sligo Town.</a></p>	Submission 68 – Land Development Agency (LDA)
Chapter 10 Urban development principles	CE-10-03	<p>In <b>Chapter 10 Urban design principles</b>, insert a <b>new subsection 10.1.3</b> as follows:</p> <p><b>10.1.3 Placemaking through quality in architecture and urban design</b></p> <p><a href="#">The pursuit of 'placemaking' in urban areas will require high-quality architectural, urban and landscape design interventions. New developments should demonstrate not only functionality, but also appropriateness to locational context and character, and positive contribution to the streetscape, townscape and 'sense-of-place', consistent with the criteria set out in the Urban Design Manual (DEHLG, 2009).</a></p>	Submission 113 – Arts Council

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 10 Urban development principles	CE-10-04	<p>In <b>Section 10.4 Compact growth</b> (Chapter 10 Urban development principles), insert an additional <b>Compact growth policy</b> as follows:</p> <p><b>P-CG-6</b> Ensure that large areas of greenfield zoned land in towns and villages are developed on the basis of masterplans, to be prepared by or in consultation with the Planning Authority, in order to ensure appropriate integration of land-use and transport.</p>	Submission 102 – National Transport Authority (NTA)
Chapter 10 Urban development principles	CE-10-05	<p>In <b>Chapter 10 Urban development principles</b>, modify the last paragraph of <b>Section 10.4.3 Masterplanning urban extensions</b> as follows:</p> <p>Further guidance on the role, scope and content of masterplans may be obtained from the <i>Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (January 2024)</i> <i>Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns and Villages)</i> and the <i>accompanying Urban Design Manual – A Best Practice Guide</i> (DECLG, 2009), as well as from the UK documents <i>Creating Successful Masterplans</i> and <i>Getting the big picture right: A guide to large scale urban design</i> (Commission for Architecture and the Built Environment, 2004 and 2010, respectively).</p>	<p>Chief Executive's supplementary recommendations arising from the "Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>
Chapter 10 Urban development principles	CE-10-06	<p>In <b>Section 10.4.4 Connectivity – new circulation networks</b> (Chapter 10 Urban development principles, Volume 2) amend the third paragraph as follows:</p> <p>The main objective in designing new connections should be to create a grid. This can have either a regular or irregular shape, but it is important that each end of a street or path connects to others. Grid street networks are easy to understand and navigate, particularly for pedestrians and cyclists. They allow for easy orientation and minimize the distances between origins and destinations. This can result in shorter travel times and reduced congestion. <i>Pedestrians and cyclists can further benefit from filtered permeability, whereby links are provided for these modes only, thus offering a clear advantage over vehicular traffic.</i></p>	Submission 102 – National Transport Authority (NTA)
Chapter 10 Urban development principles	CE-10-07	<p>In <b>Chapter 10 Urban development principles</b>, amend the public realm objective O-PR-2 as follows:</p> <p><b>O-PR-2</b> As resources permit, prepare public realm strategies/schemes for the five Satellite Villages – Ballysadare, Collooney, Coolaney, Grange and Strandhill. <i>This objective shall also apply to Easky, a settlement with special coastal tourism functions with a substantial historic streetscape.</i></p>	Submission 133 – Debbie Ormiston on behalf of the Easky Enhancement Association

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 10 Urban development principles	CE-10-08	<p>In the <b>Zoning Matrix</b> (Chapter 10 in Volume 2 Urban development), under the CF zoning category, replace the “open to consideration” symbol with the “<b>not normally permitted</b>” symbol for the following use types:</p> <p><i>B&amp;B, car park, conference centre,, data centre, enterprise centre, enterprise live-work units, hair salon, hotel, light industry, offices over 100 sq.m, park-and-ride facility, public house, apartments, houses, Traveller accommodation, retail shop (comparison), veterinary surgery, waste recycling depot.</i></p>	Submission 184 – Office of the Planning Regulator (OPR)
Chapter 11 Sligo Town Plan	CE-11-01	<p>In <b>Chapter 11 Sligo Town, Section 11.3.1 Transport and mobility</b>, amend the strategic objective <b>SO-UR-1</b> as follows:</p> <p><b>SO-UR-1</b> Continue the upgrading and realignment of the N4/N15 from Hughes Bridge northwards to the County Boundary.</p>	Supplementary CE Recommendations on Transport
Chapter 11 Sligo Town Plan	CE-11-02	<p>In <b>Chapter 11 Sligo Town, Section 11.3.1 Transport and mobility</b>, amend the strategic objective <b>SO-UR-2</b> as follows:</p> <p><b>SO-UR-2</b> Complete the Eastern Garavogue Bridge and Approach Roads scheme during the life of the CDP 2024-2030.</p>	Supplementary CE Recommendations on Transport
Chapter 12 Ballymote Town Plan	CE-12-01	<p>In <b>Chapter 12 Ballymote Town Plan</b>, modify the last sentence of the <b>Urban design objective BM-UDO-3</b> as follows:</p> <p>The enhancements shall may include widening of footpaths and the provision of safe and comfortable crossing points, seating and planted/landscaped areas.</p>	Submission 30 - Padraic Boylan
Chapter 12 Ballymote Town Plan	CE-12-02	<p>In <b>Chapter 12 Ballymote Town Plan</b>, replace all occurrences of the name “O’Connell Street” with “Lord Edward Street” before the publication of the final, adopted CDP.</p>	Submission 53 - Keith Henry
Chapter 12 Ballymote Town Plan	CE-12-03	<p>In <b>Chapter 12 Ballymote Town Plan</b>, amend the <b>Transport and circulation objective BM-TCO-5</b> as follows:</p> <p><b>BM-TCO-5</b> Reserve the following indicative corridors and access points to allow development of vehicular, pedestrian and cycle routes, thereby facilitating the development of backland areas and the future expansion of the town:</p> <ul style="list-style-type: none"> <li>▪ a link road from the R-296 to the L1603;</li> <li>▪ a link road between the L-6106 and the L1502;</li> <li>▪ a link road between the R-293 and the health care centre.</li> </ul>	Submission 37 plus 23 other similar submissions

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 13 Enniscrone Town Plan	CE-13-01	<p>In Chapter 13 Enniscrone Town Plan, amend <b>Tourism objective EN-TOO-4</b> as follows:</p> <p><b>EN-TOO-4</b> Provide improved shelter, launching, berthing and boat parking at the Pier, including:</p> <ul style="list-style-type: none"> <li>• facilities for those participating in water sports;</li> <li>• facilities for universal access from the top of the Pier into the sea at the slipway;</li> <li>• universal access toilets and changing facilities for swimmers;</li> <li>• disabled parking facilities in the adjacent car park</li> </ul>	Submission 189 – Enniscrone Pier Improvement Steering Group
Chapter 13 Enniscrone Town Plan	CE-13-02	<p>In Chapter 13 Enniscrone Town Plan, amend <b>Traffic and circulation objective EN-TCO-10</b> as follows:</p> <p><b>EN-TCO-10</b> Reserve the following <b>indicative</b> corridors to allow development of vehicular, pedestrian and cycle routes, thereby facilitating the development of backland areas and the future expansion of the town:</p> <p>A. a new link road to the south of the R-297, between the L-2602 (at Frankford) and the R-297 (at Muckduff) – to preserve the future development potential of these lands.</p> <p>B. a new link road from the Fire Station to the Waterpoint – to provide an alternative route between Pier Road and the east of the town, with the purpose of relieving congestion on Main Street and the development of backlands.</p>	
Chapter 14 Tobercurry Town Plan	CE-14-01	<p>In Chapter 14 Tobercurry Town Plan, <b>Section 14.1.4 Transport and mobility</b>, amend the <b>second paragraph</b> under the heading <b>National Road N-17 (Sligo to Galway)</b> as follows:</p> <p><b>Transport Infrastructure Ireland (TII) has approved the construction of a bypass for Tobercurry</b> As part of a comprehensive realignment of the N-17, <b>The an</b> emerging Preferred Transport Corridor <b>was</b> identified in February 2023. <b>This corridor bypasses Tobercurry on its western side and no longer dissects the built-up area of Tobercurry.</b></p>	Supplementary CE Recommendations on Transport
Chapter 14 Tobercurry Town Plan	CE-14-02	<p>In Chapter 14 Tobercurry Town Plan, <b>Section 14.4 Specific development objectives</b>, include an additional <b>Transport and circulation objective</b> as follows:</p> <p><b>Sligo Greenway</b></p> <p><b>TY-TCO-11</b> Ensure that development does not interfere with any route corridor option / preferred route corridor for the Sligo Greenway (Collooney to Bellaghy), when selected.</p>	Supplementary CE Recommendations on Transport
Chapter 15 Ballysadare Village Plan	CE-15-01	<p>In Chapter 15 Ballysadare Village Plan, <b>Section 15.1 Village profile</b>, include the following additional text in the <b>Village Assets</b> table, under the heading <b>Social infrastructure – other assets</b>:</p> <p>Playground, a viewing platform and walkway along the river, Avena leisure centre, post office, several crèches, new burial ground, <b>outdoor recreational routes such as the Union Rock, Oakwood and Mountain Access trails and their connection to the Sligo Way.</b></p>	Supplementary CE Recommendations on Transport

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 15 Ballysadare Village Plan	CE-15-02	In Chapter 15 Ballysadare Village Plan, Section 15.3.3 Transport, circulation and parking, include an additional objective as follows:  G. Seek to improve the active travel facilities along the national primary route N59 within the 60kph extents of the village".	Supplementary CE Recommendations on Transport
Chapter 15 Ballysadare Village Plan	CE-15-03	In Chapter 15 Ballysadare Village Plan, show the LTP-proposed cycle routes on the additional Ballysadare Objectives Map recommended by the Chief Executive.	Submission 184 – Office of the Planning Regulator (OPR)
Chapter 16 Collooney Village Plan	CE-16-01	Amend the Village Assets table in Section 16.1 as follows:  Water supply Sourced from Lough Gill through the Sligo Town and Environs Water Supply	Submission 119 – Uisce Éireann (UE)
Chapter 16 Collooney Village Plan	CE-16-02	In Chapter 16 Collooney Village Plan, Section 16.1 Village profile, include the following additional text in the Village Assets table, under the heading Social infrastructure – 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.	Supplementary CE Recommendations on Transport
Chapter 16 Collooney Village Plan	CE-16-03	In Chapter 16 Collooney Village Plan, Section 16.3.3 Transport, circulation and parking, include an additional objective G (re-numbering existing G as objective H) as follows:  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".	Supplementary CE Recommendations on Transport
Chapter 16 Collooney Village Plan	CE-16-04	In Section 16.3.3.Transport, circulation and parking, insert an additional objective under as follows:  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.	Submission 184 – Office of the Planning Regulator (OPR)
Chapter 16 Collooney Village Plan	CE-16-05	In Chapter 16 Collooney Village Plan, show the LTP-proposed cycle routes on the additional Collooney Objectives Map recommended by the Chief Executive.	Submission 184 – Office of the Planning Regulator (OPR)
Chapter 18 Grange Town Plan	CE-18-01	In Chapter 18 Grange Village Plan, Section 18.3.3 Transport and circulation, amend objective B as follows:  B. Ensure that development does not interfere with the preferred route corridor for the N-15 (Sligo to County Boundary Realignment) and its associated link to the east of the village.	Supplementary CE Recommendations on Transport

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 18 Grange Town Plan	CE-18-02	In <b>Section 18.3.3 Transport and circulation</b> (Chapter 18 Grange Village Plan), insert an additional objective as follows:  C. Require the provision of a footpath along the L-3203 (Grange–Streedagh Road) to serve the zoned lands on the southern side of this road, in conjunction with the development of these lands.	Submission 132 – Brendan Ward
Chapter 18 Grange Town Plan	CE-18-03	In <b>Chapter 18 Grange Village Plan, Section 18.3.3 Transport and circulation</b> , include an additional <b>objective D</b> as follows:  D. Provide a segregated (where feasible) active travel facility and designated crossing points in Grange village. Portions of the active travel facility will be required to be provided in conjunction with any development of adjoining lands.	Supplementary CE Recommendations on Transport
Chapter 19 Strandhill Village Plan	CE-19-01	In <b>Chapter 19 Strandhill Village Plan, Section 19.3.5 Transport, circulation and parking</b> , include an additional objective as follows:  E. Investigate the feasibility of a walking/cycling route from the Top Road to the Golf Club Road/Primary School.	Submission 98 – David Cullen
Chapter 19 Strandhill Village Plan	CE-19-02	In <b>Chapter 19 Strandhill Village Plan</b> , show the <b>LTP-proposed cycle routes</b> on the additional <b>Strandhill Objectives Map</b> recommended by the Chief Executive.	Submission 184 – Office of the Planning Regulator (OPR)
Chapter 19 Strandhill Village Plan	CE-19-03	In <b>Chapter 19 Strandhill Village Plan</b> , amend <b>Section 19.1 Village profile</b> by including the <b>following</b> additional text:  <b>Strandhill Golf Club</b>  The Strandhill Golf Club includes an 18-hole links course, practice facilities and a substantial clubhouse. The Golf Club functions as a key community facility for the local area but also as an important tourism asset for the regio	Submission 166 – Strandhill Golf Club
Chapter 20 Easky Town Plan	CE-20-01	In <b>Chapter 20 Easky Village Plan</b> , amend the <b>Tourism development objective</b> in <b>Section 20.3.6.A</b> as follows:  Support the development of a small-scale tourist facility on lands in the vicinity of Roslea Castle, including the enhancement of the existing car parking area., subject to the <b>preparation of a Conservation Management Plan for Roslea Castle and surrounding area, as resources permit. The Conservation Management Plan should include guidance to inform the implementation of this objective.</b>	Submission 133 – Debbie Ormiston on behalf of the Easky Enhancement Association
Chapter 22 Rosses Point village Plan	CE-22-01	In <b>Chapter 22 Rosses Point Village Plan</b> , show the <b>LTP-proposed cycle routes</b> on the additional <b>Rosses Point Objectives Map</b> recommended by the Chief Executive.	Submission 184 – Office of the Planning Regulator (OPR)

## Chief Executive's recommendations for amendments to **Volume 3 General Policies** of the Draft Sligo CDP 2024-2030

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 23 Landscape character	CE-23-01	<p>Include an additional landscape character protection objective as follows:</p> <p><b>O-LCP-3</b> Prepare an updated Landscape Character Assessment for County Sligo in conjunction with the forthcoming Renewable Energy Strategy (refer to objective O-REN-1 in Chapter 31).</p>	Submission 184 – Office of the Planning Regulator (OPR)
Chapter 23 Landscape character	CE-23-02	<p>In <b>Chapter 23 Landscape Character</b>, include an additional <b>objective</b> as follows:</p> <p><b>O-LCP-4</b> Investigate the feasibility and potential of North Sligo (Benbulbin and its hinterland) and Lough Arrow as National Parks / National Recreation Areas in conjunction with the National Parks and Wildlife Service (NPWS) and other relevant stakeholders.</p>	Submission 180 – Councillor Donal Gilroy
Chapter 24 Natural Heritage	CE-24-01	<p>In <b>Section 24.6 Water quality (Chapter 24 Natural heritage)</b>, amend the Water quality policy P-WQ-4 as follows:</p> <p><b>P-WQ-4</b> Prohibit any development which is likely to lead to the deterioration of <b>the status of any water body</b> (water quality).</p>	Submission 119 – Uisce Éireann (UE)
Chapter 24 Natural Heritage	CE-24-02	<p>In <b>Chapter 24 Natural heritage, Section 24.6.1 Water Framework Directive</b>, modify the percentages in the last two paragraphs as follows:</p> <p>In terms of river water quality in County Sligo and based on monitoring carried out for the period 2013-2018, 16% of rivers are classified at <b>high</b> status, 54% are at <b>good</b> status, 18% are at <b>moderate</b> status and 11% are classified at <b>poor</b> status.</p> <p>2016-2021, 18% of rivers are classified at <b>high</b> status, 48% are at <b>good</b> status, 23% are at <b>moderate</b> status and 11% are classified at <b>poor</b> status.</p> <p>Among the County's lakes, 15% are classified at <b>high</b> status, 23% are at <b>good</b> status, 23% at <b>moderate</b> status, with 8% classified at <b>bad</b> status.</p>	Supplementary CE recommendations on Water Quality

