County Donegal Development Plan 2024-2030 (As Varied)



June 2024

Incorporating Variation No.1











Comhairle Contae Dhún na nGall
Donegal County Council

Special Notes

1. Draft Ministerial Direction

The County Donegal Development Plan, 2024-2030 was adopted by Resolution of Members on 16th May, 2024. In accordance with Section 12(17) of the Planning and Development Act, 2000 (As Amended) ('the Act') the Plan *shall have effect* 6 weeks after the day that it is made i.e. 26th June, 2024. On 26th June 2024 the Minister of State for Local Government and Planning issued a 'Notice of Intention to Issue a Direction' to the Planning Authority under Section 31 of the Planning and Development Act, 2000 (As Amended) ('the Act') (available on **www.donegaldevplan.ie**).

The Draft Direction addresses a key national road access policy in the County Development Plan (Policy T-P-12); a number of parcels of land in the Area Plans for Buncrana and Ballybofey/Stranorlar; and changes to the Proposed Material Alterations to a number of Settlement Frameworks boundaries. These matters, in accordance with Section 31(6) of the Act, '**shall not have effect'**, notwithstanding their inclusion in the Plan as adopted by the Council and pending the issuing of the Minister's Final Direction.

Please note that all sections highlighted in yellow in this Plan are the subject of the Draft Ministerial Direction. For more information refer to www.donegaldevplan.ie or consult.donegal.ie.

2. Variation (No. 1) to the County Development Plan 2024-2030

Variation (No. 1) to the County Development Plan 2024-2030 was made by the Elected Members at the Council meeting of the 27th of July 2026. It came into effect on the same day and includes (in summary):

- New Area Plans for An Clochán Liath, Ballyshannon, Bridgend, Carndonagh, Donegal Town and Killybegs and associated Local Transport Plans.
- Amendments to the Buncrana Area Plan, the Letterkenny Plan, and the Ballybofey/Stranorlar Area Plan.
- Amendments to Settlement Frameworks for Laghy, Ardara, Creeslough, Dunfanaghy, Culdaff, Gleneely, Manorcunningham, and Newtowncunningham, a new Clachan for Drumoghill, and various other policy changes.

However, on the **16th of September 2026 the Office of the Planning Regulator (OPR) issued a Notice pursuant to Section 63(3) of Planning and Development Act 2024 which has the effect of suspending certain parts of Variation No. 1** (all other parts remaining in effect). The affected text/policies are highlighted in orange in this document and the affected lands/zonings are also identified on the land use zoning maps.

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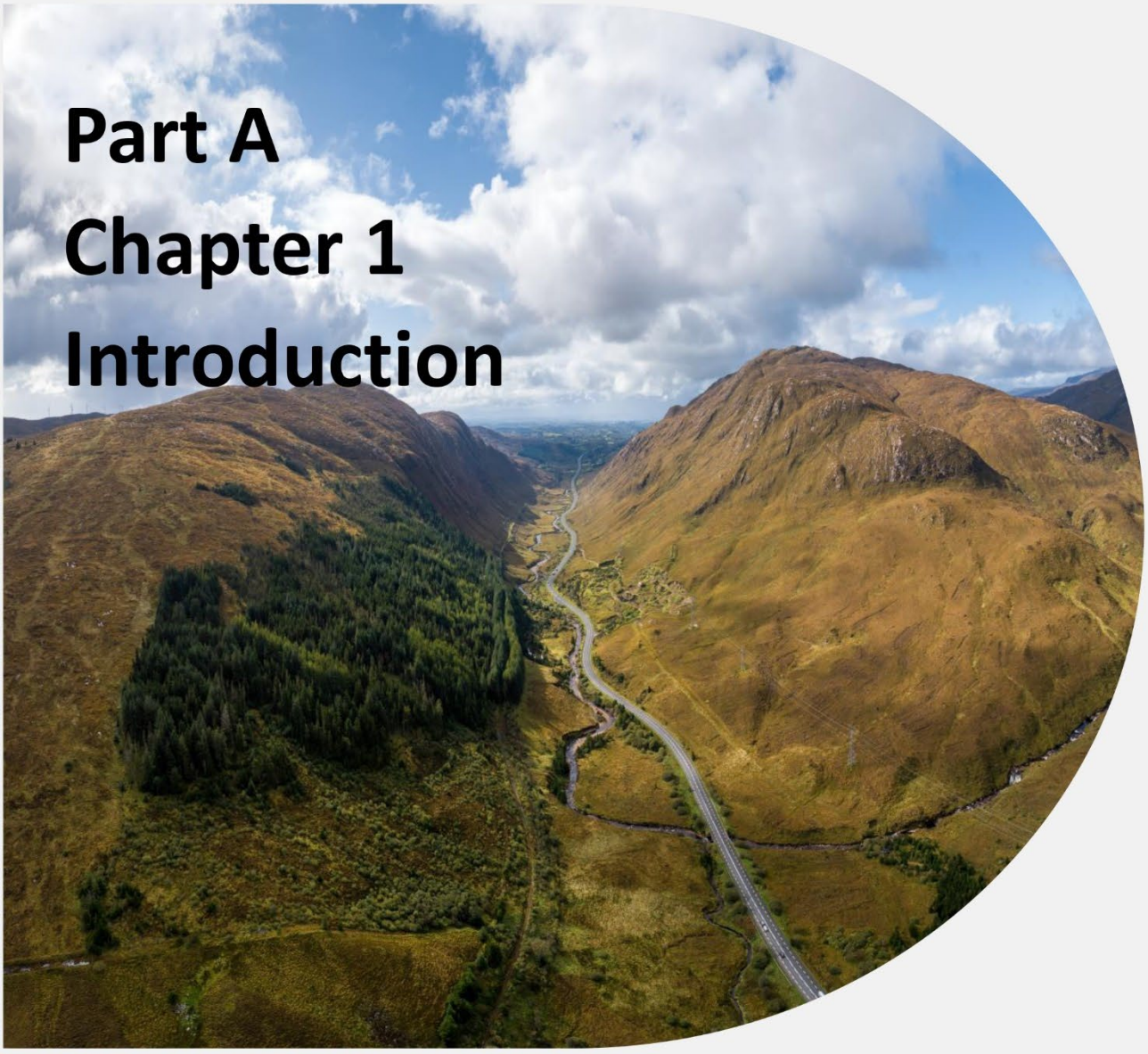
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Part A
Chapter 1
Introduction

Chapter 1 – Introduction

1.1 Background

The County Development Plan is the principal land use planning strategy document for County Donegal and sets out a vision for the sustainable future development of the County together with objectives and policies designed to achieve this vision. The key roles of the Development Plan are summarised in Fig. 1.1 below.



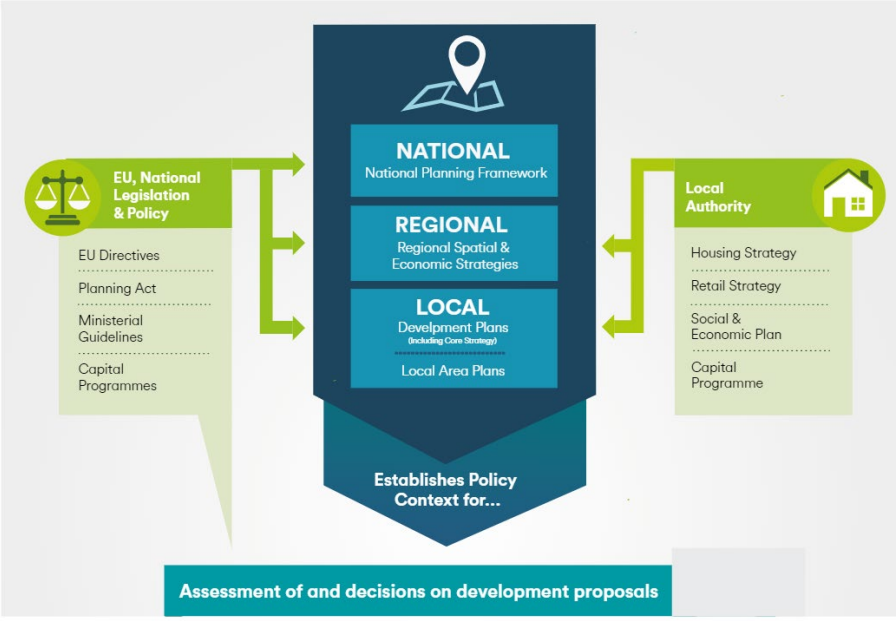
Figure 1.*1*: Key roles of County Development Plan (reproduced from Development Plan Guidelines for Planning Authorities,2022)

The Plan must incorporate a Housing Strategy and Retail Strategy, align with the Council's Local Economic and Community Plan (LECP), and have regard to and help shape the capital programmes of both the Council and Irish Water.

This County Development Plan incorporates detailed plans for the towns of Buncrana, Ballybofey/Stranorlar and Bundoran (see Part B, Chapters 17, 18, 19, and 20). Variation No.1 amongst other things introduced further Town Area Plans for An Clochán Liath, Ballyshannon, Bridgend, Carndonagh, Donegal Town and Killybegs and associated Local Transport Plans. These Plans are consistent with the objectives of the County Development Plan but allow for more detailed consideration of local-level issues within the settlements concerned.

The Plan must demonstrate strong alignment with European policy and national and regional policy, most notably the National Planning Framework (NPF) and Ministerial Planning Guidelines issued under Section 28 of the Act, and the Northern and Western Regional Assembly's Regional Spatial and Economic Strategy (RSES). Where relevant, the Chapters of the Plan identify the most pertinent policies/requirements contained in these documents including:

- at the national level, NPF National Planning Objectives (NPO's) and 'Specific Planning Policy Requirements' contained in Ministerial Section 28 Guidelines; and
- at the Regional level, Regional Policy Objectives (RPO's).



Source: National Planning Framework

Figure 1.2: Planning Policy Hierarchy and Key Inputs (reproduced from Development Plan Guidelines for Planning Authorities,2022)

The statutory period of the Plan is a maximum of six years in accordance with Section 9 of the Planning and Development Act, 2000 (As Amended) ['the Act']. For this reason, the Core Strategy identifies sufficient lands to accommodate projected housing need for the six-year horizon. However, Donegal County Council has longer-term strategic ambitions for the County beyond this statutory six-year period and the Plan therefore also supports these ambitions in broad terms without exceeding the aforementioned statutory parameters in terms of housing land supply and so on.



Chapter 2
Vision and Ambition

Chapter 2 – Vision & Ambition

2.1 Strategic Ambition

The ambition of Donegal County Council is to grow the population of the County to upwards of 200,000 people by 2040. This ambition is framed in the context of the recognition in the NPF and the RSES of the critical role the north-west of the island of Ireland has to play in achieving balanced regional growth. Central to this ambition is a commitment to work towards the delivery of a climate resilient, healthy, culturally inclusive, connected, innovative and economically vibrant place that ensures an excellent quality of life for all of Donegal's citizens. Two overarching strategies are identified as being key drivers of such growth.

2.2 North-West City Region

The North-West City Region is a cross-border partnership between local and central government in both Ireland and Northern Ireland realising the full development potential of the region and acting as a strong driver of economic growth reflective of the regional the priorities of the North West Strategic Growth Partnership. The North-West City Region identifies the following three regional pillars of growth that are reflected in the objectives and policies of the Plan:

i. Economic Growth and Investment
ii. Physical and Environmental Development
iii. Social and Community Cohesion and Wellbeing.

Donegal has a unique geopolitical position sharing 90% of its land border with Northern Ireland yet maintains strong and essential economic, workforce, infrastructural, health, educational, community and environmental cross border linkages.

The shared region has Letterkenny, Derry and Strabane at its core supported by several smaller towns and villages. The wider functional region has the 4th highest population concentration of 350,000 and 193,106 of these within Letterkenny, Derry and Strabane. There are over 35,000 in higher education, and 39% of the work force have a level 3 or above qualification rising to 43% when those with apprenticeships are included.

The importance and primacy of the strategic growth of the North-west City Region is reflected in the following Policy Objectives of both the National Planning Framework and the Regional Economic and Spatial Strategy for the Northern Western Border Region.

National Policy Objective 45

In co-operation with relevant Departments in Northern Ireland, support and promote the development of the North West City Region as interlinked areas of strategic importance in the North-West of Ireland, through collaborative structures and a joined-up approach to spatial planning.

RPO 9.1

Build Inclusive and Compact Places by:

a) Planning for Inclusive Communities through regional cooperation and collaboration, to support the wider economic and social development agendas of the region and integrating health and wellbeing outcomes across all activities, ensuring that spaces are made available for community use.

b) Accommodating Growth and Delivering Housing through compact growth where housing opportunities are close to schools, community facilities, health facilities, shopping, and employment; Prioritising the (re-)use of existing underutilised land and buildings, and other infill opportunities.

c) Accessing Quality Services by maximising the use of transport and digital infrastructure to ensure people can access quality education and health services, building on the quality health and education infrastructure that exists on a cross-border basis and building more shared services and nurturing greater collaboration between actors and agencies in the co-design of new services.

d) Valuing Cultural Heritage by creating appealing places through attractive and imaginative building design, street layout, civic space and public realm design; Developing new offerings in support of existing ventures in the tourism sector, such as greenways, walking trails and other inter-urban connections, based on the wealth of natural and cultural heritage assets and providing links to the Wild Atlantic Way and the Causeway Coast.

RPO 9.2

Invest in Accessible and Connected Places through:

a) Donegal County Council, Derry City and Strabane District Council and transport providers working together to deliver programmed and future investment for strategic internal and external transport improvements. This to include consideration of cross-border connectivity – with a particular emphasis on provision of high-quality TEN-T routes, maximising the level of accessibility to the urban core for all sectors of the community and all abilities, with a focus upon supporting a modal shift to walking, cycling, public transport, whilst embracing disruptive technologies to augment the shift to electric vehicles and other modes of transport.

b) Encouraging active travel with a clear focus on place building and connectivity and promoting active mobility through soft measures including information and awareness-raising campaigns to complement hard investments in routes and support activities, including activity-based recreation resources.

c) Strengthening Digital Infrastructure by supporting the expansion and investment in third-level education and leveraging cross-border knowledge networks to strengthen access to skills and talents that support a digital economy, nurtures entrepreneurship, anticipates and responds to the demand for innovative services that are socially inclusive, attractive and supportive of the local workforce, and contributes to quality public realm.

RPO 9.3

Planning for a vibrant economy through:

a) Fostering Enterprise and Innovation by identifying the critical linkages between place-making and business investment, utilising the North West Strategic Growth Partnership in realising the economic potential of the region in priority areas ensuring they are supported by our third level institutes and our R&D institutions of excellence and that further spaces are developed to nurture and catalyse the region's most innovative entrepreneurs with the area's strong network of experienced business leaders and cutting edge research and development institutions.

b) Nurturing the rural economy through protecting and promoting the sense of place and culture and the quality, character and distinctiveness of the rural landscape, whilst facilitating the appropriately-scaled development of rural enterprise initiatives, including the appropriate development of tourism, delivering business start-up programmes and development support to rural communities experiencing economic disadvantage, whilst also meeting appropriate rural housing need having due regard to all material considerations.

RPO 9.4

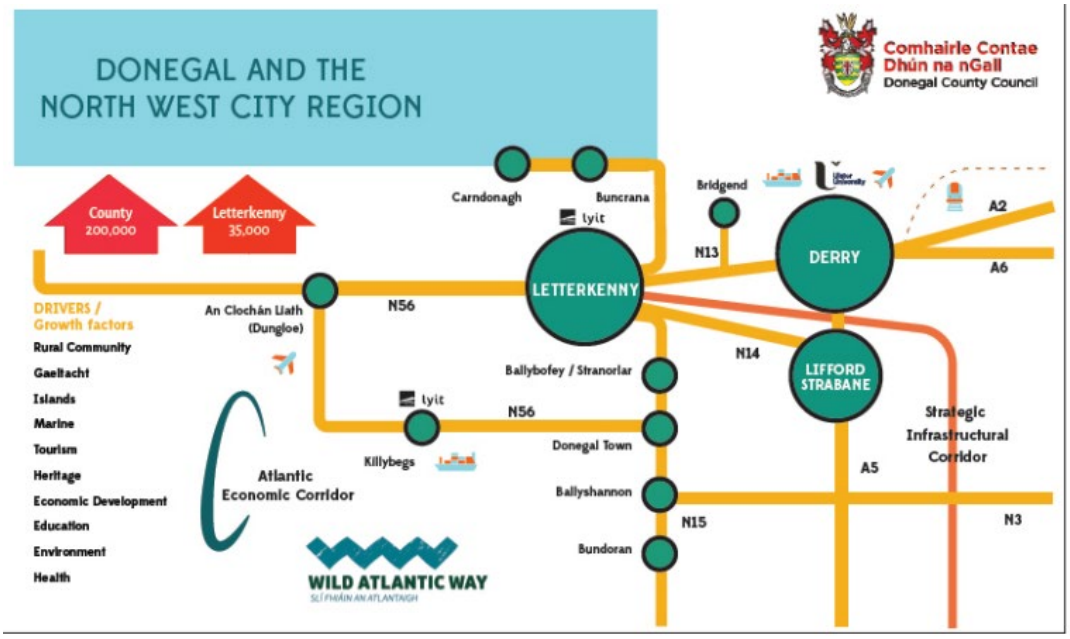
Create Resilient Places and Low-Carbon Infrastructure by:

a) Managing Natural Resources through adhering to the principles of the circular economy, monitor air quality through the use of smart technologies, with the overall aim of improving air quality and to protect local ecosystems through the management of our natural capital

b) Transitioning to a Low Carbon Economy through a presumption against development in areas vulnerable to flooding and rising sea levels, continuing to assess the probability of risk from all sources of flooding, and working with relevant stakeholders in both the assessment and delivery of any mitigation responses required; Furthermore, pursue the generation of renewable energies and their local applications through, for example, green infrastructure planning, innovative design solutions, the promotion of energy-efficient buildings and homes

c) Diversifying Energy Resources by promoting and facilitating the development of the wider North West region as a Centre of Excellence for renewable energy and innovation and establishing a sustainable energy strategy for the City Region that pursues continued investment in the resilience and security of electricity networks and infrastructure, and the development of a diverse energy portfolio, harnesses the expertise of technological research and training among the region's institutions of higher education, growing the development of a skilled workforce in all aspects of energy generation including linking employment opportunities in the emerging renewable energy field to workers displaced from other economic sectors.

Despite the economic challenges posed by Brexit, the EU-UK Withdrawal Agreement and associated Northern Ireland Protocol (and related Windsor Framework political agreement) have allowed a softer trade border with NI than might have otherwise occurred and, combined with support from the Brexit Adjustment Reserve Fund, will facilitate further enhancement of the existing strong cross border economic linkages in the North West City Region.



The emerging strategic issues which provide a context for the concept of a cross-border spatial strategy in terms of a vibrant, innovative, green and creative region are:

- The need to develop a collaborative, place-based strategy with a shared vision, that is based on the principles of place making, smart growth & healthy places;
- Potential for climate adaptation solutions to act as instigators for positive change;
- Ensuring a strong focus on economic development and regional planning **-** identity, place and potential;
- Establishing the City Region as a polycentric model promoting sustainable growth;
- Agreeing a meaningful joint strategy with an emphasis on mobilising assets through a regional perspective on growth and competitiveness - centred on outcomes; and
- Setting out a whole of City-Region stock take of assets.

These strategic issues are the basis for setting out the pointers, principles and recommendations relevant to any future metropolitan spatial strategy where it can prove a worthwhile example of territorial cooperation to further build functionality across spatial borders. In this context the Strategic Issues focuses on:

(i) **The Settlement Structure** – Recognises the settlements that require consolidation and where account is taken of the functionality, assets and needs of the rural hinterlands. Rural development considerations are integral to this strategic approach. The implications for the NWCR include placing a focus on Urban-Rural structures to ensure that all settlements contribute to the overall sustainable development of the City Region. The structure of the proposed metropolitan area is border-blind and inter-jurisdictional approaches are required to address the issues faced by the NWCR. Central to this is the aim to provide a co-decision-making context with citizens and other stakeholders to enable the planning of services to be visionary and proactive.

(ii) **The Economy** – As one of the three pillars of regional growth guiding the collaborative activities of the North West Strategic Growth Partnership (NWSGP), the spatial strategy seeks to support a vision and the principles on which the region's economy needs to be supported. A wholly integrated approach to economic planning which gives expression to the best practice principles of place making and strong regions, while also going beyond a policy template which

stops at the border, is required for the NWCR to tackle the negative impacts of its historical infrastructure baseline deficit, and deliver a just transition which addresses the acute economic and social inequalities experienced in the region's economy. Existing cross border collaborative working and networking arrangements between key council staff and stakeholders already focuses across a range of sectors, including economic development, spatial planning, climate action, transport, education, health and tourism. In recognising the importance of existing collaborations, it will be essential that there is connectivity between these strands of work through a spatially-led approach to deliver the effective and sustainable development of the City Region. The paucity of comparable datasets for both jurisdictions is a barrier to evidence-based economic planning, and spatial planning more generally and consequently is a key issue for the development of the spatial strategy.

(iii) **Mobility & Accessibility** - Mobility is a key determinant of economic prosperity, environmental quality, quality of life and the level of community interaction that can take place. Within the existing NW structures there is a shared commitment to continue to strengthen external transport linkages at the regional scale and central to this is a recognition that future transport networks must reflect the polycentric nature of the region's settlement pattern and increase connectivity among the cities, towns and villages and that inter-jurisdictional collaboration is required to deliver services and a meaningful modal shift in transport. Diversifying the modal choice is integral to regional competitiveness and to ensuring that transport planning is linked to housing, employment, education, health and leisure provision.

(iv) **Environment** – Climate change will impact on land-use and on demands on natural resources into the future. Achieving climate neutrality and green transformation requires place-based leadership, drawing on the potential of spatial strategy-making processes to act as instigators of change rather than simply regulators of development. A key consideration for the spatial strategy is the preparation of a common framework for spatial and environmental planning setting a context for a joint landscape character assessment, flood risk management, adaptive design approaches to development, increase awareness of the potential of the sea as a source of renewable energy, and sustainable governance of maritime resources in the context of new legislation.

(v) **Community Wellbeing** – There is an identified role for local authorities in determining and influencing the health outcomes of local communities. This underpins the clear relationship between approaches to effective community wellbeing and spatial planning through activated relationships, working processes and models of implementation and accountability. The COVID-19 pandemic has emphasised for everyone the relevance of spatial planning and population health outcomes. The pandemic created space for innovation in policy and service delivery that responded to health needs and emphasised the interdependencies between economic, social and physical/environmental factors in the North West.

Ultimately there is a need for a just transition in spatial planning terms that reflect the extent to which a cross border spatial planning framework takes account of, activates and mobilises the necessary joined-up working required to ensure an effective and sustainable future.

2.3 Letterkenny Regional Growth Centre

This section sets out the distinctive and exceptional importance of Letterkenny in terms of its role and significance to the county and to the region. A clear and consistent strategy for the development of the town is required to be set out by way of identifying the key development issues and policy responses for the future development of the area to complement the policies for Letterkenny and the wider Letterkenny Regional Growth Centre Strategic Plan (LRGCSP), and aligned with LRGCSP objectives and in turn, to ensure achievement of the town's future ambitions to realise, inter alia. the critical mass of population, employment creation, healthcare provision, student attraction, and sustainable transport needs.

Letterkenny is one of the Country's five designated Regional Centres as set out in the National Planning framework (NPF) and in the Regional Spatial and Economic Strategy (RSES). Located within the 'North-West City Region', the 4th largest urban agglomeration on the island of Ireland and a key enabler of regional growth, and in a cross border Derry-Letterkenny City region. This geographical gateway provides regional access to the EU and UK markets. Letterkenny thereby has a unique position not only in Donegal but regionally, nationally and internationally.

The NPF places Letterkenny near the top of the county's settlement hierarchy in addition to its 'Regional Centre' status and recognises that while Letterkenny performs at a different scale to that of a city, it exhibits many of a city's core characteristics. The LRGCSP as set out in the RSES provides a framework for growth and investment as the primary urban centre in Donegal centred on four key strategic outcomes that are closely aligned with the national strategic outcomes and priorities of the NPF and the eight strategic aims of the Regional development strategy (RDS 2035):

Outcomes are:

- Building Inclusive and Compact Places;
- Investing in Connected and Accessible Places;
- Planning for a Vibrant Economy and Nurturing Communities; and
- Creating Resilient Places and Low-Carbon Infrastructure.

This Plan, alongside the Letterkenny Plan 2023-2029, will provide for the planned development of all areas within the RGCSP through the land use zoning priorities, phasing of zoning and alongside the delivery of the town centre Regeneration Strategy' Letterkenny 2040'.

STRATEGIC GOALS AND OBJECTIVES, Vision as set out in (NWRA RSES, 2019)**:**

1. Compact growth and delivery of residential development for an expanding regional centre.
2. Regeneration and renewal projects.
3. Indigenous employment and FDI.
4. Retail.
5. Critically enabling Strategic Infrastructure for Letterkenny.

VISION

Between 2020 and 2040 Letterkenny will grow to a centre of at least 27,300 people, and will encompass all the key characteristics of a future city, with an expanded employment base, an additional 4,000 houses, together with an expanded offering in education, public services, civic spaces, and a Regeneration and reconfiguration of the Town Centre. Letterkenny will offer sustainable choices in housing, employment, and will be a centre that is pedestrian friendly, well served by public transport, with an emphasis on well-being, supported by a healthy environment, and quality spaces in the public realm.



ACHIEVEMENT OF THE STRATEGIC GOALS AND OBJECTIVES.

Achievement of these strategic goals and objectives requires a clear consistent approach to ensure needs are addressed and infrastructure deficits are identified. The following critically enabling strategic infrastructure has been identified in the NPF, the RSES and the Letterkenny Plan. All of these have commenced, albeit that they are at varying stages in the development and implementation process.

Critically Enabling and Transformative Projects Currently Underway for Letterkenny:
1. Donegal TEN-T Improvement Scheme. Strategic Regional Connectivity (N-13, N-14, and N15) including the N-56 strategic link across the River Swilly.
2. Letterkenny Urban Design and Masterplan for Town Centre.
3. Regional Transport Hub.
4. LYIT Campus Extension.
5. Urban Greenway/Central Linear Park Development within Letterkenny, integrating with the Letterkenny – Burtonport, River Swilly Greenway.
6. Development of Letterkenny Social Enterprise Centre.
7. Creating a 'Smart' Regional Centre.
8. Town Centre Living Scheme: Regeneration of Derelict and Vacant Sites.
9. Development of Town Centre Enterprise Quarter.

The Letterkenny Plan and Local Transport Plan, 2023-2029 ('the LAP') sets out in section 4.3 the 'Infrastructural deficits, consequences and challenges across the following sectors: Transportation, Wastewater Infrastructure, Water Infrastructure, Flood Defence Infrastructure, and Town Centre Challenges.

Whilst development can be accommodated in the short-to medium term, subject to further upgrades in terms of treated water capacity for example, it is clear that the nationally and regionally-supported ambition of growing Letterkenny to a Regional Centre of scale will not be realised if infrastructural deficits and challenges remain unresolved. Objective DSC1 in Chapter 6 of the LAP sets out as to how these matters should be progressed and the lead agencies and partners necessary to deliver on these deficits:

LAP OBJECTIVE DSC1: To work strategically with other key stakeholders to deliver resolutions to the key infrastructural deficits constraining the growth ambitions for Letterkenny.

2.4 Atlantic Economic Corridor

The NPF describes the Atlantic Economic Corridor (AEC) concept as: '*a term applied to a linear network along the Western seaboard, stretching from Kerry to Donegal, which has the potential to act as a key enabler for the regional growth objectives of the National Planning Framework. The corridor straddles parts of both the Northern and Western Region and the Southern Regions, with the potential to further extend its scope by building on the cross-Border relationship between Letterkenny and Northern Ireland, and into Cork City and County to the south.*'

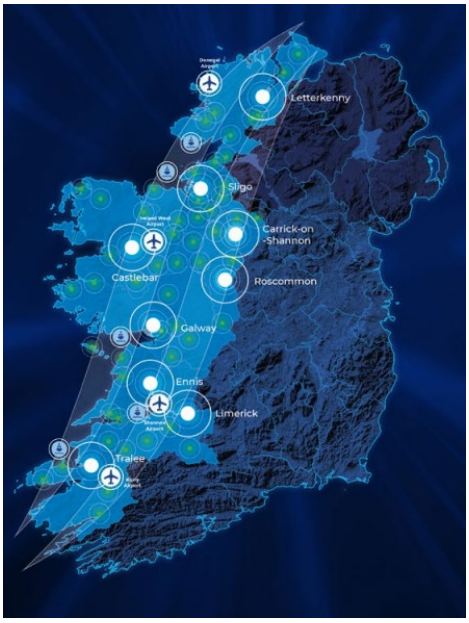


Figure 2.1 – Atlantic Economic Corridor (reproduced from NWRA RSES)

The NPF goes on to note that: ' … *the overarching objective of the AEC initiative is to maximise the infrastructure, talent and enterprise assets along the western seaboard and to combine the economic hubs, clusters and catchments of the area to attract investment, improve competitiveness, support job creation and contribute to an improved quality of life for the people who live there. The lack of high-quality connectivity between the regions within the AEC has been a major impediment to its development as a counter-balance to Dublin and the East coast. The improvement of regional connectivity along the Western seaboard, linking together the major urban areas to allow the AEC achieve its potential, is a major priority*.'

Donegal County Council will continue to campaign for the realisation of the potential of the region, and its ambitions for the County, through its participation in the North West Strategic Growth Partnership, the Shared Island initiative and other relevant forums. This is reflected in the 'Key Strategic Objective' below.

2.5 Key Strategic Objectives of the County Development Plan

S-O-1	To plan for population growth to 183,500 people by 2031 in line with the NPF, and to seek to realise a further population uplift of upwards of 200,000 people by 2040.
S-O-2	To assert County Donegal as having a key role within the area of the Northern and Western Regional Assembly, including realising the potential of the North-West City Region and the Atlantic Economic Corridor.
S-O-3	To support growth of the County through an 'All of County Strategy' in order to ensure effective development and to harness particular strengths and opportunities that exist within the different areas of the County.
S-O-4	To support the development and implementation of a sustainable economic model for County Donegal embracing growth in areas such as innovation,

	research and development, rural diversification, tourism initiatives, energy advances and the promotion of sustainable start up enterprises as an integral component of accelerating socio-economic growth throughout the County and in a Regional, Cross Border and National context.
S-O-5	To prioritise regeneration and renewal of the County's towns, villages and rural areas in order to support vibrant and strengthened communities and drivers of economic growth.
S-O-6	To protect, enhance and appropriately harness the unique quality and diversity of the environment in the County, through a wide range of measures, supported by proper planning and sustainable development.
S-O-7	To progress and ultimately carry out/implement the TEN-T Priority Route Improvement Project, Donegal (TEN-T PRIPD) as one of critical strategic importance to Donegal subject to the granting of the required statutory approvals for same and the terms and conditions of any such approvals (if granted).
S-O-8	To retain, promote, and drive Donegal's position as a premier domestic and international tourism destination, with a focus on developing green, regenerative and sustainable tourism.
S-O-9	To maintain the strategic function, capacity and safety of the national roads network, and to ensure that the existing extensive transport networks, discrete sections of which have been enhanced are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to transport users.

Chapter 3
Core Strategy



Chapter 3 – Core Strategy

3.1 Background and Legislative Context

The Core Strategy gives spatial expression to the housing, population and employment parameters of the Development Plan and identifies a settlement hierarchy for the purposes of distributing the quantum of the land requirements for these uses across the County.

Consistency between the core strategy and regional and national policy is mandatory and in this regard Section 10(1A) of the Planning Act 2000 (as amended) ['the Act'] requires that the Development Plan includes a core strategy which: *"shows that the development objectives in the development plan are consistent, as far as practicable, with national and regional development objectives set out in the National Planning Framework and the Regional Spatial and Economic Strategy and with specific planning policy requirements specified in guidelines under subsection (1) of section 28".*

The required elements of a Development Plan core strategy are specified in Section 10(2A) of the Act, thus a core strategy must:-

a) Demonstrate the consistency of the housing strategy and the development plan with national and regional spatial strategy and policy;

b) Take account of national and regional housing and population targets;

c) Provide details of areas already zoned for residential use or mixed-use that includes residential development, in hectares and housing unit numbers;

d) Provide details of areas proposed to be zoned for residential use or mixed-use that includes residential development, in hectares, together with details of how such proposals accord with national policy for phased development;

e) Demonstrate that in setting out retail objectives, the planning authority has had regard to any statutory guidelines under section 28 that relate to retail development; and

f) Set out a settlement hierarchy that includes details of projected population growth of all urban and rural settlements and rural areas together with details of road and rail infrastructure.

In addition to the foregoing, Section 10(2B) of the Act requires that certain roads infrastructure and rural areas in respect of which planning guidelines relating to sustainable rural housing issued by the Minister under section 28 apply, be represented in the core strategy by a diagrammatic map (see map 3.3 below).

3.2 Policy Context

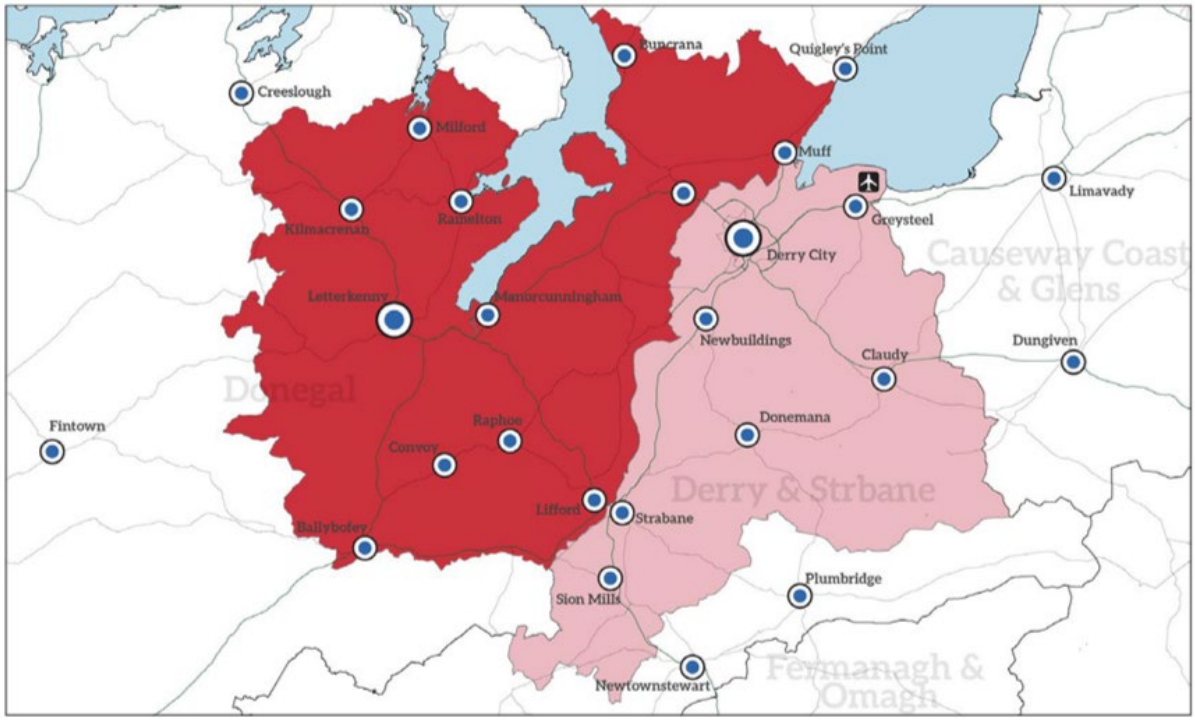
3.2.1 Project Ireland 2040: National Planning Framework (NPF)

Letterkenny is placed at the top of the settlement hierarchy having regard to:

- the identification in the NPF of Letterkenny as a Regional Centre in the northwest and its function as a key element of the 'North-West City Region' in conjunction with Derry City and Strabane;
- its critical mass relative to other settlements in the County.

3.2.2 Regional Spatial and Economic Strategy (RSES) 2020-2032

In line with the NPF, the RSES places considerable emphasis on the collaborative structures that have been put in place through the 'North-West Strategic Growth Partnership' arrangements between Donegal and Derry City and Strabane District Councils and advocates for the development of the North-West Metropolitan City Region (Letterkenny/Derry/Strabane) as a key enabler of regional growth and prosperity. As part of the development of the City Region, the RSES contains a Regional Growth Centre Strategic Plan (RGCSP) for Letterkenny but also notes that other significant settlements within Donegal are located within the metropolitan area (see map 3.2 below which shows details of settlements within the metropolitan city region). In addition to the larger or more strategically located settlements, the RSES also makes it clear (RPO 3.13[1]) that the role of smaller and medium-sized towns must be supported, given their important role in employment and service provision.



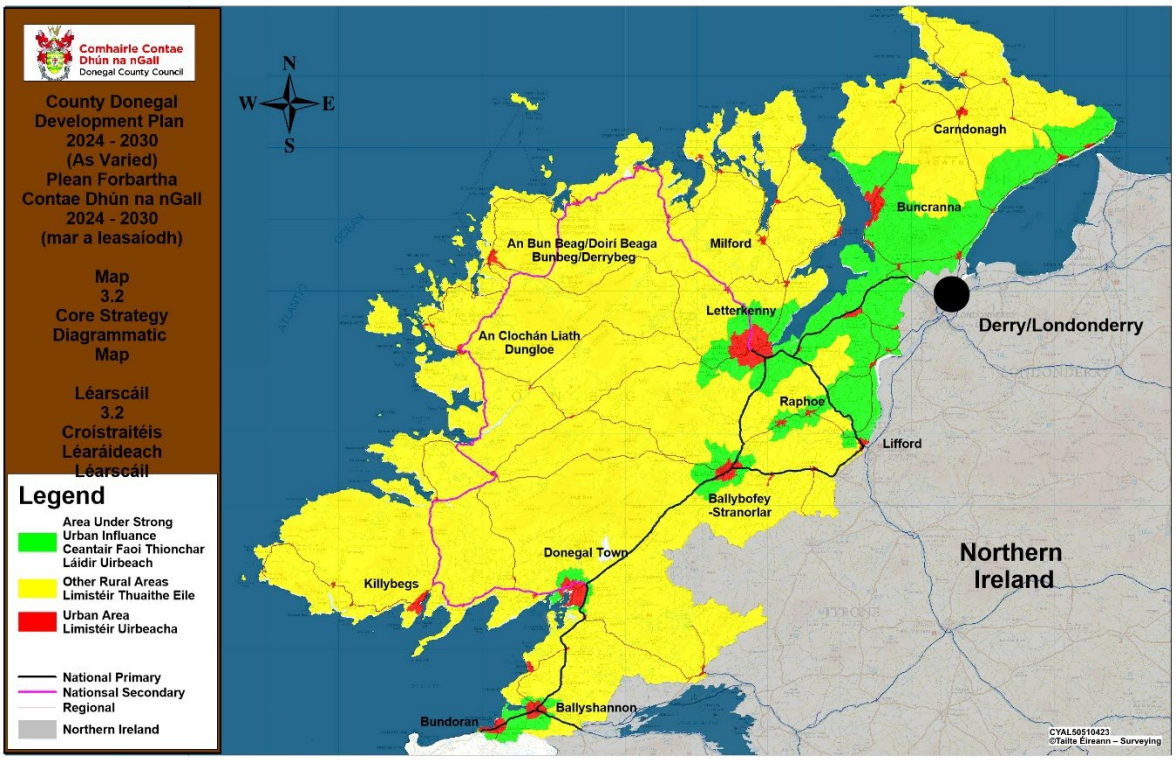
Map 3. 1: North West Metropolitan City Region (Source: RSES 2020-2032)

Having regard to the provisions of both the NPF and RSES, the Core Strategy of this Plan strives to deliver appropriate levels of growth throughout the settlement structure of County Donegal, on a proportionate basis and having regard to the particular characteristics and functions of settlements. The growth targets across the County, informed by (inter alia) the transitional population projections for Donegal as set out in the NPF and the ESRI NPF scenario projected new household demand, are set out hereunder in Table 3.5 – Core Strategy Table.

As an accompaniment to the numerical targets for zoning and population growth set out in the Core Strategy table, the settlement hierarchy set out in Fig 3.1 (and described further in Section 3.3

[1] RPO 3.13 – "To support the role of smaller and medium-sized towns, which demonstrate an important role in terms of service provision and employment for their catchments within the economic function of the county. Such settlements will be identified through the Development Plan process as part of the Settlement Hierarchy and the Core Strategy."

below) effectively sets out the strategy for growth in Donegal, providing placed-based information and reasoning to inform the Core Strategy projections.



Map 3.2: Core Strategy Diagrammatic Map

3.3 Settlement Hierarchy

Section 4.3 of the NPF acknowledges the unique and complex nature of Ireland's urban structure and states that in order to achieve more balanced and sustainable development, some settlements will need to attract increased population (such as towns that are strong employment and service centres), whereas others will need more jobs, amenities or better transport links (in effect, a need to reverse the stagnation or decline of many smaller urban centres). The settlement hierarchy below approaches the development of Donegal's urban structure in this manner; recognising that there are clearly defined economic drivers and service centres in the County, but there are also smaller settlements with clearly identifiable strengths and functions that should be built upon over the lifetime of this Plan (e.g. Gaeltacht settlements, settlements with particular opportunities arising on foot of their location proximate to the border with Northern Ireland, settlements located along the Wild Atlantic Way tourist route and settlements that are 'satellites' of larger towns). Furthermore, there is a considerable number of smaller settlements where the focus must be on regeneration rather than seeking to significantly increase population levels. The settlement strategy therefore seeks to approach the urban structure in a balanced and proportionate manner, and the Core Strategy table reflects this.