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		<p>Among the County's lakes, 15% are classified at <b>high</b> status, 38% are at <b>good</b> status, 31% at <b>moderate</b> status, with 8% classified at poor and 8% at bad status.</p> <p>In 2022, 31% of lakes within the County did not have an official status classification. Unassigned water bodies will gradually receive a status classification as the national monitoring programme is expanded.</p>	
Chapter 24 Natural Heritage	CE-24-03	<p>In Chapter 24 Natural heritage, Section 24.6.3 Quality of estuarine and coastal waters, modify the text as follows:</p> <p>24.6.3 Quality of estuarine and coastal waters</p> <p>Sligo County Council must ensure that planning and development policies take due account of the provisions of the WFD and water quality protection measures detailed in the National River Basin District Management Plan and the European Communities (Quality of Shellfish Waters) Regulations 2006 in order to maintain the existing water quality status in estuarine and coastal waters.</p> <p>The principal estuarine, transitional, and coastal waters which may be impacted by the plan include Sligo, Drumcliff and Ballysadare Bays and their respective estuaries. Killala Bay also borders the western perimeter of County Sligo.</p> <p>The EPA data for the monitoring period 2013-2018 indicate that the Garavogue and Ballysadare Estuaries are classified at <b>moderate</b> status, Drumcliff and Easky Estuaries are classified at <b>high</b> status, while Portavaud West did not have an assigned status. 2016-2021 indicate that the Garavogue, Moy, and Ballysadare Estuaries are classified at <b>moderate</b> status, Easky Estuary is classified at Good Status, while Drumcliff does not have an assigned status at the present time.</p> <p>Sligo Bay and Killala Bay are classified at <b>good</b> status, while Donegal Bay Southern is classified at <b>high</b> status.</p> <p>Sligo Bay is currently classified at Moderate status, while Killala Bay and Donegal Bay Southern are classified at good status and <b>high</b> status respectively.</p> <p>In general, 33% of transitional waters are classified at <b>high</b> status, 50% at <b>moderate</b> status and 17% do not have an official status assigned. In terms of coastal water quality, 33% of waters are classified at <b>high</b> status, 33% are classified at <b>good</b> status and 33% do not have an official status assigned.</p>	Supplementary CE recommendations on Water Quality

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		<p>In general terms, 17% of transitional waters are classified at good status, 50% at <i>moderate</i> status and 33% do not have an official status assigned at the present time. In terms of coastal water quality, 33% of waters are classified at <i>high</i> status, and 67% are classified at moderate status.</p> <p>Drumcliff Bay and Sligo Bay are designated as shellfish waters in accordance with the European Communities (Quality of Shellfish Waters) Regulations 2006 (implemented as S.I. No. 268 of 2006), but policies for the protection of shellfish waters are now incorporated into the RBMP.</p>	
Chapter 24 Natural Heritage	CE-24-04	<p>In Chapter 24 Natural heritage, Section 24.6.4 Quality of estuarine and coastal waters, modify the first two paragraphs as follows:</p> <p>24.6.4 River water quality</p> <p>The ongoing national water quality monitoring programme (for rivers, lakes, groundwater, transitional waters and coastal waters) is undertaken jointly by the EPA and local authorities with additional input from a range of <i>other</i> state agencies. The EPA sampling programme is generally carried out over a three-year cycle with associated publication of updated water quality status information.</p> <p>The Environmental protection Agency is the designated body under national water policy regulations for assigning water quality status to waters. The most recent EPA published data on river water quality in County Sligo relates to the period 2013 -2018 2016 -2021. The report indicates ... etc.</p>	Supplementary CE recommendations on Water Quality
Chapter 24 Natural Heritage	CE-24-05	<p>In Chapter 24 Natural heritage, Section 24.6.5 Lake water quality, modify the second paragraph as follows:</p> <p>24.6.5 Lake water quality</p> <p>....</p> <p>Based on 2013-2018 monitoring data, Glencar Lake, Lough Gara, Lough Arrow and Lough Gill are classified at <i>moderate</i> status. Lough Talt and Lough Easkey are classified at <i>good</i> status. Templehouse Lake is classified at <i>bad</i> status while Lough Dargan, Lough Labe and Cloonacleigha Lough have no status assigned.</p> <p>Based on 2016-2021 monitoring data, Glencar Lake, Lough Arrow, Lough Easkey and Lough Talt are classified at good status. Lough Gara, Clooncleigha Lough, Lough Labe, and Lough Dargan are classified at moderate status, while Templehouse Lake and Lough Gill are classified at <i>bad</i> status and poor status respectively.</p>	Supplementary CE recommendations on Water Quality

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference																								
Chapter 24 Natural Heritage	CE-24-06	<p>In Chapter 24 Natural heritage, Section 24.6.5 Lake water quality, modify the Table 24.1 as follows:</p> <p><b>Table 24.1 Status of WFD-monitored lakes in County Sligo</b></p> <table border="1" data-bbox="1026 495 2139 1419"> <thead> <tr> <th data-bbox="1026 495 1255 625">Lake</th> <th data-bbox="1255 495 1697 625">2013-2018 2016-2021</th> <th data-bbox="1697 495 2139 625">2013-2018 2016-2021</th> </tr> </thead> <tbody> <tr> <td data-bbox="1026 625 1255 737">Arrow</td> <td data-bbox="1255 625 1697 737"><i>good</i></td> <td data-bbox="1697 625 2139 737"><i>Moderate good</i></td> </tr> <tr> <td data-bbox="1026 737 1255 848">Easky</td> <td data-bbox="1255 737 1697 848"><i>Good high</i></td> <td data-bbox="1697 737 2139 848"><i>good</i></td> </tr> <tr> <td data-bbox="1026 848 1255 959">Gara</td> <td data-bbox="1255 848 1697 959"><i>moderate</i></td> <td data-bbox="1697 848 2139 959"><i>moderate</i></td> </tr> <tr> <td data-bbox="1026 959 1255 1071">Gill</td> <td data-bbox="1255 959 1697 1071"><i>good</i></td> <td data-bbox="1697 959 2139 1071"><i>Moderate poor</i></td> </tr> <tr> <td data-bbox="1026 1071 1255 1182">Kilsellagh</td> <td data-bbox="1255 1071 1697 1182"><i>Good high</i></td> <td data-bbox="1697 1071 2139 1182"><i>good</i></td> </tr> <tr> <td data-bbox="1026 1182 1255 1293">Talt</td> <td data-bbox="1255 1182 1697 1293"><i>Good high</i></td> <td data-bbox="1697 1182 2139 1293"><i>good</i></td> </tr> <tr> <td data-bbox="1026 1293 1255 1419">Templehouse</td> <td data-bbox="1255 1293 1697 1419"><i>Good moderate</i></td> <td data-bbox="1697 1293 2139 1419"><i>bad</i></td> </tr> </tbody> </table> <p>Source: EDEN (EPA's Environmental Data Exchange Network, <a href="https://wfd.edenireland.ie/data">https://wfd.edenireland.ie/data</a>)</p>	Lake	2013-2018 2016-2021	2013-2018 2016-2021	Arrow	<i>good</i>	<i>Moderate good</i>	Easky	<i>Good high</i>	<i>good</i>	Gara	<i>moderate</i>	<i>moderate</i>	Gill	<i>good</i>	<i>Moderate poor</i>	Kilsellagh	<i>Good high</i>	<i>good</i>	Talt	<i>Good high</i>	<i>good</i>	Templehouse	<i>Good moderate</i>	<i>bad</i>	Supplementary CE recommendations on Water Quality
Lake	2013-2018 2016-2021	2013-2018 2016-2021																									
Arrow	<i>good</i>	<i>Moderate good</i>																									
Easky	<i>Good high</i>	<i>good</i>																									
Gara	<i>moderate</i>	<i>moderate</i>																									
Gill	<i>good</i>	<i>Moderate poor</i>																									
Kilsellagh	<i>Good high</i>	<i>good</i>																									
Talt	<i>Good high</i>	<i>good</i>																									
Templehouse	<i>Good moderate</i>	<i>bad</i>																									
Chapter 24 Natural Heritage	CE-24-07	<p>In Chapter 24 Natural heritage, Section 24.6.6 Lake water quality, modify the second and fourth paragraphs as follows:</p> <p>24.6.6 Groundwater quality</p> <p>...</p> <p>Discharges to groundwater are subject to the European Communities (EC) Environmental Objectives (Groundwater) Regulations, which were transposed into Irish Law as Statutory Instrument No. 9 of 2010 (S.I. No. 9 of 2010). Under Regulation 4 of the Groundwater Regulations,</p>	Supplementary CE recommendations on Water Quality																								

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		<p>a duty is placed on public authorities to promote compliance with the requirements of the regulations and to take all reasonable steps to prevent or limit the input of pollutants into groundwater and prevent the deterioration of the status of all bodies of groundwater. <a href="#">Further amendments to the above regulations have been made under S.I. no. 389 of 2011, S.I. no. 149 of 2012 and S.I. no. 366 of 2016.</a></p> <p>...</p> <p>In the most recent groundwater assessment issued by the Environmental Protection Agency, based on data recorded during the period 2013-2018 <a href="#">2016-2021</a>, all groundwater within County Sligo is classified at <b>good</b> status, which must be protected and maintained by the Council.</p>	
Chapter 24 Natural Heritage	CE-24-08	<p>In <b>Chapter 24 Natural heritage, Section 24.6.7 Blue Dot Catchments Programme</b>, modify the first paragraph as follows:</p> <p>24.6.7 Blue Dot Catchments Programme</p> <p>One of the key measures of the RBMP 2018-2021 <a href="#">and in the National River Basin Management Plan 2022-2027</a> is the setting up of the Blue Dot Catchments Programme to address the decline in <b>high</b> status water bodies. This is meant to ensure ... etc.</p>	Supplementary CE recommendations on Water Quality
Chapter 24 Natural Heritage	CE-24-09	<p>In <b>Chapter 24 Natural heritage</b>, insert <b>additional text</b> in <b>Section 24.1 Biodiversity</b>, as follows:</p> <p><a href="#">The fourth National Biodiversity Action Plan (NBAP) states that 85% of EU protected habitats are in unfavourable status, with almost half in decline. Over half of Ireland's plants and wintering bird species are declining, and 30% of bee species are threatened with extinction. Protecting and restoring nature requires commitment across all sectors and organisations.</a></p> <p><a href="#">Local Authorities play a key role in biodiversity conservation and will aim to fully integrate it into their policies, plans and actions, thus contributing to the implementation of the EU Biodiversity Strategy and EU Nature Restoration Law.</a></p> <p><a href="#">New development should contribute to the enhancement and restoration of biodiversity by demonstrating a site-specific <b>biodiversity net gain</b> as part of the planning process. Where the site has no biodiversity value, new developments should create new habitat, with a focus on species of local and regional significance, as outlined within the <b>County Sligo Biodiversity Action Plan.</b></a></p>	Submission 124 – Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage (DHLGH)

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 24 Natural Heritage	CE-24-10	<p>In <b>Chapter 24 Natural heritage</b>, insert an additional Biodiversity policy, as follows:</p> <p><b>P-BD-7</b> Require development proposals on sites of 0.5 ha and over to demonstrate a <b>site-specific biodiversity net gain (BNG)</b>, indicating how the approach to development will leave the natural environment in a measurably better state than it was beforehand. The same approach will be encouraged, although not required, on sites under 0.5 ha.</p> <p>The <b>biodiversity net gain (BNG)</b> shall consist of the enhancement and restoration of existing habitats or by the creation of new areas for wildlife, where the biodiversity value of the site is low or non-existent (e.g. certain brownfield sites).</p>	Submission 124 – Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage (DHLGH)
Chapter 24 Natural Heritage	CE-24-11	<p>In <b>Chapter 24 Natural heritage, Section 24.1 Biodiversity</b>, insert a new subsection, as follows:</p> <p><b>24.1.5 Artificial lighting at night</b></p> <p>Artificial lighting is invaluable to businesses, homes, roads and recreation. Where used inappropriately or excessively, however, it causes light pollution, which alters the natural night light levels for humans, animals and plants, with adverse effects on the environment, health, biodiversity and climate both through individual development and cumulative impact.</p> <p>Light pollution can unbalance the migratory, nocturnal and reproductive activity of animals, negatively impact insects and pollinators, bats, birds and fish, and disrupts natural plants growth. Over 50% of Ireland's invertebrates and 30% of vertebrates are nocturnal and need natural darkness. Lighting on hedgerows, road verges tree lines and riverbanks and waterways represents a barrier to wildlife and can restrict the passage of bats and fish.</p> <p>The widespread use of LEDs has resulted in high levels of blue-rich light negatively impacting ecology, human health and sleep patterns, while cloudy skies exacerbate light pollution further by reflecting light pollution back to the ground.</p> <p>There shall be a strong presumption against new lighting in naturally dark areas with a commitment to preserve and protect existing dark sky areas.</p>	Submission 124 – Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage (DHLGH)
Chapter 24 Natural Heritage	CE-24-12	<p>In <b>Chapter 24 Natural heritage, Section 24.1 Biodiversity</b>, insert three <b>Artificial lighting at night policies</b> as follows:</p> <p><b>Artificial lighting at night - policies</b></p>	Submission 124 – Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage (DHLGH)

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		<p><b>P-ALAN-1</b> Ensure that artificial lighting of public buildings and car parking areas is used only when necessary, with dark-sky friendly lighting and design. New developments shall eliminate or mitigate for potential light pollution.</p> <p><b>P-ALAN-2</b> Where artificial lighting must be used, require developments to avoid glare and light trespass on adjacent natural areas such as hedgerows, road verges, tree lines, wetlands and river corridors, using shields and appropriate lighting design.</p> <p><b>P-ALAN-3</b> Require proposals for floodlighting of playing fields/pitches to include lighting schemes with measures to mitigate for light pollution through timing and the use of shielding. All schemes shall comply with the guidance within the Institution of Lighting Professionals (ILP) Guidance Note (GN01-2021) The Reduction of Obtrusive Light.</p>	
Chapter 24 Natural Heritage	CE-24-13	<p>In Chapter 24 Natural heritage, Section 24.1 Biodiversity, insert a new <b>Artificial lighting at night objective</b>, as follows:</p> <p><b>Artificial lighting at night - objective</b></p> <p><b>O-ALAN-1</b> Develop a <b>County Lighting Strategy</b> during the life of the development plan. The Strategy will include the adoption of Environmental Lighting Zones to ensure that the appropriate lighting levels are used in each zone, with protection for identified dark areas.</p>	Submission 124 – Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage (DHLGH)
Chapter 24 Natural Heritage	CE-24-14	<p>In Chapter 24 Natural heritage, Section 24.1 Biodiversity, amend the <b>Biodiversity policy P-BD-4</b> as follows:</p> <p><b>P-BD-4</b> Minimise adverse impacts of proposed developments on existing habitats (whether designated or not) by including mitigation and/or compensation measures as appropriate. <b>This shall comprise the retention and enhancement of all possible existing habitats, vegetation and breeding sites in the early design stages of the development.</b></p>	Submission 124 – Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage (DHLGH)
Chapter 24 Natural Heritage	CE-24-15	<p>In Chapter 24 Natural heritage, Section 24.1 Biodiversity, add a new <b>Biodiversity policy P-BD74</b> as follows:</p> <p><b>P-BD-7</b> Where buildings are proposed to be restored or demolished/replaced, the applicants/developers shall check for the presence of protected wildlife species and follow the protocols set out in the Heritage Council's guidelines "Wildlife in Buildings – Linking Our Built and Natural Heritage" (<a href="https://www.heritagecouncil.ie/content/files/Wildlife-in-Buildings-linking-our-built-and-natural-heritage.pdf">https://www.heritagecouncil.ie/content/files/Wildlife-in-Buildings-linking-our-built-and-natural-heritage.pdf</a>)</p>	Submission 124 – Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage (DHLGH)