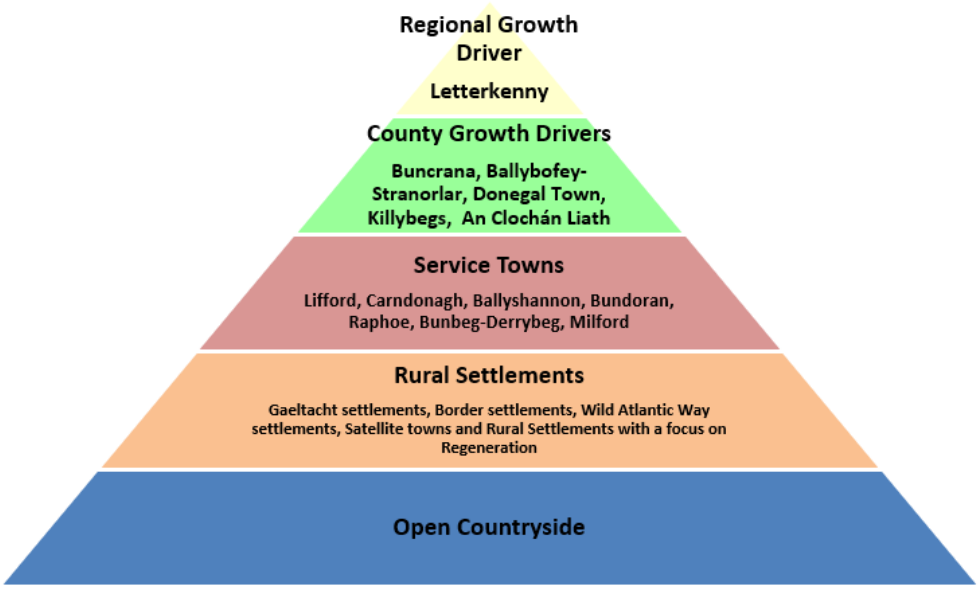


Figure 3.1: Settlement Hierarchy

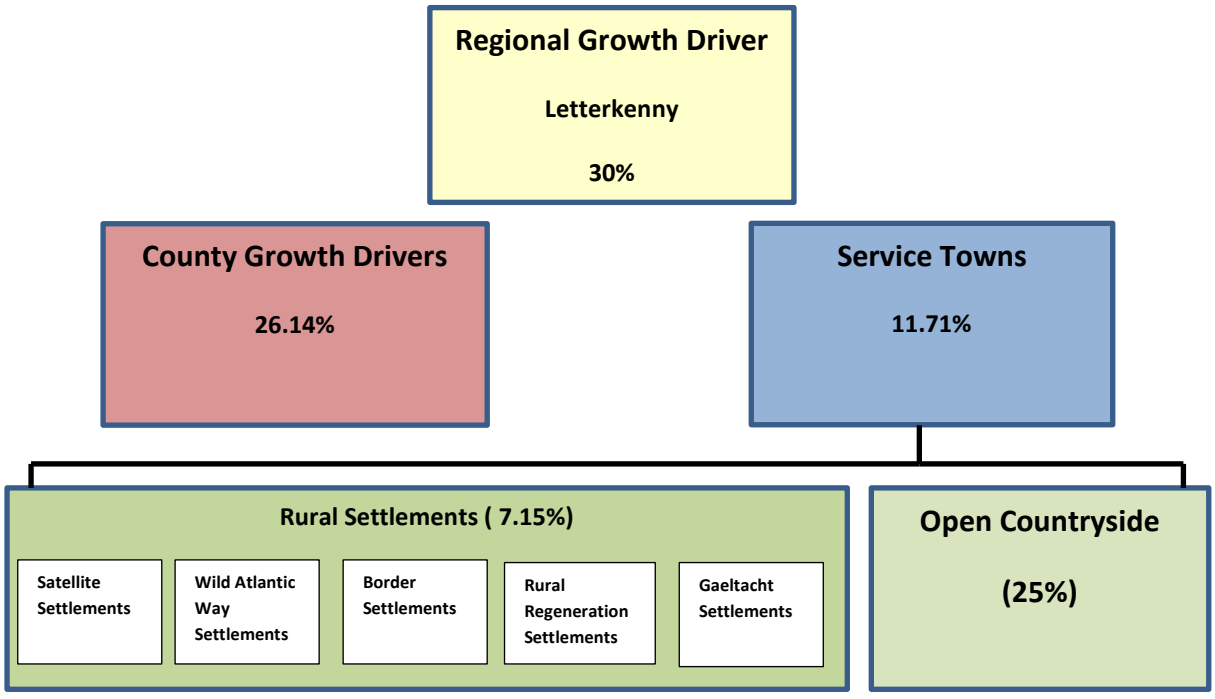


Figure 3.2: Distribution of Projected Population Growth

3.3.1 Letterkenny Regional Growth Centre

Letterkenny is the economic engine of County Donegal and is designated in the National Planning Framework (NPF) as a Regional Centre. Furthermore, Letterkenny is a key component of the 'North West City Region' (along with Derry City and Strabane in Northern Ireland), the fourth largest urban agglomeration on the island of Ireland and is thus critical in terms of achieving balanced regional development as envisaged in the NPF. This Core Strategy recognises this opportunity and places Letterkenny at the top of the settlement hierarchy, thereby seeking to consolidate the Regional Centre and to continue building the critical mass needed to support additional employment, housing

and service opportunities. The allocation of 30% of targeted growth to the Regional Centre also has regard to the existing level of population within the town, to employment opportunities therein, and to the extent of available social and community infrastructure, inclusive of schools/third level institutions and the University Hospital.

3.3.2 County Growth Drivers

Donegal is a geographically extensive and predominantly rural County. Whilst Letterkenny is acknowledged as the main centre of employment, the smaller settlements throughout the County play a crucial and oftentimes specialised role. This Core Strategy recognises those important roles and identifies five towns that are key to driving growth in their respective localities and indeed beyond, and having regard also to their servicing capacities. The Strategy allocates over one quarter of the total projected growth to these settlements. The rationale for doing so is set out below.

Table 3.1: County Growth Drivers Housing Allocation and Rationale

Name of Settlement and Proposed Housing Allocation	Rationale underpinning proposed Housing Allocation
Buncrana (681units)	• Second largest settlement in County • Proximity to Derry and Strategic Position as part of North West City Region
Ballybofey-Stranorlar (681 units)	• Third largest settlement • Set to benefit from enhanced connectivity (TEN-T) and environmental improvements (SEED project) • Potential for development locally and for town to act as a base for those working in other nearby settlements
Donegal Town (566 units)	• Significant development and investment in recent times – need to build upon this success. • Key service and tourism destination
Killybegs (151 units)	• Primary fishing port in the State • Key role to play in the offshore renewable energy sector and marine resource innovation generally. • Considerable potential as a base for tourism
An Clochán Liath (151 units)	• Significant service town, serving wide hinterland. • Gaeltacht service town • Potential to build on existing investment in the town and further develop the employment base

3.3.3 Service Towns

The service towns of **Lifford, Carndonagh, Ballyshannon, Bundoran, Raphoe, Bunbeg-Derrybeg, and Milford** all provide important local retail and employment functions. This Core Strategy recognises these important roles and, having regard also to their servicing capacities, allocates 11% of the total projected growth to these settlements. The rationale for doing so is set out below.

Table 3.2: Service Town Housing Allocation and Rationale

Name of Settlement and Proposed Housing Allocation	Rationale underpinning proposed Housing Allocation
Lifford (121 units)	• All these settlements provide important local retail, service and employment functions • Specialised roles exist within a number of settlements; e.g. - Tourism in Bundoran, Carndonagh - Potential to examine cross-border opportunities in Lifford - Focus on business development in Bunbeg-Derrybeg - Heritage and tourism potential of Ballyshannon and Raphoe - Local service function of Milford; Council offices, retail etc.
Carndonagh (172 units)	
Ballyshannon (172 units)	
Bundoran (172 units)	
Raphoe (120 units)	
Bunbeg-Derrybeg (120 units)	
Milford (121 units)	

3.3.4 Rural Settlements and Open Countryside

Donegal is a predominantly rural county and this Plan recognises that there will be a need to accommodate genuine rural housing need whilst having regard to environmental, landscape and technical constraints and also to the viability of our smaller towns and villages. The Core Strategy/Settlement Strategy therefore allocates an appropriate housing target to the smaller rural settlements and open countryside to ensure that rural communities are supported and maintained.

3.4 Housing Need Demand Assessment and the Housing Strategy

National Policy Objective 37 of the NPF requires that a Housing Need Demand Assessment (HNDA) be undertaken for each Local Authority Area, in order to correlate and accurately align future housing requirements. The HNDA is aimed primarily at informing housing policies, housing strategies and associated land use zoning policies, as well as assisting in determining where new policy areas or investment programmes are to be developed.

Government guidance issued in respect of Core Strategies[2] notes that the Council's Housing Strategy will remain the vehicle to address overall housing needs within the County; however, the Housing Strategy must be informed by the Core Strategy in terms of overall population and housing land requirements. The Core Strategy presented herein therefore outlines housing delivery targets needed to meet demand over the lifetime of the Development Plan, whilst the detail of the Housing Strategy and HNDA are presented in Chapter 6.1.

[2] 'Guidance Note on Core Strategies', Dept. of Environment, Heritage and Local Government (2010)



3.5 Population Trends

Census 2016 recorded a population of 159,192 in County Donegal. The preliminary results of the 2022 census indicate that the population of the County has increased by 4.5% (7,129 persons), giving a total population of 166,321. This sees a welcome reversal from the population decline recorded in 2016 (see table 3.1 below) and puts the County back on a growth trajectory, albeit at a rate approximately half that seen between 2006 and 2011.

Table 3.3: Population Change in County Donegal between 2006 and 2022

Year	2006	2011	2016	2022[3]
Population	147,264	161,137	159,192	166,321
Actual Change	-	13,873	-1,945	7,129
% Change	-	9.4%	-1.2%	4.5%

3.6 Population Projections and Housing Supply Target Methodology Guidelines for Planning Authorities

Population projections are a key input into the Development Plan process and provide the strategic context for plan preparation. The National Planning Framework (NPF) and associated 'Implementation Roadmap'[4] (refer Table 3.4 below) provide projected population targets for County Donegal and in turn these figures inform the population projections in the Regional Spatial and Economic Strategy. Whilst these projections are useful for medium to longer term planning purposes, they are not deemed particularly appropriate for shorter-term Development Plan cycles of 6 years. To address these shorter-term requirements, statutory guidelines for incorporating housing supply targets into Development Plans (entitled the '*Housing Supply Target Methodology for Development Planning' Guidelines for Planning Authorities*) were issued by the Department of Housing, Local Government

[3] Based on preliminary census data for 2022

[4] Implementation Roadmap for the National Planning Framework, DHLGH, July 2018

and Heritage in 2020 and these guidelines have been used to inform the housing supply targets for the County over the lifetime of this Development Plan, which are set out in Table 3.3 below.

Table 3.4: Transitional County Population Projections to 2031 (Source: Implementation Roadmap for the National Planning Framework)

Regions and Counties	2016	2026	2031
North-West			
Donegal	159,000	173,500-176,500	179,500-183,500

Table 3.5: Housing Supply Targets for CDP 2024-2030

Donegal County Council		Annual Average Households	Total Households
A	ESRI NPF scenario projected new household demand 2017 to Q4 2030	841	10,929
B	Actual new housing supply 2017 to Q4 2023 (estimated future delivery for Q3 and Q4,2022 and for all of 2023 based on historical trends)	472 (3302/7, to cover the seven-year period from 2017 to the end of 2023)	3,302
C	Homeless households (latest data), and unmet demand as at most recent Census	N/A	51
D	**Plan Housing Target** = Total (A-B+C) (Projected ESRI NPF demand – new completions) + Unmet demand	**1280** (7678/6, to cover plan period commencing Jan 2024 to end 2029)	**7678***

***Note:** The above figure of 7678 units over the lifetime of the plan reflects the calculated Housing Supply Target needed to meet the *Housing Supply Targets Methodology for Development Planning Guidelines for Planning Authorities.* However, the final Housing Supply Targets in the adopted CDP 2024-2030 (June 2024) are set out in Table 3.7 Core Strategy Table, total **8530 units,** and exceed the annual housing growth requirements set out in Appendix 1 of the *NPF Implementation: Housing Growth Requirements Guidelines.*

The housing supply target set out in Table 3.3 above indicates that there is a need to deliver a minimum of 1280 new units per annum in County Donegal to meet demand. This will require a significant increase in housing output over and above that delivered in recent years (see Table 3.4 below) and this Development Plan has therefore been drafted to ensure that optimal conditions exist for sustainable housing delivery in the County going forward.

Table 3.6: New Dwelling Completions 2016-2021 (source: CSO)

New Dwelling Completions in Donegal, 2016-2021	2016	2017	2018	2019	2020	2021
	289	363	433	432	580	479

Table 3.7: Core Strategy Table

		Existing Population		Housing and Population Targets			Land Zoning Required to Meet Housing Targets				Land Zoned in Plans	
Settlement Type / Layer in Settlement Structure	**Settlement Name**	**Census 2022 Population**	**Census 2022 (%)**	**Housing Target 2030 (Units)**	**Population Target 2030[1]**	**Housing Target 2030(Units) % of Total**	**Target Residential Density (units per Ha)**	**Gross Zoned land Required (Ha)[2]**	**Potential Brownfield Yield (units)**	**Greenfield Net Zoned Land Required(Ha)[3]**	**Greenfield Land Zoned for Residential Dev (Ha)**	**Shortfall/ Excess of Zoned Greenfield Land(Ha)[4]**
Regional Growth Driver (30%) ~2559 units												
	Letterkenny	22549	13.50	2559	29357	30	35	73.12	300	64.55	169.42	104.87
County Growth Drivers/Self Sustaining Growth Towns (~26.14%) ~2230 unit												
	Buncrana	6971	4.17	681	8783	7.98	35	19.46	176	14.42	46.16	31.74
	Ballybofey-Stranorlar	5406	3.24	681	7218	7.98	35	19.46	85	17.02	33.92	16.90
	Donegal Town	2749	1.65	566	4255	6.63	35	16.17	91	13.57	41.07	28.50
	Killybegs	1258	0.75	151	1660	1.77	25	6.04	18	5.48	9.89	4.57
	An Clochan Liath (Dungloe)	1247	0.75	151	1649	1.77	20	7.55	18	6.65	13.79	7.14
	Totals for County Growth Drivers	**17631**		2230	23564	26.14		114.2		56.27		
Service Towns: (~11.71%) ~999 units												
	Bundoran	2599	1.56	172	3057	2.02	25	6.89	31	5.64	23.62	17.98
	Carndonagh	2768	1.66	172	3226	2.02	25	6.89	31	5.64	16.59	10.95
	Ballyshannon	2246	1.34	172	2704	2.02	25	6.89	30	5.68	17.55	11.87
	Lifford	1613	0.97	121	1935	1.42	25	4.84	Not Applicable	4.84	In general, no specific residential zonings within Settlement Framework areas.	
	Raphoe	1161	0.69	120	1480	1.41	25	4.80		4.80		
	Bunbeg-Derrybeg	1543	0.92	120	1862	1.41	25	4.80		4.80		
	Milford	1076	0.64	121	1398	1.42	25	4.84		4.84		
	Totals for Service Towns	**13006**		999	15662	11.71		24.5		38.70		
Rural Areas (Settlements): (~7.15%) ~610 units												
		27,875	16.68	610	29498	7.15		N/A				
Open Countryside: (25%) 2133~ units												
Total		86,023	51.48	2133[4] **8530**	91696	25		N/A				

Core Strategy Explanation Notes:

1. **Population Target 2030:** Based on Census 2022 Population **plus** (Housing Target 2030 **multiplied by** 2.66 (Average Household Size Donegal Census 2022))
2. **Gross Zoned Land Required:** Based on Housing Target 2030 (units) **divided by** Target Residential Density (units per ha)
3. **Greenfield Net Zoned Land Required:** Based on Housing Target 2030 (units) **minus** any Potential Yield (units) from urban core and established development brownfield and infill development and vacant and derelict opportunities) **divided by** Target Residential Density (units per ha).
4. **Shortfall/Excess of Zoned Greenfield Land:** Based on Land Zoned for Residential Development **minus** Net Zoned Land Required.
5. **Bridgend Area Plan:** Only 'New Residential Phase 2' lands have been identified in Land–Use Zoning Map 23.1 refers for the provision of residential development based on the current infrastructural deficits. The provision of greenfield residential development can only be considered pending the resolution of these deficits.

3.7 Retail Objectives

Refer Chapter 7, 'Economic Development'.

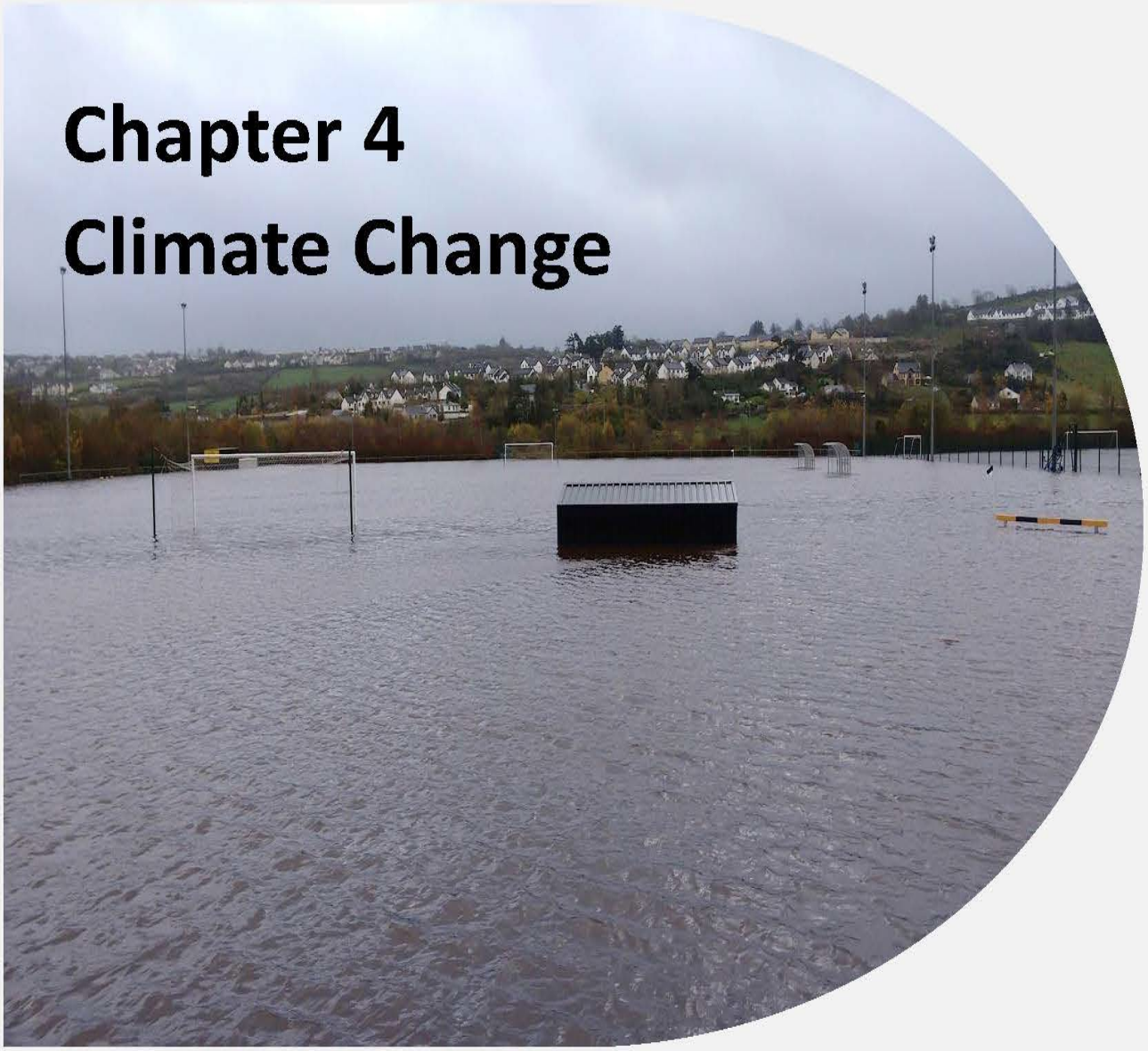
Objectives

CS-O-1	To support the growth of Letterkenny and its metropolitan area as the key driver of population and economic growth in the County.
CS-O-2	To support the growth of a network of 'County Growth Drivers and 'Service Towns' as key locations of population growth (providing for an additional approximate 5500 persons by 2030.
CS-O-3	To support vibrant 'Rural Settlements' and 'Open Countryside' by providing for an additional population of approximately 7000 persons by 2030.
CS-O-4	To seek alignment of investment in infrastructure with the priorities for growth established in the settlement structure unless, in specific instances, environmental constraints prevent such investment, environmental issues demand investment elsewhere or innovative opportunities arise for strategic investment of regional significance at alternative locations.
CS-O-5	To pursue opportunities for further investment in essential infrastructure.
CS-O-6	To coordinate and promote the delivery of key roads and access infrastructure (including the A5 Western Transport Corridor and A6 road projects, the TEN-T Priority Route Improvement Project, Donegal and improvements to the TEN-T network generally and the Bridgend Bypass Project) with the other relevant authorities including partners in the North West Strategic Growth Partnership and within the Northern and Western Regional Assembly so as to result in effective strategic connections to and throughout the County.
CS-O-7	To support economic growth throughout the County through: a. The establishment of Letterkenny as a centre for economic growth across the sectors, in particular through the promotion of the existing business park, consolidation of the town centre including the prioritising of improvements to public realm, the delivery of key road and access infrastructure, through a proactive approach to enable the delivery of key regeneration sites. b. To continue to support 'County Growth Drivers and 'Service Towns' as critical drivers of growth outside of Letterkenny. c. To continue to support the regeneration, renewal and development of the County's towns and villages over the life of the Plan. d. To continue to identify and harness opportunities arising as a consequence of the impact of Brexit for new economic investment particularly within the border region.

Policies

CS-P-1	That within the boundaries of settlements identified Settlement Framework boundaries, applications for development will be assessed in the light of all relevant material planning considerations including any identified land use zonings, availability of infrastructure, relevant policies of the Development Plan/Local Area Plan as applicable, other regional and national guidance/policy and relevant environmental designations
CS-P-2 [CC]	To guide development of towns in a sequential manner, outwards from the core area in order to maximise the utility of existing and future infrastructure provision, promote the achievement of sustainability, avoid 'leap- frogging' to more edge-of-centre and edge-of-town areas and to make better use of under-utilised land. This policy shall not apply to small-scale business enterprises (excluding retail development) of circa 1 to 5 employees.
CS-P-3	To support and facilitate the provision of: a. additional wastewater treatment capacity and water supply upgrades b. public realm improvements, c. new/enhanced civic, cultural, green, amenity, and recreational infrastructure, d. initiatives to tackle vacancy and dereliction e. active and sustainable transport infrastructure and visitor facilities in our coastal/Wild Atlantic Way settlements.

Chapter 4
Climate Change



Chapter 4 – Climate Change

4.1 Introduction

Climate change refers to the change in climate patterns that can be attributed largely to the increased levels of atmospheric carbon dioxide (CO2). The causes of such increases have been well documented at international and national level and are generally attributed to the use of fossil fuels. The effects of climate change have been witnessed locally with several extreme events in recent years. Notable examples include: the Letterkenny University Hospital flood (2013); and the Inishowen Peninsula Floods (2017). The climate projections for the next century indicate that observed climate trends will continue and intensify over the coming decades.

For Ireland, the key long term climate change trends are:

- Temperatures are increasing and are expected to continue to increase everywhere and across all seasons;
- When compared with temperature, projections of precipitation are less certain. However, significant reductions in levels of average precipitation are expected in Summer and Autumn while projections indicate the increased occurance of extreme precipitation events, particularly during winter; and
- Sea levels will continue to increase by up to 0.81m by 2100.

Ireland can also expect to see:

- Increases in the frequency and intensity of summer heatwaves, extreme temperatures and drought;
- Reductions in the frequency of frost and snowfall;
- An increase in the duration of the growing season (phenological cycle).

The recently published Local Authority Climate Action Plan (LACAP) 2024 to 2029 sets out how Donegal County Council (DCC) will be responsible for enhancing climate resilience, increasing energy efficiency, and reducing greenhouse gas emissions, cross its own assets, services, and infrastructure, for which it is fully accountable, whilst also demonstrating a broader role of influencing, advocating, and facilitating other sectors, to meet their own climate targets and ambitions. This is necessary to ensure that the environmental, social, and economic benefits that come with climate action, can be fully realised. The County Development Plan shall be read in conjunction with the Climate Action Plan and shall seek to actively translate national climate policy to local circumstances, assist in the delivery of the climate neutrality objective at local and community levels, and identify and deliver on Decarbonising Zones within the local authority area.

4.2 Legal and Policy Context

Ireland has international, European and national commitments to put in place a decarbonisation pathway to 2030 consistent with the adoption of a net zero carbon emissions target at EU level by 2050. This multi-faceted policy framework is set out in tables 4.1 to 4.4 inclusive at the end of this Chapter. Section 10(2)(n) of the Planning and Developent Act 2000 (As Amended) ['the Act'] mandates all planning authorities to include an objective in development plans for the promotion of sustainable transportation strategies in urban and rural areas. The Development Plan has an important role to play in the achievement of the national and international objectives. It can do so by both supporting development that helps to mitigate climate change (e.g. renewable energy) and ensuring that development adapts to the effects of climate change (e.g. ensuring that vulnerable developments are not allowed to proceed in flood risk areas).

Mitigatory measures in this Plan include:

- Allocating 64% of the Core Strategy projected growth to built-up areas comprised of Letterkenny (30%), 5 County Growth Drivers (26%) and Rural Settlements (8%);
- Prioritising compact growth in the preparation of town plans and general policy;
- Identifying active travel requirements in the preparation of town plan development zoning and in general policy;
- Supporting sustainable transportation e.g. in policy support for EV charging points and town centre parking policy;
- Facilitating renewable energy;
- Promoting regeneration of towns and villages and the reuse of vacant and derelict buildings;
- The integration of sustainable water management solutions such as Water Sensitive Urban Design and Nature Based Solutions into developments (e.g. green roofs, porous pavements/green surfaces, rainwater harvesting, planted areas, rain gardens, swales, filter strips, detention basins/ponds, constructed wetlands); and
- Promoting mainstreaming of climate change in decision making.

Adaptation measures in this Plan include the following:

- Flood risk management
- Promotion of nature-based systems for water management services
- Enhancement and protection of green infrastructure and biodiversity

As well as the above-noted policy measures contained in the rest of this Plan, the following general objectives are included to underline the Authority's broad approach to this issue. **Note: Other key Climate Change related objectives and policies in this plan are identified with a ^{CC} superscript label at the end of the objective/policy number.**

Green and Blue Infrastructure

Green and Blue Infrastructure describes the network of natural and semi-natural spaces and corridors in a given area. These include open spaces such as parks and gardens, but also allotments, woodlands, fields, hedges, lakes, ponds, playgrounds, coastal habitats, footpaths, cycle routes and water courses. It is referred to as 'infrastructure' as it is considered to be as important as other types of infrastructure such as roads, schools and hospitals. Successful green and blue infrastructure planning is also recognised as a natural solution and alternative to 'grey' infrastructure (utilities, transport infrastructure, flood control) that is environmentally friendly and less expensive.

Objectives

CA-O-1	To promote sustainable settlement and transportation strategies in urban and rural areas including the promotion of measures to— a. reduce energy demand in response to the likelihood of increases in energy and other costs due to long-term decline in non-renewable resources, b. reduce anthropogenic greenhouse gas emissions; and c. address the necessity of adaptation to climate change, taking account of Donegal County Council's Climate Action Plan (within the meaning of section 14B of the Climate Action and Low Carbon Development Act 2015). in particular, having regard to location, layout and design of new development.
CA-O-2:	To support and implement: the UN Sustainable Development Goals (SDGs); the relevant National Planning Framework climate change National Policy Objectives (NPOs); the national climate change objectives contained in the Climate Action Plan 2023; and the Overarching Environmental Regional Policy Objectives and relevant

	Regional Policy Objectives of the Regional Spatial and Economic Strategy; and the actions contained within Donegal County Council's Climate Adaptation Strategy 2019-2024 (or any updates of any of the foregoing).

Policies

CA-P-1:	To integrate Green Infrastructure into new developments, where feasible, to contribute to the County's green infrastructure network, which networks can serve as key 'connections' between habitats/environmental designations by its extension and enhancement and to provide for the environmental resilience of new development.
CA-P-2:	To avoid the fragmentation of green spaces in site design and to link green spaces/ greening elements to existing adjacent green infrastructure / the public realm where feasible.

Table 4.1: International and European Climate Change Policies and Agreements

International and European Climate Change Policies and Agreements
United Nations Framework Convention on Climate Change (UNFCCC)(1992) The framework's objective is 'to stabilise greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system'
Kyoto Protocol 1997 The Protocol is based on the principle of common responsibilities: it acknowledges that individual countries have different capacities in combating climate change owing to varying levels of economic development
EU Adaptation Strategy The strategy aimed to make Europe more climate resilient. By taking a coherent approach and providing for improved coordination, it aimed to enhance the preparedness and capacity of all governance levels to respond to the impacts of climate change. The strategy has been a reference point to prepare Europe for the climate impacts to come, at all levels
Paris Agreement The Paris Agreement entered its implementation phase in 2020, and in doing so replaced the 1997 Kyoto Protocol as the framework for achievement of the objective of the UNFCCC. The Paris Agreement established goals relating to temperature, climate resilience and financial flows. Specifically.
United Nations Sustainable Development Goals (SDGs) 2015 The 17 SDGs, adopted by all United Nations member states, at the heart of the 2030 Agenda for Sustainable Development, address the environmental, economic, and social challenges that all countries need to tackle by 2030 to achieve inclusive, people-centred, and sustainable development with no one left behind. They recognize that ending poverty and other deprivations must go hand-in-hand with strategies that improve health and education, reduce inequality, and spur economic growth – all while tackling climate change and working to preserve our oceans and forests. SDG 13 refers to the need to take urgent action to combat climate change and its impacts
EU Climate and Energy Framework 2021 to 2030 This includes three components to enable progress on the mitigation of emissions: the EU Emissions Trading System, the Effort Sharing Regulation and the Land use, land use change and forestry regulation. Each component covers specific activities leading to GHG emissions and removals. These three pieces of climate legislation are to be updated with a view to implementing the net greenhouse gas emissions reduction target set out in the 'EU Green deal'.
EU Green Deal (2020)

The European Green Deal is a set of policy initiatives by the European Commission with the overarching aim of making Europe climate neutral in 2050. First climate action initiatives under the Green Deal include:

- A proposal to introduce European Climate Law to enshrine the 2050 climate-neutrality objective into EU law.
- European Climate Pact to engage citizens and all parts of society in climate action.
- 2030 Climate Target Plan to further reduce net greenhouse gas emissions by at least 50% and towards 55% by 2030 (as opposed to 60% by 2050 under the Paris agreement)

REPowerEU Plan (2022)
Proposed by the EU to increase the resilience of the EU-wide energy system. REPower EU is based on two pillars:

- Eliminating dependence on Russian gas before 2030; and
- Diversifying gas supplies, via higher Liquefied Natural Gas (LNG) and pipeline imports from non-Russian suppliers, and larger volumes of biomethane and renewable hydrogen production and imports; and, reducing faster the use of fossil fuels in our homes, buildings, industry, and power system, by boosting energy efficiency, increasing renewables and electrification, and addressing infrastructure bottlenecks.

Table 4.2: National Climate Policy Context

National Climate Policy Context
National Policy Position on Climate Action and Low Carbon Development (2014) Enshrines in legislation the requirement to transition to a climate resilient, biodiversity-rich, environmentally-sustainable and climate neutral economy by 2050, the. The Act requires local authorities to prepare individual Climate Action Plans to include both mitigation and adaptation measures, and for these to be updated every five years. It provides for annual reviews of the National Climate Action Plan and the development of a national long term climate action strategy every five years.
Climate Action Plan 2023 Commits Ireland to a legally binding target of net-zero greenhouse gas emissions no later than 2050, and a reduction of 51% by 2030 (compared to 2018 levels). It includes an overall renewable energy target of 80% by 2030.
Climate Action and Low Carbon Development (Amendment Act) 2021 The Climate Action and Low Carbon Development (Amendment) Act 2021 requires us, in law, to pursue and achieve no later than 2050, the transition to a climate resilient, biodiversity-rich, environmentally-sustainable and climate neutral economy. The Act requires local authorities to prepare individual Climate Action Plans to include both mitigation and adaptation measures, and for these to be updated every five years. It provides for annual reviews of the National Climate Action Plan and the development of a national long term climate action strategy every five years.
Project Ireland 2040 (National Planning Framework and National Development Plan) The National Planning Framework's national strategic outcomes of a Transition to a Low Carbon and Climate Resilient Society (NSO 8), Compact Growth (NSO 1), Sustainable Mobility (NSO 4), and the Sustainable Management of Water, Waste and other Environmental Resources (NSO 9) ensure that climate action is enshrined in spatial planning to enable a national transition to a competitive low carbon, climate resilient and environmentally sustainable economy by 2050. These outcomes are supported by National Planning Objective 54 – an objective to reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emissions reductions.
Programme for Government 2020 Strong focus on climate action including a commitment to reduce greenhouse gas emissions by 7% a year on average over the next 10 years.

Table 4.3: Regional Policy Context

REGIONAL POLICY CONTEXT
The Northern and Western Regional Assembly The Northern and Western Regional Assembly RSES accords with the European Growth Strategy, PO2-"*A Greener, carbon-free Europe, implementing the Paris Agreement and investing in energy transition, renewables and the fight against climate change.",* achieved through a suite of Regional Policy Objectives.
Climate Action Regional Office The Atlantic Seaboard North CARO is one of 4 regional offices and is mandated to: • Drive Climate Action & Build Capacity within Local Government Sector; • Coordinate Engagement across Various Agencies and Government Departments; • Translate Sectoral Efforts to Local Level; • Build on Climate Action Experience & Expertise

Table 4.4: Local Authority Policy Context

LOCAL AUTHORITY POLICY CONTEXT
Local Authority Climate Action Plan 2024-2029 (or any updates of the foregoing) Sets out the strategic goals, objective and actions for climate mitigation and adaptation in County Donegal over a 5 year period until 2029, as required by the Climate Action and Low Carbon Development Act 2021

Chapter 5
Towns and Villages



Chapter 5 – Town and Villages

5.1 Introduction

Chapter 3: 'Core Strategy' identifies the importance and key role of Donegal's rural communities in contributing to positive growth and economic development throughout the County. County Donegal's rural communities are an asset to be valued and nurtured. The diversity in the opportunities that our rural communities give rise to is significant and has the potential to differentiate the County from other places, particularly in terms of the quality of life offering that is available.

The County's towns and villages are at the centre of rural communities because they are important locations for service delivery, gathering, expression of identity, rural enterprise and social and community supports. This Plan recognises the importance of rural towns and villages in supporting the wider rural community and therefore seeks to enable their revitalisation and regeneration as a key strategic intervention. To this end, the Core Strategy targets some 50% of the projected population growth towards the smaller settlements of the County. This approach is consistent with national policy as contained in the NPF and 'Our Rural Futures, 2021-2025' (Chapter 5: Revitalising Rural Towns and Villages') and regional policy as contained in the RSES (RPO 3.4).

National Policy Objective 18a

Support the proportionate growth of and appropriately designed development in rural towns that will contribute to their regeneration and renewal, including interventions in the public realm, the provision of amenities, the acquisition of sites and the provision of services.

RPO 3.4

To support the regeneration and renewal of small towns and villages in rural areas.

RPO 3.13 supports the role of smaller and medium-sized towns as set out below and requires the identification of in the Development Plan of such settlements in the Core Strategy.

RPO 3.13

To support the role of smaller and medium-sized towns, which demonstrate an important role in terms of service provision and employment for their catchments within the economic function of the county. Such settlements will be identified through the Development Plan process as part of the Settlement Hierarchy and the Core Strategy.

The Core Strategy identifies such settlements in the 'County Growth Drivers' and 'Service Towns' layers of the settlement hierarchy. For clarification, the following settlements also merit recognition in the context of RPO 3.13:

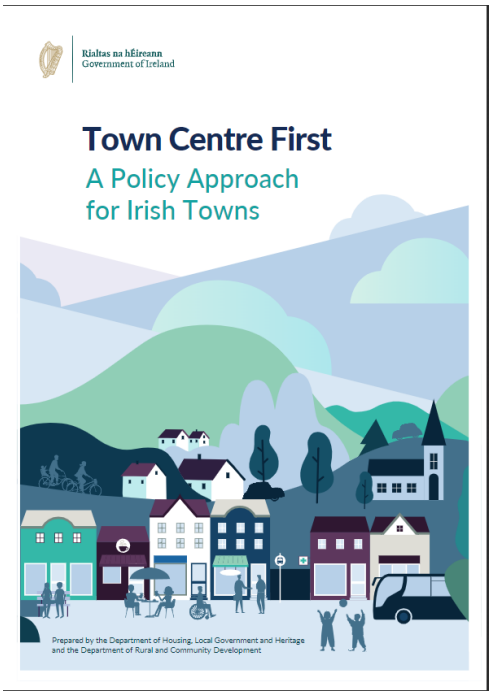
Table 5.1: Settlements Meriting Recognition in Context of RPO 3.13

Ailt an Chorráin (Burtonport)	Tourism and Wild Atlantic Way Marine Identified as having a particular potential for town enhancement scheme to strengthen communities.
An Charraig (Carrick)	Tourism and Wild Atlantic Way (including proximity to Sliabh Liag Signature Point).
An Fál Carrach (Falcarragh)	Tourism and Wild Atlantic Way. Irish language. Identified as a having particular potential for appropriate town enhancement scheme to strengthen communities.
Ardara	Tourism (and linked to Glenties) and Wild Atlantic Way. Heritage town with significant built heritage resources.
Ballyliffin	Tourism and Wild Atlantic Way. Identified as having particular potential for appropriate town enhancement scheme to strengthen communities.
Bridgend	Proximity to Northern Ireland border and associated cross border context.
Dunfanaghy	Tourism and Wild Atlantic Way.
Glenties	Tourism (and linked to Ardara). Heritage, Recreation and Culture.
Greencastle	Tourism and Wild Atlantic Way. Marine.
Malin	Tourism and Wild Atlantic Way (including proximity to Malin Head Signature Point).
Moville	Tourism and Wild Atlantic Way. Heritage town with significant built heritage resources. Marine (linked with Greencastle)
Gleann Cholm Cille (Glencolmcille)	Wild Atlantic Way Key town in relation to the Irish Language

Each of the towns identified will present with differing strengths, weakness, opportunities and threats and in many cases, it is recognised that physical infrastructure in terms of water services will represent a challenge to be addressed. The achievement of tangible outcomes in respect of the towns identified will require the buy-in of, and close working relationships between, a range of public, private and community sector organisations on a settlement-by-settlement basis. Notwithstanding, Donegal County Council is committed to these more rural parts of the County and therefore a programme to examine opportunities for appropriate strategic interventions in these areas will be initiated in consultation with all relevant stakeholders including local communities, the private sector and other public sector agencies.

5.2 Prioritisation of Town and Village Cores

As well as broad national and regional policy support for towns and villages generally, national policy also places particular focus and priority on the centres (or cores) of these towns and villages. This approach is encapsulated in the NPF and '*Town Centre First – A Policy Approach for Irish Towns*' (DHLGH and DRCD, February 2022) and prioritises the regeneration of the centres of town and villages.

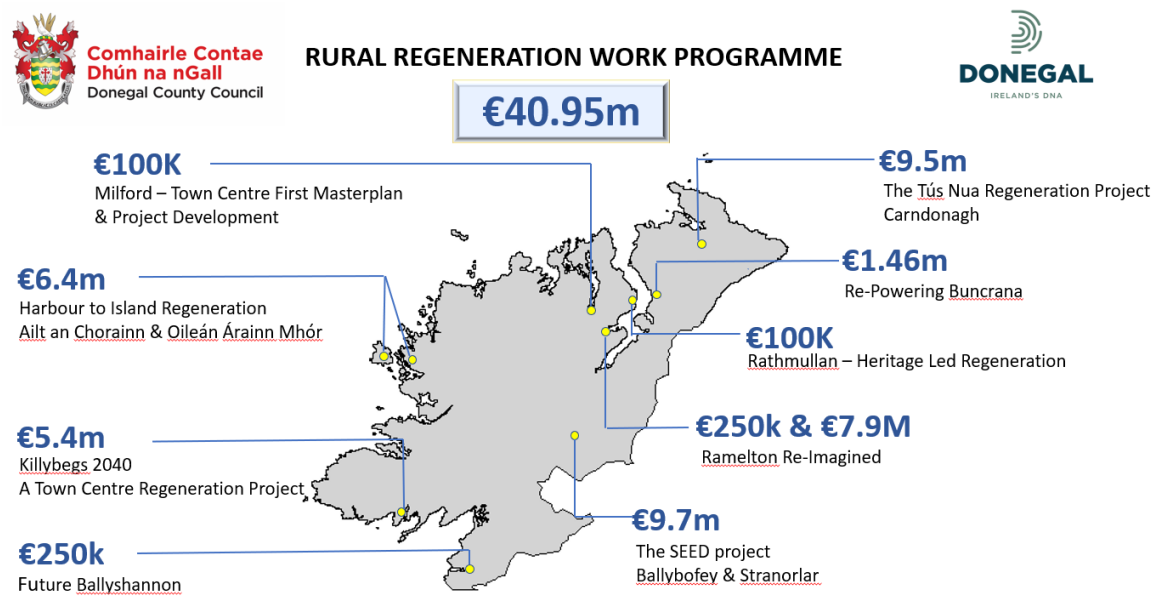


National Policy Objective 16

Target the reversal of rural decline in the core of small towns and villages through sustainable targeted measures that address vacant premises and deliver sustainable reuse and regeneration outcomes.

5.2.1 Regeneration Projects

Reflecting the national policy direction, the Council has set up Regeneration and Implementation units respectively in order to drive this programme. Significant progress has already been made in delivering meaningful and transformative projects in the towns and villages of the County.