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 24 Natural Heritage	CE-24-16	<p>In <b>Chapter 24 Natural heritage, Section 24.1.3 Nature conservation outside of designated sites</b>, amend the wording of policy P-NCODS-4 as follows:</p> <p><b>P-NCODS-4</b> Applications for development <b>that is likely to have significant impact on natural habitats or species may be required to shall</b> be accompanied by an Ecological Impact Assessment (EclA), to ensure that such proposed development will not affect the integrity and conservation value of important biodiversity sites.</p>	Submission 124 – Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage (DHLGH)
Chapter 25 Built Heritage	CE-25-01	<p>In <b>Chapter 25 Built Heritage, Section 25.3 Architectural heritage</b>, add the following set of policies, including the (relocated and reformulated) P-VH-7:</p> <p><b>Historic settlements policies</b></p> <p><b>P-HS-1</b> Seek the retention of surviving street layout, historic building lines, traditional plot sizes/widths in the villages and towns of Sligo where these derive from medieval or earlier origins, and incorporate ancient boundaries or layouts, such as burgage plots and townland boundaries, into any re-developments.</p> <p><b>P-HS-2</b> Require the preservation in-situ of significant medieval masonry remains found during the course of development works and, where practicable, support the presentation of such remains as part of the completed development.</p> <p><b>P-HS-3</b> Secure the preservation in-situ of surviving above-ground urban medieval and 16th/17th century structures, by ensuring that any permitted development does not result in the loss of such remains which may survive within buildings which are, or appear to be, of later date.</p> <p><b>P-HS-4</b> Consider excluding basement developments in archaeologically sensitive areas, particularly in urban Zones of Archaeological Potential and where there are buried waterlogged deposits.</p>	Submission 124 – Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage (DHLGH)
Chapter 26 Residential development	CE-26-01	<p>In <b>Chapter 26 Residential development</b>, modify the text of <b>Section 26.1.2 Residential density</b> as follows:</p> <p>26.1.2 Residential density</p>	Chief Executive's supplementary recommendations arising from the "Sustainable Residential Development and Compact Settlements

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		<p>A key objective of the NPF and RSES is to promote the compact growth of towns and villages. One way of achieving this is by increasing the density of development in existing built-up areas and new urban extensions.</p> <p>Residential densities for different types of areas in towns and villages are specified in the statutory (Section 28) <a href="#">guidelines for planning authorities on Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (January 2024)</a>.</p> <p><b>Section 3.2.6 in Volume 1 of this Plan indicates</b> the applicable density ranges in the County's towns and villages as follows:</p> <p><b>Sligo Town</b> - apply the higher-density range (50-150 units/ha) in areas zoned TC1 and TC2, and the lower-density range in all other areas, unless site-specific reductions are necessary.</p> <p><b>Ballymote, Enniscrone, Tobercurry, Ballysadare, Collooney and Strandhill</b> - applicable densities range from 25 to 40 units/ha at the edges, while in the central areas new development "should respond positively to the scale, form and character of existing development, and to the capacity of services and infrastructure".</p> <p><b>All other zoned settlements</b> - No residential density range is recommended. The density of development at such locations should respond in a positive way to the established context.</p> <p><a href="#">Sustainable Residential Development in Urban Areas, issued in 2009</a>. These densities range from 35-50 dwellings per hectare (net) in larger towns such as Sligo, to 15-20 units/ha at the edge of small towns or villages.</p> <p>However, the NPF also acknowledges that there is a need for more proportionate and tailored approaches to residential development. The <i>Circular Letter NRUP 02/2021</i> clarifies that "it is necessary to adapt the scale, design and layout of housing in towns and villages, to ensure that suburban or high density urban approaches are not applied uniformly and that development responds appropriately to the character, scale and setting of the town or village".</p> <p>Planning authorities are advised to apply a "graduated and responsive, tailored approach to the assessment of residential densities".</p> <p>The density ranges set out in Section 3.3 of the SRDCS Guidelines should be refined, based on consideration of centrality, and accessibility to services and public transport, settlement character, amenity and the natural environment. Section 3.3.6 of the Guidelines lists</p>	<p>Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>

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		<p>exceptional situations where very high densities (over 300 units/ha) would be open to consideration, or where lower densities would be acceptable (on very small infill sites, to protect the amenities of surrounding properties).</p> <p>Having regard to the <i>Sustainable Residential Development and Compact Settlements Guidelines (2024) NPF, Sustainable Residential Development Guidelines (2009) and subsequent Circular Letter (2021)</i>, the Planning Authority will determine the appropriate residential density for each development proposal by considering the following:</p> <ul style="list-style-type: none"> <li>a. the settlement category, based on the criteria set in Section 3.3 of the Guidelines;</li> <li>b. the type of area, based on the descriptions detailed in Section 3.3 of the Guidelines (e.g. centre, urban neighbourhood, suburban/edge/urban extension);</li> <li>c. the recommended density range for the area;</li> <li>d. the appropriate density, refined in accordance with the criteria set out in Section 3.4 of the Guidelines: <ul style="list-style-type: none"> <li>• proximity and accessibility to services and public transport (high-capacity public transport node or interchange; accessible location; intermediate location; peripheral location);</li> <li>• local character, historic environment (built and landscape heritage), existing residential amenity and the natural environment;</li> </ul> </li> </ul> <ul style="list-style-type: none"> <li>a. the size and character of the town or village, and its general pattern of development;</li> <li>b. the site's location in relation to the town/village centre and the range of residential densities in the surrounding area;</li> <li>b. the capacity of the infrastructure to serve the demands of the proposed development;</li> <li>c. streetscape, topography, landscape and other features of the site;</li> <li>d. design quality and the resulting levels of amenity.</li> </ul>	
Chapter 26 Residential development	CE-26-02	In Chapter 26 Residential development, Section 26.1.3 Design and layout of housing developments, modify the text under the heading <b>Statutory guidance</b> as follows:	Chief Executive's supplementary recommendations arising

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		<p>The <i>Sustainable Residential Development and Compact Settlements Guidelines (2024)</i> 2009 statutory guidelines on <i>Sustainable Residential Development in Urban Areas (Cities, Towns and Villages)</i> and the accompanying <i>Urban Design Manual (2009)</i> provide the basis on which planners, designers and developers can translate the concept of sustainable living into reality.</p> <p>The height of new buildings and the design of new apartments were the subject of two further sets of ministerial guidelines issued under Section 28 of the Planning and Development Act, in December 2018 and December 2020 July 2023 respectively.</p> <p>The <i>Circular Letter NRUP 02/2021</i> brought further details and clarifications on the application of previously issued guidance. All these guidelines form the basis on which the Planning Authority assesses applications for housing developments in towns and villages (refer also to Section 33.3 and 33.4 in the <b>Development Management Standards</b>).</p>	<p>from the "Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>
Chapter 26 Residential development	CE-26-03	<p>In Chapter 26 Residential development, Section 26.1.6 Design Statement for multi-unit residential developments, insert two additional items as follows:</p> <p>26.1.6 Design Statement for multi-unit residential developments</p> <p>Designers and developers of multi-unit residential developments will be required to submit a Design Statement as part of the planning application (refer to P-UHD-1). The Design Statement must demonstrate how the architects, urban designers and engineers have complied with statutory guidelines and with the design guidance for urban development set out in <b>Chapter 33 (Development Management Standards) of this Plan</b>. The Statement shall address the following:</p> <ol style="list-style-type: none"> <li>1. Justification of proposed residential density (refer to P-UHOU-2)</li> <li>2. House types, design and mix, where applicable (refer to P-UHOU-4)</li> <li>3. Relationship between the scheme layout and the surrounding built environment</li> <li>4. Circulation, parking and connectivity to surrounding areas, both existing and future</li> <li>5. Design of streets, footpaths, cycle paths and public areas</li> <li>6. Communal/public open space design and landscaping</li> <li>7. Universal design and age-friendly provisions (refer to Age-friendly housing policies)</li> <li>8. Mix and distribution of uses (refer to SRDCS Guidelines, Section 4.4(ii))</li> </ol>	<p>Chief Executive's supplementary recommendations arising from the "Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>

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		9. <a href="#">Green and blue infrastructure (refer to SRDCS Guidelines, Section 4.4(iii))</a>	
Chapter 26 Residential development	CE-26-04	<p>In <b>Chapter 26 Residential development</b>, Urban Housing policies, p.44, amend P-UHOU-2 as follows:</p> <p><b>P-UHOU-2</b> Ensure that appropriate densities are achieved in appropriate locations and circumstances, in accordance with the principles set out in the <i>Sustainable Residential Development and Compact Settlements Guidelines (2024) Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas</i> and the <i>Urban Design Manual: A Best Practice Guide</i> (DEHLG, 2009), <i>Urban Development and Building Height Guidelines for Planning Authorities</i> (2018), <i>Circular Letter NRUP 02/2021</i> and any subsequent statutory guidance.</p>	<p>Chief Executive's supplementary recommendations arising from the "Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>
Chapter 26 Residential development	CE-26-05	<p>In <b>Chapter 26 Residential development</b>, amend the title and add text to <b>Section 26.2.1</b> as follows:</p> <p>26.2.1 Voluntary, <b>and</b> cooperative <b>and</b> cost-rental housing</p> <p>Voluntary and cooperative housing ... etc. ...</p> <p><b>Cost Rental housing</b></p> <p>"Cost Rental" is a new form of rental tenure designed to assist people who face significant affordability challenges meeting high rents in the private sector. Under the Cost Rental model, rents for homes are set to cover only the cost of financing, building, managing and maintaining the homes. State subventions can be used in order to reduce the initial capital cost and make this starting cost rent more affordable. As schemes become available, prospective tenants can apply through an Approved Housing Body, the Local Authority, or the Land Development Agency, depending on who is administering the scheme. The LDA is committed to the delivery of quality, cost-rental homes at scale, and can effectively assist in achieving the targets specified in Chapter 6 Housing delivery strategy.</p>	Submission 68 – Land Development Agency (LDA)
Chapter 26 Residential development	CE-26-06	<p>In <b>Chapter 26 Residential development, Urban Housing policies</b>, amend P-AFH-5 as follows:</p> <p><b>P-AFH-5</b> In the case of apartment developments, ensure that <b>50 25</b> % of units in any development comprising apartments exceed the specifications of <i>Universal Design Guidelines for homes in Ireland</i> (National Disability Centre for excellence in Universal Design) and are suitable for older people / mobility impaired people.</p>	Supplementary CE recommendations – miscellaneous issues

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 26 Residential development	CE-26-07	<p>In Chapter 26 Residential development, Section 26.2.1, amend the voluntary and cooperative housing policy as follows:</p> <p><b>Voluntary, cooperative and cost-rental housing policy</b></p> <p><b>P-VCCCR-HOU-1</b> Assist voluntary and non-profit cooperative housing associations, as well as the Land Development Agency, in the provision of affordable housing and encourage a more active involvement of these sectors in the housing market.</p>	Submission 68 – Land Development Agency (LDA)
Chapter 26 Residential development	CE-26-08	<p>In Chapter 26 Residential development, Section 26.3 Housing for persons with diverse needs, include the following additional text:</p> <p><b>26.3.4 Student accommodation</b></p> <p>In April 2022, IT Sligo, GMIT and Letterkenny IT merged to form the Atlantic Technological University (ATU). ATU Sligo, comprising St Angela's College and the former IT Sligo, had a combined enrolment of 10,200 students (8,600 and 1,600 respectively) for the academic year 2022/23. There are seven purpose-built student villages serving these students, all are within a short walking distance of the colleges, with over 2,000 bed spaces available.</p> <p>While many students commute to college from outside Sligo Town and even County, demand for accommodation in the private rented sector is strong. Given future growth in student numbers, ATU Sligo will continue to represent a significant part of the demand for private rented accommodation in Sligo town. This demand can be met either on-campus or in its vicinity, on lands zoned for residential and mixed uses. Sligo County Council will support the provision of student accommodation both on campus and off campus.</p>	Submission 103 – North West Regional Assembly (NWRA)
Chapter 26 Residential development	CE-26-09	<p>In Chapter 26 Residential development, Section 26.4 Housing in rural areas (p. 53 in Volume 3 of the Draft Plan), modify the fourth paragraph under the main heading as follows:</p> <p>Applications for individual houses outside towns and villages will be assessed based on the strategic rural settlement policies set out in Chapter 5 of this Plan, Section 5.5 Strategy for Rural Settlement, and – where applicable – with respect to their compliance with the national roads policy P-NR-1 (Chapter 29 Transport infrastructure), which seeks to protect the traffic carrying capacity of national roads.</p>	Submission 184 – Office of the Planning Regulator (OPR)
Chapter 26 Residential development	CE-26-10	<p>In Chapter 26 Residential development, Section 26.5 Miscellaneous housing provisions, amend the Holiday home development policy P-HHD-1 as follows:</p> <p><b>P-HHD-1</b> Direct proposals for multi-unit holiday home developments into existing serviced settlements, particularly those with special coastal tourism functions subject to</p>	Submission 119 – Uisce Éireann (UE)

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		adequate wastewater treatment and water supply capacity.	
Chapter 26 Residential development	CE-26-11	<p>In Chapter 26 Residential development, Section 26.5.2 Vacant housing (Chapter 26 Residential development, Volume 3), modify policy P-VHOU-2 as follows:</p> <p><b>P-VHOU-2</b> Where reactivation of residential uses is not feasible, adopt a flexible approach towards alternative uses of vacant dwellings in towns and villages, including redevelopment for tourism-related uses, subject to appropriate design and compatibility with existing and proposed surrounding uses.</p>	Submission 194 – Failte Ireland
Chapter 27 Community and social infrastructure	CE-27-01	<p>In Chapter 27 Community and social infrastructure, Section 27.3 Educational facilities (p. 62), under the heading “Planned educational facilities”, insert additional narrative as follows:</p> <p>Having considered projected population growth in Sligo Town, the Department of Education has identified a potential future requirement for the provision of additional primary school places in Sligo Town, possibly in the form of a new school to be delivered in conjunction with planned urban expansion. An appropriate location would be the area zoned for new residential, mixed and community uses to the south-west of the existing built-up area of Sligo Town.</p>	Submission 76 – Department of Education
Chapter 27 Community and social infrastructure	CE-27-02	<p>In Chapter 27 Community and social infrastructure, Section 27.3 Educational facilities, amend policy P-ED-3 as follows:</p> <p><b>P-ED-3</b> Support Sligo’s schools in the upgrading, and modernisation and expansion of their building stock, so as to ensure that these institutions can accommodate population growth.</p>	Submission 76 – Department of Education
Chapter 27 Community and social infrastructure	CE-27-03	<p>In Chapter 27 Community and social infrastructure, Section 27.3 Educational facilities, insert an additional policy as follows:</p> <p><b>P-ED-5</b> Pursue the provision of a new primary school in Sligo Town, in conjunction with any planned, large urban extension, based on a masterplan or other appropriate planning framework applicable to the lands zoned for community facilities or residential development and, mixed uses to the south-west of the Town’s built-up area.</p>	Submission 76 – Department of Education
Chapter 27 Community and social infrastructure	CE-27-04	<p>In Chapter 27 Community and social infrastructure, after the first paragraph in Section 27.4 Arts and cultural facilities, insert the following text:</p> <p>When preparing schemes for urban regeneration or for town centre revitalisation, the Council will harness the potential of culture and creativity to contribute to reimagining those places, thus</p>	Submission 113 – Arts Council

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		making them more attractive.	
Chapter 27 Community and social infrastructure	CE-27-05	<p>In <b>Chapter 27 Community and social infrastructure</b>, amend the <b>Arts and cultural facilities policy P-AC-5</b> as follows (including the additional wording in response to Submission 194/Issue 11):</p> <p><b>P-AC-5</b> Facilitate the use of vacant or unused Council premises (i.e. land and buildings) for exhibitions, performances and other uses related to community arts, including provision for artist live-work spaces, as well as tourism-related uses, where appropriate.</p>	<p>Submission 194 – Failte Ireland</p> <p>Submission 113 – Arts Council</p>
Chapter 27 Community and social infrastructure	CE-27-06	<p>In <b>Chapter 27 Community and social infrastructure, Section 27.6 Healthcare facilities</b>, include an additional Healthcare facilities policy as follows:</p> <p><b>P-HC-5</b> Facilitate the phased redevelopment of the former care facilities at Cregg House for the similar healthcare-type uses, subject to the availability of adequate wastewater treatment.</p>	Submission 121 – Tom Philips Associates on behalf of Tom Sheridan
Chapter 27 Community and social infrastructure	CE-27-07	<p>In <b>Chapter 27 (Community and social infrastructure), Section 27.7.4 Outdoor recreational amenities</b>, include the following narrative under the heading Greenways, after the second paragraph:</p> <p>At the same time, greenways should not be routed through areas of high nature value, because they can pose threats to biodiversity through removal of vegetation during trail development, damage during trail maintenance, inappropriate (e.g. herbicide application) or lack of management, inappropriate landscaping or unsuitable artificial lighting, introducing light into natural dark areas.</p> <p>However, outdoor recreational infrastructure also has the potential to improve both ecological objectives through informed design, by protecting features such as hedgerows, grass/wildflower verges, wetlands and bridges, which are integral landscape features of a greenway corridor.</p>	Submission 124 – Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage (DHLGH)
Chapter 27 Community and social infrastructure	CE-27-08	<p>In <b>Chapter 27 Community and social infrastructure, Section 27.7.4 Outdoor recreational amenities</b>, insert the following additional policy:</p> <p><b>P-OR-23</b> Ensure that the routing/location, siting and design of proposed outdoor recreational infrastructure (greenways, walking and cycling paths/trails, parks and other open spaces) does not have a significant adverse impact on biodiversity (in particular along riverbanks, lakeshores, wetlands and uplands), through careful option selection, Ecological Impact Assessment (EclA) and the application of the precautionary principle.</p>	Submission 124 – Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage (DHLGH)

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 28 Economic development	CE-28-01	<p>In Chapter 28 Economic development, Section 28.1 Industry and enterprise locations (Chapter 28 Economic development), add the following bullet point to the Business, industry and enterprise policy P-BIE-4:</p> <p><b>D.</b> the proposal does not conflict with the requirement to safeguard the strategic function, safety and investment in the strategic national road network to date, and is in compliance with the provisions of the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012).</p>	Submission 47 – Transport Infrastructure Ireland (TII)
Chapter 28 Economic development	CE-28-02	<p>In Chapter 28 Economic development, Section 28.2 Economic activities in rural areas, add the following paragraph to the Rural enterprise diversification policy P-RED-1:</p> <p>The proposal shall also demonstrate that it does not conflict with the requirement to safeguard the strategic function, safety and investment in the strategic national road network to date, and is in compliance with the provisions of the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012).</p>	Submission 47 – Transport Infrastructure Ireland (TII)
Chapter 28 Economic development	CE-28-03	<p>In Chapter 28 Economic development, Section 28.2.1 Rural Enterprise Diversification, insert an additional policy as follows:</p> <p><b>P-RED-5</b> Support and promote organic farming and producers operating in the county including the facilitation of farmer's markets at appropriate locations.</p>	Submission 182 - Achonry Farmers
Chapter 28 Economic development	CE-28-04	<p>In Chapter 28 Economic development, Section 28.2.4 Mineral Extraction and quarries (Chapter 28 Economic Development), amend policy P-MEQ-2 as follows:</p> <p><b>P-MEQ-2</b> Seek the reuse of worked out quarries for recreational, industrial, ecological, agricultural and other uses, following appropriate restoration.</p>	Submission 100 – Sigo County Council Councillors Planning Group
Chapter 28 Economic development	CE-28-05	<p>In Chapter 28 Economic development, Chapter 28 Economic development, in the introduction to Section 28.3 Tourism development, add the following text:</p> <p>The Sligo Destination and Experience Development Plan (Sligo DEDP) is a five-year sustainable tourism development plan for the County. The strategic initiatives for the Sligo DEDP are based on the Strategic Objectives of the Wild Atlantic Way Regional Tourism Development Strategy. Among the 10 Catalyst Projects, the "Attraction of Scale – Hazelwood Demesne" has the highest potential to contribute to the achievement of RPO 3.7.56 of the RSES, which envisages the delivery of a tourist attraction of scale in Sligo Town.</p>	Submission 194 – Failte Ireland

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Chapter 28 Economic development	CE-28-06	<p>In <b>Chapter 28 Economic development, Section 28.3 Tourism development</b>, insert the following text in the introductory part (page 83):</p> <p><i>Fáilte Ireland has published <a href="#">Development Guidelines for Tourism Destination Towns</a>, which set out the key drivers of what makes a town appealing to the international tourist. These guidelines are intended as a practical aid to all stakeholders, including community groups who consider their town to be a tourism destination or having the potential to develop as one.</i></p>	Submission 194 – Fáilte Ireland
Chapter 28 Economic development	CE-28-07	<p>In <b>Chapter 28 Economic development, Section 28.3 Tourism development</b>, add the following text under the heading Wild Atlantic Way (WAW):</p> <p><i>Fáilte Ireland's Wild Atlantic Way Regional Tourism Development Strategy 2023 – 2027 is a roadmap for the industry and all stakeholders involved in tourism in the region. It is primarily informed by a number of Government strategies and also by planning policy (NPF, RSES, lower-tier plans). The ambition of the Strategy is “to drive recovery and growth in the Wild Atlantic Way region” by creating sustainable, high-quality jobs in tourism and related areas. For Sligo, the Strategy prioritises the delivery of the Fáilte Ireland investment projects currently underway such as Queen Maeve Square in Sligo Town and the National Surf Centre in Strandhill, while continuing to develop new and pipeline projects.</i></p>	Submission 194 – Fáilte Ireland
Chapter 28 Economic development	CE-28-08	<p>In <b>Chapter 28 Economic development, Section 28.3 Tourism development</b>, add the following paragraph to the <b>Tourism development policy P-TOU-1</b>:</p> <p><i>Development proposals shall also demonstrate that they do not conflict with the requirement to safeguard the strategic function, safety and investment in the strategic national road network to date, and are in compliance with the provisions of the Section 28 Ministerial Guidelines ‘Spatial Planning and National Roads Guidelines for Planning Authorities’ (DoECLG, 2012).</i></p>	Submission 47 – Transport Infrastructure Ireland (TII)
Chapter 28 Economic development	CE-28-09	<p>In <b>Chapter 28 Economic development, Section 28.3 Tourism development</b>, insert an additional policy as follows:</p> <p><b>P-TOU-9</b> <i>A. Facilitate the provision of new tourist accommodation and the expansion or upgrading of existing hotels, guesthouses, B&amp;Bs and other tourist accommodation premises at appropriate locations throughout the County, particularly in areas with existing services.</i></p> <p><i>B. Support the redevelopment of brownfield sites, both in settlements and in rural areas, for the provision of tourist accommodation.</i></p>	<p>Submission 194 – Fáilte Ireland</p> <p>(see response to Submission 120)</p>

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		<p>C. Support the development of camping, glamping and facilities for campervans/motor homes/touring caravans, both within settlements and in rural locations across the County.</p> <p>Sites in rural locations should be close to existing tourist establishments where it can be demonstrated that there is a justifiable demand for new accommodation, and that the proposed development will not adversely affect the character, environmental quality and amenity of the rural area.</p>	
Chapter 28 Economic development	CE-28-10	<p>In Chapter 28 Economic development, Section 28.3 Tourism development, insert an additional Tourism policy as follows:</p> <p><b>P-TOU-8</b> Support the implementation of the Sligo Destination Experience Development Plan (DEDP), continuing the collaboration with Fáilte Ireland and tourism stakeholders.</p>	Submission 194 – Failte Ireland
Chapter 28 Economic development	CE-28-11	<p>In Chapter 28 Economic development, Section 28.3 Tourism development, modify the Wild Atlantic Way objective O-WAW-2 as follows:</p> <p><b>O-WAW-2</b> At designated locations, including Enniscrone and Rosses Point, provide facilities and access points for controlled water-sports activities, in a manner that avoids conflict with nature conservation and activities such as swimming, sailing, fishing and mariculture.</p>	Submission 194 – Failte Ireland
Chapter 28 Economic development	CE-28-12	<p>In Chapter 28 Economic development, Section 28.3 Tourism development, add the following Tourism development policy:</p> <p><b>P-TOU-7</b> Support the implementation of the WAW Regional Tourism Development Strategy 2023-2027 (and any successor strategies) in collaboration with Failte Ireland and tourism stakeholders.</p>	Submission 194 – Failte Ireland
Chapter 28 Economic development	CE-28-12	<p>In Chapter 28 Economic development, Section 28.3 Tourism development, include an additional tourism development objective as follows:</p> <p><b>O-TOU-2</b> Explore, in co-operation with Failte Ireland, the development of a tourist attraction of scale in Sligo Town, as part of the preparation of the Sligo Town Local Area Plan.</p>	Submission 103 – North West Regional Assembl (NWRA)
Chapter 28 Economic development	CE-28-13	<p>In Chapter 28 Economic development, Section 28.3.1 Rural tourism, modify the text under the heading Walking trails as follows:</p>	Submission 194 – Failte Ireland

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference				
		<p>In recent years, Sligo County Council has invested significantly in walking infrastructure. The county now has a network of walking trails of <b>all levels of difficulty various gradients, suitable for all levels of ability</b>, through landscapes such as uplands, coastal, lakeside, forestry.</p>					
Chapter 29 Transport infrastructure	CE-29-01	<p>In <b>Chapter 29 Transport infrastructure, Section 29.1 Road network</b>, modify the <b>last sentence in the third paragraph</b> (relating to Sligo Regional Design Office) under the heading <b>Funding and oversight</b> as follows:</p> <p>In 2022, the office also <b>took over assumed</b> responsibility for the delivery of pavement renewal schemes (<b>PARR</b>) and safety schemes <b>on National Roads</b>.</p>	Supplementary CE recommendations on Transport				
Chapter 29 Transport infrastructure	CE-29-02	<p>In <b>Chapter 29 Transport infrastructure, Section 29.2 National primary and secondary roads</b> (Chapter 29 Transport Infrastructure), add a <b>second note</b> under <b>Table 29.2 National road projects in County Sligo</b>, as follows:</p> <p><b>Improvements relating to national roads identified at a local level should be carried out in consultation with and subject to the agreement of TII, which may not be responsible for the funding of any such schemes or improvements. In all instances, national road improvement schemes should be developed complementary to safeguarding the strategic function of the national road network.</b></p>	Submission 47 – Transport Infrastructure Ireland (TII)				
Chapter 29 Transport infrastructure	CE-29-03	<p>In <b>Chapter 29 Transport infrastructure</b>, include an additional <b>National roads policy</b> as follows:</p> <p><b>P-NR-4</b> <b>Safeguard the capacity and efficiency of the national road network drainage regimes in County Sligo and ensure that private developments do not discharge surface water to national road drainage.</b></p>	Submission 47 – Transport Infrastructure Ireland (TII)				
Chapter 29 Transport infrastructure	CE-29-04	<p>In <b>Chapter 29 Transport infrastructure</b>, correct the wording of <b>objective O-NR-1</b> as follows:</p> <p><b>O-NR-1</b> Undertake programmed improvements to the national road network, including the programme of realignments and upgrades, as set out in <b>Table 29.B 29.2</b> and subject to compliance with legislative requirements.</p>	Supplementary CE recommendations on Transport				
Chapter 29 Transport infrastructure	CE-29-05	<p>In <b>Chapter 29 Transport infrastructure</b>, modify the <b>N-16 row/entry</b> in <b>Table 29.2</b> as follows:</p> <table border="1" data-bbox="1062 1598 2104 1898"> <tr> <td data-bbox="1062 1598 1169 1898"><b>N-16</b></td> <td data-bbox="1169 1598 1507 1898"> <p>Sligo to Leitrim County boundary:</p> <p>- Sligo to Drumkilsellagh</p> </td> <td data-bbox="1507 1598 1932 1898"> <p>Realignment / upgrading / online improvements:</p> <p>- early planning stages (2024)</p> </td> <td data-bbox="1932 1598 2104 1898"> <p>Part ongoing (2024)</p> </td> </tr> </table>	<b>N-16</b>	<p>Sligo to Leitrim County boundary:</p> <p>- Sligo to Drumkilsellagh</p>	<p>Realignment / upgrading / online improvements:</p> <p>- early planning stages (2024)</p>	<p>Part ongoing (2024)</p>	Supplementary CE recommendations on Transport
<b>N-16</b>	<p>Sligo to Leitrim County boundary:</p> <p>- Sligo to Drumkilsellagh</p>	<p>Realignment / upgrading / online improvements:</p> <p>- early planning stages (2024)</p>	<p>Part ongoing (2024)</p>				

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment					Submission reference
				<p>- Lugatober (Drumkilsellagh to Lugnagall)</p> <p>- Gortnagrelly Realignment</p>	<p>- at construction stage (2024)</p> <p>- envisaged to commence planning during the life of the CDP</p>		
<p>Chapter 29 Transport infrastructure</p>	<p>CE-29-06</p>	<p>In Chapter 29 Transport infrastructure, amend item 7 in Table 29.5 as follows:</p> <p><b>Cycle link to Strandhill (upgrade):</b> Upgrade existing cycle lanes along the R-292 to cycle tracks and improve street lighting and signage along the route. Upgrade existing Shore Road/R-227 junction in Strandhill to include clear cycle paths.</p>					<p>Submission 27 - Ceola Mc Lynn</p>
<p>Chapter 29 Transport infrastructure</p>	<p>CE-29-07</p>	<p>In Chapter 29 Transport infrastructure, Section 29.4 Active travel infrastructure, modify the wording of the second paragraph as follows:</p> <p>Sligo County Council established a dedicated Active Travel Team for the Regional and Local network in 2022 and has received funding for works such as improved footpaths, pedestrian crossings and cycle parking facilities.</p>					<p>Supplementary CE recommendations on Transport</p>
<p>Chapter 29 Transport infrastructure</p>	<p>CE-29-08</p>	<p>In Chapter 29 Transport infrastructure, Section 29.4 Active travel infrastructure, replace the last paragraph with the following:</p> <p>In addition to the above, in 2023 Sligo Regional Design Office was advancing two Active Travel projects funded by the TII, associated with the national road N-4:</p> <ol style="list-style-type: none"> <li>1. N-4 Collooney to Castlebaldwin Active Travel Scheme,</li> <li>2. N-4 Collooney to Toberbride Active Travel Scheme.</li> </ol> <p>In addition to the above, an Active Travel Team was setup in 2023 in the Sligo Regional Design Office, with the objective of improving, upgrading and providing new active travel facilities on the national road network. This Team is currently (2024) advancing a number of projects such as:</p> <ul style="list-style-type: none"> <li>• N-4 Collooney to Castlebaldwin Active Travel Scheme</li> </ul>					<p>Supplementary CE recommendations on Transport</p>