In particular, Donegal County Council has been successful in securing significant funding under the Government's 'Rural Regeneration and Development Fund' for a total of 8 different regeneration projects as set out in the table below and the diagrams at the end of this Chapter. The Council have during 2023 appointed a Town Regeneration Officer and a Vacant Homes Officer as further enhancements of its regeneration focus.

Table 5.2: List of Projects Funded Under the Rural Regeneration and Development Fund

Project Name	Partners	Category	Value	Status
Killybegs 2040	DAFM, Killybegs Tourist Information Centre	Category 1 (Capital)	€6.4m	Construction
Harbour to Island Regeneration (Burtonport & Aranmore)	Comharchumann Oileán Árainn Mhór	Category 1 (Capital)	€4.1m	Construction
Burtonport Harbour Redevelopment (Phase 2)	Donegal 2040 DAC, Community, Piers & Harbours Section, DCC	Category 1 (Capital)	€2.3m	Detailed Design
Tús Nua Regeneration Project (Carndonagh)	Spraoi agus Spórt	Category 1 (capital)	€9.5m	Detailed Design
The S.E.E.D Project (Ballybofey & Stranorlar)	B.A.S.I.C.C	Category 1 (Capital)	€9.7m	Detailed Design
Future Ballyshannon	Erne Enterprise Development Co. Ltd & Ballyshannon Regeneration Group	Category 2 (Project Development Work)	€250k	Acquisition & Planning
Ramelton Re-Imagined	Ramelton Regeneration Group & Georgian Society	Category 2 (Project Development work)	€250k €7.9m	Complete Construction Tender Stage

		Category 1 (Capital)		
Repowering Buncrana	Buncrana Tidy Towns, Derry City & Strabane District Council, RNLI	Category 2 (Project Development Work)	€1.46m	Acquisition & Tender Stage (Design Services)

These projects are all funded by the Department of Rural and Community Development under the Rural Regeneration and Development Fund (RRDF).

Donegal County Council has also been regularly successful in securing funding under the Government's '*Town and Village Renewal Scheme*'. The latest projects to successfully secure funding were announced in December, 2022:

Carndonagh €121,230: An accessible sheltered space for all the community including families with children of all ages to meet and for older and less mobile members of the community to socialise; sited in Barrack Hill Town Park.

Convoy €435,204: The development of the 'Railway Park' along the former and now disused railway line in Convoy for a wholly accessible inclusive green space and recreational amenity in the centre of the village.

Dungloe €121,905: An upgrade and enhancement of the town centre improving biodiversity, accessibility, walkability, adding colour and vibrancy thereby improving visual amenity and associated public realm.

Manorcunningham €144,900: The upgrade and enhancement of the village centre increasing biodiversity, improving accessibility, adding colour and vibrancy thereby enhancing visual amenity and associated public realm.

Lifford €100,000: Funding under the Streetscape Enhancement Measure in Lifford

Ballybofey Stranorlar – Drumboe woods €49,995: To procure Landscape Architect led integrated design team to develop concept designs (as outlined in feasibility study) and secure requisite and statutory approvals for potential nature based play space and multi-functional outdoor space.

The Town Centre First initiative has provided funding for the commencement of an important regeneration project in **Milford**:



Milford

Value: €100k
Funders: DRCD/DCC
Community Partners



Town Centre First MP & Project Development

Seven other towns/rural areas of smaller scale have also been identified for and with a focus on regeneration and renewal, primarily through enhancement schemes that will strengthen communities: Churchill, Convoy, Dunkineely, Kilmacrennan, Mountcharles, Newtowncunningham, and St. Johnston.

The figures below identify the broad areas of focus of the key regeneration projects currently being progressed by Donegal County Council in conjunction with partners. The boundaries are not definitive. They are intended to illustrate the key areas of focus but it should be noted that the projects may extend beyond the identified areas.

Building on the success of its Urban and Rural Regeneration work programme to date, the Council's Regeneration & Development Team together with the Town Regeneration Officer and Vacant Homes Officer will develop a co-ordinated Countywide Strategy for the regeneration and renewal of the County's Towns & Villages which will:

(i) Set out a new work programme for the Team within the Plan period with the overall aim of attracting investment from the range of funding programmes available, together with effective use of statutory measures to: develop high quality Urban and Rural settlements which contribute to regeneration and renewal, compact growth, provision of viable housing options, opportunities for economic development, address vacancy and dereliction; and which empowers local communities as key partners and stakeholders in the process through the consultation, delivery and implementation stages.

(ii) Align with the Strategic Vision, Ambition and Core Strategy of this Plan and set out a phased approach to implementation following the Settlement Hierarchy of Growth Centre, Growth Divers, Service Towns and Rural Settlements set out in Chapter 3.

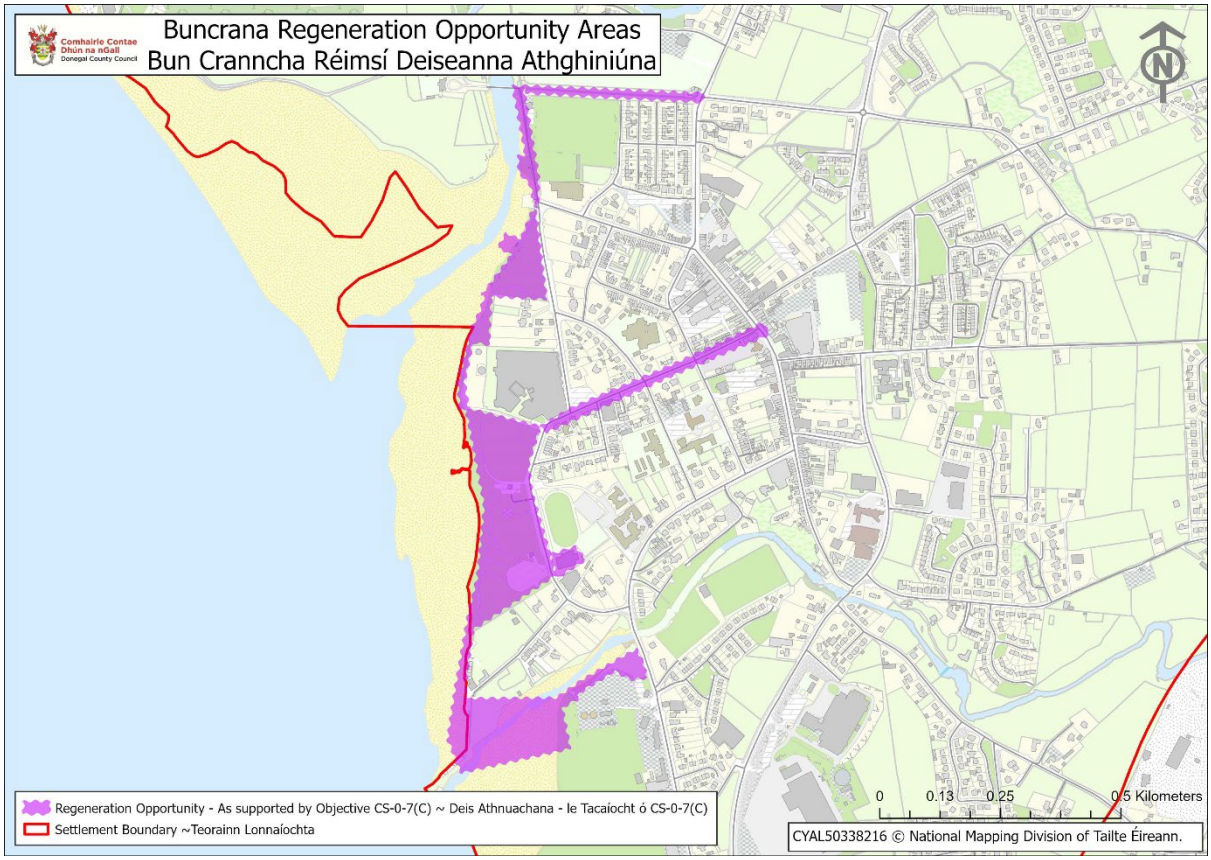
(iii) Integrate existing Regeneration Strategies, Action Plans and Town Centre First Plans into the wider Strategy and work programme.

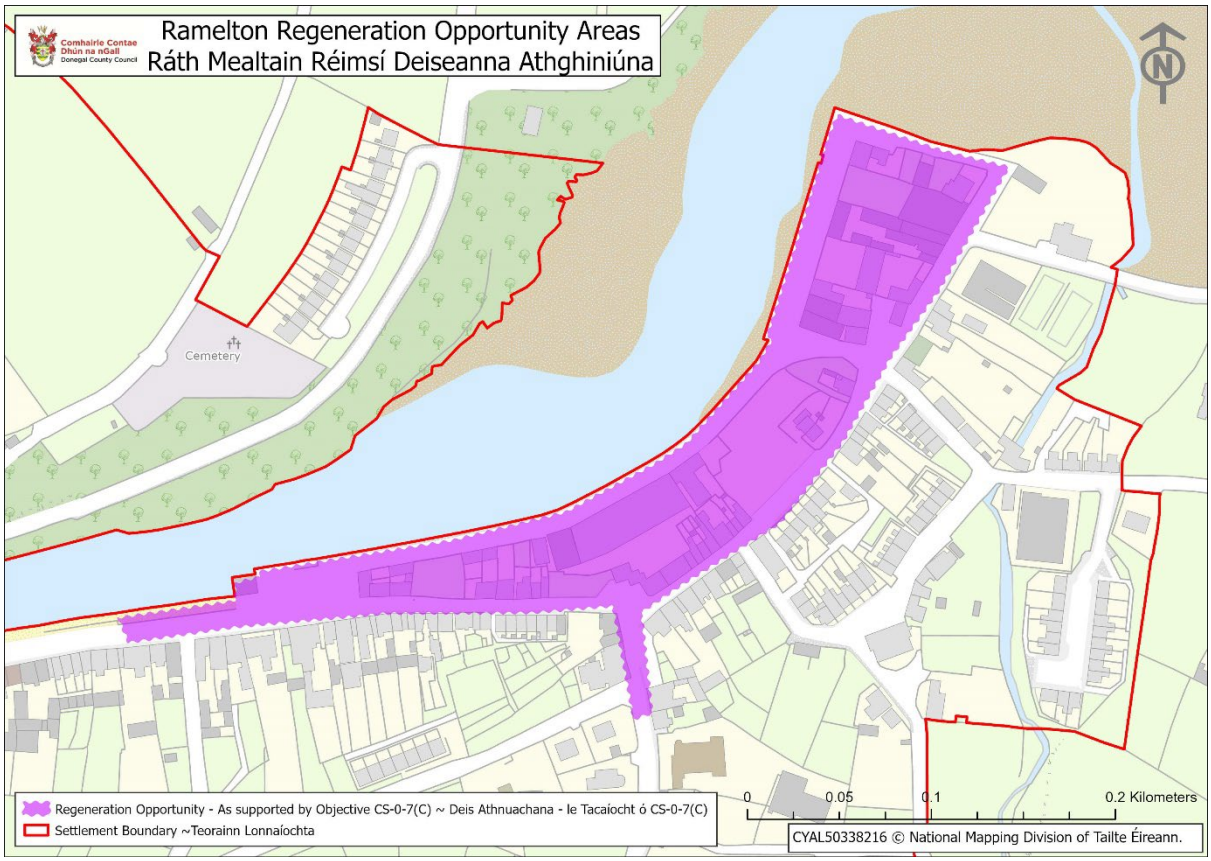
(iv) Continue to develop agreed, endorsed and priority projects within the work programme towards eligibility for project development and capital works funding under future calls of the Urban and Rural Regeneration and Development Funds.

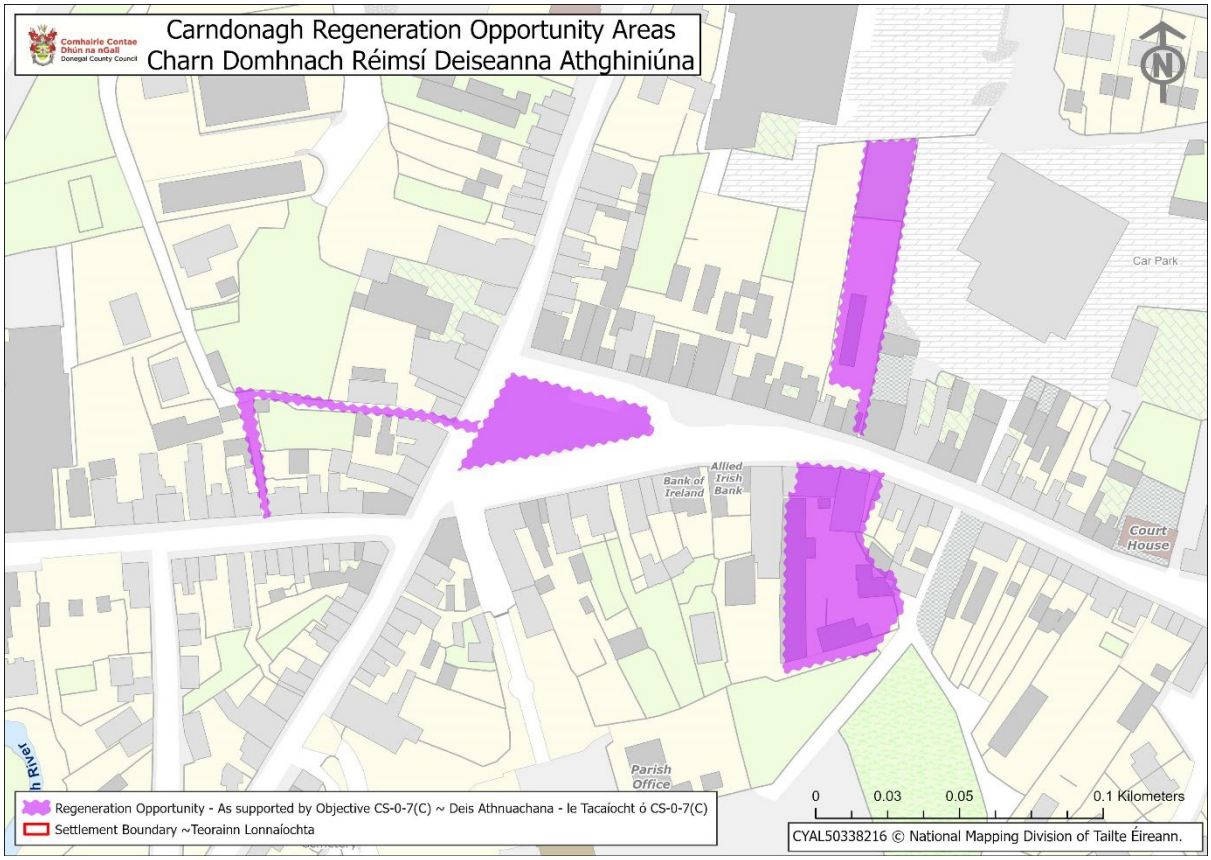
(v) Work to establish Town Teams, develop Town Centre First Plans and implement Town Centre First projects under the Town Centre First Policy Approach for Irish Towns and supporting funding programmes.

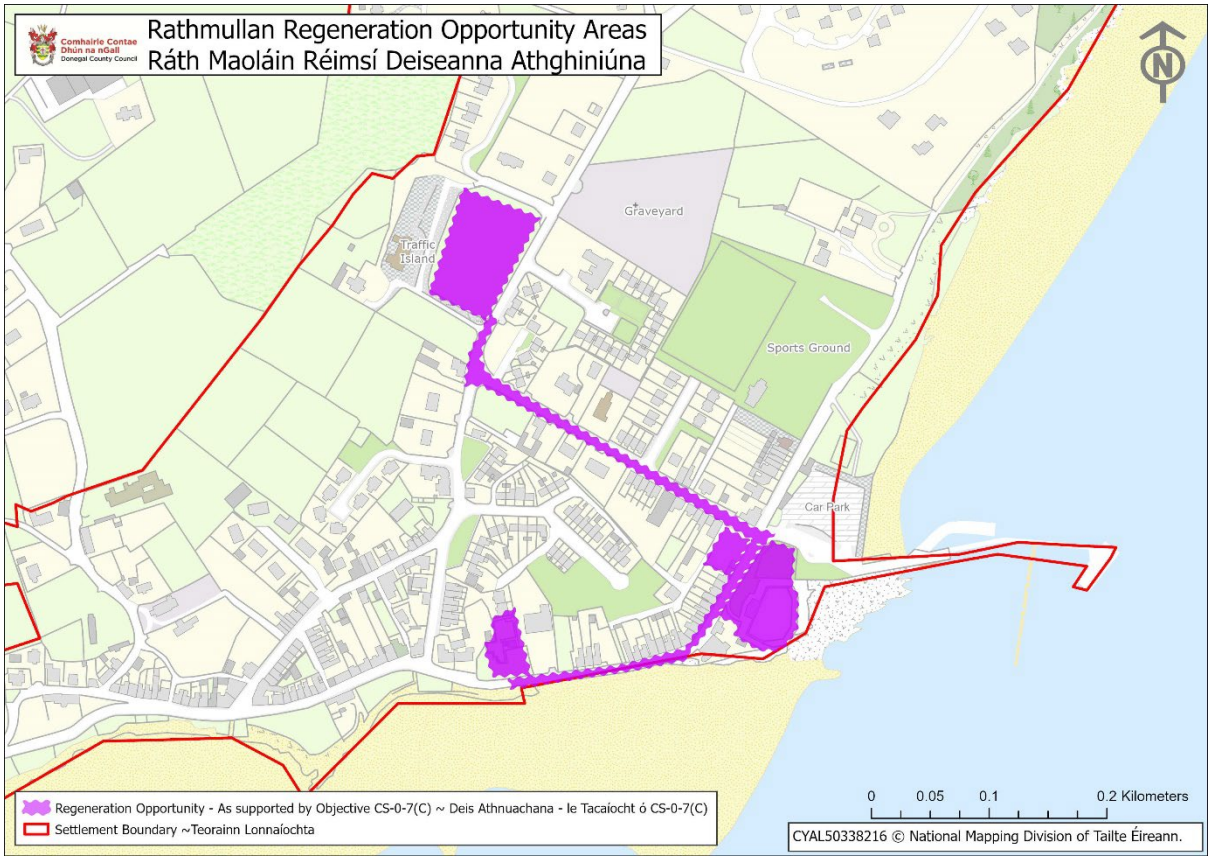
(vi) Set realistic targets and identify specific implementation actions for the reduction of vacancy and dereliction within core town centre environments, including (a) progressing the abovementioned measures (i) – (v); and (b) proactively engaging with property and home owners on the range of supports available together with effective use of statutory measures under the Croi Conaithe Towns Initiative, CPO Activation Fund and Derelict Sites Act, 1990 etc. to bring properties back into use.

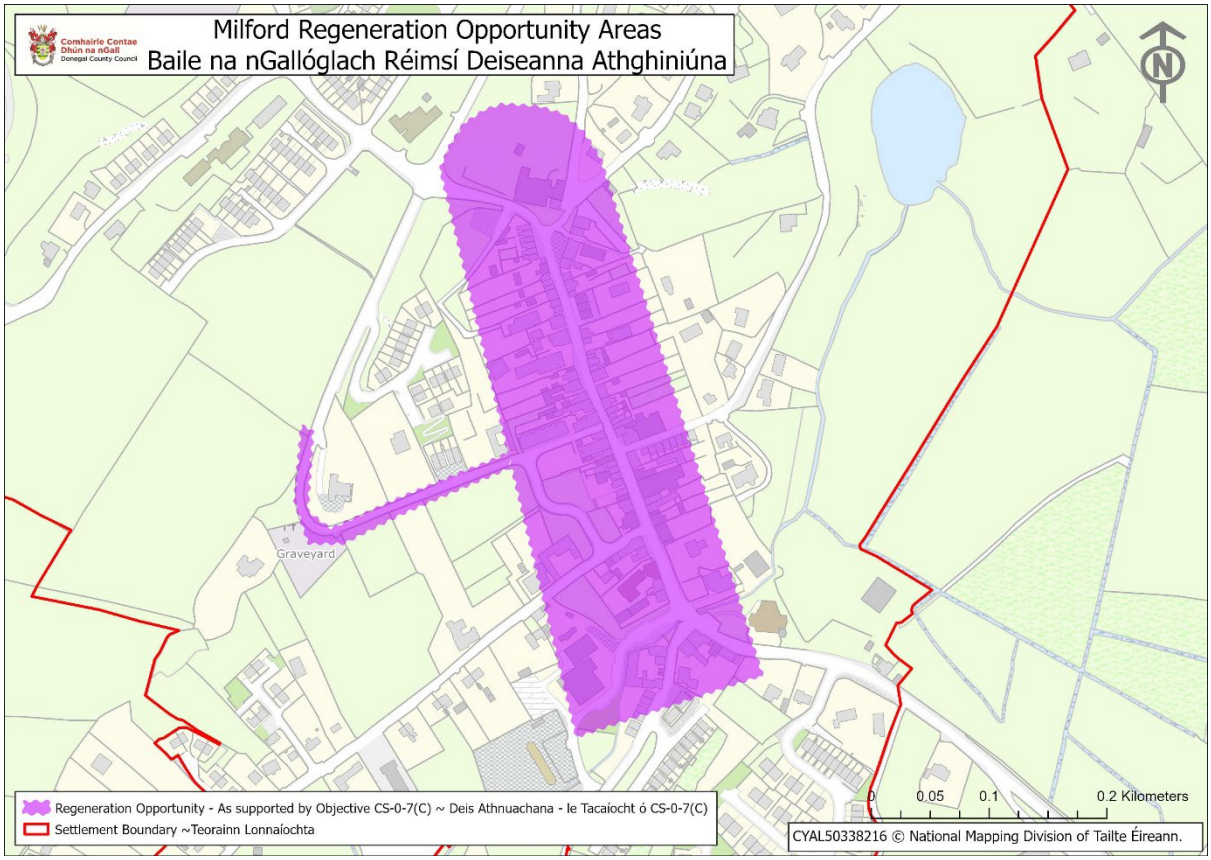
(vii) Include a programme for performance monitoring and evaluation.

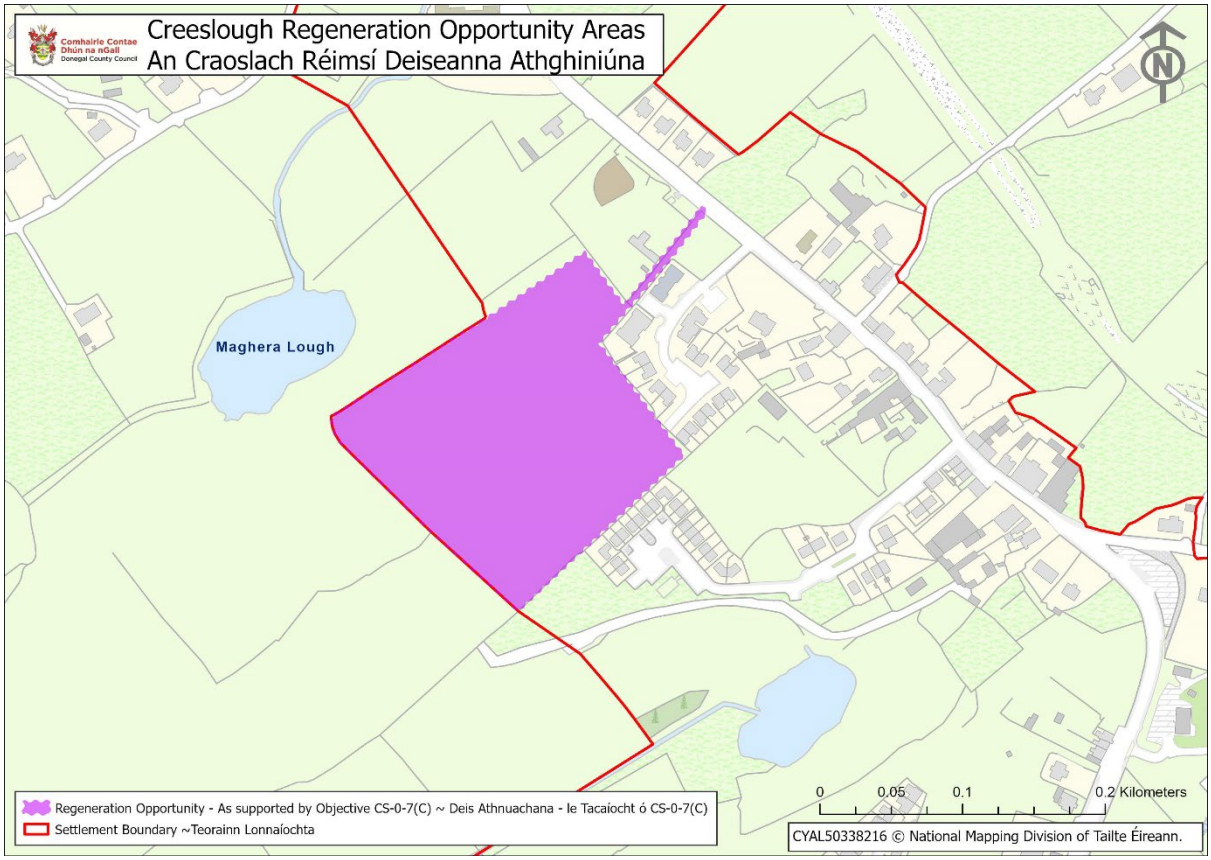

Comhairle Contae Dhún na nGall
Donegal County Council
Buncrana Regeneration Opportunity Areas
Bun Cranncha Réimsí Deiseanna Athghiniúna
N
Regeneration Opportunity - As supported by Objective CS-0-7(C) ~ Deis Athnuachana - le Tacaíocht ó CS-0-7(C)
Settlement Boundary ~Teorainn Lonnaíochta
0
0.13
0.25
0.5 Kilometers
CYAL50338216 © National Mapping Division of Tailte Éireann.

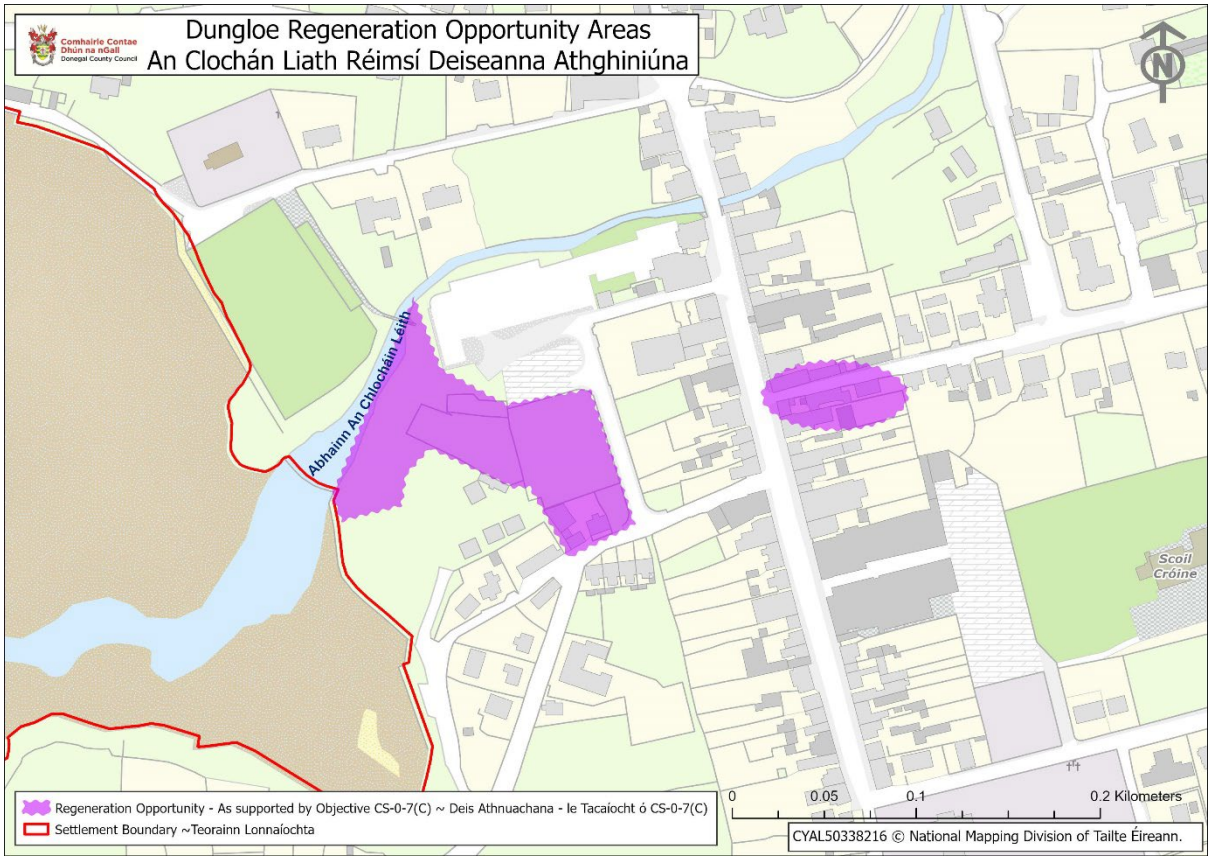

Comhairle Contae Dhún na nGall
Donegal County Council
Ramelton Regeneration Opportunity Areas
Ráth Mealtain Réimsí Deiseanna Athghiniúna
N
Cemetery
Regeneration Opportunity - As supported by Objective CS-0-7(C) ~ Deis Athnuachana - le Tacaíocht ó CS-0-7(C)
Settlement Boundary ~Teorainn Lonnaíochta
0
0.05
0.1
0.2 Kilometers
CYAL50338216 © National Mapping Division of Tailte Éireann.

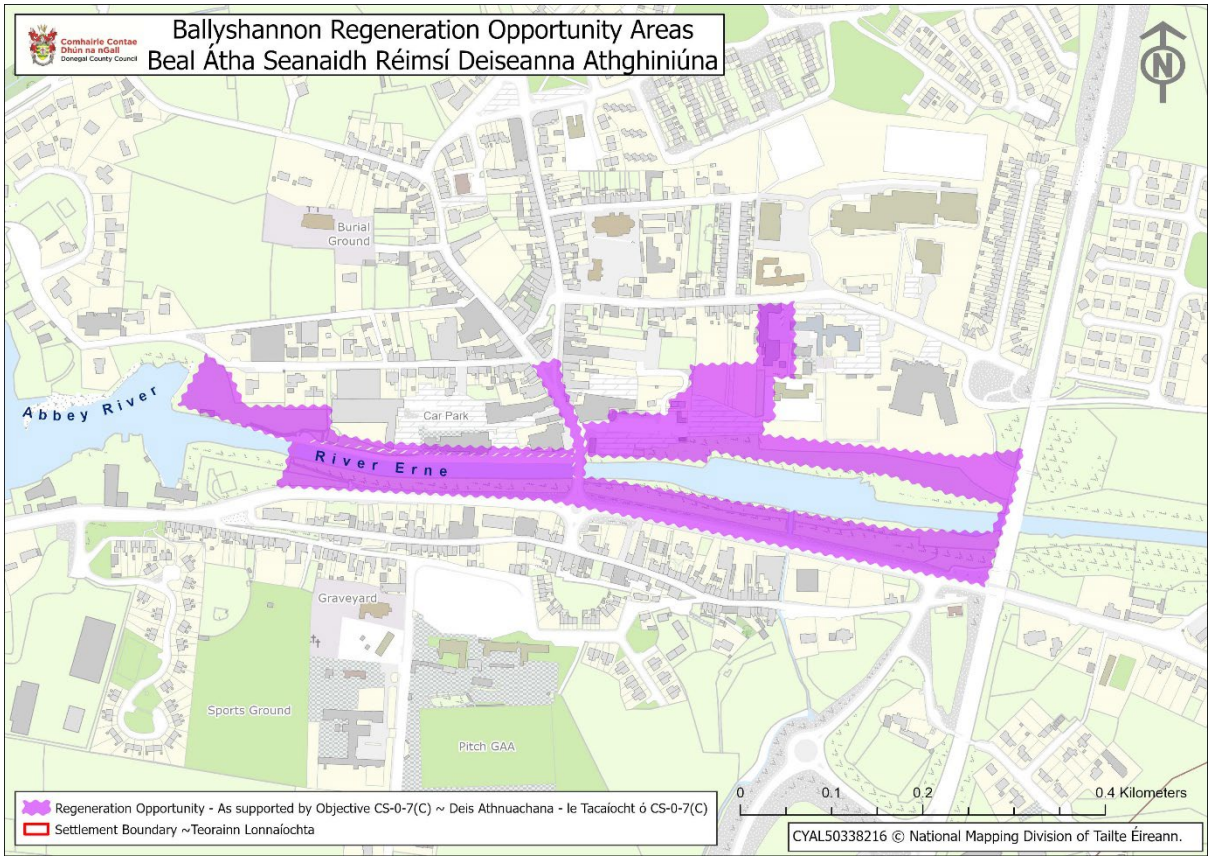

Comhairle Contae Dhún na nGall
Donegal County Council
Carndonagh Regeneration Opportunity Areas
Charn Domhnach Réimsí Deiseanna Athghiniúna
Car Park
Allied Irish Bank
Bank of Ireland
Court House
Parish Office
Regeneration Opportunity - As supported by Objective CS-0-7(C) ~ Deis Athnuachana - le Tacaíocht ó CS-0-7(C)
Settlement Boundary ~Teorainn Lonnaíochta
0 0.03 0.05 0.1 Kilometers
CYAL50338216 © National Mapping Division of Tailte Éireann.


Comhairle Contae Dhún na nGall
Donegal County Council
Rathmullan Regeneration Opportunity Areas
Ráth Maoláin Réimsí Deiseanna Athghiniúna
Graveyard
Traffic Island
Sports Ground
Car Park
Regeneration Opportunity - As supported by Objective CS-0-7(C) ~ Deis Athnuachana - le Tacaíocht ó CS-0-7(C)
Settlement Boundary ~Teorainn Lonnaíochta
0 0.05 0.1 0.2 Kilometers
CYAL50338216 © National Mapping Division of Tailte Éireann.


Comhairle Contae Dhún na nGall
Donegal County Council
Milford Regeneration Opportunity Areas
Baile na nGallóglach Réimsí Deiseanna Athghiniúna
Graveyard
N
Regeneration Opportunity - As supported by Objective CS-0-7(C) ~ Deis Athnuachana - le Tacaíocht ó CS-0-7(C)
Settlement Boundary ~Teorainn Lonnaíochta
0 0.05 0.1 0.2 Kilometers
CYAL50338216 © National Mapping Division of Tailte Éireann.


Comhairle Contae Dhún na nGall
Donegal County Council
Creeslough Regeneration Opportunity Areas
An Craoslach Réimsí Deiseanna Athghiniúna
Maghera Lough
N
Regeneration Opportunity - As supported by Objective CS-0-7(C) ~ Deis Athnuachana - le Tacaíocht ó CS-0-7(C)
Settlement Boundary ~Teorainn Lonnaíochta
0 0.05 0.1 0.2 Kilometers
CYAL50338216 © National Mapping Division of Tailte Éireann.


Comhairle Contae Dhún na nGall
Donegal County Council
Dungloe Regeneration Opportunity Areas
An Clochán Liath Réimsí Deiseanna Athghiniúna
Abhainn An Chlochán Léith
Scoil Cróine
Regeneration Opportunity - As supported by Objective CS-0-7(C) ~ Deis Athnuachana - le Tacaíocht ó CS-0-7(C)
Settlement Boundary ~Teorainn Lonnaíochta
0
0.05
0.1
0.2 Kilometers
CYAL50338216 © National Mapping Division of Tailte Éireann.


Comhairle Contae Dhún na nGall
Donegal County Council
Ballyshannon Regeneration Opportunity Areas
Beal Átha Seanaidh Réimsí Deiseanna Athghiniúna
Burial Ground
Abbey River
Car Park
River Erne
Graveyard
Sports Ground
Pitch GAA
Regeneration Opportunity - As supported by Objective CS-0-7(C) ~ Deis Athnuachana - le Tacaíocht ó CS-0-7(C)
Settlement Boundary ~Teorainn Lonnaíochta
0
0.1
0.2
0.4 Kilometers
CYAL50338216 © National Mapping Division of Tailte Éireann.

5.2.2 Town Centre First Development Management Policy

In tandem with the above-noted regeneration implementation projects, national policy also requires the prioritisation of the town centre in the approach of the Planning Authority to the management of development proposals. This approach is embedded in this Plan. Key policies in this regard include: Core Strategy Policy CS-P-2; Economic Development Objective ED-O-10; and Urban Housing Policies UB-P-5 and UB-P-6. In addition, the objectives and policies below also seek to drive higher quality design solutions in the County's towns and villages.

Objectives

TV-O-1	To identify appropriate regeneration and renewal initiatives, primarily through enhancement schemes to strengthen communities in the County's towns and villages including; Churchill, Convoy, Dunkineely, Kilmacrennan, Mountcharles, Newtowncunningham and St. Johnston.
TV-O-2	To support initiatives, including collaboration across the public, private and community and voluntary sectors, to strengthen and improve the physical environment of towns and villages and encourage positive place-making.
TV-O-3:	To seek innovation in addressing infrastructural constraints in the County's 'Growth Drivers' and 'Service Towns'.
TV-O-4	To identify 'vacant' sites and 'regeneration sites' in urban areas in accordance with the Urban Regeneration and Housing Act 2015 and through the review of adopted Local Area Plans.
TV-O-5	To ensure quality design proposals for new development within towns and villages in order to contribute to positive place-making.
TV-O-6	To implement all projects funded under the Urban Regeneration and Development Fund, the Rural Regeneration and Development Fund, Town Centre First, Town and Village Renewal and similar funding schemes, including those identified this Chapter.

Policies

TV-P-1	To encourage proposals aimed at harnessing particular special economic functions of the County's key settlements subject to other policies of this Plan and subject to the proper planning and sustainable development of the area.
TV-P-2	To encourage proposals for small scale residential development, including social housing schemes in towns and villages that will contribute to revitalisation and renewal subject to other policies of this Plan and subject to the proper planning and sustainable development of the area.
TV-P-3	To ensure that development proposals within towns and villages centres: a. Provide for distinctive buildings of a high architectural quality which contribute to a distinct sense of place and a quality public realm.

	b. Create strong street frontage by either adhering to the established building line in the immediate area or establishing a new building line immediately adjoining the public road where a reasonable opportunity exists to do so. A greater setback will be permitted where the development would provide for the creation a high-quality urban place with sufficient landscaping/planning, street furniture etc. c. Respect, where appropriate, the context of the adjoining buildings, adjacent streetscape or buildings in the immediate area, in terms of design, height, scale and mass etc. d. Respect the architectural character (in terms of design/arrangement of fenestration, facia/soffit treatment, general finishes and materials), eaves height, roof pitch, roof line, and overall building form and height, as appropriate, in areas characterised by traditional vernacular or high-quality streetscape. e. Create buildings of a human scale, by providing for a fine grain of development, in terms of overall scale, fenestration, size/proportions, signage, detailing and buildings with a narrow street frontage. f. Promote, where appropriate, visual interest through modulation and detailing of architectural elements (e.g., detailing/treatments of eaves, windows, frontages, slight variations in roof lines, setback etc.). g. Utilise, where appropriate, adaptable and accessible design on the ground floor to ensure their future re-use for alternative functions (e.g., retail/commercial etc.). h. Avoid the use of industrial type cladding, or the glazing of extensive areas of the proposed development.
TV-P-4	To consider proposals for contemporary architecture within town centres which: a. Provide for a high-quality design and utilises high quality durable materials. b. Are sympathetic to the overall height, scale, and mass, and would not be otherwise incongruous with the adjacent buildings or streetscape.
TV-P-5	To ensure that development proposals make efficient use of land and do not otherwise hinder the future development potential of backlands within urban areas.
TV-P-6	That proposals for shopfronts shall, as appropriate: a. Be of a high-quality design standard. b. Respect the architectural characteristics of the subject building, in terms of scale, proportion, finishes, materials and relationship to upper levels. c. Respect the existing streetscape and traditional shop fronts in the area in terms of scale, proportion, plot width, overall grain of development, arrangements of fenestration, facia treatment, colouring scheme, materials, and finishes. d. Avoids the use of excessively scaled box facias, plastic canopies over shop fronts, external security shutters, brash colours, flashing or neon lighting. e. Otherwise be in accordance with the policies contained within this Plan.
TV-P-6A	Protect and enhance the unique physical character of historic town and village centres including other non-structural elements of our towns and village that contribute to their unique character and identify such as historic walls and street furniture.
TV-P-6B	• Promote heritage-led regeneration in the County's towns and villages. • Require that adaptative re-use of older buildings and historic centre heritage-led regeneration adheres to best conservation practice and principles.

	• There will be a presumption against the demolition of older buildings considered to be intrinsic elements of the character of a place where restoration or adaption is a feasible option.
TV-P-6C	To ensure that the Plan's transport objectives (including those in LAP's and LTP's) for active travel projects and public transport infrastructure are considered and incorporated into regeneration projects as required.

5.3 Amendments to the Letterkenny Plan and associated Land use Zoning Map

The following amendments to the Letterkenny Plan and the associated Land Use Zoning map were made by way of Variation (No. 1) to the County Development Plan 2024-2030 For the avoidance of doubt these amendments inclusive of all zoning amendments supersede those originally published in the Letterkenny Plan and Local Transport Plan 2023-2029.

Amended Letterkenny Plan and Local Transport Plan 2023—2029 Land Use Zoning Map (Separate Map)

Chapter 7 – General Development Approach and Detailed Policies

Amend footnote 17 in table 7.2 land use zoning matrix so it reads as follows:

17 Proposals for retail development on lands zoned as General Employment shall only be considered where the retail element of the proposal is clearly ancillary to the parent/main use of the site, comprises a maximum of 10% of the total floor area of the subject development, and where the goods being sold are a product of that 'main use', save on 'General Employment and Commercial' lands at Killyclug/Killylastin, where proposals for neighbourhood scale services, including local shops, barbers, launderettes etc. will be open for consideration without the 10% floor area cap in order to enable the delivery of neighbourhood services to support this expanding residential area. Notwithstanding the foregoing, proposals for retail uses on General Employment lands shall not be permitted if such use would be detrimental to the retail function of the town centre; these matters will be assessed on a case by case basis in accordance with the provisions of the Council's Retail Strategy.