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		<ul style="list-style-type: none"> <li>• N-4 Collooney to Toberbride Active Travel Scheme</li> <li>• N-4/N-16 Sligo Urban Active Travel Scheme</li> </ul> <p>Further active travel projects are proposed in the future (subject to staff and funding resources) in villages located on the national road network, such as the following:</p> <ul style="list-style-type: none"> <li>• N-15 Grange Active Travel Scheme</li> <li>• N-59 Ballysadare Active Travel Scheme</li> <li>• N-17 Curry Active Travel Scheme</li> </ul> <p>Active Travel projects are also being advanced as part of major and minor national road realignment projects such as the N-15, the N-17, the N-16, the N-4 and the N-59.</p>	
Chapter 29 Transport infrastructure	CE-29-09	<p>In Chapter 29 Transport infrastructure, Section 29.4.3 Greenways, modify the first bullet point in the second paragraph as follows:</p> <ul style="list-style-type: none"> <li>▪ The Sligo-Leitrim-Northern Counties Railway (SLNCR) Greenway - Collooney to Enniskillen, managed by Leitrim County Council through Section 85 agreements with other local authorities in Ireland Sligo County Council and Cavan County Council, and a Memorandum of Understanding with Fermanagh and Omagh District Council.</li> </ul>	Supplementary CE recommendations on Transport
Chapter 29 Transport infrastructure	CE-29-10	<p>In Chapter 29 Transport infrastructure, insert the following note under Figure 29.A (Extent of the inter-urban cycle network envisaged by the LTP):</p> <p><b>Note:</b> The lines shown for Greenways are indicative only, as no route had been selected at the time of preparation of the Development Plan. It is proposed to link the Sligo Greenway (Collooney to Bellaghy, which is outside the LTP study area) to the SLNCR in Collooney, to further enhance the active travel opportunities available to cyclists and pedestrians, and to offer a possible alternative commuter connection.</p>	Supplementary CE recommendations on Transport
Chapter 29 Transport infrastructure	CE-29-11	<p>In Section 29.4 Active travel infrastructure (Chapter 29, Volume 3), amend the Cycling and walking policy P-CW-1 as follows:</p> <p><b>P-CW-1</b> Promote cycling and walking as a sustainable and viable modes of everyday transport, including for commuting, education, retail and leisure purposes, mode of transport by making provision for the safe and efficient movement of cyclists and pedestrians at public transportation nodes, and village/town centres, public car parks, retail centres, leisure facilities and institutions.</p>	Submission 102 – National Transport Authority (NTA)

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 29 Transport infrastructure	CE-29-12	<p>In <b>Section 29.4 Active travel infrastructure</b> (Chapter 29, Volume 3), amend the Cycling and walking policy P-CW-5 as follows:</p> <p><b>P-CW-5</b> Provide, improve and extend cycle and pedestrian routes on existing roads, proposed roads, roads being upgraded and green corridors (including river corridors), <b>and make provision for filtered permeability</b> where feasible and practical, <b>and</b> subject to compliance with legislative requirements.</p>	Submission 102 – National Transport Authority (NTA)
Chapter 29 Transport infrastructure	CE-29-13	<p>In <b>Section 29.4 Active travel infrastructure</b> (Chapter 29, Volume 3), amend the Cycling and walking policy P-CW-6 as follows:</p> <p><b>P-CW-6</b> Support the development of the cycling routes identified in the final NTA document CycleConnects <b>and facilitate the development of services and utilities for electric bikes throughout the County.</b></p>	Submission 102 – National Transport Authority (NTA)
Chapter 29 Transport infrastructure	CE-29-14	<p>In <b>Section 29.4 Active travel infrastructure</b> (Chapter 29, Volume 3), include an additional <b>Cycling and walking policy</b> as follows:</p> <p><b>P-CW-7</b> <b>Facilitate the provision of bike parking facilities (including lockers) at appropriate locations near bus stops and at bus stations.</b></p>	Submission 149 – Sligo Cycling Campaign
Chapter 29 Transport infrastructure	CE-29-15	<p>In <b>Chapter 29 Transport infrastructure, Section 29.4 Active travel</b>, include three additional <b>Cycling and walking objectives</b> under the heading <b>Active travel along national roads</b> as follows:</p> <p><b>Active travel along national roads</b></p> <p><b>O-CW-5</b> Complete the development of the N4/N16 Active Travel Scheme from the N4 Caltragh Interchange to the N16 Abbie Roundabout.</p> <p><b>O-CW-6</b> Complete the development of active travel facilities through villages of Grange, Ballysadare and Curry.</p> <p><b>O-CW-7</b> Complete the development of active travel facilities which form part of major and minor national road realignment projects on the N17, N16, N15 and N59.</p>	Supplementary CE recommendations on Transport
Chapter 29 Transport infrastructure	CE-29-16	<p>In <b>Chapter 29 Transport infrastructure, Section 29.6 Public transport</b>, include an additional public transport policy as follows:</p>	Supplementary CE recommendations on Transport

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		<p><b>P-PT-8</b> Continue to seek to improve the road network to allow for the provision of a higher-quality, reliable bus service, together with enhanced connections to the railway stations in Sligo, Collooney and Ballymote.</p>	
Chapter 30 Water infrastructure	CE-30-01	<p>In the introductory text to <b>Chapter 30 Water Infrastructure</b>, amend the third paragraph as follows:</p> <p>Irish Water, the regulatory body for water in Ireland, became known as Uisce Éireann in January 2023, and assumed full responsibility for the delivery of public water services in Ireland, including Sligo, over the course of the same year. Uisce Éireann (UÉ) is responsible for the operation of all public water and wastewater services including management and maintenance of water and wastewater assets, planning and investment in new projects. <b>Sligo County Council retains its role in facilitating the provision of adequate water services at a local level, through Service Level Agreements (SLAs).</b></p>	Submission 119 – Uisce Éireann (UE)
Chapter 30 Water infrastructure	CE-30-02	<p>In <b>Section 30.1.1 Water supply for Sligo Town</b>, modify the last sentence of the first paragraph as follows:</p> <p>Upgrade works carried out at Kilsellagh WTP in 2023 <b>resolved capacity issues improved the plant's performance and the level of service provided.</b></p>	Chapter 30 Water infrastructure
Chapter 30 Water infrastructure	CE-30-03	<p>In <b>Chapter 30 Water infrastructure</b>, update <b>Table 30.1 Water supply schemes in County Sligo</b> before the publication of the final Sligo CDP 2024-2030, using figures confirmed by Uisce Eireann.</p>	Chapter 30 Water infrastructure
Chapter 30 Water infrastructure	CE-30-04	<p>In <b>Chapter 30 Water infrastructure</b>, amend the Water supply <b>policy P-WS-1</b> as follows:</p> <p><b>P-WS-1</b> Co-operate with Uisce Éireann to maximise the potential of existing capacity and to <b>identify and facilitate the timely delivery of new water services infrastructure required to realise the development objectives and in order</b> to support population and economic growth as set out in the Core Strategy of this Plan.</p>	Submission 119 – Uisce Éireann (UE)
Chapter 30 Water infrastructure	CE-30-05	<p>In <b>Chapter 30 Water infrastructure</b>, amend <b>Section 30.2.3</b> as follows:</p> <p><b>30.2.3 Schemes and measures for small Towns and Villages Growth Programme (STVGP)</b></p> <p><b>Small Towns and Villages Growth Programme (STVGP)</b></p> <p>Uisce Éireann co-operates with local authorities and local communities to upgrade WWTPs or provide new plants under the Small Towns and Villages Growth Programme (STVGP), which is a component of UÉ's Capital Investment Programme.</p>	Submission 119 – Uisce Éireann (UE)

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		<p>In 2020 Sligo County Council's Water Services Section nominated, <b>and ranked in order of priority</b>, the villages of Cliffony, Mullaghmore, Castlebaldwin, Geevagh and Ballintogher for inclusion in the programme. <b>Geevagh was not included in UÉ's final ranking of candidate settlements as it did not meet the qualifying criteria.</b></p> <p>Strategic assessments of the treatment plants in the treatment plants in the <b>highest-ranked nominated</b> settlements have been carried out and Mullaghmore has progressed to Stage 2/concept design. The provision of a new WWTP to serve Mullaghmore will be included in Uisce Éireann's CIP 2025–2029, <b>subject to regulatory approval.</b></p> <p><b>Measure A8</b></p> <p>In 2022, Sligo County Council submitted two applications to the DHLGH, under Measure A8 of Circular L1-22 'Wastewater Collection and Treatment needs for Villages and Settlements without access to Public Wastewater Services'. The settlements nominated were Ballygawley and Rathcormac. Should the two villages be included in this programme, Uisce Éireann will work with the DHLGH and the Council, <b>through the Connections process</b>, to support the development and implementation of an appropriate wastewater treatment solution for each village.</p> <p>A number of investment cycles will be required to address all candidates in the STVGP. UÉ plans to continue this programme into the investment period 2025-2029, and Sligo County Council will submit further proposals for new or upgraded WWTPs in small villages.</p>	
Chapter 30 Water infrastructure	CE-30-06	<p>In <b>Chapter 30 Water infrastructure</b>, update <b>Table 30.2 Wastewater treatment plants in County Sligo</b> before the publication of the final Sligo CDP 2024-2030, using figures confirmed by Uisce Eireann.</p> <p>The modified figures from Table 30.2 shall replace the corresponding figures in the Village Asset tables contained in settlements plans (Volumes 2 and 4).</p>	Submission 119 – Uisce Éireann (UE)
Chapter 30 Water infrastructure	CE-30-07	<p>In <b>Chapter 30 Water infrastructure</b>, amend the <b>Comments</b> column of <b>Table 30.2</b> as follows:</p> <p><b>Ballincar:</b> Residents of Ballincar <b>will may</b> be able to connect to the upgrade to the Rosses Point Sewerage Scheme*, which will pump wastewater to the Teesan pumping station and onwards to Sligo Waste Water Treatment Plant***** where spare capacity is available. <b>Connections to the network will be subject to feasibility assessment, via UÉ's New Connections process and UÉ's Connections Charging Policy.</b></p> <p><b>Sligo Town:</b> There is <b>potential capacity</b> to upgrade the plant to 75,000 PE.</p>	Submission 119 – Uisce Éireann (UE)

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 30 Water infrastructure	CE-30-08	<p>In Chapter 30 Water infrastructure, amend the Wastewater treatment policy P-WWT-1 as follows:</p> <p><b>P-WWT-1</b> A. Co-operate with Uisce Éireann in the provision of adequate wastewater <b>treatment capacity infrastructure</b> to support the growth of County Sligo's settlements in accordance with the Core Strategy, <b>including and to realize the objectives and policies of the Plan, including projects and programmes identified in Uisce Éireann's Capital Investment Plan and any superseding investment plans in relation to Cliffony, Mullaghmore, Castlebaldwin, Geevagh and Ballintogher.</b></p> <p><b>A. the programme of upgrades / extensions set out in Table 30.B.</b></p> <p><b>B. the provision of new or upgraded WWTPs in the settlements of Cliffony, Mullaghmore, Castlebaldwin, Geevagh and Ballintogher through Uisce Eireann, Small Towns and Villages Growth Programme or any superseding programmes.</b></p> <p><b>B. Pursue</b> the provision of WWTPs in the unserved settlements of Ballygawley and Rathcormac under Measure A8 of the DHLGH Circular L1-22, 'Wastewater Collection and Treatment needs for Villages and Settlements without access to Public Wastewater Services' or any superseding circulars.</p>	Submission 119 – Uisce Éireann (UE)
Chapter 30 Water infrastructure	CE-30-09	<p>In Chapter 30 Water infrastructure, amend the Wastewater treatment policy P-WWT-2 as follows:</p> <p><b>P-WWT-2</b> Require sustainable collection, treatment and discharge of wastewater effluent generated within the County and ensure that effluent/sludge is treated and <b>disposed of reused</b> in accordance with the required EU standards <b>and UÉ's National Wastewater Sludge Management Plan (and any superseding plans).</b></p>	Submission 119 – Uisce Éireann (UE)
Chapter 30 Water infrastructure	CE-30-10	<p>In Chapter 30 Water infrastructure, modify the first sentence of the Wastewater treatment policy P-WWT-4 as follows:</p> <p><b>P-WWT-4</b> Require all new developments to connect to the public wastewater <b>treatment plants, infrastructure, where capacity exists in the system available, subject a connection agreement with UÉ.</b></p>	Submission 119 – Uisce Éireann (UE)
Chapter 30 Water infrastructure	CE-30-11	<p>In Chapter 30 Water infrastructure, include an additional Wastewater treatment policy as follows:</p> <p><b>P-WWT-6</b> Where it is proposed to discharge domestic effluent from multi-unit residential developments to the Uisce Eireann sewerage network via a wastewater pumping station, the applicant will be required to demonstrate that adequate measures will be established for the ongoing routine maintenance and repair, management, alarm response, caretaking</p>	Supplementary CE recommendations on Water Quality

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		<p>procedures, and desludging of wastewater pumping infrastructure, until such time as the infrastructure is formally taken in charge by Sligo County Council or Uisce Éireann.</p> <p>Sligo County Council reserves the right to apply a specific cash bond to address any potential financial outlay by the Local Authority in terms of protection of public health and the mitigation of water pollution.</p>	
Chapter 30 Water infrastructure	CE-30-12	<p>In <b>Chapter 30 Water infrastructure</b>, amend the first paragraph of the <b>Surface water drainage policy P-SWD-1</b> as follows:</p> <p><b>P-SWD-1</b> Require all new developments, redevelopment of brownfield sites and extensions to existing developments (where appropriate) to provide a separate foul and surface water drainage system <b>and to incorporate sustainable urban drainage systems, where feasible.</b></p>	Submission 119 – Uisce Éireann (UE)
Chapter 31 Energy and Telecommunications	CE-31-01	<p>In <b>Chapter 31 Energy and telecommunications</b>, amend the wording in the <b>first paragraph of policy P-EN-2</b> as follows:</p> <p><b>P-EN-2</b> Facilitate the production of energy from renewable sources and secure the maximum potential from wind energy resources within County Sligo, including the augmentation, upgrading and improvements to existing wind farms, subject to strict location, siting and design criteria.</p>	Submission 109 – ESB
Chapter 31 Energy and Telecommunications	CE-31-02	<p>In <b>Chapter 31</b>, amend the <b>policy P-EN-4</b> as follows:</p> <p><b>P-EN-4</b> Support existing and new enterprises that wish to use renewable energy to serve their own needs by on-site energy production, <b>as well as farm diversification into solar energy production for own use or selling to the grid</b>, subject to normal planning considerations.</p>	Submission 109 – ESB
Chapter 31 Energy and Telecommunications	CE-31-03	<p>In <b>Chapter 31</b>, amend the <b>policy P-EN-5</b> as follows:</p> <p><b>P-EN-5</b> Collaborate with urban and rural communities in the development of community-level energy efficiency and renewable energy projects, <b>including solar energy developments where suitable</b>, subject to visual, landscape, heritage, environmental and amenity considerations.</p>	Submission 109 – ESB
Chapter 31 Energy and Telecommunications	CE-31-04	<p>In <b>Chapter 31</b> insert the following <b>additional energy policy</b>:</p> <p><b>P-EN-6</b> Support the ocean energy research, development and demonstration pathway for emerging marine technologies (wave, tidal, floating wind, other types of marine energy developments) and facilitate the provision of associated test infrastructure.</p>	Submission 109 – ESB

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 31 Energy and Telecommunications	CE-31-05	<p>In Chapter 31 insert the following additional energy policy:</p> <p><b>P-EN-7</b> Facilitate proposals for secure, appropriately-scaled energy storage infrastructure, including green hydrogen gas storage, which support energy efficiency and reusable energy systems, subject to assessment of their potential impact on communities, environmental assessments and normal planning considerations.</p>	Submission 109 – ESB
Chapter 31 Energy and Telecommunications	CE-31-06	<p>In <b>Chapter 31</b> insert the following <b>additional energy policy</b>:</p> <p><b>P-EN-8</b> Support proposals for hybrid energy systems and co-location of renewable energy infrastructure where it can be demonstrated that such developments will not have adverse impacts on the surrounding environment.</p>	Submission 109 – ESB
Chapter 31 Energy and Telecommunications	CE-31-07	<p>In <b>Chapter 31, Section 31.3 Renewable energy</b>, insert the following additional subsection:</p> <p><b>31.3.8 Energy storage</b></p> <p>Energy storage systems such as batteries and green hydrogen storage, along with grid stability services, are some of the technologies that will be essential to smoothing out the natural variability that occurs in renewable energy sources and to provide electricity at times of peak demand. Utility-scale battery storage systems enable more efficient use of renewable energy. “Green hydrogen”, which is produced from renewable energy sources, offers potential for large-scale, seasonal storage of variable renewable energy. This enables zero-carbon backup to the power system when intermittent renewables such as wind and solar power are not available.</p>	Submission 109 – ESB
Chapter 31 Energy and Telecommunications	CE-31-08	<p>In <b>Chapter 31</b>, amend the renewable energy objective O-REN-1 as follows:</p> <p><b>O-REN-1</b> Prepare a Renewable Energy Strategy for County Sligo <b>during the life of the Development Plan, following within one year of</b> the publication of the Regional Renewable Electricity Strategy (NWRA) <b>and or</b> the revised Methodology for Local Authority Renewable Energy Strategies (SEAI), as provided for in the Climate Action Plan <b>2023 2024, whichever occurs first.</b></p>	Submission 184 – Office of the Planning Regulator (OPR)
Chapter 31 Energy and Telecommunications	CE-31-09	<p>In <b>Chapter 31, Section 31.3 Renewable energy</b>, insert the following text after the first paragraph (p. 121 of the Draft Plan):</p> <p>“Hybrid renewables” consist of two or more renewable energy sources used together to provide increased system efficiency, as well as greater balance in energy supply, whilst optimising use of existing infrastructure. By developing hybrid renewables, plant consisting of wind, solar and battery exporting from common point of connection, but at different times, the need for transmission</p>	Submission 109 - ESB

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		<p>infrastructure is minimised and grid stability can be improved.</p>	
Chapter 31 Energy and Telecommunications	CE-31-10	<p>In <b>Chapter 31, Section 31.3 Renewable energy</b>, insert the following text at the end of the narrative under the main heading (p. 121 of the Draft Plan):</p> <p>It must be recognised that gas, particularly renewable and indigenous gas, will continue to have a role to play in the transition to a low carbon economy. As such, renewable energy developments may require support from such sources in times of high energy demand.</p>	Submission 109 - ESB
Chapter 31 Energy and Telecommunications	CE-31-11	<p>In <b>Section 31.1</b>, modify the first bullet point under the heading National policy on energy (p. 119 of the Draft Plan) as follows: “</p> <ul style="list-style-type: none"> <li>▪ Up to 80% renewable electricity</li> </ul>	Submission 150 – Department of the Environment, Climate and Communications (DECC)
Chapter 31 Energy and Telecommunications	CE-31-12	<p>In <b>Section 31.1.2 Climate Action Plan 2023</b>, modify the second paragraph (p. 120) as follows:</p> <p>Among the CAP's most important measures to increase the proportion of renewable electricity to 80% by 2030 are the targets of 9 GW from onshore wind (6 GW by 2025), 8 GW from solar source (5 GW by 2025), at least 5 GW from offshore wind energy and at least 500 MW of community-based renewable energy projects. It is noted that CAP24 (published in January 2024), includes at least 2GW from new flexible gas plant.</p>	Submission 150 – Department of the Environment, Climate and Communications (DECC)
Chapter 32 Flood risk management	CE-32-01	<p>In <b>Chapter 32 Flood risk management</b>, amend the second paragraph of the <b>Flood risk management policy P-FRM-3</b> as follows:</p> <p><b>P-FRM-3</b>Contribute towards the general maintenance of a 20-metre-wide flood protection zone around lakes and along both sides of all rivers, and a 100-metre-wide flood protection zone from soft shorelines. Development proposals will be required to maintain these flood protection zones generally free from development.</p> <p>Exceptions may be considered for strategic road projects, water services infrastructure, river bank enhancement works, bridge and road repair works, in the case of brownfield sites, development on lands zoned subject to policy P-FRM-2 and in cases where the maintenance of the flood protection zone is not practically achievable. Such cases will be assessed on an individual basis and subject to compliance with the Habitats and Birds Directives.</p>	Submission 119 – Uisce Eireann (UE)
Chapter 32 Flood risk management	CE-32-02	<p>In <b>Chapter 32, Section 32.1.2 Strategic Flood Risk Assessment</b>, modify the third paragraph on p. 130 of the Draft Plan (Volume 3) as follows:</p> <p>The flood risk management provisions of this Development Plan explicitly integrate climate</p>	Submission 73 – Office of Public Works (OPW)

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		change considerations and have been informed by future scenario datasets (mapped in the accompanying SFRA). This includes Policy P-FRM-6 outlined below and the associated development management standards set out in Chapter 33, Section 33.2.6 (Flood risk assessment).	
Chapter 33 Development management standards	CE-33-01	<p>In Chapter 33 Development management standards, modify the text immediately under the heading 33.2 General standards as follows:</p> <p>33.2 General standards</p> <p>When proposing any type of development, in an urban or rural location, applicants are advised to have regard to the considerations listed below.</p> <p>Development proposals in urban locations (towns and villages) should have regard to the provisions of the <i>Sustainable Residential Development and Compact Settlements Guidelines (2024), Appendix C: Supplemental information for Planning Applications, and Appendix D: Design Checklist – Key Indicators of Quality Design and Placemaking.</i></p>	<p>Chief Executive's supplementary recommendations arising from the "Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>
Chapter 33 Development management standards	CE-33-02	<p>In Chapter 33 Development management standards, Section 33.2.2 Impact of development on its surroundings, modify the first bullet point as follows:</p> <p>The following factors will be considered in assessing the impact of a proposed development in both urban and rural areas:</p> <p>a. degree of overshadowing and loss of light to surrounding properties and amenity spaces (e.g. areas of open space, gardens and patios). A daylight, sunlight and overshadowing assessment may be required. <i>The assessment shall be informed by the most recent edition of 'Site Layout Planning for Daylight and Sunlight: A guide to good practice' (BRE).</i></p> <p>If a technical assessment of daylight performance is considered necessary, regard should be had to the provisions outlined in guides like <i>A New European Standard for Daylighting in Buildings (IS EN17037:2018)</i>, UK National Annex BS EN17037:2019 and the associated BRE Guide 209 2022 Edition (June 2022), or any relevant future standards specific to the Irish context.</p>	<p>Chief Executive's supplementary recommendations arising from the "Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>
Chapter 33 Development management standards	CE-33-03	<p>In Section 33.2.4 Infrastructure and services, add the following text after the last sentence:</p> <p>Proposals from private developers to extend existing public wastewater infrastructure networks will be facilitated, where such proposals would result in the servicing of zoned lands. <i>New connections to</i></p>	<p>Submission 119 – Uisce Eireann (UE)</p>

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		<p>Uisce Éireann networks are subject to a connection agreement and the Connections Charging Policy. Further information on the connection procedure is available on the Uisce Éireann website.</p>	
<p><b>Chapter 33 Development Management Standards</b></p>	<p><b>CE-33-04</b></p>	<p>In <b>Section 33.2.9 Air and noise (Chapter 33 Development management standards)</b>, include the following provision after the second paragraph:</p> <p>Applications for noise-sensitive development located in the vicinity of existing or proposed national roads proposals should identify appropriate noise mitigation measures. The costs of implementing mitigation measures shall be borne by the developer. The Local Authority will not be responsible for the provision of additional noise mitigation.</p>	<p>Submission 47 – Transport Infrastructure Ireland (TII)</p>
<p><b>Chapter 33 Development Management Standards</b></p>	<p><b>CE-33-05</b></p>	<p>In <b>Chapter 33 Development management standards</b>, in the list under the heading <b>33.3 Residential development in urban areas</b>, replace the third bullet point as follows:</p> <ul style="list-style-type: none"> <li>▪ <b>Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities (DoEHLG, 2009) and Circular Letter NRUP 02/2021 (DHLGH, 2021)</b></li> <li>▪ <b>Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (DHLGH, 2024)</b></li> </ul>	<p>Chief Executive's supplementary recommendations arising from the "Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>
<p><b>Chapter 33 Development Management Standards</b></p>	<p><b>CE-33-06</b></p>	<p>In <b>Chapter 33 Development management standards, Section 33.3.1 Multi-unit housing schemes</b>, modify the <b>Design Statement</b> contents list under the third paragraph as follows:</p> <p>The <b>Design Statement</b> must demonstrate how the architects, urban designers and engineers have complied with statutory guidelines and with the design guidance in this Plan. The Statement shall address the following:</p> <ol style="list-style-type: none"> <li>1. Justification of proposed residential density</li> <li>2. House types, design and mix of units, where applicable</li> <li>3. Relationship between the scheme layout and the surrounding built environment</li> <li>4. Circulation, parking and connectivity to surrounding areas, both existing and future</li> <li>5. Design of streets, footpaths, cycle paths and public areas</li> </ol>	<p>Chief Executive's supplementary recommendations arising from the "Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference								
		<p>6. Communal/public open space design and landscaping</p> <p>7. Universal design and age-friendly provisions</p> <p>8. <a href="#">Mix and distribution of uses (refer to SRDCS Guidelines, Section 4.4(ii))</a></p> <p>9. <a href="#">Green and blue infrastructure (refer to SRDCS Guidelines, Section 4.4(iii))</a></p>									
<p><b>Chapter 33 Development Management Standards</b></p>	<p><b>CE-33-07</b></p>	<p>In <b>Chapter 33 Development management standards, Section 33.3.1 Multi-unit housing schemes</b>, modify the <b>Table 33.1</b> as follows:</p> <p><b>Table 33.1 Required contents of the Design Statement for multi-unit housing developments</b></p> <table border="1" data-bbox="991 884 2172 1892"> <thead> <tr> <th data-bbox="991 884 1448 1087">Design Consideration</th> <th data-bbox="1448 884 2172 1087">Demonstrate, with text, annotated diagrams and illustrations, how the proposed scheme complies with the requirements set out in this Plan and relevant national guidance documents</th> </tr> </thead> <tbody> <tr> <td data-bbox="991 1087 1448 1430"> <p><b>Justification of proposed residential density</b></p> </td> <td data-bbox="1448 1087 2172 1430"> <ul style="list-style-type: none"> <li>Section 26.1.2 of this Plan</li> <li><a href="#">Sustainable Residential Development Guidelines (2009) and subsequent Circular Letter (2021)</a></li> <li><a href="#">Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (DHLGH, 2024) (SRDCS Guidelines)</a></li> </ul> </td> </tr> <tr> <td data-bbox="991 1430 1448 1696"> <p><b>House types, design and mix of units</b></p> </td> <td data-bbox="1448 1430 2172 1696"> <ul style="list-style-type: none"> <li>Sections 26.1.1, 26.1.3 26.1.4, 33.3.5 of this Plan</li> <li>Criteria 03, 04, 10 and 12 of the <i>Urban Design Manual</i></li> <li><a href="#">Chapter 5 of the SRDCS Guidelines 2024</a></li> </ul> </td> </tr> <tr> <td data-bbox="991 1696 1448 1892"> <p><b>Relationship between the scheme layout and the surrounding built environment</b></p> </td> <td data-bbox="1448 1696 2172 1892"> <ul style="list-style-type: none"> <li>Criteria 01, 02 and 05 of <i>The Urban Design Manual</i></li> <li><a href="#">Section 4.4(v) of the SRDCS Guidelines 2024</a></li> </ul> </td> </tr> </tbody> </table>	Design Consideration	Demonstrate, with text, annotated diagrams and illustrations, how the proposed scheme complies with the requirements set out in this Plan and relevant national guidance documents	<p><b>Justification of proposed residential density</b></p>	<ul style="list-style-type: none"> <li>Section 26.1.2 of this Plan</li> <li><a href="#">Sustainable Residential Development Guidelines (2009) and subsequent Circular Letter (2021)</a></li> <li><a href="#">Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (DHLGH, 2024) (SRDCS Guidelines)</a></li> </ul>	<p><b>House types, design and mix of units</b></p>	<ul style="list-style-type: none"> <li>Sections 26.1.1, 26.1.3 26.1.4, 33.3.5 of this Plan</li> <li>Criteria 03, 04, 10 and 12 of the <i>Urban Design Manual</i></li> <li><a href="#">Chapter 5 of the SRDCS Guidelines 2024</a></li> </ul>	<p><b>Relationship between the scheme layout and the surrounding built environment</b></p>	<ul style="list-style-type: none"> <li>Criteria 01, 02 and 05 of <i>The Urban Design Manual</i></li> <li><a href="#">Section 4.4(v) of the SRDCS Guidelines 2024</a></li> </ul>	<p>Chief Executive's supplementary recommendations arising from the "Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>
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<p><b>Chapter 33 Development</b></p>	<p><b>CE-33-08</b></p>	<p>In <b>Chapter 33 Development management standards, Section 33.3.5 Distance between dwellings</b>, modify the text as follows:</p>		<p>Chief Executive's supplementary</p>													

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Management Standards		<p>33.3.5 Distance between dwellings</p> <p>Houses and apartment buildings should be designed in a manner that minimises overlooking and overshadowing of adjoining properties, and avoids the loss of daylight. At the rear of dwellings, there should be adequate separation between opposing first floor windows.</p> <p><b>In general, there should be a separation of about 22 m between the rear of 2-storey dwellings. This may be relaxed to 16 m if it can be demonstrated that the development is designed in such a way as to preserve the amenities and privacy of adjacent properties.</b></p> <p><b>In general, there should be a separation of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.</b></p> <p>Careful positioning and design of opposing windows can prevent overlooking, thus enabling shorter back-to-back distances. Windows serving halls and other non-habitable spaces do not require the same degree of privacy as habitable rooms. <b>A detailed statement in this regard, including illustrations, annotated diagrams and commentary will be required in order for the standard 22-m distance to be relaxed.</b></p> <p>All proposals for residential development over three-storeys high shall provide acceptable separation distances between blocks, to avoid negative effects such as excessive overlooking, overbearing and overshadowing effects.</p> <p>A minimum of 2.3 metres shall be provided between the side walls of detached, semi-detached and end-of-terrace dwellings, to ensure privacy and ease of access. A property boundary should occur mid-way along this separation.</p>	<p>recommendations arising from the “Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities”</p> <p>(Section 28 Guidelines issued in January 2024)</p>
Chapter 33 Development Management Standards	CE-33-09	<p>In Chapter 33 Development management standards, Section 33.3.7 Public open space in multi-unit housing schemes, modify the text as follows:</p> <p>33.3.7 Public open space in multi-unit housing schemes</p> <p>Open space is required to be provided with all new housing developments. <b>Public open space should form an integral part of the design and layout of a development and provide a connected</b></p>	<p>Chief Executive's supplementary recommendations arising from the “Sustainable Residential Development and Compact Settlements</p>