Chapter 8 – Economic Development and Employment

Amend Table 8.1 In Section 8.3 as Follows:

Table 8.1: Zoned Sites Suitable for New Employment-Generating Uses

ZONING/REF (as appropriate)	**AREA (Ha)**
'General Employment and Commercial' zonings	
IDA Business Park	c. 19
South of N56/Business Park Road	c. 9

North of Windyhall Road #1	c. 16.5
North of Windyhall Road #2	b. 67.27
Behind Hegarty's Garage	c. 5.4
Mountain Top	c. 8
Bonagee Area	c. 5.8
East of TEN-T Road	c. 9.1
South of N56/Four Lane Road	c. 24
Total	**c. 164.07**
Opportunity Sites – area for employment/commercial use	
OPP 1 Gortlee Hse. (50% of overall site area)	c. 7.25
OPP 2 Gortlee	c. 3.35
OPP 3 Former Unifi (n.b. – part of site is already occupied)	c. 7.2
OPP 4 Former Creamery	c. 2.2
OPP 5 Behind Mt. Errigal Hotel	c. 2.32
OPP 6 Oldtown Rd.	c. 0.32
OPP 7 Beside Church Of the Irish Martyrs	c. 5.1
OPP 8 Windyhall (50% of overall site area)	c. 7.8
OPP 9 Model Bakery	c. 1.83
0PP 10 Carnamuggagh	c. 9.8 (indicative figure for calculation purposes. Employment/commercial development is considered acceptable in principle over the entirety of site in accordance with Policy LK-OPP-10)
OPP 11 Former Oatfield	c. 1.44
Total	**c. 48.61**
Town Centre Sites	
Former ESB site	c.1.1
Former Courthouse	c.0.07

Chapter 10 – Housing

Amend Table 10.3 Residential Lands as Follows:

Table 10.3 Residential Lands

Site Ref.	Area (Ha)
Primarily Residential	
PR1	10.75
*	
PR3	1.97
PR4	0.79
PR5	14.00
PR6	24.46
PR7	1.14
PR8	0.45
PR9	2.08
PR10	1.23
PR11	9.8
PR12	2.212
PR13	5.2
PR14	0.85
PR15	4.70
PR16	3.90
PR17	3.50
PR18	1.89
PR19	1.74
PR20	1.93
PR21	4.37
PR22	2.391
PR25	16.27

Site Ref.	**Area (Ha)**
Primarily Residential	
PR27	9.20
Total:	**124.82Ha**
Opportunity Sites	
OPP1	7.25 (50% of total site area)
OPP2	4.54
OPP3	2.00 (8% of total site area)
OPP4	2.20
OPP5	2.32
OPP6	0.32
OPP7	5.1
OPP8	7.80 (50% of total site area)
OPP9	1.83
OPP10	9.80 (indicative figure for calculation purposes. Residential development is considered acceptable in principle over the entirety of the site in accordance with Policy LK-OPP-10)
OPP11	1.44
Total :	**44.60 Ha**
Total Primarily Residential and Opp. Site housing land:	**169.42Ha**
Southern Strategic and Sustainable Development Site Total Area	**34**

(*) Omitted in accordance with 'The Planning and Development (Letterkenny Plan and Local Transport Plan 2023-2029) Direction 2024'.

Appendix A Infrastructural Assessment

Amend Table A1 As Below

Table A1 – Tiered approach to differentiate between serviced and serviceable Primarily Residential lands

Site Ref.	Infrastructural Requirements	Tier 1 / 2
PR1	Wastewater: Extension of sewer required (sewer to be extended approximately from Educate Together school or alternatively from Ramelton Road).Roads infrastructure: Widening of carriageway to accommodate right turning lane circa 310 metres, footpath and public lighting. Approximate cost: €150,000 Water: Connection to water supply required.	Tier 2
	No PR 2	
PR3	Roads infrastructure: Works required to create suitable vehicular access on southern side of site (i.e. road widening). Cost estimates not available as works may require acquisition of land and valuations/estimates vary considerably.	Tier 2
PR4	All required services available.	Tier 1
PR5	Wastewater: Pumping station may be required for sewer connection; alternatively connect through housing development to southeast.	Tier 2
PR6	Roads infrastructure: South/West of site- Works to improve access arrangements/junction improvements/road widening etc. Estimate 220m new footpath with lighting, drainage and overlay existing road. Cost estimate: € 220,000 North of Site – Provision of Northern Relief road. Cost estimate unavailable; details to be agreed with Road design section. Link road between Northern Relief road (Windyhall Road) and site- cost estimate unavailable.	Tier 2
PR7	Roads infrastructure: Provision of appropriate pedestrian infrastructure along northern site boundary. Estimate 280m new footpath with lighting, drainage and overlay existing road. Pedestrian crossing required eastern junction. Cost estimate: € 125,000	Tier 2
PR8	All required services available.	Tier 1
PR9	All required services available.	Tier 1

Site Ref.	Infrastructural Requirements	Tier 1 / 2
PR10	Developers will be required to keep the Southern Network Project Road reservation corridor free from development.	Tier 2
PR11	Roads: Developers will be required to keep the Southern Network Project Road reservation corridor free from development. Additional road infrastructure likely to be required: Road Widening, footpath provision, public lighting, and drainage. Cost estimates unavailable. No sewer mapped in area; connection may be available via adjoining housing developments.	Tier 2
PR12	All required services available	Tier 1
PR13	Wastewater: Extension to public sewer required.	Tier 2
PR14	Roads infrastructure: Existing narrow lane to the south of the site with houses either side. 130m length and 8m width required to accommodate 6m carriageway and 2m footway with lighting Cost estimate: € 200,000	Tier 2
PR15	Wastewater: Extension of sewer required (sewer to be extended approximately from Educate Together school or alternatively from Ramelton Road).Roads infrastructure: Widening of carriageway to accommodate right turning lane circa 310 metres, footpath and public lighting. Approximate cost: €150,000 Water: Connection to water supply required.	Tier 2
PR16	Roads infrastructure: Road realignment and surfacing required in vicinity of site. Upgrade existing lighting and drainage. Cost estimate: € 220,000	Tier 2
PR17	Roads infrastructure: Road widening and footpath provision required along site frontages, upgrade existing lighting and drainage, pedestrian mobility requirements Cost estimate: € 215,000.	Tier 2
PR18	Roads infrastructure: Road widening and footpath provision required along site frontages, upgrade existing lighting and drainage, pedestrian mobility requirements Cost estimate: € 220,000	Tier 2
PR19	Roads infrastructure: Road widening, footpath provision, upgrade existing lighting and drainage, pedestrian mobility requirements Cost estimate: € 210,000	Tier 2

Site Ref.	Infrastructural Requirements	Tier 1 / 2
PR20	Roads infrastructure: Upgrade of road surface, footpath upgrades, street lighting, survey of existing storm networks, connection of footway to the opposite side of the road either by controlled crossing or beacons - Cost estimate: €150,000	Tier 2
PR21	Roads infrastructure: 210m footpath, drainage, streetlighting and pedestrian links at proposed new junction at SE corner, resurface from Kiltoy junction to the end of the proposed development or provide a bond to cover these works. – Cost estimate: €215,000	Tier 2
PR22	Watermain and sewer available. 112 metre footpath extension required. 190m surface water drainage and public lighting extension required.	Tier 2
PR25	All services available via adjoining existing housing estate currently under construction (2561887 refers).	Tier 1
PR27	Road access, footpath, public lighting, surface water, watermain and public sewer available on the adjoining L-1144.	Tier 1

PR2 omitted in accordance with 'The Planning and Development (Letterkenny Plan and Local Transport Plan 2023-2029) Direction 2024'.

Chapter 5 'Towns and Villages' of the County Development Plan 2024-2030

Amend Policy LK-OPP-1 of As Below.

Policy LK-OPP-1:

It is a policy of the Council to support the principle of the following development types on Opportunity Site 1, subject to compliance with all relevant policies and standards contained in this plan and the CDP and subject to adherence to the design guidance for the site:

- Residential ~~(over a maximum of 50% of the total site area)~~,
- Offices,
- Restaurant/Pub/Guesthouse/Hotel use,
- Tourism; and
- Institutional use



Chapter 6
Housing

Chapter 6 – Housing

6.1 Housing Strategy

6.1.1 Introduction

National Policy Objective 37 of the National Planning Framework (NPF) provides for a Housing Need and Demand Assessment (HNDA) to be undertaken in each local authority area to ensure that long-term strategic housing needs are met.

In April 2021, the Department of Housing, Local Government and Heritage published a new HNDA Tool supported by 'Guidance on the Preparation of a Housing Need and Demand Assessment'. The HNDA Tool assesses housing need using statistics on the economy and housing and has been used to give broad, long-run estimates of housing need for County Donegal.

This HNDA focuses on the period out to 2030 and follows the format as suggested by the aforementioned Guidance and is set out over 5 Sections, namely;

- Housing Market Drivers
- Housing Stock and Housing Need
- Housing Need and Demand Assessment (application of the HNDA Tool)
- Specialist Provision
- Conclusions

6.1.2 Key Housing Market Drivers

This section addresses part 1 of the HNDA analysis in line with the 'Guidance on the Preparation of a Housing Need and Demand Assessment' and relates to the identification of key housing market drivers, including household formation, population, housing affordability, incomes, house prices, rent levels and key drivers of the local and national economy. Following the analysis of the housing market drivers, table 6.6 summarises the key areas that may impact the results of the HNDA. The table is divided into three segments:

- demographic issues
- affordability issues; and
- economic issues for the local housing market.

6.1.3 Population Trends

Census 2016 results showed that Ireland's population stood at 4.76 million. Preliminary results from census 2022 indicate an 8.1% increase in this figure, giving a total population of 5.14 million.

County Donegal recorded a population of 159,192 persons in the 2016 census. Preliminary results for the 2022 census indicate a total population of 167,084 persons (an increase of 7,892 or 5%). This puts the county back on an upward trajectory in population terms, having previously seen a 1.2% decline in population between the 2011-2016 census period.

In terms of trends going forward, the NPF sets out projected population targets to 2040, together with projections for the intermediary years of 2026 and 2031 (see table 6.1 below). A projection for the year 2030 has been interpolated based on the 2026 and 2031 projections.

Table 6.1: Population Projections for County Donegal

Year	2016	2026	2030	2031
Population	159,192	173,500-176,500	178,300-182,100	179,500-183,500

Table 6.2 below provides details of existing and projected[5] populations in (i.) the regional growth centre of Letterkenny, (ii.) the towns deemed to be growth drivers in the county and (iii.) those towns classified as 'service towns'.

Table 6.2: Population projections for (i.) Letterkenny, (ii.) County Growth Drivers and (iii.) Service Towns

Settlement	Population 2016	Population Target 2030
Letterkenny	19274	25434 (RSES target)
Buncrana	6785	8342
Ballybofey-Stranorlar	4852	6409
Donegal Town	2618	4175
Killybegs	1236	1651
An Clochán Liath (Dungloe)	1164	1579
Lifford	1626	1959
Carndonagh	2471	2804
Ballyshannon	2299	2632
Bundoran	1963	2296
Raphoe	1089	1419
Bunbeg-Derrybeg	1491	1821
Milford	1037	1370

6.1.4 Household Formation

The headship rate provides one measure of the rate of household formation. The headship rate is the proportion of individuals in an age cohort that list themselves as "head of household" or "principal reference person" in the Census or in the Quarterly National Household Survey (QNHS). Each household provides one reference person, thus an increase in the headship rate reveals an increase in the number of households.

During the 'Celtic Tiger' years, headship rates had steadily increased across Ireland, with the biggest increases to be seen in the younger age groups. However, data from the 2011 and 2016 censuses show that headship rates in the State declined or otherwise remained static over this period, across all age cohorts. In Donegal, headship rates declined in the 25-39 age group in the period between 2011-2016, whilst headship rates increased in the 60+ age cohorts (see Table 6.3 below). The decline in the younger age cohorts can be partially explained by a decline in population in this group (population in the 25-39 age groups fell by 4217 persons, or 12%, between 2011-2016) but may also point to issues of housing supply.

[5] Population projections based on housing targets set out in the core strategy and an envisaged occupancy of 2.75 persons per residential unit.

Table 6.3: Headship rates, State & Donegal 2011 & 2016

	2011		2016	
	State	**Donegal**	**State**	**Donegal**
Under 25 years	0.04	0.02	0.02	0.01
25-29 years	0.35	0.34	0.30	0.27
30-34 years	0.47	0.46	0.43	0.42
35-39 years	0.51	0.51	0.49	0.49
40-44 years	0.53	0.53	0.53	0.53
45-49 years	0.54	0.54	0.54	0.54
50-54 years	0.56	0.55	0.56	0.55
55-59 years	0.57	0.57	0.57	0.57
60-64 years	0.58	0.56	0.58	0.60
Over 65 years	0.63	0.64	0.62	0.65

6.1.5 Income Analysis

Median Gross Income

Gross income is the income before tax is deducted, while the gross median income is the amount that divides a population into two equal groups, half having an income above that amount, and half having an income below that amount. The gross median household income for County Donegal in 2016 was €32,259[6], lower than the State average of €45,256.

In order to estimate current gross median household income, historic growth in the nominal median household disposable income at State level has been reviewed and it has been noted that on average, there has been a 3.2% annual change in the nominal median household disposable income for the State over the period 2016 to 2022 (see Table 6.4 below). Applying 3.2% annual growth, it is estimated that the gross median household income for County Donegal in 2022 was in the region of €38,967.

Table 6.4: Median Household Disposable Income (State), 2016-2022 (Source: CSO)

Year	**Nominal Median Household Disposable Income (State)**	**% Change**
2016	38,953	
2017	39,499	1.4%
2018	42,865	8.5%
2019	43,552	1.6%
2020	43,915	0.8%
2021	46,471	5.8%
2022	46,999	1.1%
	Average % change year-on-year	**3.2%**

Disposable Income

Disposable income is the amount of income, after tax is deducted, that is available for spending and saving. It functions as an important measure of housing affordability in an area i.e. the ability of a household to purchase their own home. The CSO's latest data relating to County Incomes and Regional GDP for 2020 outlines the average annual disposable income at State, Regional and County

[6] Source: CSO, Geographical Profiles of Income in Ireland 2016

Levels. The average annual disposable income in County Donegal was €18,322; the lowest disposable income per person in the State at that time and 22% below the state average.

6.1.6 Residential Property Sales

Residential Property Transactions 2022

Property price transaction data in County Donegal for 2022 (obtained from the Residential Property Price Register) has been chosen to reflect the current market context. Table 6.5 below provides details in relation to the price bands for residential property transactions in that year (for the purpose of this exercise, any properties that were sold for below market price have been omitted as they do not give a true representation of market prices). It is noted that 66% of total sales in 2022 related to properties costing €200,000 or less.

Table 6.5: Property Price Bands in Co. Donegal, 2022 (Source: RPPI)

Price Bands 2022	Number of Transactions	% Total
0-100,000	399	26
100,001-150,000	310	20
150,001-200,000	317	20
200,001-250,000	226	14
250,001-300,000	135	9
300,001-350,000	63	4
350,001-400,000	41	3
400,001+	70	4
Total	**1561**	100

Price Variability

Figure 6.1 below shows the average sale price of residential properties across the three Eircode output areas within Donegal in December 2022, relative to the state and county averages. The Letterkenny Eircode area is the most expensive place to purchase in Donegal, with an average sale price of €201,739. The Lifford Eircode area is the least expensive, the average sale price of €169,258 being approximately 16% lower than the Letterkenny Area.



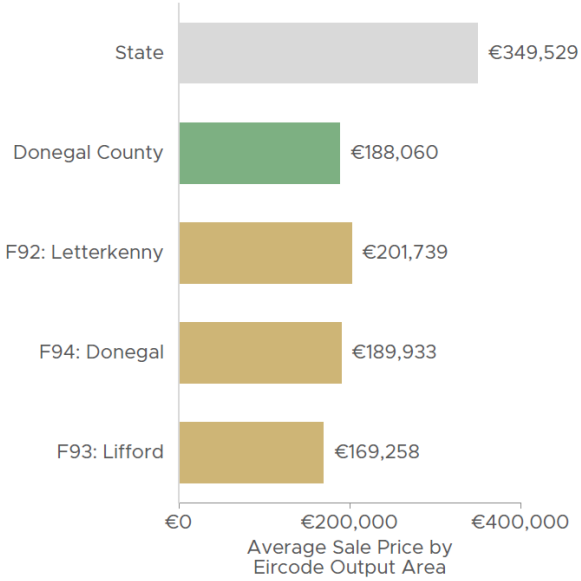


Figure 6.1: Average Sale Price by Eircode Output Area (Source: CSO)

6.1.7 Housing Affordability

The Central Bank implements measures on mortgages to manage the amount that consumers can borrow to purchase a home. These measures are enforced via the loan-to-value (LTV) and loan-to-income (LTI) limits for mortgages. The LTV limit requires a customer to have a minimum deposit before they can get a mortgage. First-time buyers are allowed up to 90% LTV, meaning they must provide a minimum deposit of 10% upfront for any property. The LTI limit restricts the amount of money a customer can borrow to a maximum of 4 times gross income in the case of first-time buyers and 3.5 times gross income for second and subsequent buyers. The HNDA Tool analyses whether households could qualify for a mortgage that would enable them to purchase a house in the lowest price band under these rules[7]. The key variables used to determine whether households in a particular decile can qualify for a mortgage to purchase a house within a given year are:

- Loan-to-Value (LTV) ratio of 0.90;
- a maximum Loan-to-Income (LTI) ratio of 4/3.5; and
- the upper value of the first house price band for that year.

If a household does not have sufficient income to meet the Central Bank rules (i.e. 4/3.5 times their gross income being less than 90% of the purchase value of a house in the lowest projected price band for that year), they will not qualify for a mortgage that would enable them to purchase a home in their relevant area.

The NWRA has undertaken analysis examining how affordable the average First Time Buyer (FTB) priced property would be for a couple earning the average FTB disposable income, for each year between 2016-2020. The data (see Fig. 6.2 below) shows that on average, a FTB couple in Co. Donegal, on average disposable income levels, would typically have paid between 17-21% of their joint monthly disposable income on their mortgage instalments on the average priced FTB property in the county, which is below the standard affordability mark of 30%.

[7]The Central Bank increased the LTI limit for 1st time buyers to 4 times gross income in late 2022; however, the HNDA Tool, which was developed earlier, is configured with the 3.5 gross income limit.

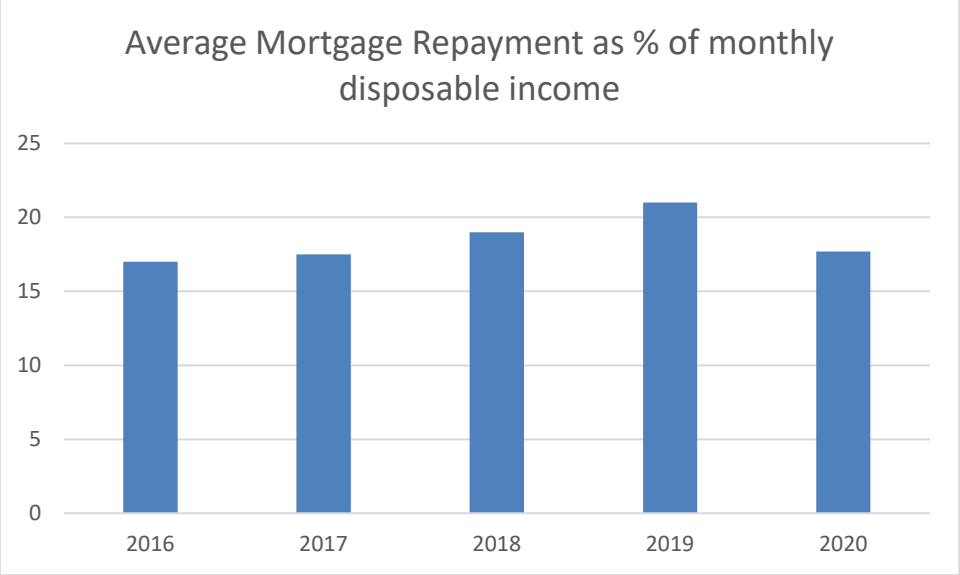


Figure 6.2: Mortgage repayments as % of monthly income in County Donegal, 2016-2022 (source: Regional Development Monitor)

Since July of 2022, European Central Bank interest rates have increased significantly, and further increases are expected. These rate rises are being passed on to mortgage customers, thus potentially resulting in a decrease in home buying demand and consequentially, a potential fall in house pieces.

6.1.8 Rent Levels

Average Rent Levels

The RTB Rent Index is produced by the Residential Tenancies Board (RTB) and the Economic and Social Research Institute (ESRI) and provides rental indicators generated to track price developments in the Irish market. During Q2 of 2022, the Index indicates that the standardised average rent[8] for new tenancies in County Donegal was €782.59 per month.

Figure 6.3 details the average rental price increases in County Donegal from Q12016-Q2 2022 and shows a very significant 54% increase in the average rental price over this period, from €467 to €721. Figure 6.4 breaks down the average rental price by local areas.



[8] Standardised average rent is a mix adjusted rent that takes account of the changing mix of properties in an area.

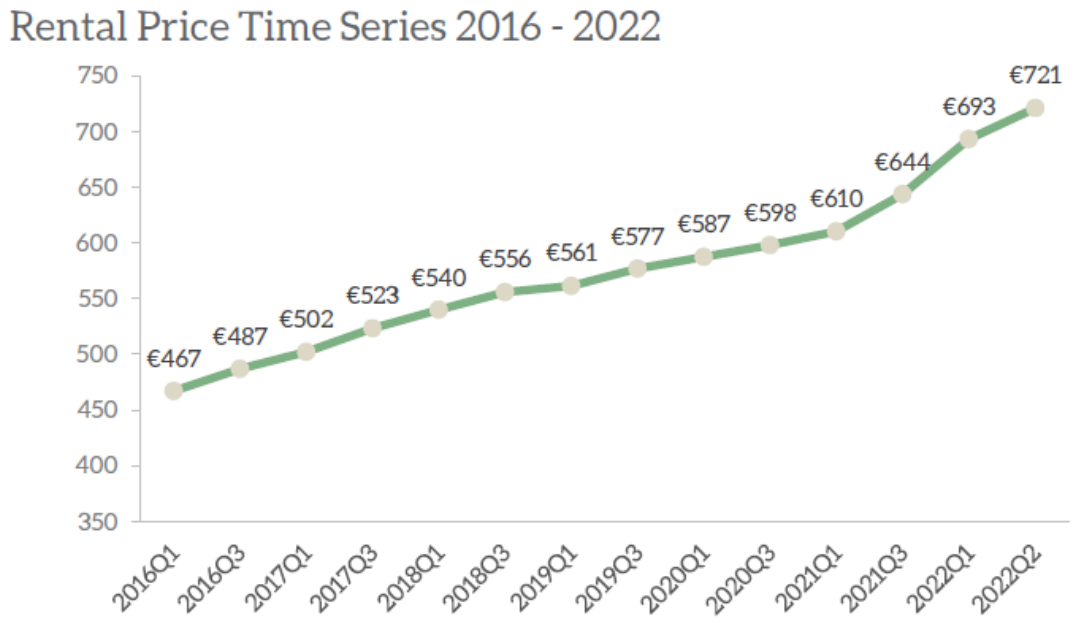


Figure 6.3: Donegal Average Rental Price Time Series 2016-2022 (Source: CSO)

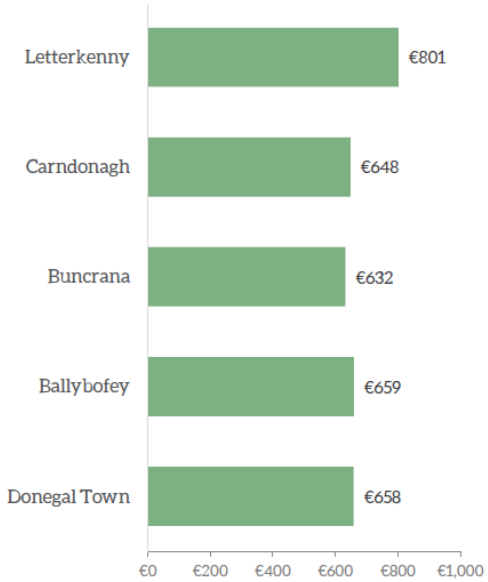


Figure 6.4 - Average Rental Price by Local Area, Q2 2022

Rent Affordability

The Northern and Western Regional Assembly have undertaken analysis[9] to examine how affordable the average monthly rent would be for a couple earning the average county income for each year between 2016-2020, with this ratio expressed as a percentage (i.e. average monthly rent as a percentage of the average monthly disposable income of renters) – see Figure 6.5 below.

[9] Source: Regional Development Monitor - https://rdm.geohive.ie

Table 6.6: Average Monthly Rent As A Percentage Of The Average Monthly Disposable Income Of Renters

Year	2016	2017	2018	2019	2020
Rent as % of disposable income	24.6	23.9	26.1	24.7	23

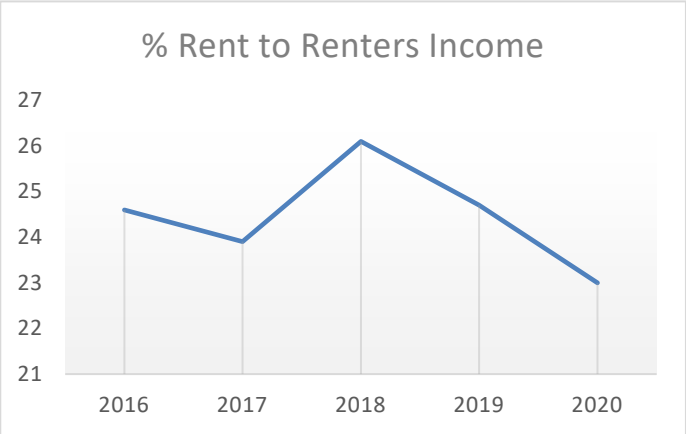


Figure 6.5: Rent as % of monthly disposable income (source: Regional Development Monitor)

The data indicates that rent levels are within, but close to, the standard affordability mark of 30% (i.e. a general rule of thumb that suggests housing costs should be below 30% of disposable income).

6.1.9 Local and National Economy

National Outlook

The European Commission's 'Economic Forecast for Ireland'[10] notes that real GDP (Gross Domestic Product) grew by 2.3% quarter-on-quarter in the third quarter of 2022, which was much stronger than anticipated. Investment increased by 92% quarter-on-quarter, driven by multinational corporations' investment. Exports of both goods and services kept on expanding robustly and private consumption grew despite downbeat consumer sentiment. The Economic Forecast refers to an improving outlook as we move forward, partly driven by an expected fall in inflation towards the end of the year. The Irish labour market continues to perform very well, with the unemployment rate at 4.3% in December 2022. Energy remains the main driver for inflation, although it has started moderating. By contrast, growth in food prices reached double digits in the final quarter of 2022. Inflation is expected to remain high in the early part of 2023 and to gradually subside thereafter, to 4.4% in 2023 as a whole and 2.1% in 2024. Ireland's economic outlook remains subject to uncertainty due to trade developments related to the implementation of the Protocol on

[10] Source: https://economy-finance.ec.europa.eu/economic-surveillance-eu-economies/ireland/economic-forecast-ireland_en

Ireland/Northern Ireland. Furthermore, the performance of multinational corporations could swing growth in either direction.

Local Circumstances

Employment Rates

County Donegal had the second highest unemployment rate in the State in 2016, standing at 18% (for comparison, Dún Laoghaire-Rathdown had the lowest rate at 7.4%).

New Dwelling Completions in Donegal

Figure 6.6 below provides details in relation to dwelling completions in County Donegal for the period 2018-2022. Single house completions remain the largest contributor to the overall numbers of housing units whilst apartment units number least amongst the overall completions data.

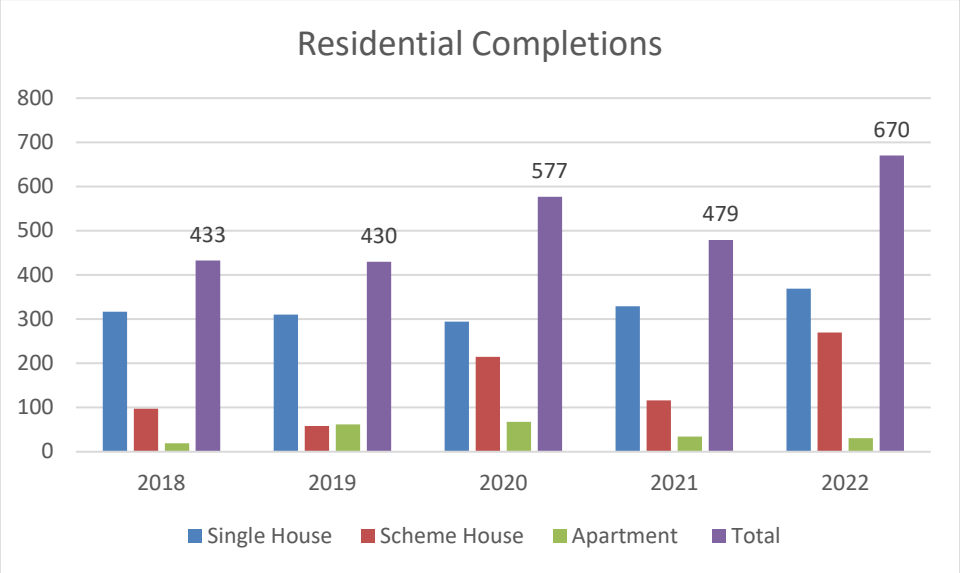


Fig. 6.6: Residential unit completions 2018-2022 (source: Regional Development Monitor)

Vacancy

The preliminary results from Census 2022 indicate that County Donegal has a total housing stock of 86,489 units. Of these, 10,861 were stated to be vacant. The stated reasons for vacancy, as expressed though the census, are set out in Table 6.7 below. (NB – it should be noted that the CSO figures for vacancy differ markedly from those provided by Geodirectory in Q2 of 2022, which indicated a residential vacancy level of 5,608 units at that time. This disparity is understood to be due to the way in which vacancy is classified by the relevant agency[11]).

Table 6.7: Reasons for Residential Vacancy (source: Census 2022 preliminary results)

Reason for Vacancy	Rental Property	Renovation	With Relatives	Deceased	Nursing Home/Hospital	For Sale	Farmhouse	Emigrated	New Build	Other reason/Not Stated
(%)	24	10.7	3.3	22	4.6	9	7	1.8	3.9	13.7

[11] The NWRA's 'Regional Vacancy and Dereliction Analysis' (2022) surmises, based on analysis from Geodirectory, that the census results include properties that would not be normally classified as vacant, but represent more of a transition or temporary vacancy rate, e.g. properties for sale or rent, properties where renovation work is underway etc.

Potential Housing Demand Arising from Ukraine War

Latest figures from the CSO suggest that there are approximately 5,000 refugees currently living in Donegal. Many have been accommodated in tourist accommodation (hotels etc.) and there is some uncertainty around how long such arrangements may last as operators gear up for the tourist season. Allied to this is the uncertainty as to how many refugees may decide to stay long-term or permanently in Ireland, potentially resulting in the need for additional, well-located housing stock.

6.1.10 Key Issues

Table 6.8: Key Areas that may impact HNDA

Area of Interest	Key Issues Identified
Demographic issues for the local housing market	1. Need to consider impacts of immigration on housing demand, including impact of Ukraine war.
Affordability issues for the local housing market	1. Housing supply needs to be maintained to avoid adverse impacts on affordability.
	2. Low levels of disposable income relative to other parts of Ireland; may affect access to finance.
Economic issues for the local housing market	1. Uncertainty in national economic outlook will have effects on local economic circumstances.
	2. High unemployment levels need to be addressed to maintain a working age population in the county, which would in turn feed into the housing market.
	3. Rising interest rates may affect consumer demand and may impact on house prices going forward.

6.1.11 Housing Stock Profile and Pressures

This section addresses Section 2 of the HNDA analysis in line with the Guidance on the Preparation of a Housing Need and Demand Assessment' (DHLGH, April 2021). Key outputs from this stage include: an analysis of the entire housing stock (owner occupied, private rented and all social) by, for example, size, condition, tenure and turnover; analysis of the Council's own stock, the location of areas where there is undersupply or low demand; opportunities for more effective use of the housing stock.

6.1.12 Social Housing Trends

Social housing support is housing provided by a local authority or an Approved Housing Body to people who are assessed as being unable to afford housing from their own resources. Housing support can be provided in a number of ways:

I. Local Authority Housing Stock and Construction

Local authorities are the main providers of social housing support in Ireland and have a statutory obligation to provide suitable, cost effective, quality accommodation and housing support for people in need of housing. The Council currently has a housing stock of 5,010 housing units. A tenant of a local authority will pay an income related differential rent.

The Donegal Housing Delivery Action Plan 2022 – 2026 sets out a target to deliver 1,354 housing units over the lifetime of the Plan.

II. Approved Housing Body Accommodation

Approved Housing Bodies have become a significant provider of social housing support. There are over 500 Approved Housing Bodies in Ireland providing over 35,000 homes across the country. The housing provided by these bodies includes:

- General housing,
- Older persons accommodation,
- Housing for people with disabilities including mental health issues, and
- Homeless accommodation.

To avail of Approved Housing Body owned accommodation an individual/ household must qualify for social housing support with the local authority. The local authority will then put forward applicants to the Approved Housing Body in line with their allocation policy. Approved Housing Bodies provide accommodation through new build, purchases, and leasing in the private market. In Donegal, 1300 units of housing are being provided through the Approved Housing Body sector with plans for future developments incorporated into the Council's Housing Delivery Action Plan (see table below).

Table 6.9: Key Areas that may impact HNDA

MD	*No. of AHB Units*
Donegal	143
Glenties	196
Inishowen	298
Letterkenny-Milford	419
Lifford-Stranorlar	244
Total:	**1,300**

III. Housing Assistance Payment (HAP)

The Housing Assistance Payment (HAP) is available to any household that is qualified for social housing support and who find their own accommodation in the private rental sector. The local authority will make payments towards the rent on behalf of the household to the landlord and the household will pay an income-based rent to the local authority.

In Donegal, there are currently 1,735 applicants in receipt of the HAP which represents 62% of the total housing waiting list (2023).

Table 6.10: Social Housing Need

Year	Net Need	Gross Need	Source
2023	1076	2,777	iHouse @ 04.04.2023
2022	940	2,638	SSHA
2021	860	2,580	SSHA
2020	926	2,584	SSHA
2019	927	2,488	SSHA
2018	927	2,488	SSHA
Percentage Increase 2018 to 2023			9%

Gross need = net need and applicants in other forms of social housing support who are on the transfer list.

IV. Tenant Adaptation Works

The scheme is available for local authority tenants who require adaptations to be carried out to their local authority home to assist with their disability needs. The Department of Housing, Local Government and Heritage fund 90% of the cost of the eligible works subject to overall maximum of €75,000 in each individual case with a contribution of 10% required from the Council's own resources. In 2022, the Council's allocation under this Scheme was €753,000.

V. Social Leasing/Rental Accommodation Scheme

The Social Housing Leasing Initiative and Rental Accommodation Scheme (RAS) provide an additional source of rented accommodation for eligible persons through the private rental market. The statutory basis for the (long-term leasing schemes) and the RAS is provided for within the Housing (Miscellaneous Provisions) Act, 2009. Leasing introduces greater flexibility in the composition of the housing stock and local authorities can provide more homes than could be delivered through construction and acquisition alone.

The Rental Accommodation Scheme is a social housing support which caters for the accommodation needs of certain people who are getting long-term Rent Supplement for a minimum period of 18 months and be assessed as having a long-term housing need. The total number of properties providing social housing under the Rental Accommodation Scheme (RAS) is 186 and under the Leasing Scheme is 157.

VI. Vacant Housing Repair and Leasing Initiative

Repair and Lease aims to increase the supply of social housing by bringing vacant private properties in need of refurbishment back into use and to bring vacant properties into compliance with the Housing (Standards for Rented Houses) Regulations 2019. To help with the cost of carrying out the works required to refurbish a home, a local authority or Approved Housing Body (AHB) can initially pay for the necessary works (as agreed). The property owner agrees to enter a lease with the housing authority or AHB for a length that is linked to the value of the repairs, subject to a minimum of 5 years. The scheme has been expanded to include:

- vacant commercial properties;
- vacant units associated with a commercial property (e.g. over a shop);
- vacant former institutional buildings and
- unfinished developments where these have been vacant for a significant period of time.

Repair and Lease is part of the National Vacant Housing Reuse Strategy 2018 – 2021.

VII. Traveller Accommodation

The current Traveller Accommodation Programme 2019 – 2024 outlines projects, commitments and targets in the delivery of a range of accommodation for the Traveller community throughout the duration of the programme. In terms of social housing, these targets have been met and substantially exceeded. The current programme expires on 30th June 2024.

VIII. The Housing Adaptation Grant for People with a Disability

The Housing Adaptation Grant for People with a Disability assists disabled people in having adaptations carried out to make their house more suitable for them to live in. The types of works covered include the fitting of access ramps, grab rails, downstairs toilet, stair-lifts, level access showers, changes to allow wheelchair access, extensions, and any other works which are reasonably necessary to make a house more suitable to live in and covers works in privately owned houses for eligible applicants.

There has been a significant increase in demand under the Housing Grants for Older People and People with Disabilities during 2022. The Department provides 80% funding towards these grant schemes with a Local Authority contribution of 20%. In 2022, works to the value of €3.3m were approved.

IX. Local Authority Home Loan.

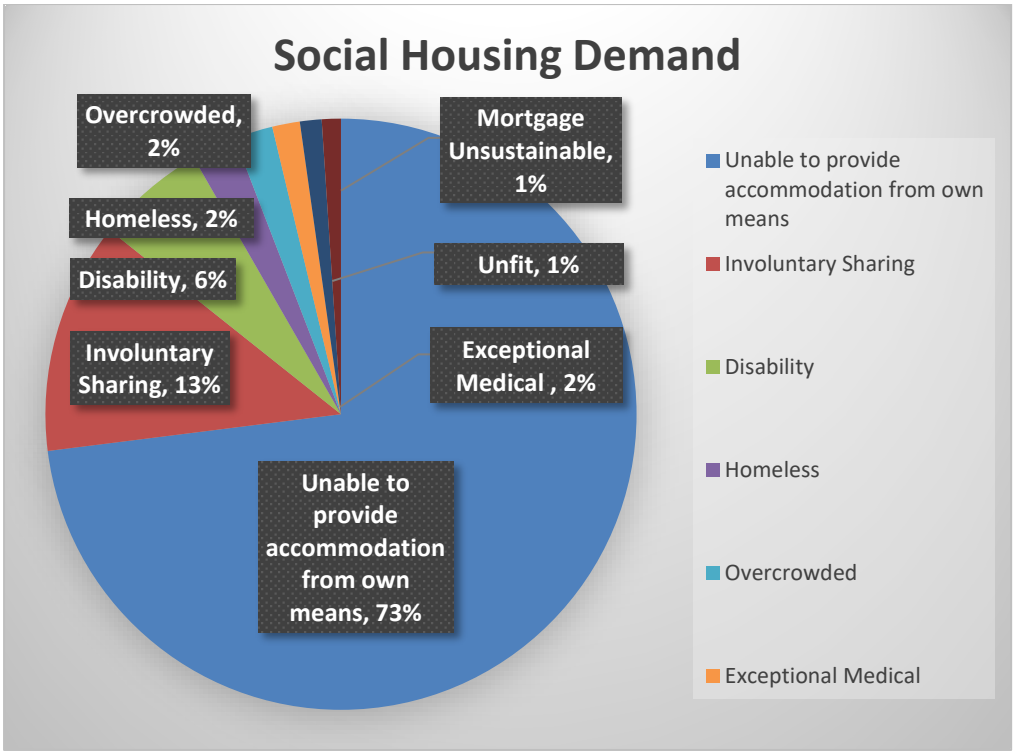
Local Authority Home Loan is a Government backed mortgage for first time buyers or other eligible applicants and is for the purchase of new or second-hand residential properties and for self-builds. It also includes the purchase of homes through State schemes such as the Tenant Purchase Scheme and Affordable Housing Schemes. A person can borrow up to 90% of the market value of the property subject to a maximum market value of €250,000 in Donegal.

6.1.13 Social Housing Demand Type

The categories of persons in need of social housing are set out below;

Table 6.11: Categories of Persons in Need of Social Housing

Social Housing Demand	No.
Unable to provide accommodation from own means	2,032
Involuntary Sharing	353
Disability	167
Homeless	68
Overcrowded	59
Exceptional Medical	42
Unfit	33
Mortgage Unsustainable	29
Total	**2,783**



6.1.14 Household Size

The Social Housing accommodation requirements by size are;

Table 6.12: Social Housing Requirements by Size

Accommodation Requirement	No.
1 bedroomed property	127
2 bedroomed property	1,784
3 bedroomed property	672
4 bedroomed property	164
5 bedroomed property	8
6 bedroomed property	3
Other/Not Specified	25
Total	**2,783**

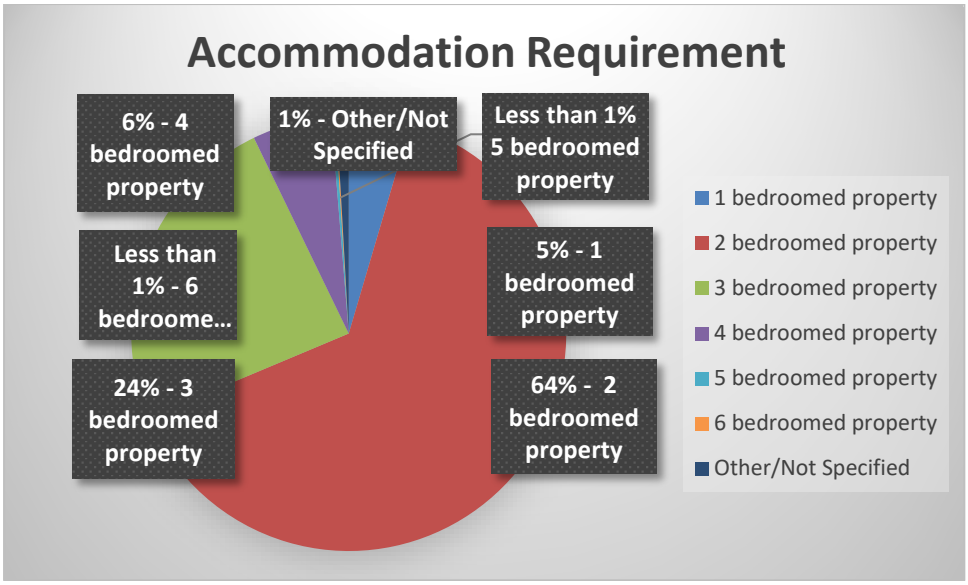
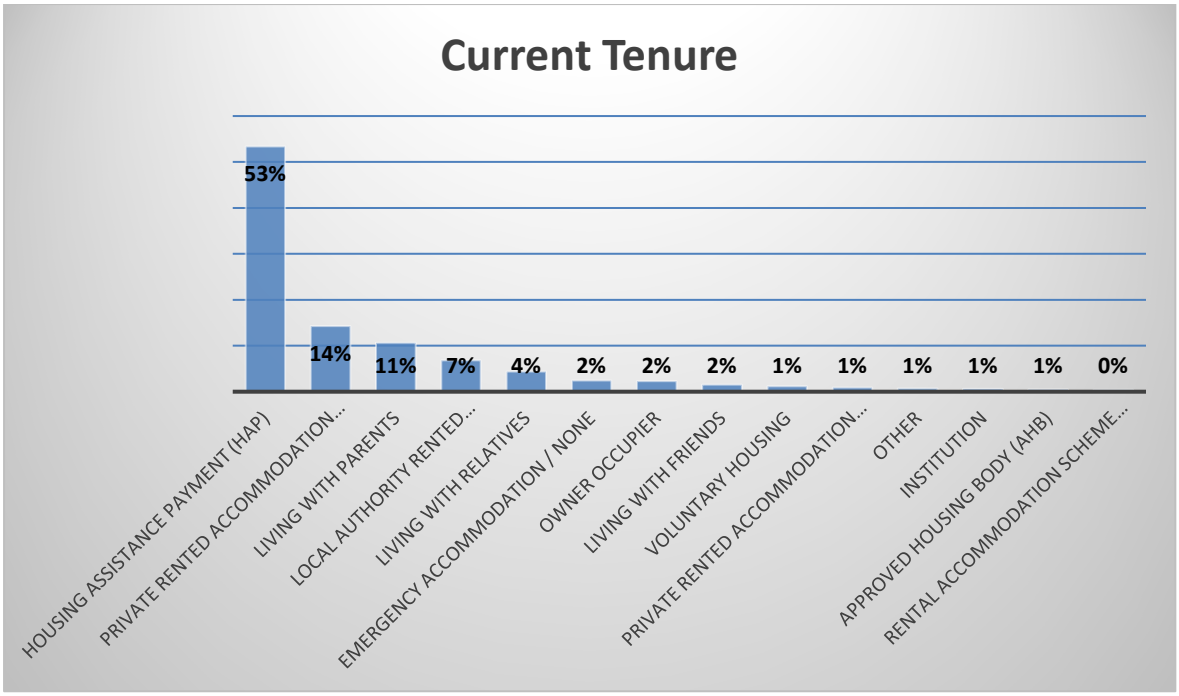


Table 6.13: Breakdown of the Current Tenure.

Current Tenure	No.
Housing Assistance Payment (HAP)	1,485
Private Rented Accommodation (without rent supplement)	397
Living with parents	297
Local authority rented accommodation	189
Living with relatives	121
Emergency Accommodation / None	67
Owner Occupier	64
Living with friends	43
Voluntary Housing	33
Private Rented Accommodation (with rent supplement)	25
Other	19
Institution	17
Approved Housing Body (AHB)	14
Rental Accommodation Scheme (RAS)	12
Total	**2,783**



6.1.15 Voids

Minimising housing vacancies is a key action in relation to the Housing for All programme with funding provided by the Department of Housing, Local Government and Heritage in order to achieve these outcomes. Voids are categorised as vacant social housing stock in need of substantial refurbishment to bring them to a suitable letting condition and are vacant pending that work. Donegal County Council brought 78 vacant social homes back into active use under the Voids Programme in 2022.

Managing voids is a core function of the Housing Section within Donegal County Council and it is normal for a proportion of the homes to become vacant over time. The current shortage of housing stock available to meet growing demand makes the efficient turnaround of voids a priority area for Donegal County Council and it endeavours to minimise the number of empty properties and the length of time that they are empty.

6.1.16 Serviced Sites

Under the Ready to Build Scheme, local authorities can make serviced sites in towns and villages available to potential individual purchasers (self-builders). These sites are generally available at a discount on the market value of the site for the building of a property for occupation as the principal private residence of the purchaser.

Local authorities can develop existing site(s) in their control or purchase site(s) and make them available for development by providing services and access to the site(s) concerned.

The level of discount to the individual will depend on the level of servicing cost incurred by the local authority before the sale of the site but will not exceed €30,000. The amount of such discount will be reflected in the sale price of the site to the purchaser.

The Fund is focused on home ownership. The buyer of the site must reside in the dwelling built on the site as his or her principal private residence on completion of the dwelling.

6.1.17 Location of Social Housing Demand

Table 6.14: Location of Social Housing Demand

AREA OF CHOICE	No.		AREA OF CHOICE	No.
Annagry	20		Glencolmcille	4
Ardara	19		Gleneely	7
Arranmore	1		Glengad	3
Ballindrait	3		Glenswilly	4
Ballintra	11		Glenties	13
Ballybofey/Stranorlar	163		Gortahork	8
Ballyliffin	7		Greencastle	10
Ballyshannon	82		Gweedore	23
Bridgend	20		Inch	2
Bruckless	9		Kerrykeel	10
Bunbeg	1		Kilcar	5
Buncrana	255		Killea	5
Bundoran	96		Killybegs	24
Burnfoot	16		Killygordon	9
Burt	7		Kilmacrennan	57
Burtonport	8		Kincasslagh	1
Carndonagh	113		Laghy	5
Carrick	2		Letterkenny	902
Carrigans	12		Lettermacaward	1
Carrigart	27		Lifford	74
Castlefin	19		Liscooley	1
Churchill	14		Loughanure	4
Cloghan	1		Magheroarty	2
Clonmany	24		Malin	9
Convoy	43		Malin Head	2
Creeslough	16		Manorcunningham	23
Crolly	1		Milford	32
Culdaff	9		Mountcharles	8
Derrybeg	3		Moville	35
Donegal	137		Muff	24
Doochary	1		Newmills	4
Downings	10		Newtowncunningham	43
Drimarone	1		Pettigo	5
Drumkeen	6		Porthall	5
Dunfanaghy	17		Portsalon	1
Dungloe	54		Quigley's Point	4
Dunkineely	7		Ramelton	48
Fahan	7		Raphoe	37

Falcarragh	33		Rathmullan	14
Fanad	5		Redcastle	3
Fintown	2		St. Johnston	21
Frosses	3		Termon	5
Total				**2,782**

6.1.18 Estimating Future Need.

This section addresses Section 3 of the HNDA analysis in line with the Guidance on the Preparation of a Housing Need and Demand Assessment' (DHLGH, April 2021).

6.1.18.1 Housing Supply Target Methodology Guidelines for Planning Authorities

As noted in Chapter 3, statutory guidelines for incorporating housing supply targets into Development Plans (entitled the 'Housing Supply Target Methodology for Development Planning' Guidelines for Planning Authorities) were issued by the Department of Housing, Local Government and Heritage in 2020 and these guidelines have been used to inform the housing supply targets for the County over the lifetime of this Development Plan

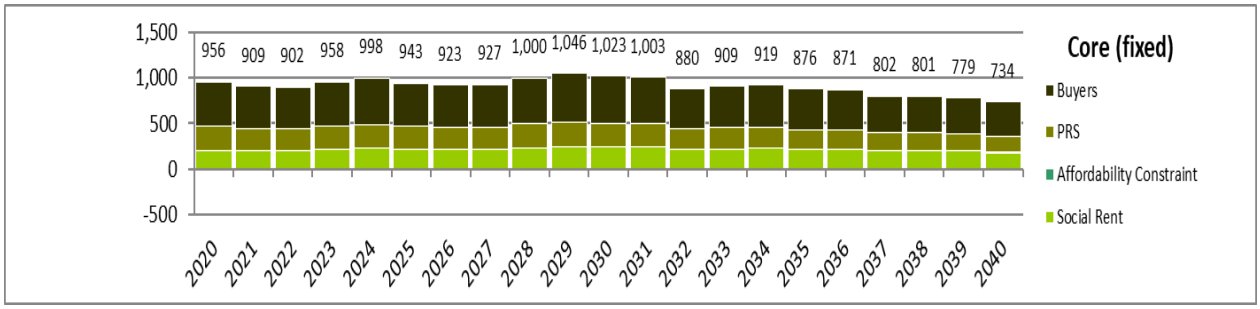
6.1.18.2 Projections Using HNDA Tool

The HNDA Tool developed by the Department of Housing, Local Government and Heritage estimates overall future housing requirements (existing housing need and future additional households), divided into four tenure-based categories on the basis of estimates of housing affordability:

(1) Owner occupiers,
(2) Private renters,
(3) Affordability Constraint; and
(4) Social renters.

It must be noted that the tool is designed to produce a broad range of housing estimates rather than precise figures for housing demand.

The graph below sets out projections generated by the HNDA tool when using the 'Convergence Scenario' projection (the Department's Section 28 Guidelines in respect of HNDA recommend using this projection, which in tandem with unmet need is methodologically consistent with the Housing Supply Target guidelines for planning authorities).



Based on the figures provided by the HNDA Tool under the convergence projection (which project a housing demand of 6860 units over the period 2024-2030), it is estimated that between 23-24% of housing delivery each year between 2024-2030 must be delivered in the social rent category. However, using the detailed information on social housing need presented in the preceding sections,

we can see that the real percentage of housing delivery required in this category is more likely to be in the order of 36% of total housing delivery

6.1.19 Housing Quality

The development of housing to a high standard and quality underpins the housing objectives and policies contained within this Plan in all its auspices including siting, location and design, and construction materials. In terms of construction materials, it is a statutory requirement that all development be in compliance with the Building Control Acts 1997-2014 and the Building Control Regulations 1997-2021. It is a focus of the Council that all developments (not solely housing developments) are constructed using high specification and certified materials.

6.1.20 Defective Concrete Blocks

The commencement of the legislation relating to the Remediation of Dwellings Damaged by the Use of Defective Concrete Blocks (2022) seeks to enable the remediation options available for homeowners. Related to those mechanisms providing for the remediation of homes, there are associated matters for planning authorities to consider in providing a means for homeowners to ensure that their homes are consistent with their original planning permission and specific advice has been developed to guide homeowners on issues relating to their property (https://www.donegalcoco.ie/media/donegalcountyc/mica/Defective%20Concrete%20Blocks%20Planning%20Services%20Advice%20Note%20-%20November%202023%20Update.pdf) .

This advice is provided to:

(i) ensure a consistent approach to the planning advice given to homeowners,
(ii) ensure that robust opinions in relation to potential non-material changes are provided, and
(iii) ensure that the regularisation of non-compliant aspects of a previously permitted dwelling is undertaken in a timely fashion.

The provisions of S28 of the 2022 Act specifically apply in that works associated with an approved remediation option are exempted development and that it facilitates the assessment of non-material modifications to a permitted dwelling under the Planning and Development Act.

Where applications for the demolition and rebuilding of a home are submitted by a homeowner (separate to the provisions of S28 of the 2022 Act) these will be assessed as a replacement dwelling having regard to current policy. The commitment of the Council is to ensure that properties affected by defective concrete blocks are identified and managed as significant applications and they will be managed in a way that ensures as early a decision as possible after the mandatory 5-week public consultation period.

The Council is committed to continuing to guide and advise affected property owners on planning matters within the scope of the Defective Concrete Blocks legislation.

Objective

HS-O-1	To provide accommodation for travellers, and to identify and use particular areas for this accommodation as and when such a need is identified in consultation with relevant stakeholder.

6.2 Urban Housing

The housing policies contained herein have been drafted with the aim of placing quality at the top of the housing agenda; securing compact growth and regeneration; and providing for residential environments that are attractive and functional, proximate to employment services, climate resilient, age friendly, safe and desirable.

The Core Strategy sets out the total housing requirements (in hectares and unit numbers) that are required throughout the county in order to satisfy the population growth that is provided for in the Plan to 2030. The spatial strategy to guide the location of new urban housing provides for the county's future supply of larger scale multiple residential development in Letterkenny and in the County Growth Drivers and, to a lesser extent, Service Towns, as these locations have or will have imminently, the suitable capacity in water services to accommodate the relative population equivalents. Rural towns will also provide opportunities for urban housing of a suitable scale having regard to the Core Strategy, the capacity of available water services and the scale and character of the town.

Urban housing has the potential to be a significant contributor to renewal and regeneration and this is a targeted intervention that is prioritised in the Plan. In particular, the development of serviced sites in towns and villages represents an opportunity to support renewal and regeneration. In addition, innovation is to be sought in revitalising town centres through initiatives to reduce vacancy and dereliction and therefore transfer such units to habitable homes. The Housing Strategy supports this approach also and identifies regeneration of vacant and derelict buildings in town centres as a key focus for the future.

In tandem with a targeted focus on the locations for new multiple developments and the role of housing in stimulating renewal and regeneration in smaller towns, the promotion of the design process for residential developments is now a central component of planning policy for urban housing. The promotion of design quality will result in more attractive places to live, provides for greater connectivity and integration of new housing with the existing urban fabric, provides positive spaces, provides innovative design solutions, and assists in developing community spirit and in reducing crime. This strategy is consistent with national policy as contained in NPO4.

National Policy Objective 4

Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.

Objectives

UB-O-1	To identify appropriate regeneration and renewal initiatives, primarily through enhancement schemes to strengthen communities in specific Settlement Framework rural towns namely; Churchill, Convoy, Dunkineely, Kilmacrennan, Mountcharles, Newtowncunningham and St. Johnston.
UB-O-2 [CC]	To deliver serviced sites for housing within towns and villages.
UB-O-3	To seek the effective resolution of unfinished residential development.

Policies

UB-P-1 [CC]	It is a policy of the Council that the provision of multiple housing developments (defined as 2 or more units and excluding holiday homes) will generally be acceptable in principle within those towns/settlements identified in the Core Strategy/Settlement Structure, subject in all cases to the principles of quality placemaking, compact growth and the sequential development of settlements from the centre out, the availability of supporting infrastructure and facilities (including school provision), sustainable wastewater treatment solutions and relevant zoning objectives. The scale of any such development shall be in line with the provisions of the Core Strategy, shall have regard to the circumstances of the specific settlement and shall be in accordance with all relevant objectives and policies of this Plan.
UB-P-2	a. It is a policy of the Council that multiple (defined as 2 or more units) and single holiday home units will be considered within the towns/settlements identified in the Core Strategy/Settlement Structure, provided that the proposed development would not result in the total number of existing and permitted holiday homes within the settlement exceeding 20% of the total existing and permitted housing stock. Any application will also be assessed in the light of all relevant material planning considerations including land-use zonings, the availability of infrastructure, relevant policies of the County Development Plan and other regional and national guidance/policies and relevant environmental designations. Such developments must have regard to the scale and form of the settlement. b. It is a policy of the Council that where an applicant can demonstrate that the proposed development would assist with the regeneration or remediation of vacant and/or derelict properties in the centre of the settlement, holiday home development will be considered within the towns/settlements identified in the Core Strategy/Settlement Structure without the application of a restriction in terms of the balance between holiday homes and permanent homes, subject to environmental and heritage designations and amenity considerations.
UB-P-3	It is a policy of the Council to require that 20%[12] of -

[12] Certain transitional arrangements in respect of Part V requirements were introduced following the enactment of the Affordable Housing Act 2021. Readers are advised to consult the full text of the Planning & Development Act 2000 (as amended) in this regard.

	a. land zoned for residential use, or for a mixture of residential and other uses; and b. any land which is not zoned for residential use, or for a mixture of residential and other uses, but in respect of which permission for the development of houses is granted, is reserved for the provision of social and affordable housing.
UB-P-4	To ensure that new residential development is carried out in serviced areas or those areas where the provision of required planned infrastructure (e.g. roads, footpaths, wastewater, water supply social and community infrastructure etc. including school provision) is imminent.
UB-P-5 [CC]	It is the policy of the Council to guide urban residential development in a sequential manner, outwards from the core area in order to maximise the utility of existing and future infrastructure provision, promote the achievement of sustainability, avoid 'leap- frogging' to more remote areas and to make better use of underutilised land.
UB-P-6	It is a policy of the Council to support the principle of new residential development that will result in the regeneration and/or renewal of town centre areas or areas of vacancy and/or dereliction.
UB-P-7	It is a policy of the Council to require that proposals for new residential developments (2 or more units) in settlements demonstrate that the design process, layout, specification and finish of the proposed development generally comply with all relevant Governmental Planning Guidelines/Standards[13] and give due regard to the key considerations of – a. Public realm, open space and amenity b. Connectivity and accessibility, having particular regard to active travel and sustainable modes of transport c. High Quality Design - massing, form, scale, density and finishes d. Mix of house types e. Energy efficiency f. Biodiversity considerations g. Climate adaptation and surface water management h. Integration with neighbouring developments and uses
UB-P-8	It is a policy of the Council to determine appropriate residential densities for housing sites having regard to the provisions of all relevant departmental guidelines, the provisions of Circular Letter: NRUP 02/2021, the specific nature of the development proposed and the site location and context.

[13] Such Guidelines/Standards may include, inter alia -

- Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities
- Urban Design Manual – A Best Practice Guide
- The Planning System and Flood Risk Management – Guidelines for Planning Authorities
- Urban Development and Building Height Guidelines for Planning Authorities
- Design Standards for New Apartments - Guidelines for Planning Authorities
- Design Manual for Urban Roads and Streets
- Childcare Facilities Guidelines for Planning Authorities

UB-P-9	It is the policy of the Council both to protect the residential amenity of existing residential units and to promote design concepts for new housing that ensures the establishment of reasonable levels of urban residential amenity.
UB-P-10	It is a policy of the Council to require layouts of residential development to be designed and constructed having regard to best practice in terms of Universal Design, including the guidance for housing development set out in the National Disability Authority publication, 'Building for Everyone: A Universal Design Approach'.
UB-P-11	It is a policy of the Council to require that all new multiple housing developments comprising 7 or more units contain a minimum of 30% residential units that are built to universal design standards, in accordance with the requirements of the National Disability Authority publication 'Building for Everyone: A Universal Design Approach'. Where the total number of units to be constructed is between 2 and 6, it is a policy of the Council to require that a minimum of 1 of those units be built to universal design standards.
UB-P-12	Multiple residential developments shall, in general: a. On greenfield sites, include a minimum of 15% of the overall site area reserved as public amenity area; b. In other cases, such as large infill sites or brown field sites include a minimum of 10% of the overall site area reserved as public amenity area; or c. On lands characterised by a large private or institutional building/s set in substantial open lands, include a minimum of 20% of the overall site area reserved as public amenity area.
UB-P-13	It is a policy of the Council to consider proposals for urban residential development that seek to resolve existing unfinished residential development, including through appropriate reconfiguration of developments, and such proposals shall be considered outside the population targets set by the Core Strategy.

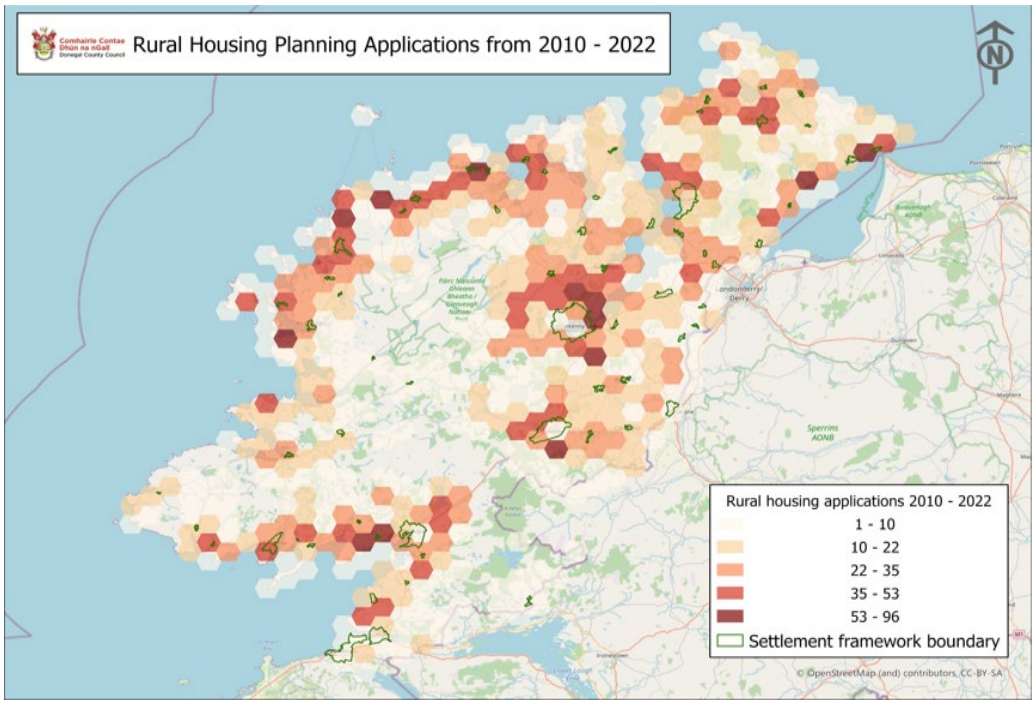
6.3 Rural Housing

6.3.1 Permanent Housing

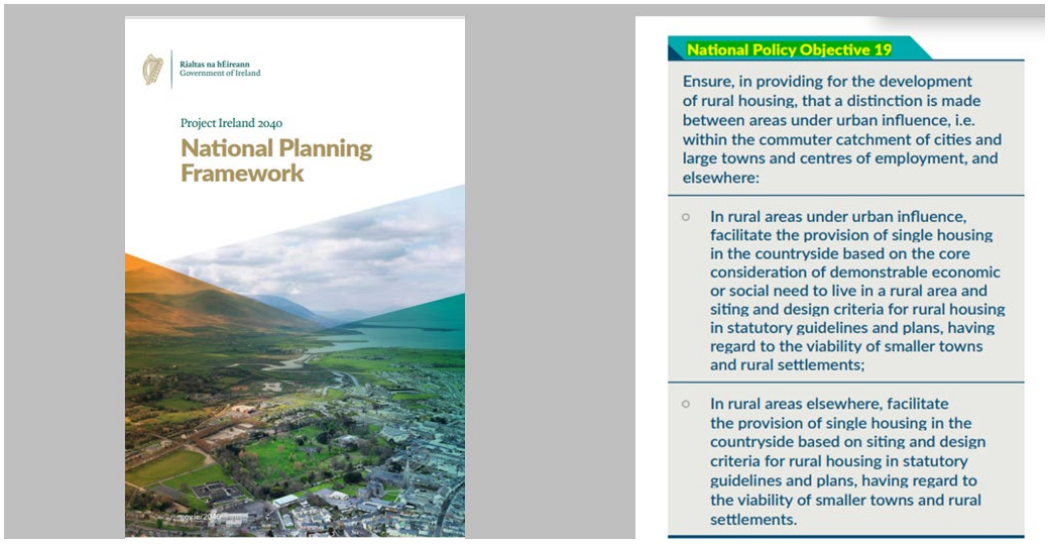
Donegal has a strong rural identification and a tradition of ensuring that every appropriate and sustainable option is available to rural people to continue to live in their own area and to contribute to community life. This principle is fundamentally underpinned nationally by the Sustainable Rural Housing Guidelines (2005) and NPF NPO19. To reflect this, meeting genuine rural generated housing need will continue to be a central component of Council policy. The Core Strategy 'allocates' 25% (or circa 1,900 houses) of the projected growth in the County to 'Open Countryside'. This is considered reasonable in the context of:

- the Council's own data recording an annual average of 259 one-off rural houses commenced between the years 2015 and 2022;
- the scale of vacant homes generally in the County (rate recorded by Geodirectory as 9.4% in December, 2022), a significant proportion of which are rural homes; and

- the allocation in the Core Strategy of a further allocates 8% of the total housing allocation for the period 2024-2030 to smaller rural towns providing additional choice.



In meeting rural housing need, the NPF identifies two distinct socio-economic areas as the basis of policy:

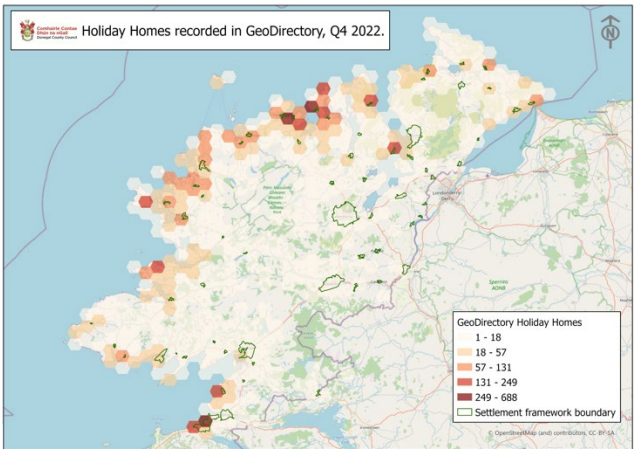


In preparing the Donegal County Development Plan, 2018-2024 strong urban influence was identified on the hinterlands of Letterkenny and the City of Derry and around certain larger settlements (Donegal Town, Ballyshannon, Bundoran, Ballybofey/Stranorlar). This continues to be the case and these areas are again identified in Map 6.3.1.



6.3.2 Holiday Homes

Whilst the national policy agenda does not address holiday homes, this is a big issue for Donegal. There were 9,373 holiday homes in Donegal in Q4 2022 according to Geodirectory (*'GeoDirectory Residential Buildings Report Q4 2022'*). This accounted for 24.8% of total holiday homes in the country (37,797). The heatmap below illustrates the greatest concentrations of holiday homes in Donegal. Unsurprisingly, these are to be found generally along and in reasonable proximity to the coast.



This level of demand for holiday homes requires a policy counterbalance to the general approach as set out in NPO19. Map 6.3.2 identifies areas under strong holiday home pressure. Additional restrictions on one-off housing will be applied in these areas but the policy is designed to ensure that genuine local need can still be accommodated (Policy RH-P-2 refers). Furthermore, given the level of housing vacancy that currently exists in the County and the objective to support genuine rural housing need, this Plan focuses on satisfying the opportunity for holiday homes in rural areas only through the use/re-use of the existing housing stock or via the refurbishment of derelict buildings.

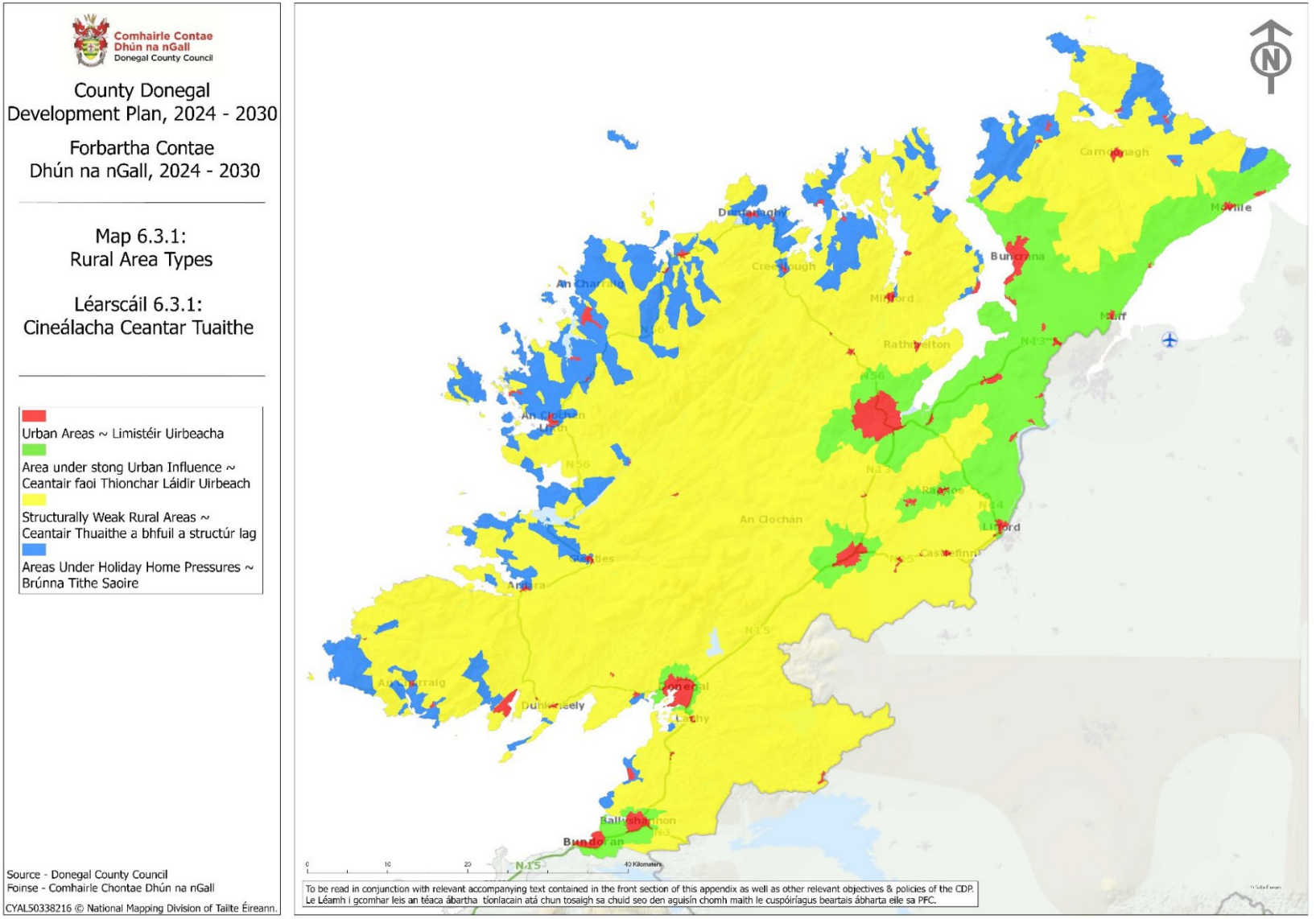
Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal
Development Plan, 2024 - 2030

Forbartha Contae
Dhún na nGall, 2024 - 2030

Map 6.3.1:
Rural Area Types

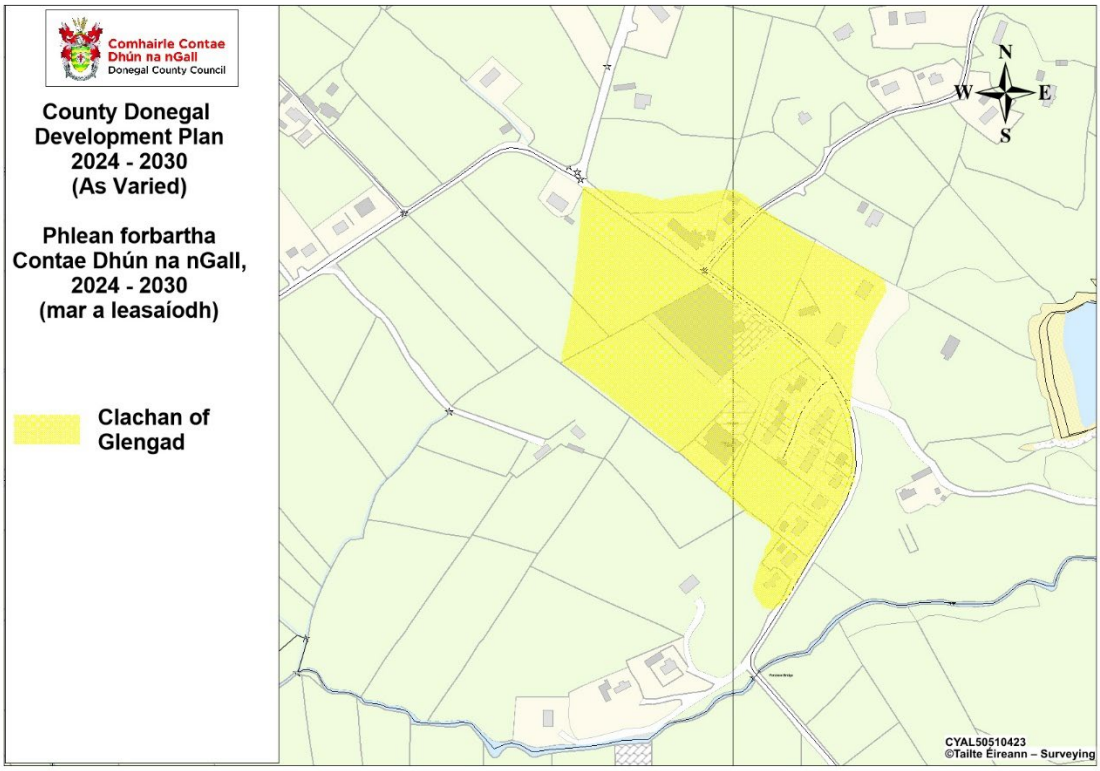
Léarscáil 6.3.1:
Cineálacha Ceantar Tuaithe



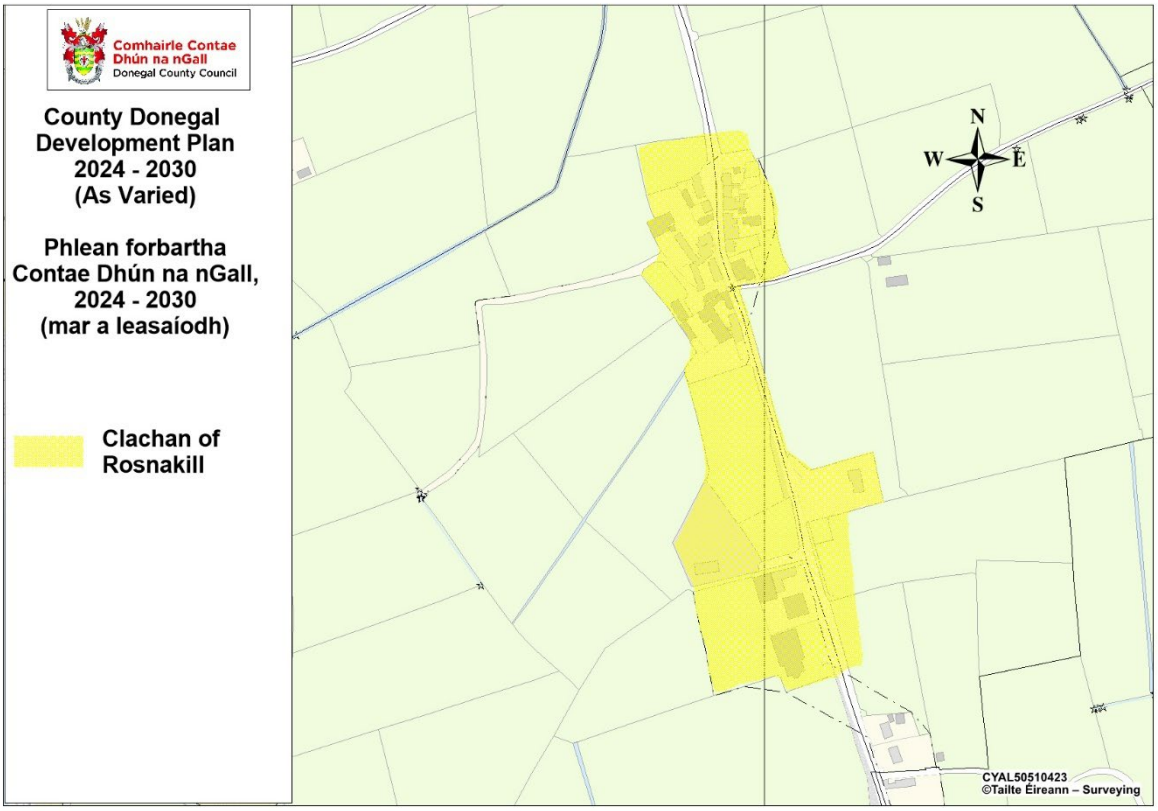
6.3.3 Clachans

This Plan identifies eight clachans comprised of small rural communities located outside of the areas under strong urban influence and holiday home pressure areas. The Plan includes policy support for permanent one-off dwellings without occupancy restrictions with a view to helping stabilise these communities. The clachans are identified in the maps below.