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		<p>hierarchy of spaces, with suitable landscape features, including seating and provision for children's play.</p> <p>Suitably designed and landscaped areas of formal and informal recreational open space (incorporating children's play areas and associated equipment) should be an integral part of the design of new housing schemes. It is important that new open space is usable, safe and integrated within the scheme as part of a cohesive landscape structure.</p> <p>The Council will encourage applicants to pool land in order to allow the provision of large multi-purpose amenity areas (e.g. parkland and playing pitches), as well as small incidental open spaces within housing areas.</p> <p><b>Quantitative standards</b></p> <p>A minimum of 10% and a maximum of 15% of the net site area shall be reserved for the provision of communal open space, landscaped to a high standard.</p> <ul style="list-style-type: none"> <li>■ The minimum requirement should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations.</li> <li>■ In the case of Settlement Consolidation Sites and other large sites, the minimum public open space requirement will be determined on a masterplan-led basis, having regard to the overall approach to public park provision within the area.</li> <li>■ In the case of sites that contain significant heritage, landscape or recreational features and sites that have specific nature conservation requirements, a higher proportion of public open space may need to be retained. The 10-15% range shall not therefore apply to new development in such areas.</li> <li>■ In accordance with the Policy and Objective 5.1 of the SRDCS Guidelines, in some circumstances the Planning Authority might decide to set aside (in part or whole) the public open space requirement arising under the development plan. This can occur in cases where the Planning Authority considers it unfeasible, due to site constraints or other factors, to locate all of the open space on site.</li> <li>■ In other cases, where the Planning Authority considers that the needs of the population would be better served by the provision of a new park in the area, or by the upgrade of an existing public open space or amenity, the applicant may be asked to make a financial contribution within the terms of Section 48 of the Planning and Development Act 2000 (as amended) in lieu of provision within the application site.</li> </ul>	<p>Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>

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		<p>A minimum of 15% of the development site area shall be reserved for the provision of communal open space, landscaped to a high standard.</p> <p>On institutional lands, often containing large tracts of open space, any proposals for higher-density residential development must take into account the objective of retaining the "open character" of these lands, while at the same time ensuring that an efficient use is made of the land. In these cases, a minimum open space requirement of 20% of site area applies.</p>									
<p><b>Chapter 33 Development Management Standards</b></p>	<p><b>CE-33-10</b></p>	<p>In <b>Chapter 33 Development management standards, Section 33.3.8 Private open space</b>, modify the Table 33.3 and the text as follows:</p> <p><b>Houses</b></p> <p>Private open space must form part of the curtilage of the house and be designed to provide a high standard of external amenity space in one or more usable areas. Open spaces may take the form of traditional gardens or patio areas at ground level, and / or well designed and integrated terraces and/or balconies at upper level.</p> <p>The open space must be directly accessible from the unit it serves and a principal area of open space should be directly accessible from a living space.</p> <p>Rear gardens should generally be provided with a permanent and durable wall or fence with a height of 2 m, to ensure privacy.</p> <p>Private open space shall usually be provided behind the front building line of the house, and to the requirements set out below. Narrow strips of open space to the side of houses shall not be included in the private open space calculations.</p> <p style="text-align: center;"><b>Table 33.3 Minimum net garden sizes for houses</b></p> <table border="1" data-bbox="1228 1453 1932 1835"> <thead> <tr> <th>House type</th> <th>Minimum size</th> </tr> </thead> <tbody> <tr> <td>1 bedroom</td> <td>20 m<sup>2</sup></td> </tr> <tr> <td>2 bedrooms</td> <td>30 m<sup>2</sup></td> </tr> <tr> <td>3 bedrooms or fewer</td> <td>60 m<sup>2</sup> 40 m<sup>2</sup></td> </tr> </tbody> </table>	House type	Minimum size	1 bedroom	20 m <sup>2</sup>	2 bedrooms	30 m <sup>2</sup>	3 bedrooms or fewer	60 m <sup>2</sup> 40 m <sup>2</sup>	<p>Chief Executive's supplementary recommendations arising from the "Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>
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Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference								
		<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px; display: inline-block;"> <b>4 or more bedrooms</b>      75 m<sup>2</sup> 50 m<sup>2</sup> </div> <p>Reductions in rear garden area or depth may be considered in the following exceptional circumstances, subject to a reasonable degree of amenity:</p> <ul style="list-style-type: none"> <li>▪ <b>High-density, infill developments, special-needs housing or retirement homes;</b></li> <li>▪ houses on corner sites that perform an urban design role;</li> <li>▪ to protect the established pattern of plot sizes of historic streets.</li> <li>▪ where an equivalent amount of high quality semi-private open space (see Table 5.1 and Section 5.3.2 of the SRDCS Guidelines) is provided in lieu of the private open space, subject to at least 50% of the area being provided as private open space. The semi-private open space should be well integrated and accessible, and provide a high standard of amenity for all users.</li> <li>▪ for building refurbishment schemes on sites of any size or urban infill schemes on smaller sites (e.g. sites of up to 0.25ha) the private open space standard may be relaxed in part or whole, on a case-by-case basis, subject to overall design quality and proximity to public open space.</li> </ul> <p><b>Rear gardens should generally be provided with a permanent and durable wall or fence with a height of 2 m, to ensure privacy.</b></p>									
<b>Chapter 33 Development Management Standards</b>	<b>CE-33-11</b>	<p>In <b>Chapter 33 Development management standards, Section 33.3.8 Private open space</b>, modify the Table 33.4 as follows:</p> <p style="text-align: center;"><b>Table 33.4 Minimum net private open space for apartments</b></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="background-color: #4F81BD; color: white;">Apartment type</th> <th style="background-color: #4F81BD; color: white;">Size</th> </tr> </thead> <tbody> <tr> <td><b>Studio</b></td> <td>4 m<sup>2</sup></td> </tr> <tr> <td><b>One-bedroom apartment</b></td> <td>5 m<sup>2</sup></td> </tr> <tr> <td><b>Two-bedroom apartment (3 persons)</b></td> <td>6 m<sup>2</sup></td> </tr> </tbody> </table>	Apartment type	Size	<b>Studio</b>	4 m <sup>2</sup>	<b>One-bedroom apartment</b>	5 m <sup>2</sup>	<b>Two-bedroom apartment (3 persons)</b>	6 m <sup>2</sup>	<p>Chief Executive's supplementary recommendations arising from the "Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>
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Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment		Submission reference
		Two-bedroom apartment (4 persons)	67 m <sup>2</sup>	
Chapter 33 Development Management Standards	CE-33-12	<p>In Chapter 33 Development management standards, modify the title and the text of Section 33.3.9 Management companies as follows:</p> <p style="text-align: center;">33.3.9 Operation and management companies of housing developments</p> <p>Estate management is necessary for maintaining the amenity, physical and visual quality of housing developments once they are completed.</p> <p>Section 34(4)(i) of the Planning Act indicates that conditions can be attached to a planning permission regarding the maintenance or management of a housing development.</p> <p>Planning applications should include an operational management plan that sets out details of the long-term management and maintenance of the scheme. The plan should address provisions made for the storage and collection of waste materials in residential schemes, particularly where there are reduced areas of private outdoor space. Communal refuse facilities shall be accessible to each housing unit and designed with regard to the projected level of waste generation and types and quantities of receptacles required.</p>		<p>Chief Executive's supplementary recommendations arising from the "Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>
Chapter 33 Development Management Standards	CE-33-13	<p>In Chapter 33 Development management standards, Section 33.3.11 Parking standards for housing developments, modify the text as follows:</p> <p>...</p> <p>In some older residential areas, small front gardens and original features such as railings are part of the character of the area. In such cases, car parking in front gardens may not be permitted.</p> <p>Where off-street or in-curtilage parking is provided, it should be designed to integrate into the block layout and building envelope in order to maximise efficiency, enable future adaptability to other use (e.g. repurposing of space) and to reduce the visual impact of parked cars.</p> <p>Appropriately designed on-street car parking will be acceptable where it facilitates higher residential densities in particular locations, and where traffic and pedestrian safety are not endangered.</p>		<p>Chief Executive's supplementary recommendations arising from the "Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		<p>On-street parking should be designed and landscaped so as to reduce the visual impact of parked cars in public areas.</p> <p>Bicycle parking and secure storage facilities shall be provided in all new housing developments, for both residents and visitors.</p>	
Chapter 33 Development Management Standards	CE-33-14	<p>In Section 33.4.3 Rural house design, amend Table 33.5 as follows::</p> <p><b>Doors:</b></p> <ul style="list-style-type: none"> <li>▪ Front Doors should preferably be composite/aluminium made of timber, painted and simple in style.</li> <li>▪ Doors should reflect the shape of the opening.</li> <li>▪ A fan light above the front door, or a window to the side of the doorway is preferable to large glazed panels on the door.</li> </ul> <p><b>Rainwater gutters / down pipes</b></p> <p>Gutters should be affixed to a flush fitted fascia board, which should be a similar colour to the gutters and as close as possible to them.</p>	Submission 115 – Martin Mc Gloin
Chapter 33 Development Management Standards	CE-33-15	<p>In Section 33.4.4 Site boundaries (Chapter 33 Development Management Standards), amend the text by deleting the last sentence of the final bullet point:</p> <ul style="list-style-type: none"> <li>▪ <i>Where a roadside boundary has to be set back to achieve sightlines, it should be reconstructed behind the required set back or replaced with a boundary which reflects the prevalent traditional field boundary in the area. This could take the form of a new hedgerow, a grassed bank or a dry stone wall. The area between the road and the new boundary shall be left as a grass verge.</i></li> </ul>	Submission 100 – Sligo County Council Councillors Planning Group
Chapter 33 Development Management Standards	CE-33-16	<p>In Section 33.8.2 Advertising signage along public roads (Chapter 33 Development management standards), insert additional wording in the first paragraph, as follows:</p> <p>The placing of advertising signage along public roads detracts from the amenity of the rural setting and interferes with views and scenic landscapes. <i>The Spatial Planning and National Roads Guidelines (DECLG, 2012) include a requirement to control the proliferation of non-road traffic signage on and adjacent to national roads, for safety reasons. Excessive signage, especially outside the 50-60 km/h speed limit areas, can reduce the effectiveness of authorised road traffic signs (e.g. directional signs). Signage can also create visual clutter and distractions for road users, and can reduce visibility at junctions and bends.</i></p>	Submission 47 – Transport Infrastructure Ireland (TII)

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 33 Development Management Standards	CE-33-17	<p>In <b>Section 33.9.1 Access onto national roads</b>, modify the <b>first paragraph</b> under the heading <b>Sight distances for access onto national roads</b> as follows:</p> <p>Where direct vehicular access onto national primary roads cannot be avoided, a Departure from TII Publications Standards DN-GEO-03060 with justification shall be required.</p> <p>The sight distances required for access onto national primary and secondary roads are set out in Table 33.8. The sight distances are measured from the access point to the near-side edge of the carriageway in accordance with the <b>Design Manual for Roads and Bridges TII Publications Standards DN-GEO-03031 and DN-GEO-03060</b>.</p>	Supplementary CE recommendations on Transport
Chapter 33 Development Management Standards	CE-33-18	<p>In <b>Section 33.9.3 Road and traffic assessments</b>, modify the <b>second bullet point</b> as follows:</p> <ul style="list-style-type: none"> <li>a <b>Road Safety Audit (RSA)</b>, in accordance with the <b>Design Manual for Roads and Bridges TII Publication Standards</b> and Department of Transport guidelines;</li> </ul>	Supplementary CE recommendations on Transport
Chapter 33 Development Management Standards	CE-33-19	<p>In <b>Chapter 33 Development management standards, Section 33.9.6 Cycle parking facilities</b>, , modify the title and text as follows:</p> <p><b>33.9.6 Cycle parking and storage facilities</b></p> <p>Safe and secure cycle parking and storage facilities shall be provided in conjunction with any new development proposals and the standard requirements are set out in <b>Table 33.9</b>.</p> <p>In the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of one (1) cycle storage space per bedroom should be applied.</p> <p>Cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction, with individual lockers.</p> <p>In all parking and storage facilities, provision should be made for a variety of bicycle types, including larger/heavier cargo and electric bikes.</p> <p>Cycle parking areas shall be easily accessible and designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided. A distinction should be made between long-term parking for staff or residents and short-term</p>	<p>Chief Executive's supplementary recommendations arising from the "Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference		
		<p>parking for customers or visitors. "Sheffield" stands are satisfactory for short-term cycle parking, whereas long-term parking requires secure, covered lockers and sheltered bicycle parking.</p> <p>Shower and changing facilities, and storage areas for clothing (e.g. waterproofs and helmets) should be provided for long-distance commuters.</p>			
<p><b>Chapter 33 Development Management Standards</b></p>	<p><b>CE-33-20</b></p>	<p>In <b>Chapter 33 Development management standards, Section 33.9.7 Car parking requirements</b>, modify the text as follows:</p> <p><b>33.9.7 Car parking requirements</b></p> <p>Car parking standards are set out in <b>Table 33.10</b> below to guide the design and layout of new developments. These parking standards show a range from minimum to maximum parking provision within a new development.</p> <p><i>Applicants will be required to provide a rationale for the number of car parking spaces proposed, and to demonstrate that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision.</i></p> <p><i>The maximum car parking standards do not include bays assigned for use by a car club, designated short-stay, on-street Electric Vehicle (EV) charging stations or accessible parking spaces.</i></p> <p><i>Visitor parking provision is included in the maximum car parking standards.</i></p> <p>In circumstances where a deviation from the standards is proposed, the applicant shall submit details of the predicted parking requirements associated with the proposed development and the capacity of the proposed on-site provision to accommodate this demand.</p>	<p>Chief Executive's supplementary recommendations arising from the "Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities"</p> <p>(Section 28 Guidelines issued in January 2024)</p>		
<p><b>Chapter 33 Development Management Standards</b></p>	<p><b>CE-33-21</b></p>	<p>In <b>Section 33.9.7 Car parking requirements</b> (Chapter 33, Volume 3 of the Draft Plan), insert an <b>additional table</b> as follows:</p> <p><b>Table 33.11 EV charging point standards</b></p> <table border="1" data-bbox="979 1587 2184 1671"> <thead> <tr> <th data-bbox="979 1587 1564 1671">Development category</th> <th data-bbox="1564 1587 2184 1671">EV charging points</th> </tr> </thead> </table>	Development category	EV charging points	<p>Submission 109 - ESB</p>
Development category	EV charging points				

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment		Submission reference								
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Chapter 33 Development Management Standards	CE-33-22	<p>In <b>Section 33.11.1 Wind energy developments</b> (p. 182 of the Draft Plan), amend the first sentence as follows:</p> <p>The Planning Authority will have regard to <a href="#">the DECLG's Wind Energy Guidelines (2006)</a>, the DHLGH's Draft Wind Energy Guidelines (2019) and any revised guidelines, when considering wind energy applications.</p>		Submission 109 - ESB								
Chapter 33 Development Management Standards	CE-33-23	<p>In <b>Section 33.11.2 Solar energy</b> (Chapter 33 Development management standards), include an <b>additional requirement after the third paragraph</b>, as follows:</p> <p>At present, there are no national planning guidelines for solar energy development. The Council will assess individual applications having regard to normal planning considerations and the location criteria applicable to other types of renewable energy developments – see Section 33.11.1 above.</p> <p><a href="#">Where the solar farm developments are proposed in locations where they can be seen from the road network, applications must be accompanied by glint and glare assessments.</a></p>		Submission 47 – Transport Infrastructure Ireland (TII)								