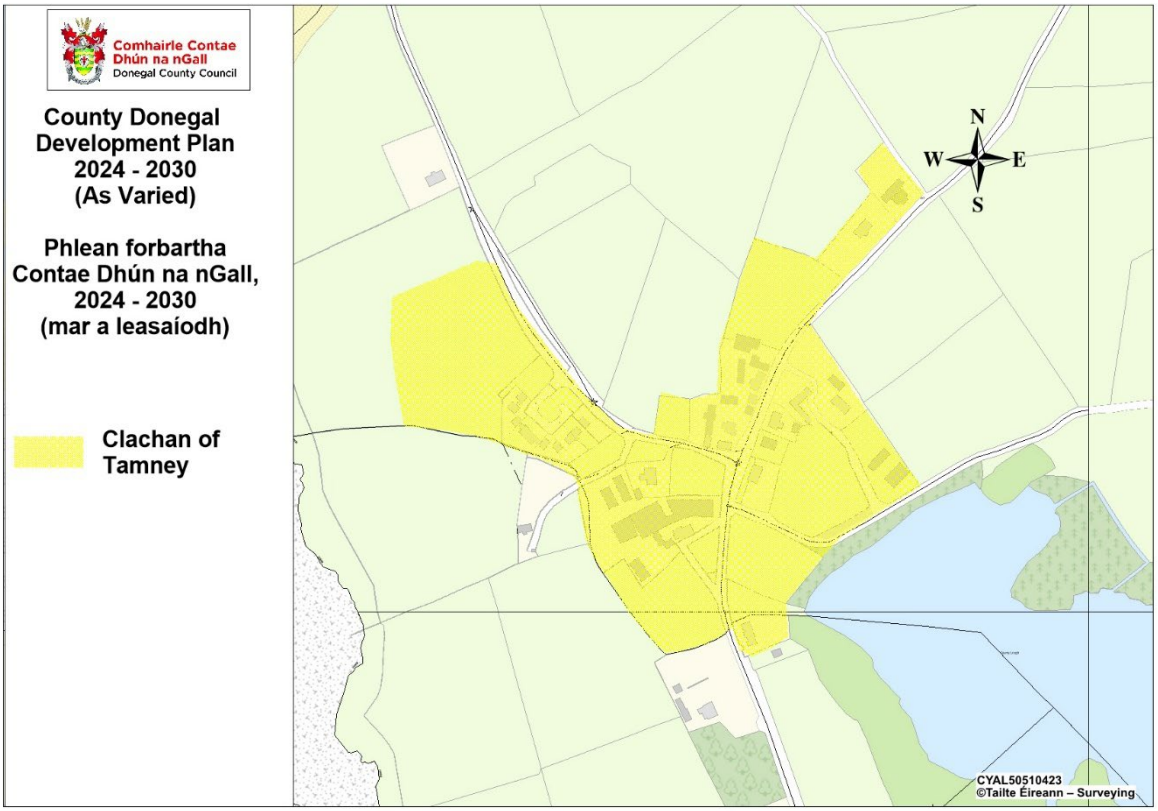
1. **Glengad**



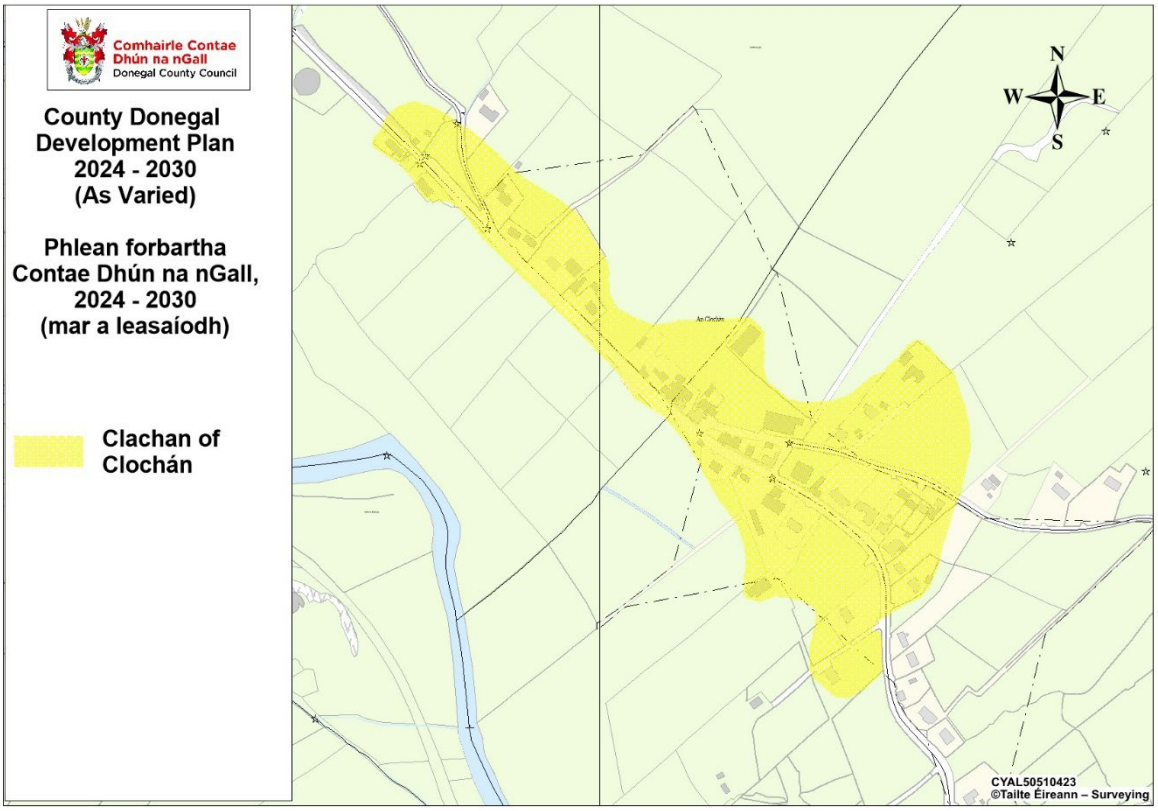
2. Rosnakill



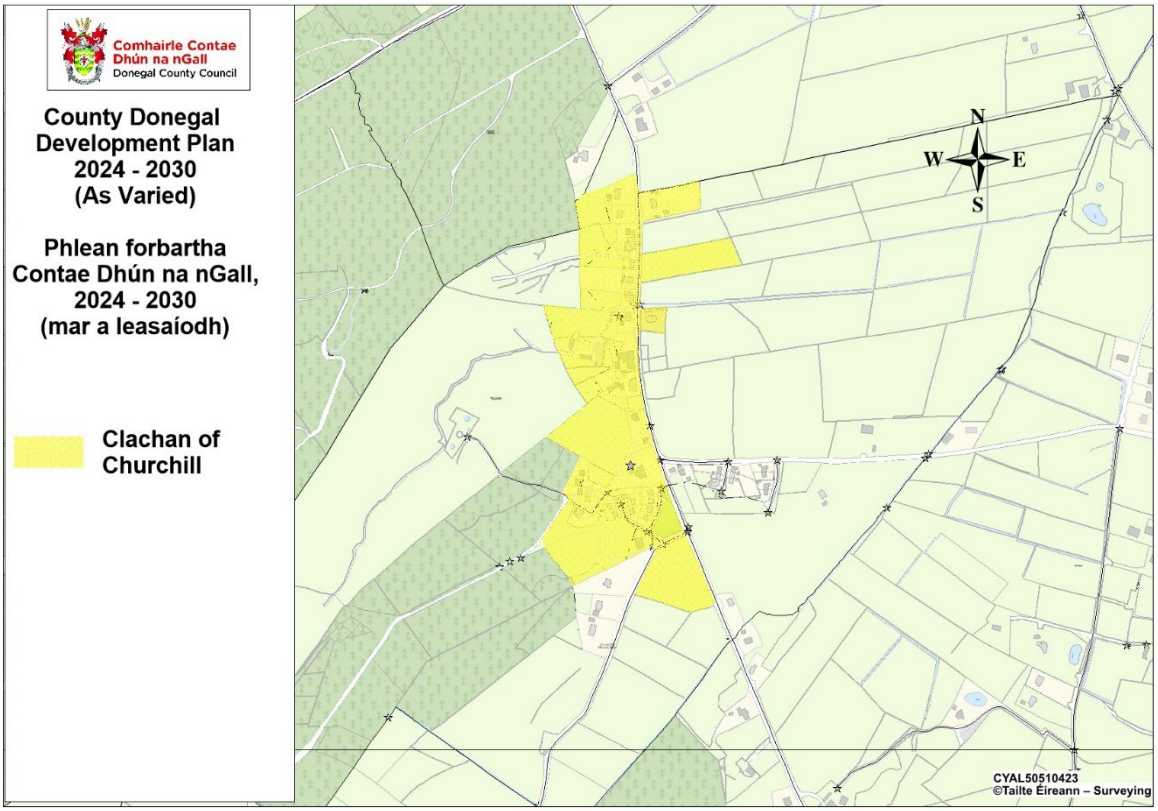
3. Tamney



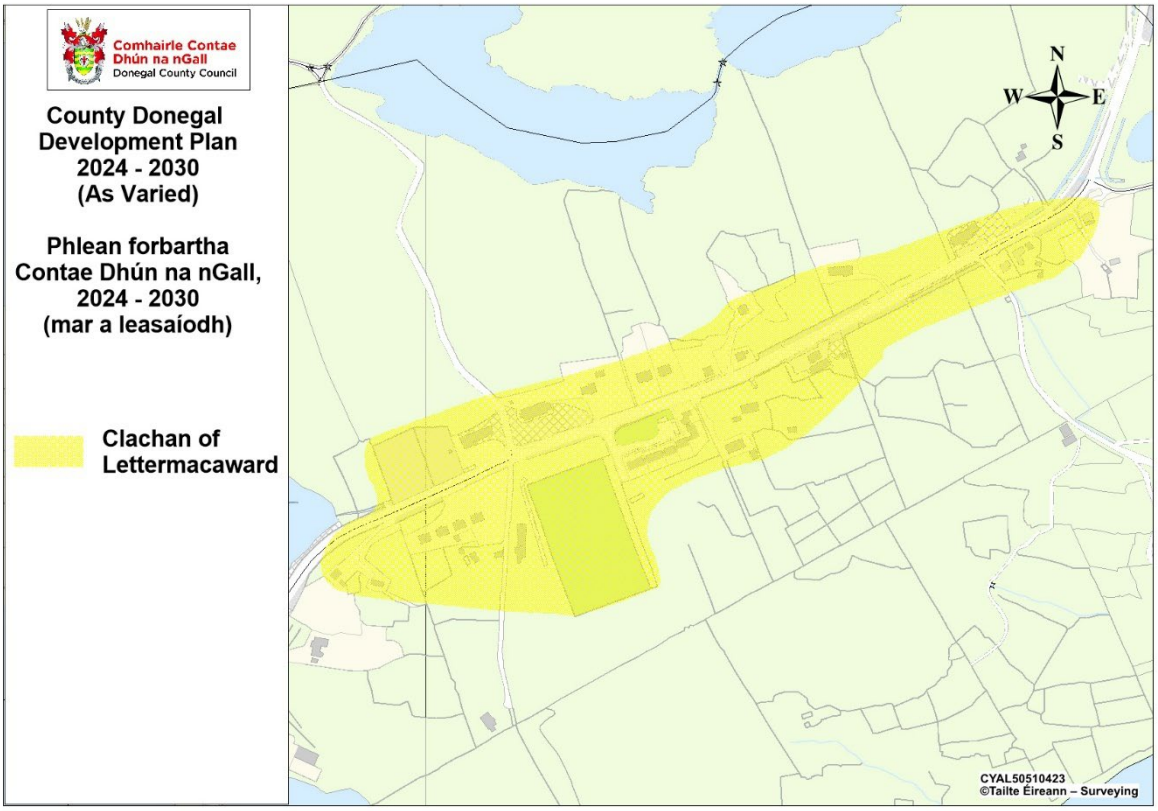
4. Cloghan



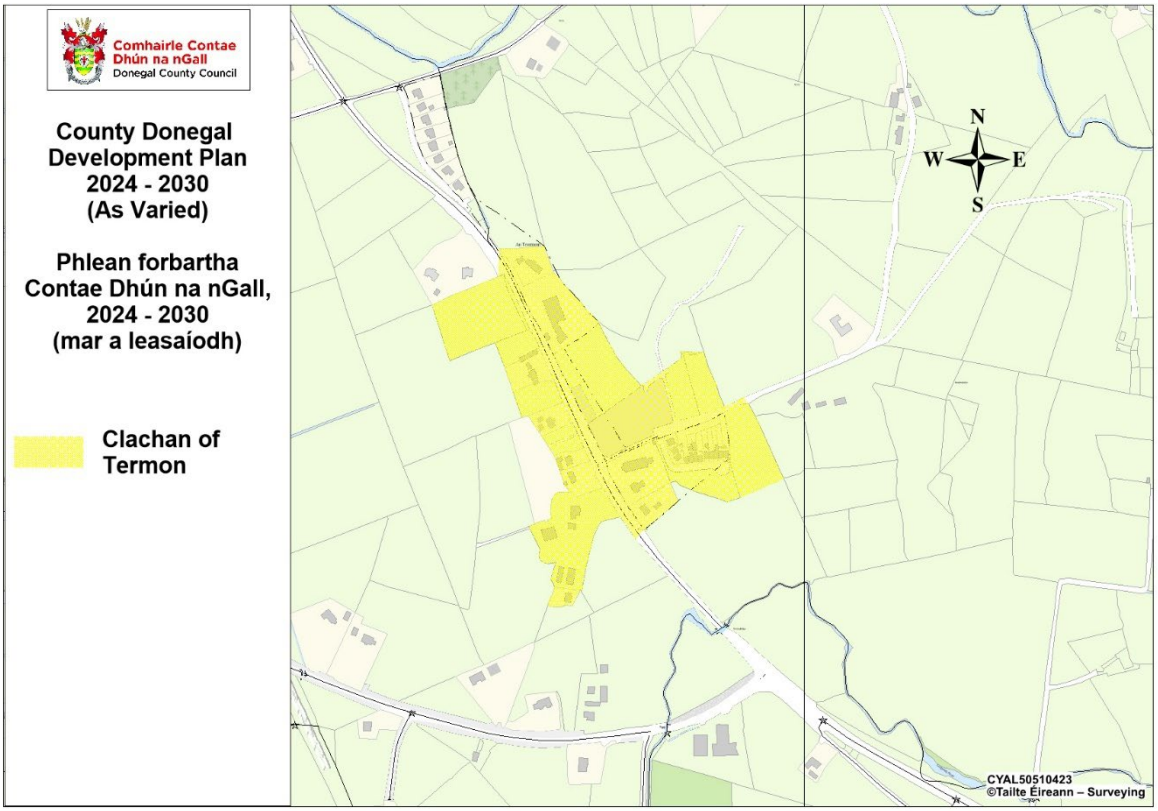
5. Churchill



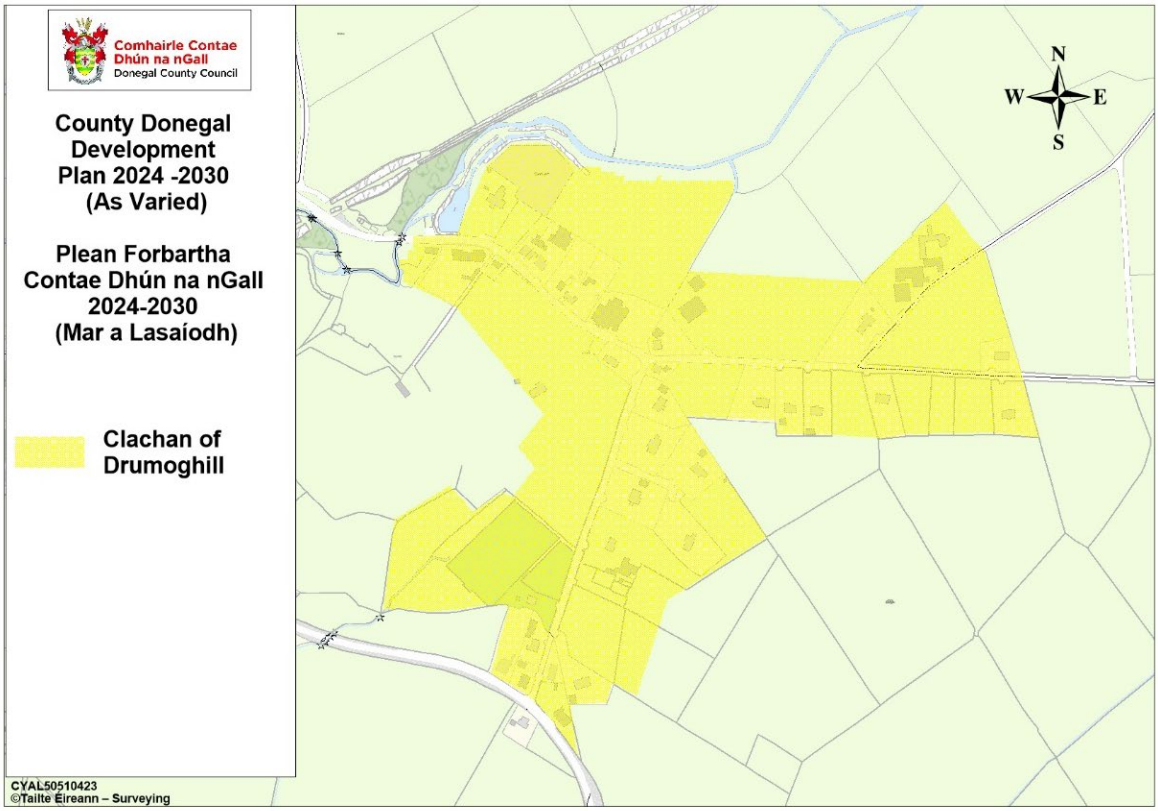
6. Lettermacaward



7. Termon



8. Drumoghill



6.3.4 Landscape and Services

As well as considering the issue of rural housing in the context of socio-economic rural area types as described above, the provision of Rural Housing must also be considered (as with all other development within County Donegal) in the context of how rural housing development can be accommodated and facilitated in the rural area, in terms of the provision of the requisite services and facilities for rural dwellings but also with regard to environmental considerations and how the development can be assimilated into the receiving landscape in a manner that does not detract from the character and quality of that landscape. Chapter 11.2 sets out the following three distinct Landscape Character Classifications that have been identified within the county:

- Areas of Especially High Scenic Amenity;
- Areas of High Scenic Amenity; and
- Areas of Moderate Scenic Amenity.

All new development within the County, including rural housing developments, must have regard to the specific landscape classification, in terms of integration and assimilation of development into the receiving landscape. In this context, the policies of this Plan seek to ensure that residential development in rural areas is provided at appropriate locations and in a manner that will sustain rural communities without having a negative impact upon key economic, environmental, natural and cultural heritage assets of rural areas. This rural housing policy framework will provide for sustainable rural communities subject to a number of key policy requirements being met; that the specific requirements that are set out under Policy RH-P-1 and RH-P-2 are complied with; that housing is of an appropriate quality design, integrates successfully into the landscape and does not cause a detrimental change to, or, further erode the rural character of the area as specified under Policy

RH-P-9 (* Please refer to '*Building a House in Rural Donegal - A Location, Siting and Design Guide*' available on the Council's website for further information in this respect); and that the applicant satisfies the relevant definition of rural housing need.

Objectives

RH-O-1 [CC]	To ensure that new residential development in rural areas provides for genuine rural need.
RH-O-2 [CC]	To protect rural 'Areas Under Strong Urban Influence', rural 'Areas Under Strong Holiday Home Influence', and rural areas immediately outside towns from intensive levels of unsustainable urban/suburban residential development.
RH-O-3	To sustain identified small clachan-style communities.
RH-O-4	To ensure that rural housing is located, designed and constructed in a manner that does not detract from the character or quality of the receiving landscape having particular regard to Map 11.1: 'Scenic Amenity' of this Plan.
RH-O-5	To facilitate the positive re-use of existing vacant rural housing stock in the County to seek to prevent further deterioration and dereliction.
RH-0-6	To seek the effective resolution of previously permitted unfinished residential development in rural areas, in order to meet housing need for permanent occupancy.

Policies

Areas Under Strong Urban Influence

RH-P-1 [CC]	To consider proposals for new one-off rural housing within 'Areas Under Strong Urban Influence' from prospective applicants that can provide evidence of a demonstrable economic or social need (see 'Definitions') to live in these areas including, for example, the provision of evidence that they, or their parents or grandparents, have resided at some time within the area under strong urban influence in the vicinity of the application site for a period of at least 7 years. The foregoing is subject to compliance with other relevant policies of this plan, including Policy RH-P-9. This policy shall not apply where an individual has already had the benefit of a permission for a dwelling on another site, unless exceptional circumstances can be demonstrated. An exceptional circumstance would include, but would not be limited to, situations where the applicant has sold a previously permitted, constructed and occupied dwelling, to an individual who fulfils the bonafides requirements of that permission. New holiday homes will not be permitted in these areas.

Areas Under Strong Holiday Home Influence

RH-P-2 [CC]	To consider proposals for new one-off rural housing within 'Areas Under Strong Holiday Home Influence' from prospective applicants that can provide evidence of a demonstrable economic or social need (see 'Definitions') to live in these areas including, for example, the provision of evidence that they, or their parents or grandparents, have resided at sometime within the area under strong holiday home influence in the vicinity of the application site for a period of at least 7 years. The foregoing is subject to compliance with other relevant policies of this plan, including Policies RH-P-9. This policy shall not apply where an individual has already had the benefit of a permission for a dwelling on another site, unless exceptional circumstances can be demonstrated. An exceptional circumstance would include, but would not be limited to, situations where the applicant has sold a previously permitted, constructed and occupied dwelling, to an individual who fulfils the bonafides requirements of that permission. New holiday homes will not be permitted in these areas.

Structurally Weak Rural Areas

RH-P-3	To consider proposals for new one-off housing within 'Structurally Weak Rural Areas' from any prospective applicants for a dwelling house, subject to siting and design considerations and compliance with all other relevant policies of this Plan including Policy RH-P-9. New holiday homes will not be permitted in these areas.

RH-P-4	It is a policy of the council to consider opportunities to deliver necessary social and affordable housing at locations around (i) rural schools and; (ii) rural settlements; subject to wastewater services being appropriately delivered and maintained by Donegal County Council as part of a social housing scheme and subject to all other relevant objectives and policies of the plan, including environmental considerations and compliance with the Habitats Directive.

Clachans

RH-P-5	To consider proposals for single dwellings for permanent occupation/family homes within identified Clachans without requiring the demonstration of a rural housing need, subject to the dwelling: a. being sited and designed in a manner that enables the development to be assimilated into the area; b. not giving rise to a road safety hazard; c. complying with public health standards; and

	d. otherwise complying with the policies of this Plan. New Holiday Homes will not be permitted in these areas.

Refurbishment/Replacement/Extension of Existing Non-Vernacular Dwellings

RH-P-6	To consider proposals for the refurbishment, or replacement, or extension of an existing non-vernacular habitable dwelling for use as either a permanent dwelling or as a holiday home, subject to compliance with the terms of Policy RH-P- 9 below. The design, size, height and finishes of the finished dwelling must be of a scale and form such that the development integrates effectively into the host landscape.

Refurbishment/Extension of Existing Traditional Building Stock

RH-P-7	To consider proposals for the refurbishment of derelict traditional buildings (refer to definitions below) within rural areas, for use as either a permanent dwelling or as a holiday home, subject to (inter alia) the following criteria being satisfied: a. The proposed development will provide for the retention of the majority of the existing building. b. Proposals for extensions shall respect the character and appearance of the traditional building. The design, size, height and finishes of the proposed refurbishment/ extension must respect the architectural character of the original building type unless otherwise agreed with the Planning Authority, and the finished building must otherwise be of a scale and form such that the development integrates effectively into the host landscape. c. Compliance with the terms of Policy RH-P-9 below.

Ancillary Accommodation for Dependant Relatives

RH-P-8	a. To consider proposals for the provision of ancillary accommodation for dependent relatives within the curtilage of an existing rural dwelling, subject to compliance with the following criteria: b. Ancillary accommodation for dependent relatives shall be clearly subservient to the main dwelling house in terms of scale and mass, shall be consistent with the form and appearance of the main dwelling house and shall be designed to integrate effectively within the host rural environment, c. Ancillary accommodation shall be served by the existing vehicular entrance to the site and the onus shall be placed on prospective applicants to demonstrate that existing entrance arrangements are safe and fit for purpose, d. Adequate provision shall be made for the treatment and dispersal of domestic effluent. e. In the event of a grant of permission the Council will attach an Occupancy condition which may require the completion of a legal agreement under Section 47 of the Planning and Development Act 2000 (as amended).

Location, Siting and Design and Other Detailed Planning Considerations

RH-P-9	a. Proposals for individual dwellings (including refurbishment, replacement and/or extension projects) shall be sited and designed in a manner that is sensitive to the integrity and character of rural areas as identified in Map 11.1: 'Scenic Amenity' of this Plan, and that enables the development to be assimilated into the receiving landscape. Proposals shall be subject to the application of best practice in relation to the siting, location and design of rural housing as set out in Donegal County Council's *'Rural Housing Location, Siting and Design Guide'.* In applying these principles, the Council will be guided by the following considerations:- i. A proposed dwelling shall avoid the creation or expansion of a suburban pattern of development in the rural area; ii. A proposed dwelling shall not create or add to ribbon development (see definitions); iii. A proposed dwelling shall not result in a development which by its positioning, siting or location would be detrimental to the amenity of the area or of other rural dwellers or would constitute haphazard development; iv. A proposed dwelling will be unacceptable where it is prominent in the landscape; v. A proposed new dwelling will be unacceptable where it fails to blend with the landform, existing trees or vegetation, buildings, slopes or other natural features which can help its integration. Proposals for development involving extensive or significant excavation or infilling will not normally be favourably considered nor will proposals that result in the removal of trees or wooded areas beyond that necessary to accommodate the development. The extent of excavation that may be considered will depend upon the circumstances of the case, including the extent to which the development of the proposed site, including necessary site works, will blend in unobtrusively with its immediate and wider surroundings. b. Proposals for individual dwellings shall also be assessed against the following criteria: i. the need to avoid any adverse impact on Natura 2000 sites or other designated habitats of conservation importance, prospects or views including views covered by Policy L-P-8; ii. the need to avoid any negative impacts on protected areas defined by the River Basin District plan in place at the time; iii. the site access/egress being configured in a manner that does not constitute a hazard to road users or significantly scar the landscape; iv. the safe and efficient disposal of effluent and surface waters in a manner that does not pose a risk to public health and accords with Environmental Protection Agency codes of practice; v. Compliance with the flood risk management policies of this Plan; c. In the event of a grant of permission the Council will attach an Occupancy condition which may require the completion of a legal agreement under S47 of the Planning and Development Act 2000 (as amended).
RH-P-10	To require new single house development proposals within the catchment area of the proposed sewerage network in An Bun Beg-Doirí Beaga area to make provision for a future connection to the sewerage network, in consultation with Irish Water.

	Any applications for single rural houses within this area must: a. include detail of the proposed means of connection to the proposed network, and b. submit detailed proposals for the interim on-site disposal of effluent to current Environmental Protection Agency standards for the disposal of effluent from single house treatment systems. The catchment area of the proposed sewerage network serving the area is identified on the Settlement Framework mapping for An Bun Beg-Doirí Beaga accompanying this Plan.
RH-P-11 [CC]	To direct new multiple housing units (defined as 2 or more units) to those towns identified in the Core Strategy/Settlement Hierarchy.

Unfinished Multiple Housing Developments in Rural Areas

RH-P-12	It is a policy of the Council to consider proposals for the completion of previously permitted and commenced multiple housing developments that consist of partially constructed unfinished residential units that are intended for permanent occupancy in rural areas where the proposed development would be consistent with all relevant policies and objectives of the County Development Plan. When considering proposals for site resolution within unfinished residential developments in rural areas, the planning authority will have regard to the extent and layout of commenced but unfinished residential units on site and will seek to ensure that proposals provide for an orderly form of development that has regard to the rural context of the site. The Council will consider proposals for developer led infrastructure.

Definitions:

1. Immediate family members are defined as: Sons, daughters, mothers, fathers, grandparents, grandchildren, brothers, sisters, aunts, uncles, nieces or nephews of the applicant.
2. Permanent House: The principal and main residence.
3. Derelict building: In general this is defined as a building with most external walls intact. Where the external walls consist of low wallsteads within an area of High or Moderate Scenic Amenity, each case will be considered on its merits with regard to location and siting. However, proposals for the refurbishment of low wallsteads will not be given favourable consideration within Areas of Especially High Scenic Amenity (refer to Map 11.1).
4. Rural Areas of Especially High Scenic Amenity: Are sublime natural landscapes of the highest quality that are synonymous with the identity of County Donegal. These areas have extremely limited capacity to assimilate additional development and accordingly development proposals in such areas must be formulated to ensure adequate integration into the receiving landscape and must otherwise comply with all other objectives and policies of the Plan.
5. Existing cluster consists of a number of houses and/or other buildings with adjoining curtilages, or within close proximity to each other, and where additional development does not give rise to ribbon development.
6. Ribbon Development:
   In general 5 houses on any one side of 250 metres road frontage.
   Whether a given proposal will exacerbate such ribbon development or could be considered will

depend on:

- The type of rural area and circumstances of the applicant.
- The degree to which the proposal might be considered infill development.
- The degree to which existing ribbon development would be extended or whether distinct areas of ribbon development would coalesce as a result of the development.
- The existence of physical and geographical breaks, inclusive of topographical undulations, which may act as a means of extending roadside development in appropriate cases.
- The degree to which the proposal would form a small cluster with a number of houses or other buildings with adjoining curtilages, this may incorporate backland sites in appropriate circumstances.

The Planning Authority shall take a balanced and reasonable view of the interpretation of the above criteria taking account of local circumstances, the context of the site, including the planning history of the area and development pressures.

7. Holiday Home: A secondary place of residence that does not form a principal and main residence. This excludes second homes occupied on an intermittent basis by persons who are returning emigrants.

8. Brownfield Site: A brownfield site is one that has been previously built upon.

9. Economic Need and Social Need

Economic Need

Persons working full-time or part-time in rural areas including:

- Full-time farming, forestry, or marine related occupations,
- Part time occupations where the predominant occupation is farming/natural resource related.
- Persons whose work is intrinsically linked to rural areas such as teachers in rural schools.

Social Need

Persons who are Intrinsic part of the Rural Community including:

- Farmers, their sons, and daughters and or any persons taking over the ownership and running of farms.,
- People who have lived most of their lives in rural areas.
- Returning emigrants who lived for substantial parts of their lives in rural areas.



Chapter 7 Economic Development

Chapter 7 – Economic Development

Strategic Objective

To promote and build on the economic strengths and assets of the County as a competitive, innovative and attractive place for a range of sectors to locate and grow, based on the advantages of a robust economic base that is highly appealing to investors and employees

Donegal has a varied economic base with activity across a range of sectors including financial and business technology, life sciences, bio-tech, agriculture, both primary and secondary fisheries, primary and secondary manufacturing, engineering including marine engineering, professional services, tourism, creative industries and a range of other employment bases.

This planning framework recognises the contribution and potential of traditional sectors such as agriculture and fishing, emerging sectors such as the blue economy and growing business capabilities within key clusters such as Fin Tech, InsurTech, Reg Tech, Med Tech and advanced manufacturing with a clear policy base to support their sustainable expansion in Donegal.

7.1 Current and Emerging Issues/Trends/Influences

North West City Region

Donegal forms part of the cross-border North West City Region comprising the Council areas of Donegal, Derry and Strabane. The National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES) recognise that the development of the North-West city region is essential to achieving the potential of the overall region and maximising its contribution to regional and all island economic growth.

Letterkenny's designation as a Regional Growth Centre in the NPF and the RSES is crucial to strengthening its strategic economic role by continuing to attract companies to locate and expand and to command investment in key enabling infrastructure for the wider city region.

This North West City Region represents the fourth largest urban agglomeration on the island of Ireland with approximately 350,000 residents. The unique connected and interdependent nature of the North West City Region forms a strong proposition for the region as a compelling location for businesses looking to develop their operations in the EU and / or UK markets. While straddling an international border, the region functions in a highly interdependent fashion and this has fostered a unique collaboration within the region.

This collaboration is enabled through the work of the North West Regional Development Group (NWRDG) which is made up of representatives from both Councils in Donegal and in Derry City and Strabane. This group is supported by the North West Strategic Growth Partnership (NWSGP) established in 2016 under the auspices of the North South Ministerial Council. This Partnership brings together senior officials from all Government departments in the Republic of Ireland and Northern

Ireland together with senior officials from Donegal County Council and Derry City and Strabane District Council to deliver on the strategic priorities aimed at bringing real and positive change for the North West City Region and its environs while releasing the full economic potential of the region.

This joined up approach has also been adopted by the education and training providers in the City Region through the establishment of the North West Tertiary Education Cluster which includes Atlantic Technological University, Ulster University, North West Regional College and Donegal Education and Training Board (ETB). The aim of the cluster is to provide pathways and progression routes for students on a cross-border basis and to work with industry to ensure greater economic prosperity and high value jobs. This collaboration is also reflected in the day-to-day workings of both Councils including in areas such as economic development, tourism development and energy management. Initiatives such as the annual North West Trade and Investment Mission to the US led by both Councils, joint inward investments activities in various markets, the International Regulatory Innovation Supercluster, the Best of the North West tourism campaigns, Slí Colmcille Pilgrim route and the NW Energy Agency all speak to the unique collaboration within the region.

As one of the three pillars of regional growth guiding the collaborative activities of the North West Strategic Growth Partnership (NWSGP), the spatial strategy seeks to support a vision and the principles on which the region's economy needs to be supported. A wholly integrated approach to economic planning which gives expression to the best practice principles of place making and strong regions, while also going beyond a policy template which stops at the border, is what will be required for the NWCR to tackle the negative impacts of its historical infrastructure baseline deficit and deliver a just transition which addresses the acute economic and social inequalities experienced in the region's economy. Existing cross border collaborative working and networking arrangements between key council staff already focuses across a range of sectors, including economic development and spatial planning. In recognising the importance of existing collaborations, it will be essential that there is connectivity between these strands of work in the context of the development and implementation of a spatially led approach to deliver the effective and sustainable development of the City Region.

Digital and Community Hubs

The Donegal Remote Working Strategy for Business, which was launched by Donegal County Council in 2021, aims to promote Donegal nationally and internationally as an ideal and superb location for remote workers. This Strategy sets out a range of targeted initiatives aimed at positioning Donegal as a world class destination of choice, on the island of Ireland, for remote workers and businesses. It reflects the desire to develop Donegal's economic landscape, support the development of sustainable communities, harness innovation and fulfil the vision of Donegal as the destination of choice to live, work, visit and do business in, in Ireland. Donegal is well served with a range of top quality, well connected Digital Hubs offering co-working opportunities in various locations across the county and these hubs form part of a broader network of hubs nationally known as the Connected Hub Network. , The Digital Hubs are also well connected within the county through the Donegal Digital Hubs Network and each of the hubs work closely together to address the need for accessible and affordable co-working spaces that have the potential to support the regeneration and revitalization of rural communities.

Donegal County Council works closely with the Digital Hub Network by:

- Supporting the network of digital hubs / co- working spaces in Donegal by working in collaboration with development organisations and funding bodies and programmes, as well as promoting incentives and supports for remote workers in the region.

- Working with existing digital hub operators to support the operation of hubs to ensure they meet the emerging needs of remote workers and employers. This includes supporting the established network of hubs to ensure they are in a position to leverage economies of scale in marketing, training and funding applications etc.
- Facilitating engagement of digital hubs and coworking spaces through networking opportunities at a local, regional and national level ensuring that Donegal hubs are well represented on regional and national platforms as well as availing of opportunities from regional and national programmes and activities. This includes engagement through the Atlantic Economic Corridor Network and the Connected Hubs network.

See page 14 of Remote Working Strategy https://donegal.ie/media/2300/dcc-remote-working-for-business-strategy.pdf

Atlantic Technological University

The importance of the Atlantic Technological University (ATU) campuses at Letterkenny and Killybegs is acknowledged as key economic drivers for the county and wider region, increasing the attractiveness of the county as a potential investment location by both providing a pool of educated and skilled prospective employees and building the research and innovation capabilities that strengthen the county's economic resilience and competitiveness. The contribution of the ATU to the economy and employment offering of the county and wider region is set to grow, amid continuing collaboration on a cross-border further and higher education cluster with Ulster University, North West Regional College and Donegal ETB (Education & Training Board), and in terms of its strategic partnerships and its growing research and development capabilities.

Driving Innovation

The development of strong research, development and innovation capability is evidenced by the investment in the ATU's business start-up innovation centre, 'CoLab' which also houses WISAR a Technology Gateway. In addition, there has been an increased focus on R&D with projects such as the Bryden Project and the increasingly strong cross border collaborations with Ulster University and the North West Regional College in Derry under the auspices of the North West Tertiary Education Cluster.

The county's innovation capability has been enhanced further through the new Alpha Innovation Centre which will form a central part of the new Business and Innovation Quarter in Letterkenny and plans are afoot for a new Ocean Innovation Centre on the ATU campus in Killybegs.

New Work Patterns

While Covid 19 presented significant challenges for businesses, it also accelerated the move towards flexible working arrangements including remote working. This has resulted in opportunities emerging for locations like Donegal, where businesses and employees can have both excellent working conditions with good broadband connectivity as well as superb work life balance opportunities. No longer do employees have to choose between advancing their careers or improved work life balance, they now have every opportunity to achieve both by locating in Donegal or other similar locations.

The growth in the network of co-working spaces and locally based digital hubs in Donegal has also facilitated this move and such spaces and hubs have become an important community facility in many towns and villages across Donegal.



Deficit in Enabling Strategic Infrastructure

Alongside the significant growth that has taken place in the county and the wider city region in recent years, a number of challenges remain to be addressed, including deficits in key enabling strategic infrastructure including roads, rail, electricity, gas, rural broadband, water and wastewater. These 'long-held' deficiencies serve only to restrict the county in meeting its full potential. The extent and nature of such deficiencies are detailed in the relevant sections of this plan. Donegal County Council is committed to working with government departments & agencies to support the delivery of this critical infrastructure during the plan period and beyond.

Property Solutions for Business

In addition, the shift in business's preference for town centre grade A office accommodation is also proving to be a challenge especially in larger centres such as Letterkenny. The proposed development of the new Business and Innovation Quarter in Letterkenny which will comprise of the Alpha Innovation Centre and the Beta Business Centre, will help address this need and should also trigger or act as a catalyst for further private sector investment of this nature.

Good quality and affordable housing options are also proving to be a challenge for businesses looking to grow and expand in the county, with particular challenges being experienced in Letterkenny and the surrounding areas. In some instances, this is resulting in businesses curtailing or postponing their development plans, presenting further barriers to development and growth in Donegal.

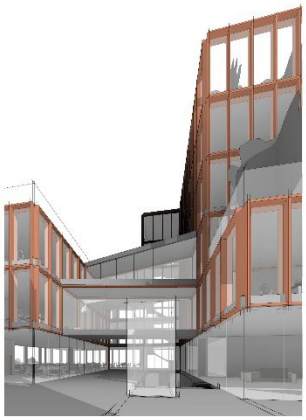
The need for serviced land for economic development and job creation purposes is also emerging as an essential requirement in a number of centres across the county and a key policy of this plan must to be to look at how land can be released in various locations to facilitate this type of essential investment that will support and facilitate expansion of locally based businesses as well as enabling inward investment opportunities to materialise.



3D View 01



3D View 02



3D View 03



Impact of Brexit

Brexit has had a significant impact on Donegal and the wider North West City Region. This impact has been felt most acutely in our coastal communities as a result of the impact of the reduction of fishing quotas as per the Trade and Cooperation Agreement reached by the EU and UK in December 2020.

This impact on Ireland's fishing industry has been felt strongly in Donegal. Donegal is the county in Ireland that is most reliant on the sea food sector and arguably most affected by Brexit. The SeaFood Taskforce established by the Minister in 2021, has introduced measures to help mitigate the impact on coastal communities including through a range of funding initiatives under the auspices of the Brexit Adjustment Reserve Fund.

Grant Thornton, in their 2021 report[14] commissioned by Donegal County Council, noted that Brexit was not an event but a process and one that will continue to be played out over the next number of years with a number of outstanding or unresolved matters still to be agreed, leading to continuing levels of uncertainty in many sectors.

The report noted this continued 'uncertainty' cyrstallised the need for solutions to address long standing issues, particularly emanating from a legacy of under investment in key enabling infrastructure in and to the county.

[14] Grant Thornton – Responding to Brexit: An Investment Plan for Donegal and the North West Region, March 2021

Blue Economy

New opportunities are emerging for coastal communities in terms of the blue economy with an increased focus on areas such as value-added seafood production, aquaculture, tourism and renewable energy.

The recently formed Killybegs Marine Cluster presents opportunities for businesses to collaborate to maximise the potential from these sectors with a view to enhancing business development opportunities.

Killybegs is home to a well-established world class marine engineering cluster servicing a range of sectors including commercial fishing, fish processing, aquaculture and on and off-shore renewable energies on an international scale. These businesses have developed strong relationships with other engineering businesses across the county resulting in a strong engineering cluster presence in Donegal.

Killybegs is also an established cruise ship destination, due to its deep-water capacity, and already 30 cruise ships are set to dock in the port in 2023.

Killybegs Harbour

Killybegs is Irelands premier Fisheries Harbour and continues to contribute significantly to the economy in Donegal and the wider North West region.

The Department of Agriculture, Food and the Marine has invested significantly in the port facilities in recent years including in the Smooth Point Pier Extension as well as a range of other measures including energy saving measures.

In addition, a technical study prepared by Byrne Looby and commissioned by the Killybegs Harbour Development Group, found that there is a requirement for investment in a number of other key areas including further pier extension and associated wave attenuation structures, as well as dry docking facilities for large vessels in order to enable the harbour to continue to grow and develop to meet the emerging needs of the blue economy in Donegal.

Killybegs is also strategically positioned to service the emerging Offshore Renewable Energy sector given its natural advantage as a deep-water port, its strategic location in the North West and the base of world class marine engineering businesses located in close proximity to the port.
Dublin Offshore in their report on 'The Growth of Onshore to Offshore Wind - Atlantic Region Wind Energy and Supply Chain Study' found that Killybegs was one of only three ports in the Atlantic Region that presented strongly in terms of its capability to service the offshore wind sector and noted that the planned infrastructure developments at the Port would further enhance Killybegs capability.

The EU-UK Trade and Cooperation Agreement has had a significant negative impact on the fishing sector in Donegal. To counteract this impact €50m has been invested from the EU Brexit Adjustment Reserve Fund under the Brexit Process Capital Support Scheme to businesses in the Fish Processing Sector in Killybegs with the aim of making the port a more attractive location for fishing vessels to land and discharge catch.

Killybegs Marine Cluster, funded by Enterprise Ireland and hosted by the ATU is an industry-driven marine cluster that aims to continue to build capacity with businesses working within the blue economy with the aim of improving their competitiveness, internationalising their businesses, and maximising their efficiency and productivity.

Greencastle

Greencastle is one of Ireland's major harbours along with the six designated Fisheries Harbour Centres of Killybegs, Dunmore East, Ross a Mhil, Castletownbere, Howth and Dingle. Greencastle is the 2nd largest white fish port in Ireland and is also home to a large inshore fleet mainly engaged in shellfish and crab, making it a key town in Ireland's seafood sector. Greencastle has significant fishing support services including fish processing, marine engineering, boat building and net making. 200 people are either directly or indirectly employed in the marine sector in Greencastle and the surrounding areas.

Works are currently underway on a rock armour breakwater to the south-west of the harbour entrance, representing an investment in the region of €18m secured under the EU Brexit Adjustment Fund. This work will create safe entry for all vessels, reduce vulnerability of vessels within the harbour to wave climate and improve the safety and effectiveness of the harbour for all users including for tourism and leisure users.

Greencastle is also home to the BIM National Fisheries College, a specialist seafood and fisheries training centre. The Centre offers courses in Marine Engineering, Skipper and Crew Training, Safety Training and Communications. Courses are also offered for seafood processors and retailers as well as the Green Seafood Business Programme.

Renewable Energy

A recent Dublin Offshore Report[15] was commissioned by the Regional Enterprise Offices and Local Authorities along the western seaboard, including Donegal County Council and the Western Development Commission, to examine the potential for developing the Offshore Wind sector along the Atlantic coast.

The report found that 90% of future new build offshore energy capacity in the Atlantic Region will be Floating Offshore Wind (FOW). The unique selling point of floating offshore is the ability to develop offshore wind farms in deeper water and with a more consistent wind resource, resulting in increased capacity generation.

To quantify the scale of the opportunity, the report found that by 2037 there could be upwards of 5,000 jobs supported directly by the offshore wind sector off the western seaboard generating €400 million in gross value added (GVA) annually to the Atlantic region economy.

The proximity to the offshore continental shelf and the natural strategic advantage in terms of a sustained wind resource and the deep water port at Killybegs makes Donegal an attractive investment location in the offshore wind sector.

This report also found that in terms of the suitability of key ports in the Atlantic region, Killybegs Port presented strongly in terms of its capability to service the offshore wind sector and noted that the planned infrastructure developments at the Port would be essential if Killybegs is to achieve its potential.

The report also called for investment in high capacity grid connection of at least 220kv in order to ensure that there is certainty of route to market for the energy produced. The Atlantic Region including Donegal has the capacity to produce multiples of the current electricity demand on the

[15] Dublin Offshore, The Growth of Onshore to Offshore Wind in the Atlantic Region, Wind Energy and Supply Chain Feasibility, November 2021

island of Ireland and investment in technology innovations such as Green Hydrogen is needed to realise the export potential that exists.

The last number of years has seen an unprecedented period of change not just locally but globally and this includes Brexit, the Covid pandemic, the acceleration of the climate change agenda, the war in Ukraine and the ongoing energy crisis. While these challenges have created high levels of economic uncertainty, a unique set of opportunities for Donegal and the wider region has emerged.

The Bioeconomy

The RSES defines the bioeconomy as 'those parts of the economy that use renewable biological resources from land and sea to produce food, feed and bio-based materials and energy. This includes crops, forestry, fisheries aquaculture, animals and their residues and by-products from processing industrial feedstock resources such as municipal solid waste and wastewater or novel products such as micro-organisms.' The RSES provides support for this sector in several RPOs.

7.2 Strategic Policy Context

The economic framework set out in this chapter has been drafted in the context of the following national, regional plans, policies, and guidelines.

7.2.1 National Planning Framework

The National Planning Framework (NPF) recognises the economic contribution and potential of Donegal and in particular the Regional Growth Centre of Letterkenny.
The NPF recognises the important economic role of urban settlements at a county and regional level, and rural settlements at a local level, whilst identifying the need to strengthen rural economies and communities by broadening the employment base of rural areas, improving connectivity and addressing infrastructural deficits.

A number of National Planning Objectives (NPOs) reference the interconnection of employment with land use planning. NPO 7 encourages population growth in strong employment and service centres, regeneration of smaller urban centres, addressing the legacy of unplanned growth and facilitating 'catch-up', balancing population and employment growth. NPO 11 states a presumption in favour of development that can encourage more people and generate more jobs and activity within existing towns and villages.

In terms of job creation in urban areas, the overarching guidance provided in the NPF is that job creation should coincide with population increase at a ratio of 1.0.

7.2.2 National Development Plan 2018-2027

The National Development Plan provides a framework for the government's capital expenditure in alignment with the National Development Plan (and the RSES) under the umbrella of Project Ireland 2040. Four Project Ireland 2040 funds have been established including: The Climate Action Fund, Disruptive Technologies Innovation Fund, the Urban Regeneration and Development Fund, and the Rural Regeneration and Development Fund. A collective budget amounting to an estimated €4 billion over the ten-year period has been allocated to these funds. Key strategic investment priorities will be accelerated in County Donegal under these funds. The plan identifies key infrastructural investment projects which are crucial to future economic growth and prosperity in the County.

7.2.3 Regional Spatial and Economic Strategy (RSES) for the Northern and Western Region 2020-2032

The focus of the Regional Spatial and Economic Strategy (RSES) is on place-based assets as well as sectors and clusters. The RSES approach aims to realise the full potential of the region through investments in placemaking, developing places that are attractive for business investment and for people to live and work. At a macro level there are a number of RPO's that encourage settlements to; harness their export capacity by promoting trade and global opportunities; by being vibrant and distinctive, where our communities act as a spur for quality of life, creativity and innovation and are attractive for innovators, investors, business, visitors and all residents.

7.2.4 North West Regional Enterprise Plan 2022-2024

This Enterprise Plan includes projects and initiatives across the three North-West counties of Donegal, Sligo and Leitrim. The strategic objectives of the plan are centred on encouraging entrepreneurship, scaling of SMEs and promoting the region's economic strengths including capitalising on new work trends such as remote or agile working arrangements.

In particular, the strategy identifies 'wind energy' and the 'blue economy' including a key objective to support the regional blue economy and marine cluster in Killybegs. The plan looks to encourage the regions enterprises to transition to low carbon operations and grow the circular economy in the region. The plan recognises our unique position as a cross-border region and looks to strengthen our cross-border relationships in order to further enterprise growth in the North-West. The plan examines options to assist in addressing challenges around talent retention and attraction in the North West.

7.2.5 Donegal 10 Year Strategic Enterprise Plan 2021-2030

This Enterprise Development Plan is predicated on 4 pillars of development which work with government agencies, various industries and academia to attain sustained enterprise growth and value, expand business activity within the SME sectors, generate more and better employment opportunities, attract new talents and skills, enhance the competitiveness of the sector in order to increase exports, accentuate the development of human resources in tandem with key sectors (ICT Digital, Patient Centre Healthcare, Tourism +, Engineering/Advance Manufacturing, Blue Economy, Creative and Food) and increase foreign direct investment inflows and improve the governance of the local economy.

7.2.6 Our Rural Future – Rural Development Policy 2021-2025

Our Rural Future outlines a vision to support the regeneration and development of rural towns and villages to contribute to local and national economic recovery, and to enable people to live and work in a vibrant environment. The Our Rural Future Plan recognises the importance of digital connectivity for rural communities and enterprise, focusing on remote working, education and enterprise opportunities and reiterates the ambition of delivering high speed broadband to rural areas. The Plan seeks to regenerate rural towns and villages and provide more employment in rural areas. It includes a policy to develop 9 no. Regional Enterprise Plans and work with the IDA to target 400 no. investments and 19 no. Advanced Technology Buildings all in regional locations. The Plan seeks to provide improved public transport, heath care, housing and childcare in rural areas. A key consideration when assessing economic development proposals in the rural area will be compliance with policy on access to national roads as set out under Policy T-P-12.

(T-P-12 policy is the subject of Draft Ministerial Direction to delete some of the policy and amend policy for more information refer to www.donegaldevplan.ie or consult.donegal.ie.)

7.2.7 Town Centre First – A Policy Approach for Irish Towns 2022

"The Town Centre First policy aims to create town centres that function as viable, vibrant and attractive locations for people to live, work and visit, while also functioning as the service, social, cultural and recreational hub for the local community". The series of actions put forward in the policy collectively create the framework required to support our towns to achieve the desired outcomes and deliver on their own unique vision. These Actions are centred around improving our knowledge and understanding our towns and what they need, enhancing the capacity of delivery agents to implement this ambitious policy, building new structures at national and local level, and ensuring that new and existing funds are co-ordinated and targeted towards the implementation of Town Centre First in each town.

7.2.8 Enterprise 2025 Renewed

Enterprise Policy in Ireland is formulated by the Department of Business, Enterprise and Innovation. Current enterprise policy is provided by 'Enterprise 2025 Renewed'. The policy is based on export-led growth, underpinned by talent and innovation, with the objective of driving resilience in the enterprise base so that full employment is sustainable over the longer term.

7.3 Economic Profile

Population is a key economic indicator at regional, county and settlement level. How population is concentrated and configured determines critical mass levels in an area, which in turn drives economic growth, service provision and infrastructural delivery.

7.3.1 Population

Demography - North West City Region

The North West City Region is the fourth largest urban agglomeration on the island. The city region of 400,000 inhabitants' interconnects Donegal, Derry and Strabane as illustrated in figure 7.1[16].

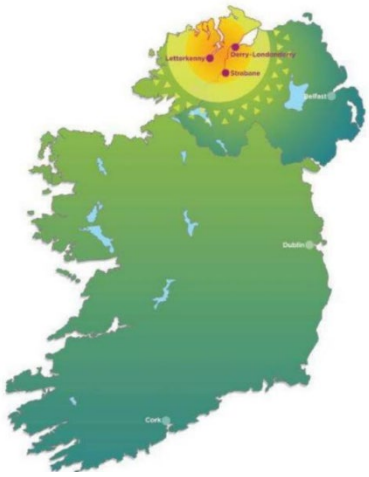


Figure 7.1 North West City Region in the island context

Demography – Nationally by County

The publication of census 2022 data shows the population of Donegal at 167,084. Over the period 2016-2022 Donegal enjoyed a net population growth of 4.5%. This increase of 7,129 persons positively surpasses the fall experienced between 2011-2016. In the national context Donegal experienced the lowest population growth of any county in the state, with a state average of 7.6%.

Live Register: Overall, since 2018 numbers on the live register have dropped 15% from 10,634 to 9,032.

[16] North West City Region Investment Plan – Technical Document, commissioned by Donegal CC on behalf of the North West Strategic Growth Partnership

Disposable Income is used as a proxy for determining potential spending and economic activity relating to salary earning. 2020 figures from CSO identify Donegal as having a disposable income of 18,322, the lowest disposable income per person of any County in the State.

Occupancy in residential and commercial buildings – In terms of residential buildings, Census 2022 data shows that there has been a 3% increase in housing stock in Donegal between 2016 – 2022 compared with a 4.5% increase in population.

Census 2022 data shows that 13.4% or 10,861 dwellings have been returned as vacant in the County. According to Geodirectory,[17] the residential vacancy rate in County Donegal is at 9.7% compared to 4.2% nationally while the commercial vacancy rate is the 3rd highest nationally at 17.2%. As of December 2021, housing stock in the County comprised 79.3% occupied, 11.1% Holiday Homes and 9.7% vacant. A national comparison of this breakdown is detailed in Table 4.5 appended.

Vacancy and dereliction levels are key indicators of vibrancy in town centres and particularly in our strategic growth settlements. Vacancy rates across the main settlements range from 8.3% in Raphoe to 31.5% in Bunbeg Derrybeg. These urban vacancy levels in many instances are greater than the State average of 11.7% and represent a quantum of latent capacity with an opportunity for take up by a range of enterprises types.

Agency Assisted Employment: The total number of IDA Ireland client companies based in Donegal amounted to 17 in 2021, representing 1% of the total stock of IDA Ireland client companies. 2022 was a strong year for IDA job announcements in Donegal with 830 jobs announced up to the end of October.

The Annual Employment Survey provides an analysis of employment levels in 'Industrial and Services' companies under the remit of IDA Ireland, Enterprise Ireland and Údarás na Gaeltachta. For 2021 this survey shows Donegal running in 11th position as regards the number of jobs by County in the State. The number of agency assisted jobs in Donegal grew by 3,191 over the period 2012-2021. Year on year this represented growth rates varying between 2 and 9 %, with the exception of 2020.

7.4 Economic Development Framework

This Economic Development Framework is grounded in 6 Key Pillars as set out below.

7.4.1 Aligning Economic Development and Job Creation with the Core Strategy

Linking the economic and spatial dimensions of the plan by aligning job creation with the settlement hierarchy is essential in ensuring the coordination of business growth and housing provision in the county. This involves the identification of key employment locations as economic drivers in the context of their placement in the Core Strategy while recognising the critical role of smaller settlements and rural places in the economic development of the county.

Jobs growth will, to a large extent, be connected with population growth during the lifetime of this plan. The core strategy sets the location and quantum of population growth across the county's settlement hierarchy over the next six years. Alongside these population targets the National Planning Framework and Regional Spatial and Economic Strategy identifies jobs targets for key settlements at

[17] Geodirectory Database 2022

a ratio of 1.0 representing one job for each resident worker indicating a balance between the residential and employment functions of a settlement.

In these areas it will be important to ensure that there is an adequate supply of zoned land for employment purposes at appropriate locations to accommodate employment growth and cater for the number of jobs that would help achieve this balance. In effect, this brings specific jobs targets to our key settlements as set out in table 7.1 below.

Table 7.1: Resident Workers and Total Jobs by Settlement

Settlement Name	Population 2016	Resident Workers	Total Jobs	Jobs: Resident Workers
Letterkenny	19274	7669	11395	1.486
Buncrana	6785	2327	1988	0.854
Ballybofey Stranorlar	4,852	1,530	1,878	1.227
Donegal	2618	996	1673	1.680
Carndonagh	2471	791	1062	1.343
Ballyshannon	2,299	787	875	1.112
Bundoran	1963	723	588	0.813

These targets bring a new focus in terms of how we implement our urban development plans, local area plans, regeneration plans and town centre first plans in our towns and villages to support business development and create new enterprise opportunities on the ground. The Development Plan supports the preparation and implementation of these town and village plans to enable economic development and job creation.

Objectives

ED-O-1	To align job creation with the Core Strategy's Settlement Hierarchy with a view to achieving a jobs ratio of 1.0 and above in Letterkenny and those settlements identified as County Growth Drivers.
ED-O-2	To support appropriately scaled and located economic development projects in the County's smaller towns and villages.
ED-O-3	To support appropriately scaled and located rural economic development projects where they are functionally related to the countryside.
ED-O-4	To support the development of Páirc Ghnó Gaoth Dobhair as a business, enterprise and manufacturing centre to support the employment base, economic vitality and in turn the linguistic vibrancy of the Gaeltacht.
ED-O-5	To facilitate cross-border collaboration to enable and sustain regional economic, cultural and social development opportunities including through the North West City Region, the Atlantic Economic Corridor and engagement with other neighbouring Council areas.

7.4.2 Zoned and Serviced Employment Lands

The provision of available, attractively located and well serviced employment lands is key to enterprise growth in the county.

A review of lands zoned for economic and mixed-use development was carried out as part of the review of the County Development Plan. This review identified the quantum and location of existing zoned lands across key settlements.

The Area Plans included in this plan as well as those due for adoption over the lifetime of the plan shall review existing employment, mixed use and residential zonings to ensure an adequate supply of such lands in optimal locations.

The need for town centre Grade A office accommodation in key centres including Letterkenny, has been highlighted, to enable growth and business development in Business and Financial Technology sectors such as FinTech, InsurTech, MedTech and RegTech as well as other technology or knowledge based industries.

This plan shall identify urban sites, brownfield lands and underutilised buildings with a view to facilitating their development to meet such identified needs and opportunities.

The need for serviced land for economic development and job creation purposes is also emerging as a essential requirement in a number of centres across the county and a key policy of this plan must to be to look at how land can be released in various locations to support and facilitate expansion of locally based businesses as well as enabling inward investment opportunities to materialise.

A key consideration going forward will be the activation of these lands for both economic and residential purposes. As a means of tackling 'land release' challenges in key strategic locations, the Council shall examine and utilise where appropriate alternative methods to activate such sites for development.

As part of the focus on enhancing the vitality and viability of urban cores, the change of use of homes in established residential areas to use for the provision of professional services (where the services provided are principally to visiting patrons etc) generally will not be permitted.

Objectives

ED-O-6	To ensure that sufficient land is provided at appropriate locations for employment generating uses in key settlements and that such land is protected from inappropriate development that would prejudice its long-term development.
ED-O-7	To facilitate the development of underutilized sites and buildings to meet demands for Grade A office accommodation and quality housing in core areas of key settlements.
ED-O-8	To develop serviced lands for economic development and job creation purposes in key settlements across the county.
ED-O-9	To facilitate the activation of economically important lands through CPO or other means including public private partnerships as appropriate.

7.4.3 Strong and Vibrant Towns and Village Centres

Donegal offers a superb quality of life with fresh air, open spaces, and vibrant communities. Continued investment in our towns and villages is an essential aspect of the Council's approach if we are to continue to attract people back to Donegal or encourage those not from the area to relocate here.

Attracting and retaining talent is the number one challenge for companies all over the world and providing a strong and compelling quality of life offering has become an even more important factor for companies in their location decision making process.

The availability of good quality infrastructure such as broadband, mobile phone coverage, childcare services, education, housing, recreational amenities, libraries, cultural services and so on contribute significantly to the quality-of-life aspect of living in a place like Donegal.

The recent growth in remote working presents new opportunities for towns and villages with many communities investing in co-working and digital hub spaces. There are approximately 15 hubs or co-working spaces currently in operation throughout the county and the vast majority are community run. These hubs provide an essential resource, bringing back vibrancy and activity to town and village centres. It is the Councils policy to continue to support these community-based hubs and to continue to promote Donegal as a superb location for remote working in line for the Councils 'Remote Working for Business Strategy.'

Objectives

ED-O-10	To encourage enterprise and employment developments to locate in brownfield sites or unoccupied buildings in town centres or, where appropriate, in existing industrial/retail parks or other brownfield industrial sites in preference to undeveloped zoned or un-zoned lands as a key measure to drive economic activation of town centres and to optimize the economic spin off from enterprise.
ED-O-11	To enhance town centre vibrancy by supporting the development of 18 hour economy with quality gastronomy, entertainment and recreational options located in attractive and active town centre spaces.
ED-O-12	To encourage and facilitate the activation of new town centre housing options having regard to Chapter 5 and Chapter 6.

7.4.4 Supporting and Facilitating Growth in Key Industry and Business Sectors

The County Development Plan supports and promotes the development of traditional sectors such as agriculture and fishing, as well as emerging growth sectors such as the blue economy, the business and financial technology sectors, life sciences, advanced manufacturing and engineering, tourism development and other more indigenous sectors such as food and the creative industries.

Donegal is home to leading international companies along with many flourishing SME businesses in these sectors. The highly skilled pool of talent and a strong focus on continued workforce development opportunities has been a key enabler in many of these sectors. The proactive collaboration between Further Education and Training (FET) providers including Donegal Education

and Training Board (ETB) and the Atlantic Technological University with industry has played a key role in ensuring a pipeline of highly skilled workers.

Donegal's location as part of the North West City region also presents a unique and strategic business proposition providing a cross- border gateway to both the UK and EU markets.

Growing innovation and research and development capability is a key priority for the county if it is to deepen and strengthen its core proposition in these sectors. The new Alpha Innovation initiative is set to enhance the innovation capability of various businesses operating in Donegal and to increase the number of new start-ups and spin-outs. Likewise Donegal County Council, through Donegal 2040, has developed a strong relationship with Northern Ireland based Catalyst, a not for profit company specialising in innovation with a view to strengthening crossborder connections and opportunities in this space particularly in the context of the new Beta Business Centre to be housed in the new Business and Innovation Quarter in Letterkenny.

Plans are also progressing for the development of a crossborder centre of excellence in regulatory technology connecting to plans already progressed in Northern Ireland for a similar facility in Derry and Belfast.

The ATU are also continuing to enhance their capabilities in terms of innovation, research and development through the work of the CoLab in Letterkenny, the success of their FinTech Learning Labs initiative as well as plans for a new Ocean Innovation Centre at their campus in Killybegs. In addition, the ATU as a strong track record in collaborating with Ulster University in a number of key research and development initiatives including those that are currently being progressed as part of the City Deal and Inclusive Futures Fund.

A key focus for many industries in the county is how to pivot to meet the needs and opportunities of the two biggest trends affecting all businesses – sustainability and digitalisation.

The increasing requirements on businesses to ensure climate resilient practices and approaches are adopted throughout their business operations so as to achieve not only Government carbon reduction targets but also to comply with supply chain expectations and requirements is becoming more prevalent. This is also a consideration for our ports including Killybegs and Greencastle with the growing expectation of achieving carbon neutrality.

Likewise the need to remain competitive in light of the opportunities presented by digitalisation is also a key consideration for businesses operating in many sectors including for examples opportunities to apply the latest IoT technologies in sensors, automation, data to improve production processes and increase life cycles as well as improved customer engagement.

Maritime and the ocean economy is a key growth sector for Donegal and includes a range of areas including commercial fishing and fish processing, bio-marine, renewable energy, green hydrogen, tourism, technology, engineering and sustainability.

The new Marine Spatial Planning Framework will have a particular relevance to Donegal considering the importance of the marine sector to the county. The requirement for a Designated Marine Area Plan (DMAP) is essential to provide for the proper and planned sustainable development off our coast in a way that takes on board all environmental considerations and meets the needs of all key stakeholders including the fishing community and developers.

The comparative strengths that Donegal and the region has in terms of offshore renewable energy cannot be underestimated. The proximity to the offshore continental shelf and the natural strategic advantage in terms of a sustained wind resource and the deep-water port at Killybegs makes Donegal

an attractive investment location in the offshore renewable energy sector. However, the lack of enabling infrastructure including a high-capacity grid connection and gas network continues to hamper Donegal's opportunity for development.

Objectives

ED-O-13	To support and facilitate, where appropriate, the further growth and development of the County's economic base through the key sectors identified in this plan. Proposals outside of these sectors shall be open for consideration and assessed against all policies and objectives of this plan, as well as national, regional plans, policies and guidelines.
ED-O-14	To facilitate and support the future development of the ATU campuses in Letterkenny and Killybegs, including their innovation, research and development functions.
ED-O-15	To implement the policy objectives as set out within the National Marine Spatial Planning Framework to support the effective management of marine activities and the sustainable use of the county's marine resources in accordance with related objectives contained in Chapter 14: 'Marine Resource, Coastal Management and the Islands'.
ED-O-16 [CC]	To support the early development of a Designated Marine Area Plan, off the coast of Donegal and the North West region, in line with provisions in the Marine Spatial Planning Framework.
ED-O-17 [CC]	To support the strategic importance of Killybegs as a primary commercial fishing port, and as a hub for the development of the renewable energy sector.
ED-O-18 [CC]	To support and facilitate the sustainable development of Offshore Wind opportunities off the Donegal coastline
ED-O-19	To facilitate continued investment in key strategic infrastructure in Killybegs Port in a sustainable manner.

7.4.5 Delivering Key Strategic Infrastructure

As set out in the introduction to this chapter, investment in a range of key enabling infrastructure including roads, rail, rural broadband, gas, electricity, water and wastewater is essential in driving Donegal to meet its true potential. The deficits which exist are for the most part a 'long-held' trend where Donegal and the North West has generally lagged behind other regions of the State.

The nature and extent of such investment (as detailed in the transportation, telecommunications, energy, water and environment sections of the plan) represents a clear call to action by Government, it's agencies and utilities operators to positively discriminate in favour of County Donegal and this region. As reinforced through the policy objectives of this plan Donegal County Council are committed to working with government departments and agencies to support the delivery of this critical infrastructure during the plan period and beyond.

Objectives

ED-O-20	To progress the delivery of key strategic enabling infrastructure including roads, rail, broadband, gas, electricity, water and wastewater as identified in this plan in close collaboration with government departments, agencies and utilities operators in order to align the Core Strategy and the economic development objectives of this plan with the development and roll out of their respective investment programmes.
ED-O-21	To facilitate, where appropriate, proposals to enhance the Metropolitan Area Networks, all ICT resources and infrastructure to achieve sustainable economic development and support the initiatives contained in the Donegal Digital Action Plan.

7.4.6 Proactive and Supportive Business Culture

Donegal County Council works in close partnership with all economic development agencies including IDA Ireland, Enterprise Ireland, Údarás na Gaeltachta and neighbouring local authorities in Northern Ireland to progress economic development and job creation opportunities in Donegal.

In addition, the Council has resourced a new Economic Development Division to work side by side with the Local Enterprise Office (LEO) and economic development partners to enhance and develop the county's proposition as a place to invest, to do business and to live and work.

The LEO is an essential resource and one stop shop for businesses in Donegal and the Economic Development Division has progressed a range of supporting interventions to promote economic development and job creation including for example the new Donegal DNA place brand and a range of property solutions including the new Business and Innovation Quarter in Letterkenny.

The Economic Development team also provide a business concierge service for businesses looking to access Council services and this includes providing a facilitated and proactive approach to ensuring that businesses can access the services and supports they need.

The Council is committed to ensuring that this proactive and supportive approach to meeting businesses needs and providing good services and supports to businesses is nurtured and developed across all parts of the organisation.

Policies

Settlements

ED-P-1	a. To direct office and light industrial developments to town centre sites, edge of centres locations, or appropriately zoned lands in Letterkenny, Growth Driver Settlements and Service Towns. b. To consider such proposals on lands currently used for such purposes.
ED-P-2	To direct development involving industrial buildings and/or industrial processes, and warehouse/storage use to appropriately zoned lands, or lands currently used for such purposes in Letterkenny, Growth Driver Settlements and Service Towns.

ED-P-3	It is a policy of the Council to consider proposals for the extension of an existing industrial or business use within a defined settlement provided the resultant scale and form of the enterprise is compatible with the character and scale of the settlement and locality and the proposal meets the criteria set out in Policy ED-P-9.

Rural Area

ED-P-4	Consider proposals for the businesses in rural areas of the nature identified in 'a.', b.' and 'c.' below, where such uses would comply with the terms of 'c.' below: a. Valuable additions to the local economy and/or tourism offering in an area, such as those relating to food (particularly value-added products such as artisan food), forestry (e.g. wood products), crafts, creative industries, ecotourism and agritourism (e.g. farmhouse accommodation, pet farms, farm holidays, health farms, equestrian activities, bird-watching holidays, painting and photography tuition, angling tourism, field studies cycling and hill-walking); and b. Genuine Farm Diversification Schemes where the diversification scheme is to be run in conjunction with the agricultural operations of the farm. The provision of associated short-term let rental accommodation purposes (up to a maximum of five units) may be considered. c. i. As far as possible, proposed developments should reuse or adapt existing redundant farm buildings. ii. Any new proposed building must be of a scale, form and design appropriate to the rural area. iii. Compliance with all the relevant criteria of Policy ED-P-9. iv. Where there are deficiencies in water infrastructure and/or where it is not possible to connect to the public systems, the developer will be required to demonstrate that bespoke development-led solutions can be identified, agreed in writing, implemented, and maintained.
ED-P-5	Support a home-based business of limited scale (circa 1-5 employees), located within the curtilage of an existing dwelling house; subject to compliance with Policy ED-P-9 and having regard to all other material planning considerations.
ED-P-6	To support the principle of the following small businesses in distinctly rural areas: a. ICT-based micro enterprises (i.e. those with up to 10 employees), and enterprises addressing climate change and sustainability. In such cases, the applicant will be required to demonstrate in general terms that the projected workforce could be drawn from the locality. b. Businesses providing professional services to the local community. In such cases, the applicant will be required to demonstrate in general terms that the anticipated clientele is likely to be drawn from the locality. In all cases, the applicant shall be required to demonstrate that the proposed development:

	a. would be physically sympathetic to, and would not be visually incongruous with, the locality having regard to the quality, character and distinctiveness of the local landscape; b. would be compatible with surrounding existing or approved land uses and would not be detrimental to the amenities of any nearby residents; c. is otherwise generally in accordance with the requirements of Policy ED-P-9.
ED-P-7	Consider proposals for the expansion or re-development of an existing economic development in the countryside provided the scale and nature of the resultant development will contribute positively to the long-term sustainability of the existing enterprise, subject to compliance with all relevant provisions of Policy ED-P-9. A proposal which would not meet these criteria will only be permitted in exceptional circumstances where it can be demonstrated that: The proposal would provide for consolidation and/or remediation of the existing facilities; a. Where relocation of the enterprise would not be possible; b. The proposal would make a significant contribution to the local economy; c. The development would maintain the existing rural character of the area; and d. Where infrastructural improvements are required that a developer-led solution can be identified and delivered.
ED-P-8	It is a policy of the Council to support Gaeltacht-based economic opportunities on lands within the ownership of, or supported by, Údarás na Gaeltachta. Development proposals will be assessed in the light of all relevant material planning considerations, relevant policies of the County Development Plan including Policy ED-P-9 and other regional and national guidance/policy, relevant environmental designations including demonstration of compliance with Article 6 of the Habitats Directive.
ED-P-9	It is a policy of the Council that any proposal for economic development use, in addition to other policy provisions of this Plan, will be required to meet all the following criteria; a. It is compatible with surrounding land uses existing or approved; b. It would not be detrimental to the character of any area designated as being of Especially High Scenic Amenity (EHSA); c. It does not harm the amenities of nearby residents; d. There is existing or programmed capacity in the water infrastructure (supply and/or effluent disposal) or suitable developer-led improvements can be identified and delivered; e. The existing road network can safely handle any extra vehicular traffic generated by the proposed development or suitable developer-led improvements are identified and delivered to overcome any road problems; f. Adequate access arrangements, parking, maneuvering and servicing areas are provided in line with the development and technical standards set out in this plan or as otherwise agreed in writing with the planning authority; g. It does not create a noise nuisance; h. It is capable of dealing satisfactorily with any emission(s); i. It does not adversely affect important features of the built heritage or natural heritage including natura 2000 sites; j. It is not located in an area at flood risk and/or will not cause or exacerbate flooding;

	k. The site layout, building design, associated infrastructure and landscaping arrangements are of high quality and assist the promotion of sustainability and biodiversity; l. Appropriate boundary treatment and means of enclosure are provided and any areas of outside storage proposed are adequately screened from public view; m. In the case of proposals in the countryside, there are satisfactory measures to assist integration into the landscape; n. It does not compromise water quality nor conflict with the programme of measures contained within the current north western river basin management plan.
ED-P-10	To consider commercial developments, excluding traditional High Street uses that would generate regular customer trips (e.g. retail, consumer services, café/restaurant, public house etc.), on the periphery of settlements where: a. such uses would be incompatible with, and detrimental to, the centres of such settlements by virtue of their inherent 'bad neighbour' characteristics, inclusive of the generation of industrial-scale vehicle trips that would be detrimental to the amenities of the centre; and/or b. the extent of land required for the effective functioning of such an enterprise in the centres would be prohibitive. All such proposals shall also be considered against other relevant policies of the Plan including, inter alia, traffic and pedestrian safety and public health. Convenience and comparison retailing will not be supported in such cases, and proposals shall be considered against the Retail Planning Guidelines and Policy RS-P-3 (sequential test) and RS-P-4 (retail impact assessment) where retailing is proposed. Exceptions to the general presumption against retail development may be considered in the case of developments where the sale of vehicles is the predominant use.

Bio-Refining

ED-P-11	To support: a. The principle of the creation of appropriately scaled local multi feed stock bio-refining hubs and bio-clusters; and b. The future-proofing of infrastructure planning to allow for the potential upgrading of existing industrial sites to bio-refining plants while also supporting the use of bio-renewable energy for the sustainable production of bio-based plants.

7.5 Retail Strategy

Objectives

RS-O-1	To ensure that the vitality and viability of town centres are not prejudiced by the scale and/or location of significant retail development proposals.
RS-O-2:	To secure high design quality in the form and layout of retail proposals in a manner that contributes to the physical quality of town centres.

Policies

RS-P-1	It is a policy of the Council to consider proposals for large foodstores (up to 3000 square metres net) in the town centres of Letterkenny and the County Growth Drivers as identified in the Core Strategy, subject to the provisions of Policy RS-P-3 and RS-P-4.
RS-P-2	It is a policy of the Council to consider proposals for small-to-medium sized food/ convenience stores (up to 1500 square metres net) in the town centres of Letterkenny, the County Growth Drivers and Service Towns as identified in the Core Strategy subject to the provisions of Policy RS-P-3 and RS-P-4.
RS-P-3	It is a policy of the Council that all retail proposals with the potential to impact on the vitality and viability of the relevant centre (or centres) shall be subject to an appropriate sequential test of the site location and proposed retail type in accordance with the Retail Planning Guidelines (2012) or any subsequent iteration of these guidelines. Only proposals that satisfy the sequential approach will be acceptable, save for exceptional circumstances.
RS-P-4 [CC]	It is a policy of the Council to require a Retail Impact Assessment, in accordance with the Retail Planning Guidelines (2012) or any subsequent iteration of these guidelines, where it considers that a retail development proposal is particularly large in scale compared to the relevant settlement in which the site is located. Through the Retail Impact Assessment, the applicant must address the following criteria and demonstrate whether or not the proposal would: a. Support the long-term strategy for the County's town centres as established in the Core Strategy/Retail Strategy, and would not materially diminish the prospect of attracting private sector investment into one or more such centres; b. Have the potential to increase employment opportunities and promote economic regeneration; c. Have the potential to increase competition within the area and thereby attract further consumers to the area; and d. Respond to consumer demand for its retail offering and not diminish the range of activities and services that an urban centre can support; e. Cause an adverse impact on one or more town centres, either singly or cumulatively with recent developments or other outstanding planning permissions (which have a realistic prospect of implementation) sufficient to undermine the quality of the centre or its wider function in the promotion and encouragement of the arts, culture, leisure, public realm function of the town centre critical to the economic and social life of the community; f. Cause an increase in the number of vacant properties in the primary retail area that is likely to persist in the long term; g. Ensure a high standard of access both by public transport, foot and private car so that the proposal is easily accessible by all sections of society; and/or h. Link effectively with an existing town centre so that there is likely to be commercial synergy. Only those proposals that can demonstrate to the Planning Authority that the development is not likely to have a significant adverse impact as demonstrated by an assessment of the above criteria, will be acceptable.

RS-P-5	It is a policy of the Council to consider proposals for the provision of local scale neighbourhood shops where such shops are clearly designed and located so as to serve distinct residential neighbourhoods, subject to compliance with all other relevant policies of this Plan.
RS-P-6	It is a policy of the Council to consider proposals for a shop of up to 100 square metres net retail area when associated with a petrol filling station. Where net retail space in excess of 100 square metres is sought the sequential approach to such development will apply.
RS-P-7	Retailing will generally be directed to existing settlements of appropriate size and the development of inappropriate retail facilities in the open countryside will not be permitted. However, it is a policy of the Council to consider proposals for certain retail facilities that may be considered appropriate outside settlement framework areas, including: a. Farm shops which are ancillary to activities arising from farm diversification; b. Shops designed to serve tourist or recreational facilities and that are clearly ancillary to the main use; c. Small-scale shops attached to existing or approved craft workshops in order to permit direct retailing of the product to the public; and Small-scale shops designed to serve a dispersed rural community and; the redevelopment of existing small-scale shops designed to serve a dispersed rural community. All proposals for retail uses pursuant to this Policy must also comply with all other relevant policies and standards contained within this Plan.

Chapter 8
Infrastructure



Chapter 8 – Infrastructure

8.1 Transport

8.1.1 Introduction

The NPF and the RSES collectively provide a strong national and regional policy context for this Transport chapter. At a strategic level, they recognise the role of Donegal in providing international connectivity (through Killybegs Port, Greencastle Port and Donegal Airport) but, critically, also acknowledge that Donegal is lacking in national and regional connectivity. A strong policy framework is also provided in relation to the need for a significant shift to more active and sustainable modes to help Ireland achieve its mandatory climate action targets under the Climate Action and Low Carbon (Amendment) Act 2021.

8.1.2 International Connectivity

Donegal County Council acknowledges the Regional Assembly's support for Killybegs Port, Greencastle Port and Donegal Airport in the context of the NPF's 'National Strategic Outcome 6: High Quality International Connectivity'.



RPO 6.2

Support, enhance and enable investment in the development and diversification of our network of key Airports and Seaports/ Harbours, providing them with adequate and efficient capacity and ensuring they have high-quality sustainable transport connectivity, including road, rail, cycling and pedestrian infrastructure, as appropriate and subject to environmental considerations.

RPO 6.3

Support the development and the protection of the fisheries harbours in the context of Brexit and its effect on waters available for Irish trawlers to fish.

The importance of Killybegs and Greencastle Ports, their potential diversification, and how this Plan aligns with the national and regional policy framework, are addressed in detail in Chapters 7: 'Economic Development' and 13: 'Marine Resource, Coastal Management and the Islands'.

The policies at the end of this Chapter provide support for, and protect the functionality of, Donegal Airport and City of Derry Airport in the provision of key international, national and regional access to/from the County.

8.1.3 National and Regional Accessibility

The NPF's National Strategic Outcome 2 is for: 'Enhanced Regional Accessibility'. As noted in the RSES (p.219), 'both the NPF and the National Development Plan strongly acknowledge that the accessibility from the Northern and Western region (and between centres of scale separate from Dublin) will need to be significantly improved, focused on cities and larger regionally distributed centres and key east-west and north – south routes'.



8.1.3.1 Strategic Roads Network

> '*The national road network is a critical enabler in facilitating an island-wide sustainable national transport system. A number of the more strategic routes also form part of the EU TEN-T comprehensive network, providing essential connectivity to regions of the EU. Such high-value assets and amenities need to be protected and their use enhanced for the region and also the country as a whole*.' (RSES, p.219)

Existing Network

Donegal's strategic road network is identified on Map 8.1.2 and in the Core Strategy. It comprises Trans European Transport Network roads (TEN-T), other National roads and a number of regional roads recognised by the Council as being of strategic importance as these roads facilitate high volumes of vehicular traffic, allowing for the efficient movement of traffic between settlements within and outside of the County.

The critical TEN-T network is comprised of the following National Primary Roads (refer Map 8.1.1):

- The N15 road from Bundoran and on to Donegal Town and to Ballybofey/Stranorlar;
- The N13 Ballybofey/Stranorlar to Letterkenny to Bridgend road (and Derry via the A6); and The N14 Letterkenny to Lifford road (and Strabane via the A5).

These routes provide critical connectivity both:

- To Dublin and the south-east (via the N14 and A5 roads); and to the broader North-West City Region area (with Derry via the N13/A6 route; and with Strabane via the N14/A5 route); and
- Along much of the length of the County and to the south and the broader NWRA area and the Atlantic Corridor area (via the N15 and N13 roads)

The N15 Ballybofey/Stranorlar to Lifford road, whilst not on the TEN-T network, is a National Primary Road and provides another vital element of the strategic road network in the east of the County. The N3 Ballyshannon to Belleek National Primary Road connects the south east of the County to Dublin and the south-east (via the N4) via Enniskillen.

The N56 National Secondary road serving the south, west and north-west and north of the County is a second critical element of the County's National Roads network. As well as providing a vital transport corridor for the residents and businesses of the area, the road also aligns significantly with the Wild Atlantic Way tourism route.

Finally, the Council also recognises the vital importance of the sections of the regional road network identified in Map 8.1.2 as part of the Strategic Road network including:

- The R250, R252 and R251 routes connecting the west of the County with the centre and east;
- The R238,39 R244, R240, and R241 serving the Inishowen area; and
- The R245 between Letterkenny and Milford serving the Fanad and Rossgill peninsulas, respectively; and
- The short, but important, stretch of the R263 linking Killybegs and the N56 National Secondary road; and,
- The N56 from Inver to Killybegs; and
- The regional road network from Carrigans to Rossgier.

Table 8.1A below provides an overview of all the components of the Strategic Road Network:

Table 8.1A: Strategic Road Network (as shown on Map 8.1.2)

N13 Ballybofey/Stranorlar to Letterkenny to Bridgend road	TEN-T Network / National Primary
N14 Letterkenny to Lifford road	TEN-T Network / National Primary
N15 Bundoran to Ballybofey/Stranorlar	TEN-T Network / National Primary
N3 Ballyshannon to Belleek	National Primary
N15 Ballybofey/Stranorlar to Lifford road	National Primary
N56 Serving the south, west and north-west and north of the County	National Secondary
R250, R251 and R252 – connecting the west of the County with the centre and east	Regional
R238, R240, R241 and R244 – serving the Inishowen area	Regional

Regional R245 – Letterkenny and Ramelton and connecting the Fanad and Rossgill peninsulas	Regional
R263 – section connecting Killybegs and the N56. **(In recognition of the importance of Killybegs as a regionally significant deep water port, an application has been made to the Department of Transport proposing that the existing National Road in the vicinity of Killybegs is extended to the Port to provide connectivity commensurate with its functions.)**	Regional
Regional Roads – Carrigans to Rossgier	Regional

Proposed Network Improvement Projects

Table 8.1B below details proposed transportation improvement projects across the county, including the TEN-T Priority Route Improvement Project, Donegal. Donegal County Council welcomes support in the National Development Plan and the RSES for the following projects:

- N56 Dungloe to Glenties and Mountcharles to Inver (RPO 6.6 refers);
- N13 Ballybofey Stranorlar Bypass; N13/N14/N56 Letterkenny Bypass and Dual Carriageway to Manorcunningham; and N14 Manorcunningham to Lifford (i.e. Donegal TEN-T Priority Route Improvement Project, Donegal) (RPO's 3.7.30 and 6.7 refers);

RPO 3.7.30

To deliver the TEN-T priority route improvement for Donegal and Letterkenny by 2028, including the N-56 Link, and also progress the Southern Relief Road (Leck Road), the N-14 Manorcunningham – Lifford and N-13 Letterkenny - Ballybofey.

And

- N13 Manorcunningham to Bridgend/Derry (RPO 6.8 refers).
- With regards to the proposed 'N56 Inver to Killybegs' project, the Council shall seek to ensure that this project includes bypasses for Dunkineely and Bruckless.

TEN-T Priority Route Improvement Project, Donegal (TEN-T PRIPD)

The TEN-T PRIPD consists of and prioritises 3 key sections of the TEN-T network in Donegal for improvement namely:

- Section 1 – N15/N13 Ballybofey/Stranorlar Urban Region.
- Section 2 – N56/N13 Letterkenny to Manorcunningham.
- Section 3 – N14 Manorcunningham to Lifford/Strabane/A5 Link (Note: The N14/N15 to A5 link has been approved separately by An Bord Pleanála in 2012 (ABP Ref: 05.HA033 refers). Same may be incorporated (subject to compliance with the requirements relating to Environmental Impact Assessment, Appropriate Assessment and/or Compulsory Purchase) within the

upcoming TEN-T PRIPD process for Section 3 or otherwise progressed separately as deemed necessary or appropriate. The preferred route corridors for those sections are now shown on Map 8.1.4, Map 8.1.5 and Map 8.1.6 respectively.

The benefits of the TEN-T Priority Route Improvement Project, Donegal are significant and wide-ranging including:

- **Economic**: Facilitating economic growth and allowing Donegal to successfully compete for inward investment by improving the efficiency and capacity of the road network including improving journey time and journey time reliability at a local, regional and national level.
- **Safety**: Reducing the frequency and severity of collisions/improving safety on our national roads and enhancing road safety in towns, villages and rural areas by segregating strategic traffic from local traffic.
- **Environmental**: Reducing air pollution caused by congestive queuing and reducing noise levels near noise sensitive receptors.
- **Quality of life**: Reducing journey times, reducing traffic and thus freeing up road space in our towns and villages for sustainable transport modes (i.e. walking, cycling and public transport), providing new walking and cycling infrastructure as part of the scheme and improving access to health and education services.
- **Enhancing Regional Accessibility**: Improving accessibility to/from Donegal for employers, exporters, tourists and the general public.
- **Strategic/Cross border:** Improving cross border connectivity, unlocking the potential of the North West City Region and the Atlantic Economic Corridor.

Furthermore, the strategic importance of this project to the County is highlighted by the fact that:

- Enhanced Regional accessibility, including upgrading access to the North-West utilising routes such as the N14 and progressive development of the Atlantic Economic Corridor Northwards by upgrading the N15/N13 link, is a National Strategic Outcome of the National Planning Framework Project Ireland 2040.
- The "N15 Ballybofey Bypass", "N13/N14/N56 Letterkenny Bypass and Dual Carriageway to Manorcunningham" and the "N14 Manorcunningham to Lifford" are all listed as priorities for investment within the National Development Plan 2018-2027.
- It is an objective of the Regional Spatial and Economic Strategy for the Northern and Western Regional Assembly Area to deliver the project by 2028. (Objective RPO 3.7.30 of said document refers).
- The project is fundamental to both the success of the North-West City Region and enhanced transport connectivity between Ireland and Northern Ireland, each of which in turn are National Policy Objectives of the National Planning Framework (NPO 45 and 46 of said document refers).

The TEN-T Priority Route Improvement Project, Donegal includes: The mainline and all associated temporary and permanent works including, but not restricted to, all junctions, associated link and other new roads, realignment of existing roads necessitated by the Project along with all earthworks, structures and bridges, drainage, signage, construction compounds, borrow pits and deposition areas related to said project.

N13 Bridgend to County Boundary Route TEN-T Improvement Project

Donegal County Council, in conjunction with the Department of Transport and Transport Infrastructure Ireland, is also progressing the N13 Bridgend to County Boundary Route Improvement

Project. The village of Bridgend sits at the southern end of the Inishowen Peninsula in Co. Donegal on the most strategically important border crossing in the Northwest. The village is bisected by the N13 / A2 transboundary route The strategic importance of the route is supported by the fact that the N13 transboundary route forms part of the EU TEN-T comprehensive network and is the primary link between Letterkenny and Derry City.