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 33 Development Management Standards	CE-33-24	<p>In the introductory part of <b>Section 33.11 Energy and telecommunications infrastructure</b> development standards, include the following provision after the four bullet points:</p> <p>All renewable energy developments requiring connection to the national grid shall be accompanied by an assessment of all route alternatives, including alternatives to public roads. It is not considered appropriate to utilise a national road as a grid connection route when viable alternatives are available.</p>	Submission 47 – Transport Infrastructure Ireland (TII)
Chapter 33 Development Management Standards	CE-33-25	<p>In <b>Chapter 33</b> (Development management standards) change the name of <b>Section 33.2.12</b> to <b>Site landscaping and retention of biodiversity</b> and add the following bullet points:</p> <ul style="list-style-type: none"> <li>▪ All landscaping schemes, including green infrastructure and transport infrastructure, should make provision for pollinator-friendly planting and management regimes, consistent with the All-Ireland Pollinator Plan 2021-2025 and updated versions.</li> <li>▪ Modifications to buildings, restoration works (e.g. repointing of stone) and vegetation management (e.g. ivy removal) can impact on protected species, in particular bats and birds. Specialist surveyors should be contracted at the earliest stage so that surveys are undertaken during the correct period, to inform timing of works.</li> <li>▪ Access to breeding and roosting sites should be retained where possible. Additional opportunities for wildlife (crevices/entrances, woodcrete bat boxes, swift bricks) should be incorporated within buildings.</li> <li>▪ Follow the protocols set out in the Heritage Council's guidelines "Wildlife in Buildings – Linking Our Built and Natural Heritage" (<a href="https://www.heritagecouncil.ie/content/files/Wildlife-in-Buildings-linking-our-built-and-natural-heritage.pdf">https://www.heritagecouncil.ie/content/files/Wildlife-in-Buildings-linking-our-built-and-natural-heritage.pdf</a>)</li> </ul>	Submission 124 – Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage (DHLGH)
Chapter 33 Development Management Standards	CE-33-26	<p>In <b>Chapter 33, Section 33.2.12</b> (Site landscaping and retention of biodiversity), insert <b>two additional bullet points</b> as follows:</p> <ul style="list-style-type: none"> <li>▪ Where possible, developments should use "cut and fill", whereby excavated material is reused within the same site. The removed topsoil and earth can be used for embankments, elevated sections etc., and can provide additional wildlife habitat.</li> <li>▪ When preparing a planning application, developers should consult the Map of Irish Wetlands (<a href="https://www.wetlandsurveysireland.com/wetlands/map-of-irish-wetlands--map/">https://www.wetlandsurveysireland.com/wetlands/map-of-irish-wetlands--map/</a>), which identifies the location and characteristics of many wetland habitats in the county.</li> </ul>	Submission 124 – Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage (DHLGH)

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 33 Development Management Standards	CE-33-27	<p>In Chapter <b>33 Development management standards</b>, insert an <b>additional subsection</b> in <b>Section 33.2.12 Site landscaping</b>, as follows:</p> <p><b>Biodiversity Net Gain (BNG)</b></p> <p>Planning applications on sites with an area of 0.5 ha and over shall demonstrate a <b>biodiversity net gain (BNG)</b>. This can be achieved by applying one or more of the considerations listed below.</p> <ul style="list-style-type: none"> <li>■ The potential impact on biodiversity shall be assessed at the earliest stage possible, by carrying out ecological surveys, so that biodiversity net gain can be factored into initial plans and designs.</li> </ul> <p>In addition to direct loss of habitats, biodiversity can be impacted through habitat fragmentation, loss or degradation of linear features (e.g. hedgerows, trees lines, ditches), introduction of artificial lighting, disturbance through creation of paths and access ways, increased risk of spread of invasive alien species and impacts on air and water quality.</p> <ul style="list-style-type: none"> <li>■ Restoration of existing habitats within the site shall be prioritised. For example: <ul style="list-style-type: none"> <li>– a species-rich hedgerow should be protected from construction and operational phases with a buffer zone;</li> <li>– a dark corridor should be retained with no artificial light spillage;</li> <li>– additional planting should consolidate the link between adjacent habitat areas;</li> <li>– non-native species should be removed.</li> </ul> </li> <li>■ Removal of a hedgerow and replacement with an alternative habitat (e.g. wildflower meadow) <b>does not</b> constitute a net gain in biodiversity.</li> <li>■ “Nature-based solutions” and the provision of green infrastructure offer opportunities for habitat creation in urban areas, such as swales, green roofs, rain gardens and tree planting.</li> <li>■ Removal of artificial lighting from natural habitats (e.g. river corridors, hedgerows, tree lines) can contribute to restoring areas for wildlife that were previously degraded by light spillage.</li> </ul>	Submission 124 – Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage (DHLGH)

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		<p>Priority shall be given to the actions that restore locally important habitats and species, as outlined in the County Biodiversity Action Plan.</p>	
<p><b>Chapter 33 Development Management Standards</b></p>	<p><b>CE-33-28</b></p>	<p>In <b>Chapter 33 Development management standards, Section 33.2.14 Illumination and spread of light</b>, insert an additional subsection as follows:</p> <p><b>Minimising light pollution</b></p> <p>Lighting should be adequate for the desired area while being limited to when it is needed and directed to where it is needed.</p> <ul style="list-style-type: none"> <li>▪ Average luminance should not surpass the appropriate intensity needed (not the maximum intensity).</li> <li>▪ Lighting should be designed to avoid further impacts on biodiversity, human health, and waste of energy.</li> <li>▪ Lighting should be designed to minimise glare, prevent light trespass to adjacent/unintended areas (hedgerows, road verges, tree lines, wetlands and river corridors).</li> <li>▪ Light pollution should be reduced by (i) shielding to ensure lighting is directed to where it is intended and needed (ii) avoid sky glow and light trespass (iii) setting appropriate lighting levels and colour (under 3000K) (v) adjusting the timing of lighting as appropriate.</li> <li>▪ Blue light in LEDs should be limited to warmer-coloured lighting with a correlated colour Temperature (CCT) at or below 3000K. This provides a balance of energy use, safety, and environmental and health impacts.</li> <li>▪ Timing and duration of lighting should be limited to the when needed through trimming (part-night lighting) and dimming (reduced light levels) where appropriate.</li> <li>▪ There should be no light emitted above the horizontal. This type of lighting impacts strongly on the environment.</li> </ul> <p>Lighting should follow the guidance within the Institution of Lighting Professionals (ILP) Guidance Note (GN01-2021) The Reduction of Obtrusive Light.</p>	<p>Submission 124 – Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage (DHLGH)</p>

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 33 Development Management Standards	CE-33-29	<p>In <b>Section 33.3.11 Parking standards for housing developments</b> (Chapter 33 Development management standards), insert additional provisions as follows:</p> <p style="padding-left: 40px;">Landscaping of car parking areas should incorporate native trees, hedgerows and shrubs, to reduce the impact on local wildlife. Car park surfaces should be porous or permeable. Artificial lighting should be designed to minimise light pollution on adjacent habitats, in particular hedgerows, river corridors and tree lines.</p> <p>(Please note that <b>CE-33-13</b> also proposes modifications to Section 33.3.11; the two recommendations are not in conflict)</p>	Submission 124 – Development Applications Unit (DAU) – Department of Housing, Local Government and Heritage (DHLGH)

## Chief Executive's recommendations for amendments to **Volume 4 Village Plans** of the Draft Sligo CDP 2024-2030

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Chapter 37 Ballinacar Village Plan	CE-37-01	In <b>Section 37.2.5 Wastewater treatment</b> (Chapter 37 Ballinacar Village Plan), modify the <b>objective A</b> as follows:  A. Require any proponents of new development to make a pre-connection enquiry <b>about the feasibility of a connection</b> to Uisce Eireann wastewater infrastructure. <b>Connections to the network will be subject to feasibility assessment via UÉ's New Connections process, as well as UÉ's Connections Charging Policy.</b>	Submission 119 – Uisce Éireann (UE)
Chapter 31 Carney village plan	CE-41-01	In <b>Chapter 41 Carney village plan, Section 41.2.1</b> insert the following additional objective:  D. Provide a looped walk around Carney village (and on to Ballygilgan beach) by extending the existing forest walk from the Cashelgarran Road eastwards to the L-3303-0 at Ballygilgan and by providing a new footpath along the L-3303-0 back to the village centre.	Supplementary CE Recommendation - Miscellaneous issues
Chapter 42 Castlebaldwin Village Plan	CE-42-01	In <b>Chapter 42 Castlebaldwin Village Plan, Section 42.1 Village profile</b> , modify the second sentence as follows: The new <b><i>N-4 Collooney to Castlebaldwin</i></b> realigned route, to the east of the village, was officially opened in <b>2022 2021</b> .	Supplementary CE Recommendations on Transport
Chapter 43 Cliffony Village Plan	CE-43-01	In <b>Chapter 43 Cliffony Village Plan, Section 43.2.4 Wastewater treatment</b> , amend <b>objective A</b> as follows:  A. Pursue, in co-operation with Uisce Eireann, <b>the upgrading of the wastewater treatment plan to ensure it is fully compliant with current standards the provision of license-compliant capacity</b> . In the interim period, applications for connection will be assessed on an individual basis by Uisce Eireann considering their specific load requirements. Minor developer-funded improvements may be required.	Submission 119 – Uisce Éireann (UE)
Chapter 46 Curry Village Plan	CE-46-01	In <b>Chapter 46 Curry Village Plan, Section 46.2.2 Transport and circulation</b> , amend <b>objective B</b> as follows:	Supplementary CE Recommendations on Transport

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
		<p>B. Seek the improvement of <b>pedestrian links across Active Travel facilities along the N-17 national primary road within Curry village, possibly by providing a pedestrian walkway at the N-17 bridge, subject to Habitats Directive Assessment.</b></p>	
<p><b>Chapter 46 Curry Village Plan</b></p>	<p><b>CE-46-02</b></p>	<p>In <b>Chapter 46 Cuvrry Village Plan, Section 46.2.3 Village centre</b>, amend <b>objective A</b> as follows:</p> <p>A. Any development or redevelopment proposal on lands between the Main Street and the N-17 should be designed to provide an appropriate aspect when viewed from the N-17. Substantial proposals for landscaping and boundary treatment along the national road should also be incorporated into any such proposal, <b>taking account of TII Design Standards regarding clear zone and forgiving roadsides (currently Design Note DN-GEO-03036).</b></p>	<p>Supplementary CE Recommendations on Transport</p>
<p><b>Chapter 48 Drumcliff Village Plan</b></p>	<p><b>CE-48-01</b></p>	<p>Add the following objective to <b>Chapter 48 Drumcliff Village Plan</b>:</p> <p><b>48.2.3.C Improve public transport and active travel infrastructure within the village in conjunction with the TII and the NTA.</b></p>	<p>Submission 35 - Michael Kirby</p>
<p><b>Chapter 53 Unserviced villages</b></p>	<p><b>CE-53-01</b></p>	<p>In <b>Chapter 53 Unserviced villages</b> (Volume 4), modify the last sentence as follows:</p> <p>Sligo County Council, in co-operation with <b>DHLGH and Uisce Éireann, as appropriate</b>, will pursue the provision of wastewater treatment facilities to serve these villages.</p>	<p>Submission 119 – Uisce Éireann (UE)</p>

## Chief Executive's recommendations for amendments to **accompanying documents and appendices** of the Draft Sligo CDP 2024-2030

(Local Transport Plan, Strategic Flood Risk Assessment, Infrastructure Assessment, Buildings of Note)

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Draft Local Transport Plan	CE-LTP-01	Modify <b>Table 2-1 in Section 2-1</b> to include reference to the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' and to the TII Publications (Standards) as the relevant design standard for works to national roads, complementary to the Design Manual for Urban Roads and Streets in urban locations.	Submission 47 – Transport Infrastructure Ireland (TII)
Draft Local Transport Plan	CE-LTP-02	Modify the <b>text relating to Figures 6-3 and 6-6</b> (which indicate locations of junction improvements on the national road network) to include references to DMURS and the complementary TII Publication 'The Treatment of Transition Zones to Towns and Villages on National Roads' (DN-GEO-03084).	Submission 47 – Transport Infrastructure Ireland (TII)
Draft Local Transport Plan	CE-LTP-03	Modify the <b>text in Section 3.4.4. Existing Road Network</b> to include the national secondary road N-59, which is part of the national road network in the LTP area.	Submission 47 – Transport Infrastructure Ireland (TII)
Draft Local Transport Plan	CE-LTP-04	In <b>Section 5.1 Principles and Objectives</b> , modify the <b>second principle</b> as follows:  Support the Regional Spatial and Economic Strategy by providing a permeable Sligo Town Centre for walking, cycling and the mobility impaired, <b>while safeguarding the strategic function of the national road network, including national road junctions within the LTP area.</b>	Submission 47 – Transport Infrastructure Ireland (TII)
Appendix A – Infrastructural Assessment	CE-A.2-01	The <b>lands zoned BIE at Ballytivnan and Finisklin, and the lands zoned RW at Carrowroe</b> on the Draft Sligo Town Zoning Map shall be assessed in terms of infrastructure and categorised accordingly in <b>Appendix A, Section A.2 Sligo Town.</b>	Submission 184 – Office of the Planning Regulator (OPR)
Appendix B – Buildings of note	CE-B-01	In <b>Appendix B Buildings of Note</b> , on <b>page 4</b> , replace the code " <b>BoN No. 8</b> " for the "three-bay-two-storey house in Ballysadare with " <b>BoN No. 7</b> ".	Submission 184 – Office of the Planning Regulator (OPR)
Strategic Flood Risk Assessment (SFRA)	CE-SFRA-01	Prepare overlay mapping for the final, consolidated Strategic Flood Risk Assessment document, with Flood Zones A and B overlain on final land use zoning.	Submission 184 – Office of the Planning Regulator (OPR)

Draft CDP chapter	Chief Executive's recommendation code	Text of the proposed amendment	Submission reference
Strategic Flood Risk Assessment (SFRA)	CE-SFRA-02	In the <b>SFRA Report</b> , include a note with <b>Table 3 Predictive Flood Risk Indicators</b> , indicating the Geological Survey Ireland (GSI) as the data source for the groundwater mapping.	Submission 73 – Office of Public Works (OPW)
Strategic Flood Risk Assessment (SFRA)	CE-SFRA-03	In the <b>SFRA Report</b> , include Flood Zone A on the Sligo Town Flood Zones Map in the area shown in the OPW's submission 73.	Submission 73 – Office of Public Works (OPW)
Strategic Flood Risk Assessment (SFRA)	CE-SFRA-04	In the <b>SFRA Report</b> , include Flood Zone A on the Ballincar Flood Zones Map.	Submission 73 – Office of Public Works (OPW)
Strategic Flood Risk Assessment (SFRA)	CE-SFRA-05	In the <b>SFRA Report</b> , correct the boundaries of Flood Zone A on the Ballymote Flood Zones Map in the northern part of the town.	Submission 73 – Office of Public Works (OPW)
Strategic Flood Risk Assessment (SFRA)	CE-SFRA-06	In the <b>SFRA Report</b> , include Flood Zone A on the Ballymote Flood Zones Map along the identified watercourse in the western part of the town.	Submission 73 – Office of Public Works (OPW)
Strategic Flood Risk Assessment (SFRA)	CE-SFRA-07	In the <b>SFRA Report</b> , correct the boundaries of Flood Zone A on the Ballysadare Flood Zones Map to include the area shown in the OPW's submission 73.	Submission 73 – Office of Public Works (OPW)
Strategic Flood Risk Assessment (SFRA)	CE-SFRA-08	In the <b>SFRA Report</b> , include Flood Zone A on the Castlebaldwin Flood Zones Map in the area shown in the OPW's submission 73.	Submission 73 – Office of Public Works (OPW)
Strategic Flood Risk Assessment (SFRA)	CE-SFRA-09	In the <b>SFRA Report</b> , review the boundaries of Flood Zones on the Grange Flood Zones Map in the area shown in the OPW's submission 73.	Submission 73 – Office of Public Works (OPW)
Strategic Flood Risk Assessment (SFRA)	CE-SFRA-10	In the <b>SFRA Report</b> , include Flood Zone B on the Gorteen Flood Zones Map in the area shown in the OPW's submission 73.	Submission 73 – Office of Public Works (OPW)
Flood zones on new Objectives Maps	CE-FZ-01	Show the <b>Flood Zones A and B</b> on additional <b>Objectives Maps</b> for zoned settlements.	Submission 184 – Office of the Planning Regulator (OPR)