This project delivers on the strategies and objectives of the National Development Plan 2021-2030 (NDP) and National Planning Framework 2040 (NPF). It aims to improve connectivity between the regional centres of Letterkenny and Derry City, thereby improving access to employment, education, retail, commercial and health services and onward national and international travel. The N13 currently experiences congestion, with high traffic volumes over 19,000 vehicles per day passing through the village and across the border. The high volumes of traffic, in conjunction with the high number of direct accesses to businesses and properties also impact on the safety of this section of the N13, which under the TII collision ranking is consistently ranked as having a collision rate of above or twice above the national average for this type of road.

Bridgend is predominantly a car centric congested environment and this in turn contributes to a poor quality village centre, with unreliable journey times when accessing this important border crossing, with an average speed for traffic of 24km/h. Environmentally, traffic congestion results in traffic noise and vibration levels along with poor air quality experienced by sensitive receptors and residents along the existing N13. This improvement will aim to minimise where possible the climate and environmental impact.

Supporting National Roads

Donegal County Council recognizes the importance of the N56 within Donegal. The N56 has vastly different levels of use as well as different, sometimes multiple, roles and functions across its 157km from Donegal Town in the South to Letterkenny in the North. In summary the N56 can be viewed under three principle heading in respect to its function and operation.

Strategic Transport Corridor: The N56 is a critical primary transport corridor into Donegal for all goods, services and people. It is critical for compact, urban growth and development as envisaged under national, regional and local policies. It is key to NPF National Strategic outcomes including under Connectivity and All Island Economy. The route forms a significant part of the Wild Atlantic Way and as such is an important enabler for Tourism.

Letterkenny Distributor Road and Interurban Connector: The N56 is a vital transportation corridor within Letterkenny enabling the movement of goods, services and people within the town. It is critical for compact growth, modal shift and economic growth in Donegal's primary town and urban 'centre of significance'. It is also a primary connecting corridor between many of the County's principal towns along the Atlantic coast.

Lifeline Route: The N56 is acknowledged by TII in its emerging strategy for the National Roads network (NR2040) as a lifeline route. It is the sole significant access to and from Letterkenny for all vital emergency services, Fire, Hospital, etc. The TEN-T Priority Route Improvement Project will provide key alternative access in Letterkenny and reduce the current dependency on this single road artery. Other sections of the rural N56 have similar limited network resilience which means that any operational issues arising can rapidly result in shutdown, significant disruption and loss of all critical / emergency access.

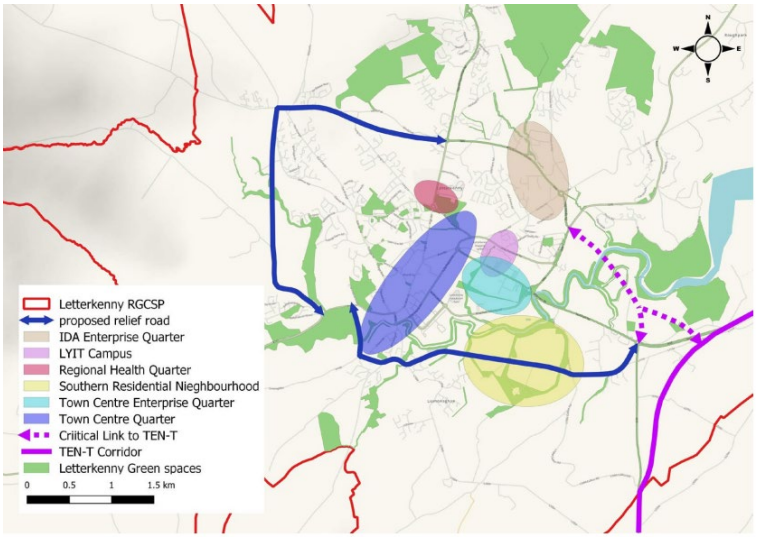
The rural section of the N56 (Five-Points Killybegs to Log Cabin Creeslough –OwenCarrow River) has significantly low-traffic volumes and is situated in the most remote part of the County servicing the largest Gaeltacht region in the Country. Rural and Gaeltacht communities in this region have suffered from generational chronic depopulation. Through the current Socio Economic Statement being developed for Donegal this region is classified as the most deprived and disadvantaged region in the State. The Socio Economic Statement for Donegal is the fact based document that forms the basis for policy development in Donegal.

Donegal County Council seeks to enable the continued survival of our rural and Gaeltacht communities by allowing, where necessary the appropriate, very limited but essential family access to the N56. The proposed policy has been developed with a clear focus to not in any way disrupt or undermine the current multifaceted and vital operation of the N56. This targeted and controlled policy is a minimal response to a clear social, economic, cultural and linguistic challenge facing this rural and Gaeltacht region of Donegal. This low-volume section of the N56 has been identified by Donegal County Council to comply with the 'Low Volume' envelope for 'exceptional circumstances' as defined under the National Planning Guidance. The associated planning criteria have been constituted to be very clear, limited in extent, strictly controlled and administered.



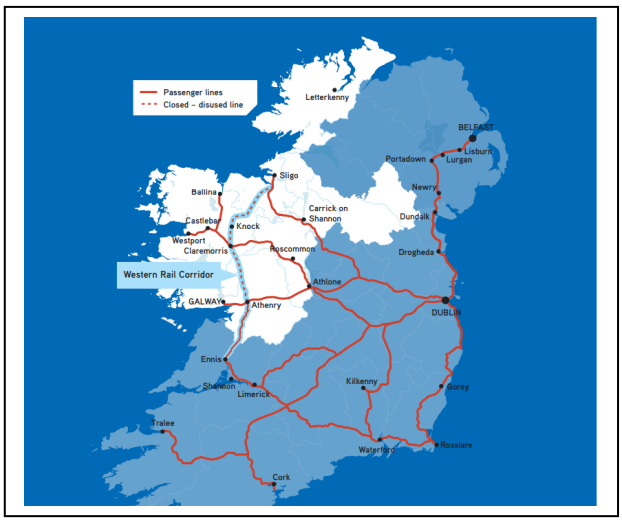
Supporting Regional and Local Roads

Donegal County Council supports the recognition in the RSES that the accessibility of the region also depends upon appropriate management and investment in the supporting regional and local roads, including strategic road improvement projects in urban areas necessary to unlock development opportunities (RSES p.219 refers). Consistent with this approach, this Plan and the emerging Letterkenny Plan and Local Transport Plan identify northern, southern and western strategic multi-modal corridors for these purposes, which projects are specifically identified in the 'Letterkenny Regional Growth Centre Strategic Plan' in the RSES.



(*Reproduced from Fig. 33-Letterkenny Core Projects, NWRA RSES*)

8.1.3.2 Rail



Donegal County Council welcomes the ongoing 'All Island Strategic Rail Review' and has made a submission to the consultation process. The Council also welcomes the statement in the NDP that the Review '…*will examine all aspects of the inter-urban and inter-regional rail network including decarbonising the railway, the feasibility of higher speeds, increased capacity, improved connectivity to the North-West and the enhancement of the Dublin to Mullingar railway line and the creation of a strategic plan for freight. The Western Rail corridor has the potential to revitalise the West of Ireland and the Strategic rail review will examine how it would be delivered.*' *The Council also acknowledges similar aspirations contained in the RSES, and the policies at the end of this Chapter align with this approach.*

RPO 6.16

Investigate the feasibility of extending the rail network to the North West City region from Sligo and Dublin.

8.1.3.3 Buses

As recognised in RSES RPO 3.7.34, the provision of a Regional Transport Hub in Letterkenny will be a critical enabler of increased public transport usage in the County and beyond. The delivery of this project is being progressed by Donegal County Council with the majority of funding thus far having

been secured under the Government's Urban Regeneration and Development Fund (URDF) and the Council providing match funding. This Plan supports the delivery of this project at the strategic level.

RPO 3.7.34

To deliver a multi-purpose Public and Private Regional Transport Hub within the Town Core of Letterkenny to serve County Donegal and the wider region.

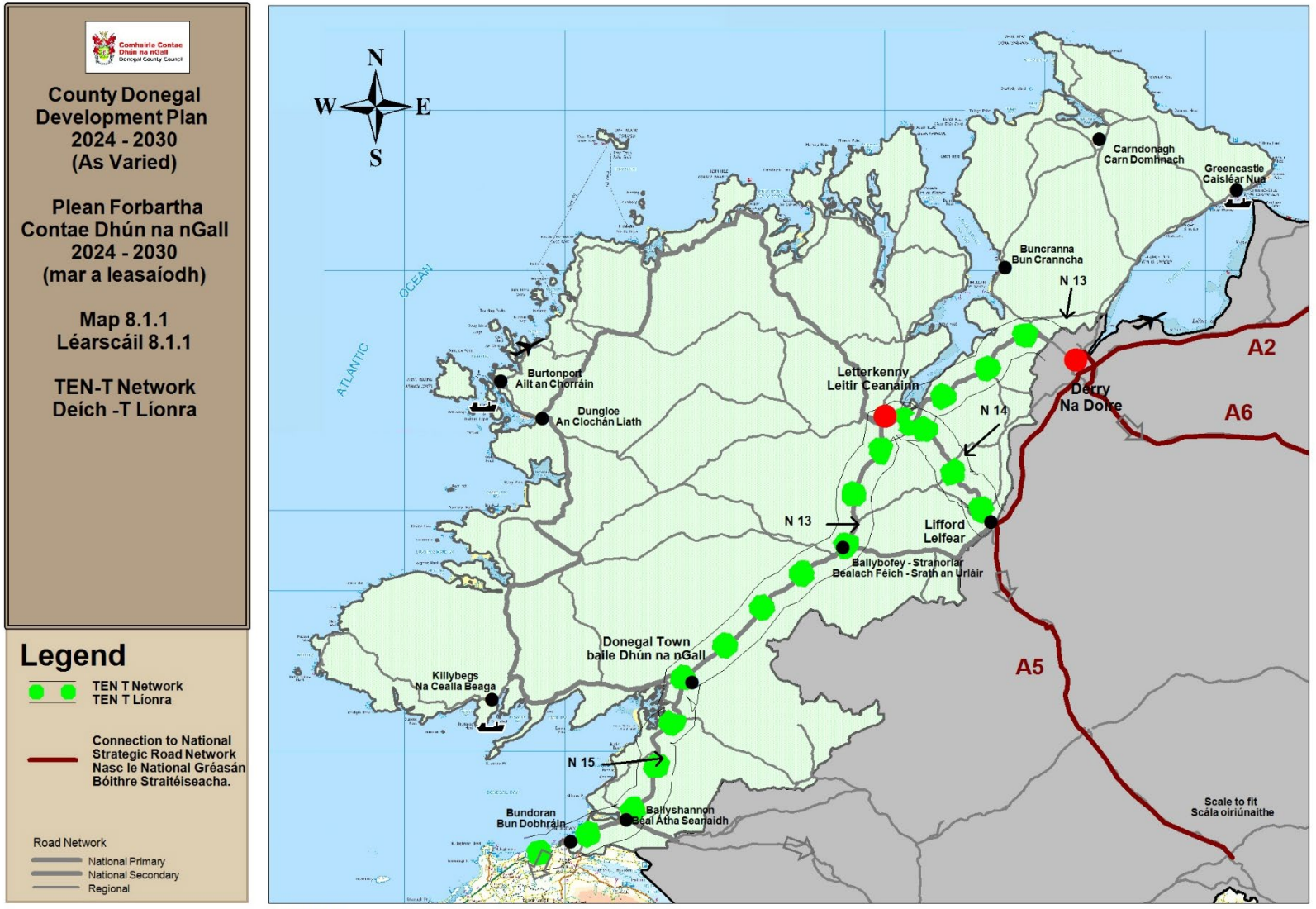
Also in Letterkenny, the Council has been working with the National Transport Authority to expand the bus networks serving the Regional Centre, consistent with the (region-wide) requirements of RPO's 6.20 and 6.21. There is further work to do on this project and the Council is committed to delivering on these badly needed improvements to the public transport offer in the town.

The Council acknowledges the National Transport Authority's '*Connecting Ireland Rural Mobility Plan*'. The Plan is described by the NTA as *'an ambitious programme of enhancements to create a more integrated, accessible, and sustainable public transport network for rural Ireland*'. The Council in particular welcomes the inclusion in the national Phase 2 programme of the proposed 'Planning and Design' of the Moville – Malin Head Tower, and Carndonagh – Buncrana routes respectively programmed to be operational in Q3, 2023.

Table 8.1B: Key Transportation Improvement Projects.

PROJECT	MAP REFERENCE
TEN-T PRIORITY ROUTE IMPROVEMENT PROJECT, DONEGAL	
N15/N13 Ballybofey/Stranorlar Urban Region (Section 1)	Map 8.14
N56/N13 Letterkenny to Manorcunningham (Section 2)	Map 8.1.5
N14 Manorcunningham to Lifford/Strabane/A5 Link. (Section 3).	Map 8.1.6
Other TEN-T Projects	
N13 Bridgend to County Boundary route improvement Project	NOT MAPPED
N13 Stranorlar to Lifford; and	Map 8.1.7
N13 Manorcunningham to Bridgend.	Map 8.1.1
NATIONAL	
N15 Lifford to Ballybofey/Stranorlar, and other sections of the N15 including Corcam Bends.	Map 8.1.7
N56 Mountcharles to Inver, and other sections of the N56 including N56 Doonwell to Drumbrick and N56 Gotahork to Falcarragh.	Map 8.1.8
N56 An Clochan Liath (Dungloe) to Glenties	Map 8.1.9
N56 Inver to Killybegs	Map 8.1.10

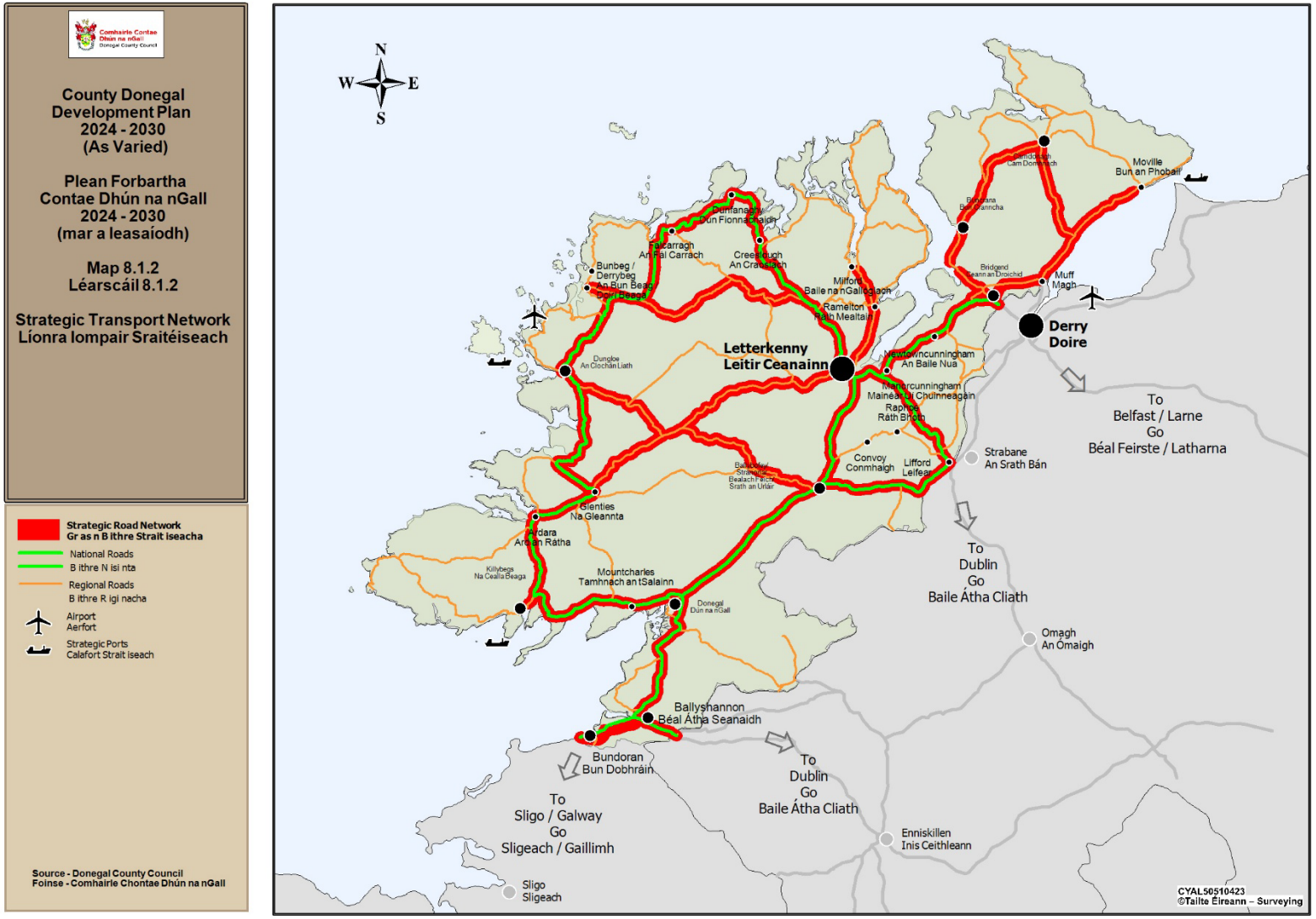
N14/N15 to A5 link (or as may be amended or incorporated, with or without amendment or modification, within the TEN-T developments)	NOT MAPPED
N3 Ballyshannon to Belleck.	Map 8.1.2
OTHER	
Buncrana Inner and Outer Relief Road	Map 8.1.11
Muff Bypass	Map 8.1.12
Ballybofey Link Road	Refer to Seven Strategic Towns Local Area Plan 2018-2024
Burnfoot Bypass	Refer to Settlement Framework Map for Burnfoot.
Killybegs Outer Relief Road	Refer to Seven Strategic Towns Local Area Plan 2018-2024
LETTERKENNY	
Regional Transport Hub, including dedicated bus corridor	Please refer to: Letterkenny Plan and Local Transport |Plan 2023- 2029.
Expansion of Town Bus Services	
Northern Network Project	
Western Network Project	
Southern Network Project (including link to National Road Network	
Bridge linking Leck area with town centre	
Pedestrian bridge linking Oldtown area with town centre	

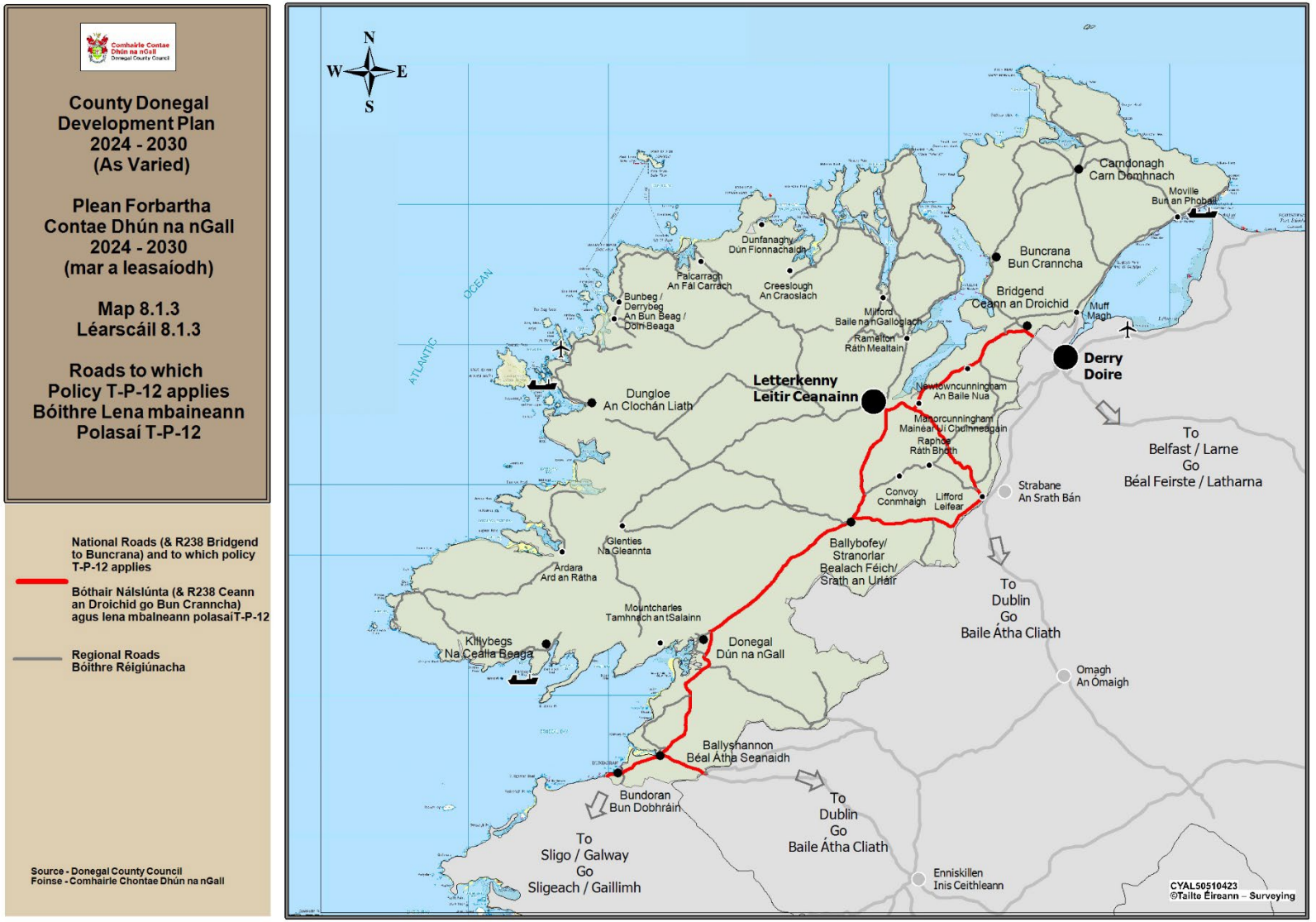


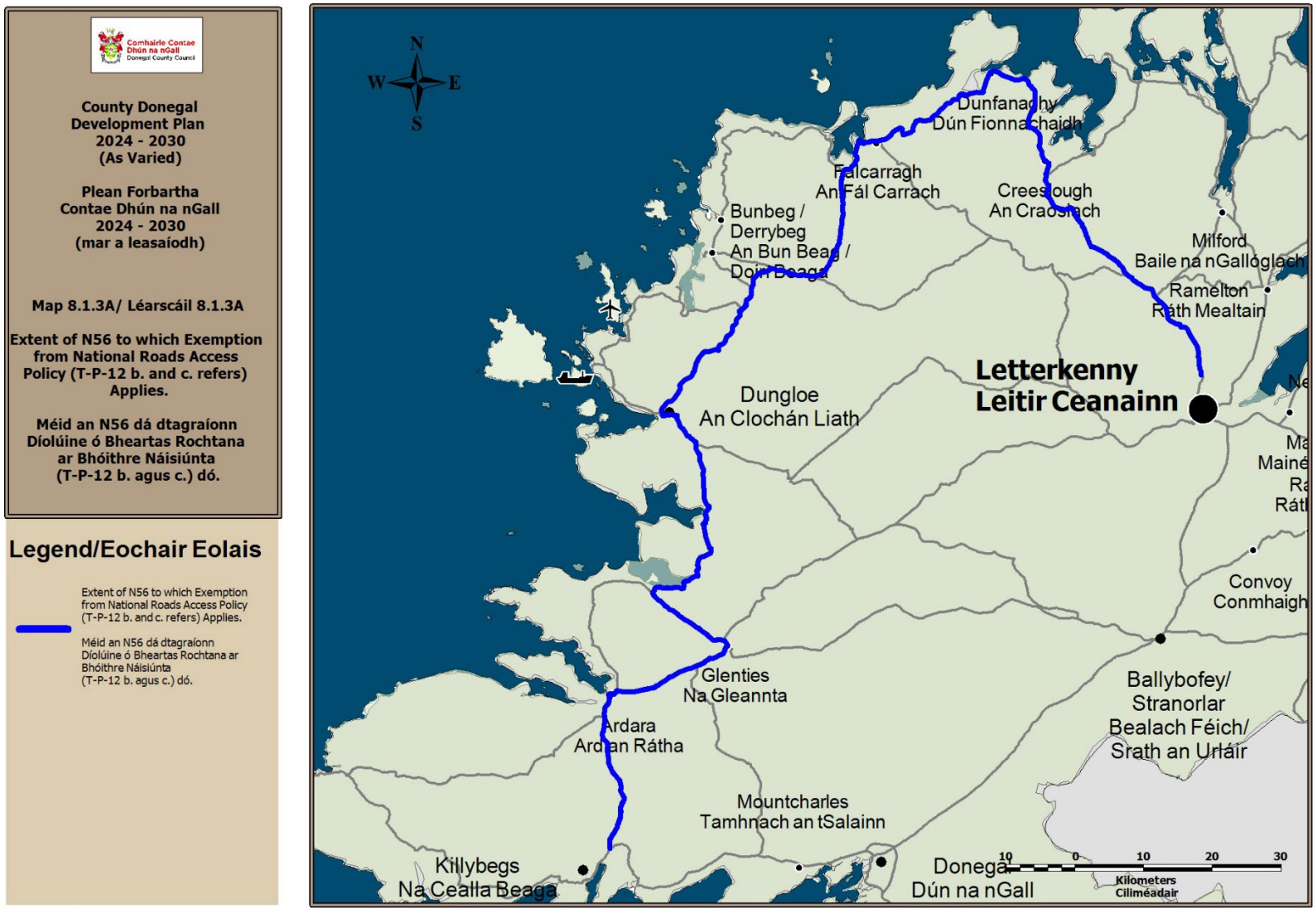
Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall

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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal
Development Plan
2024 - 2030
(As Varied)
Plean Forbartha
Contae Dhún na nGall
2024 - 2030
(mar a leasaíodh)
Map 8.1.2
Léarscáil 8.1.2
Strategic Transport Network
Líonra Iompair Sraitéiseach
Strategic Road Network
Gr as n B ithre Strait iseacha
National Roads
B ithre N isi nta
Regional Roads
B ithre R igi nacha
Airport
Aerfort
Strategic Ports
Calafort Strait iseach
Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall
N
W
E
S
Letterkenny
Leitir Ceanainn
Derry
Doire
Moville
Bun an Phobail
Muff
Magh
Milford
Baile na nGallóglach
Ramelton
Rath Mealtain
Bunbeg /
Derrybeg
An Bun Beag
Dún Beagán
Dunglow
An Clochán Liath
Gortahork
Gort a' Choirce
Creeslough
An Craoslach
Falcarragh
An Fál Carrach
Damhanaigh
Dún Fionnachaidh
Milltownpunnigham
An Baile Nua
Millfarcunningham
Mainéar Uí Chuinneagáin
Rapness
Rath Bhoth
Convoy
Conmhaigh
Lifford
Leifear
Strabane
An Srath Bán
Glenties
Na Gleannta
Ardara
Ard an Rátha
Killybegs
Na Cealla Beaga
Mountcharles
Tamhnach an tSalainn
Donegal
Dún na nGall
Omagh
An Ómaigh
Ballyshannon
Béal Átha Seanaidh
Bundoran
Bun Dobhráin
Sligo
Sligeach
Enniskillen
Inis Ceithleann
To
Belfast / Larne
Go
Béal Feirste / Latharna
To
Dublin
Go
Baile Átha Cliath
To
Dublin
Go
Baile Átha Cliath
To
Sligo / Galway
Go
Sligeach / Gaillimh
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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal
Development Plan
2024 - 2030
(As Varied)
Plean Forbartha
Contae Dhún na nGall
2024 - 2030
(mar a leasaíodh)
Map 8.1.3
Léarscáil 8.1.3
Roads to which
Policy T-P-12 applies
Bóithre Lena mbaineann
Polasaí T-P-12
National Roads (& R238 Bridgend to Buncrana) and to which policy T-P-12 applies
Bóthair Nálslúnta (& R238 Ceann an Droichid go Bun Crannchа) agus lena mbaineann polasaí T-P-12
Regional Roads
Bóithre Réigiúnacha
Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall
N
W
E
S
OCEAN
ATLANTIC
Letterkenny
Leitir Ceanainn
Derry
Doire
Buncrana
Bun Crannchа
Carndonagh
Carn Domhnach
Moville
Bun an Phobail
Bridgend
Ceann an Droichid
Muff
Magh
Dunfanaghy
Dún Fionnachaidh
Creeslough
An Craoslach
Milford
Baile na nGallóglach
Ramelton
Ráth Mealtain
Dungloe
An Clochán Liath
Newtowncunningham
An Baile Nua
Manorcunningham
Maineir Uí Chuinneagáin
Raphoe
Ráth Bhoth
Convoy
Conmhaigh
Lifford
Leifear
Strabane
An Srath Bán
To
Belfast / Larne
Go
Béal Feirste / Latharna
Glenties
Na Gleannta
Ardara
Ard an Rátha
Ballybofey/
Stranorlar
Bealach Féich/
Srath an Urláir
To
Dublin
Go
Baile Átha Cliath
Mountcharles
Tamhnach an tSalainn
Killybegs
Na Ceallia Beaga
Donegal
Dún na nGall
Omagh
An Ómaigh
Ballyshannon
Béal Átha Seanaidh
Bundoran
Bun Dobhráin
To
Sligo / Galway
Go
Sligeach / Gaillimh
To
Dublin
Go
Baile Átha Cliath
Enniskillen
Inis Ceithleann
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Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall

Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 - 2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024 - 2030 (mar a leasaíodh)

Map 8.1.4
Léarscáil 8.1.4

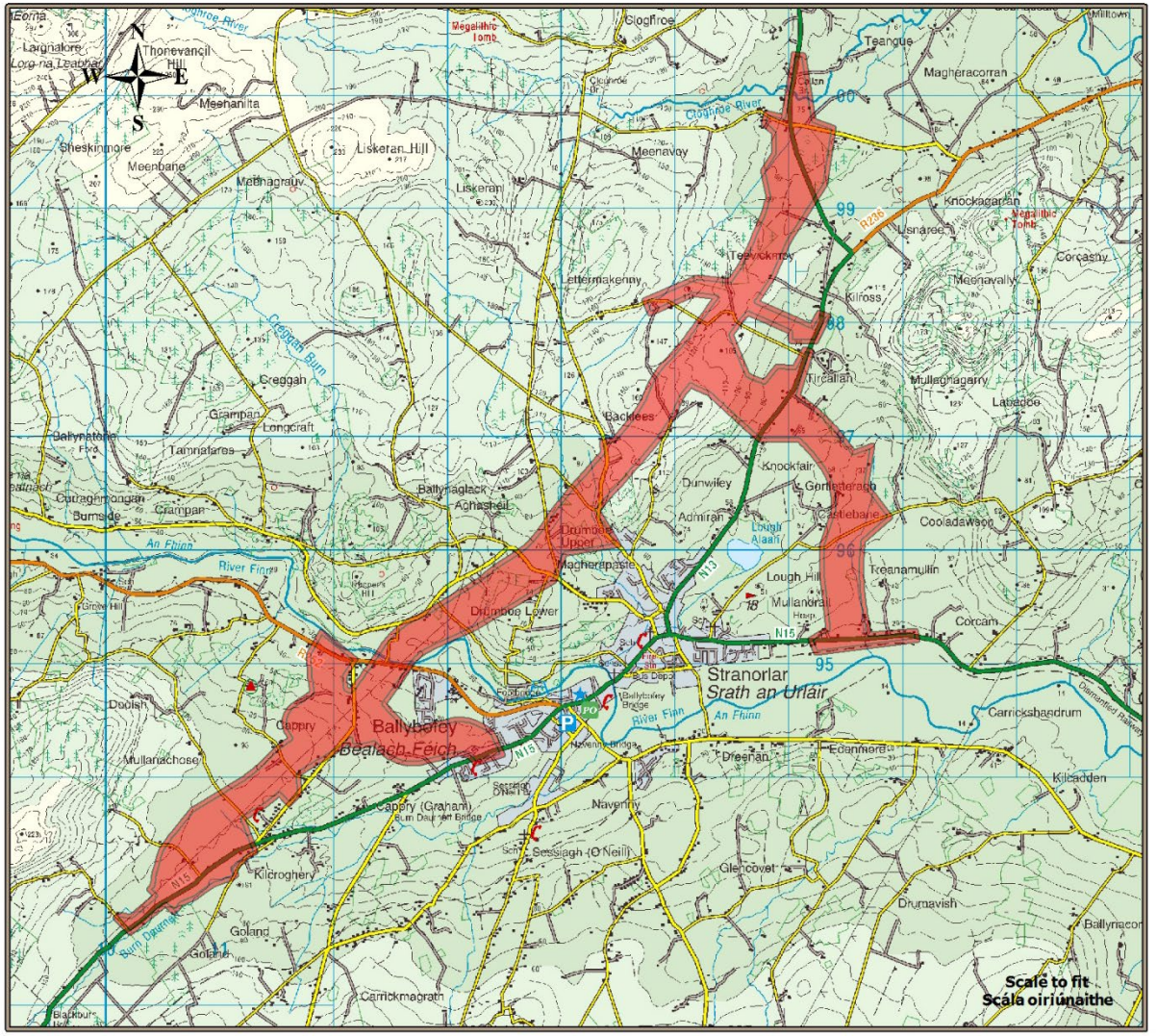
TEN-T Priority Route Improvement Project, Donegal (TEN-T PRIPD)

Section 1 (N15/N13 Ballybofey/ Stranorlar Urban Region)

Tionscadal Feabhsúcháin Bhealach Tosaíochta, Dún na nGall (TFBTD TEN-T)

Alt 1 (Réigiún Uirbeach N15/N13 Bealach Féich/Shrath an Urláir)

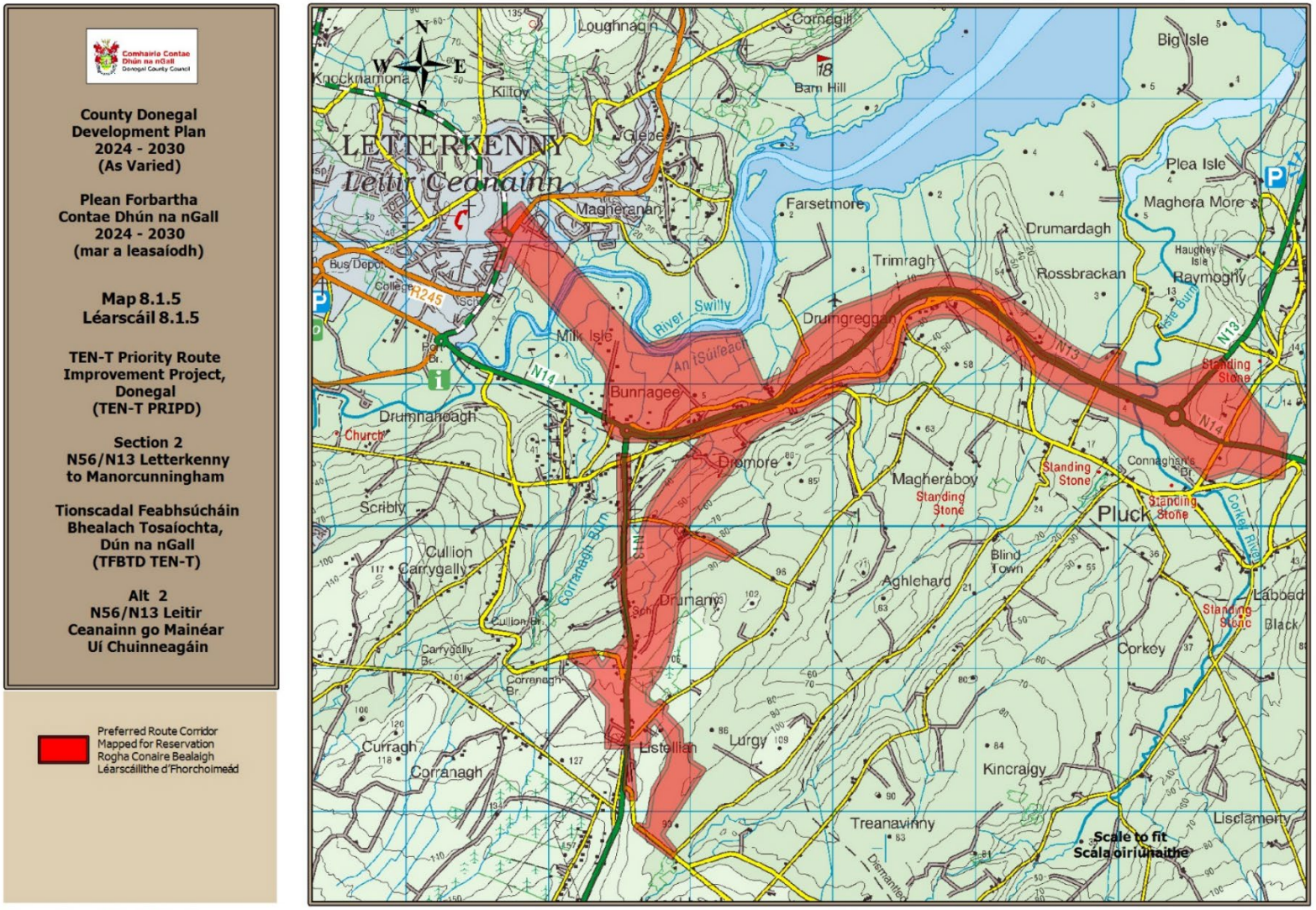
Preferred Route Corridor Mapped for Reservation
Rogha Conaire Bealaigh Léarscáilithe d'Fhorchoimeád



Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall

To be read in conjunction with relevant accompanying text contained in the front section of this appendix as well as other relevant objectives & policies of the CDP.
Le Léamh i gcomhar leis an téacs ábhartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóirí agus beartais ábhartha eile sa PFC.

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Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall

To be read in conjunction with relevant accompanying text contained in the front section of this appendix as well as other relevant objectives & policies of the CDP.
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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 - 2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024 - 2030 (mar a leasaíodh)

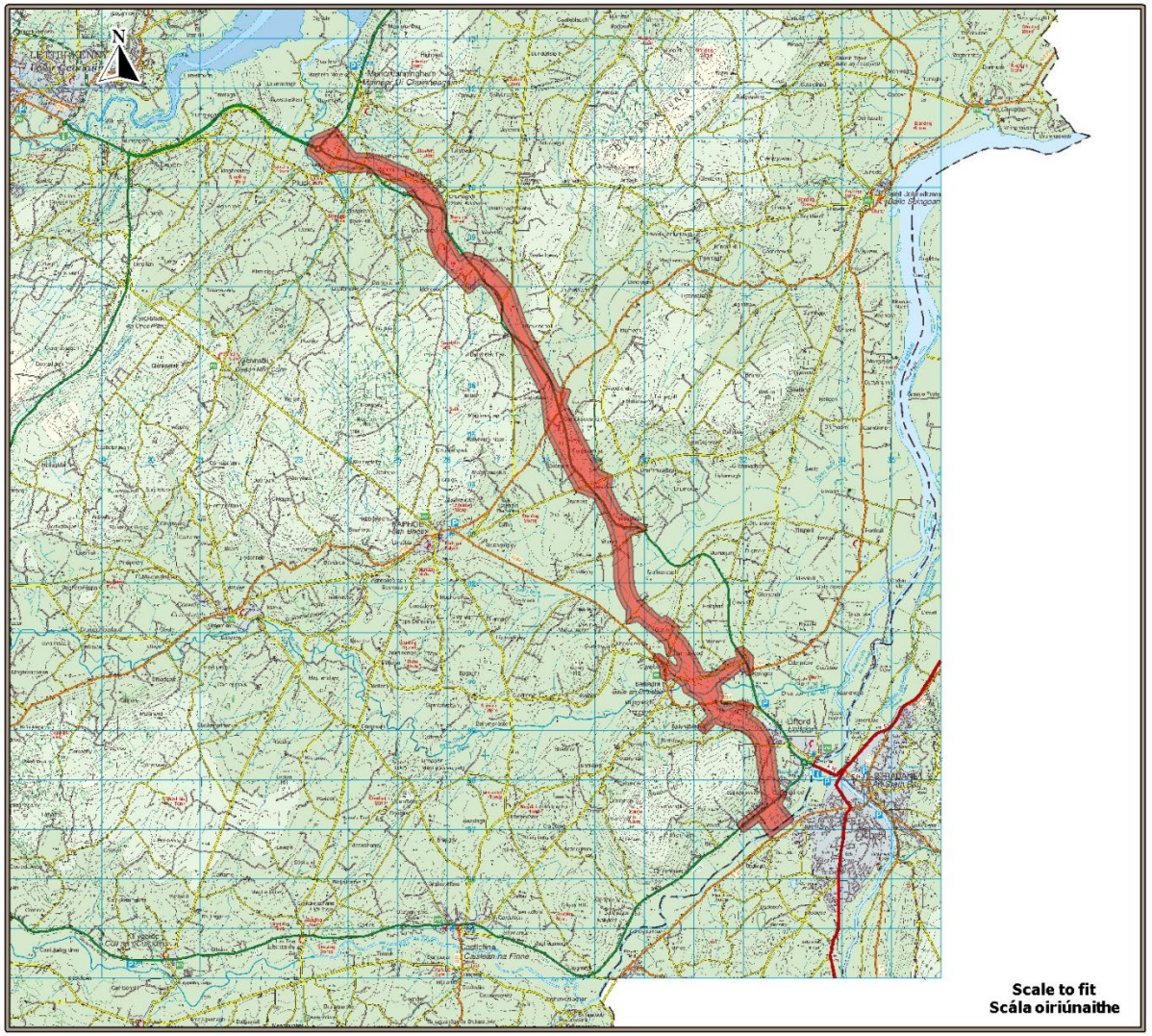
Map 8.1.6
Léarscáil 8.1.6

TEN-T Priority Route Improvement Project Donegal
TEN-T PRIPD

Section 3
N14 Manorcunningham to Lifford / Strabane / A5 Link

Tionscadal Feabhsúcháin Bhealach Tosaíochta, Dún na nGall
TFBTD TEN-T

Alt 3
An N14 Mainéar Uí Chuinneagáin go Leifear/ An Srath Bán/Bóthar Ceangail A5

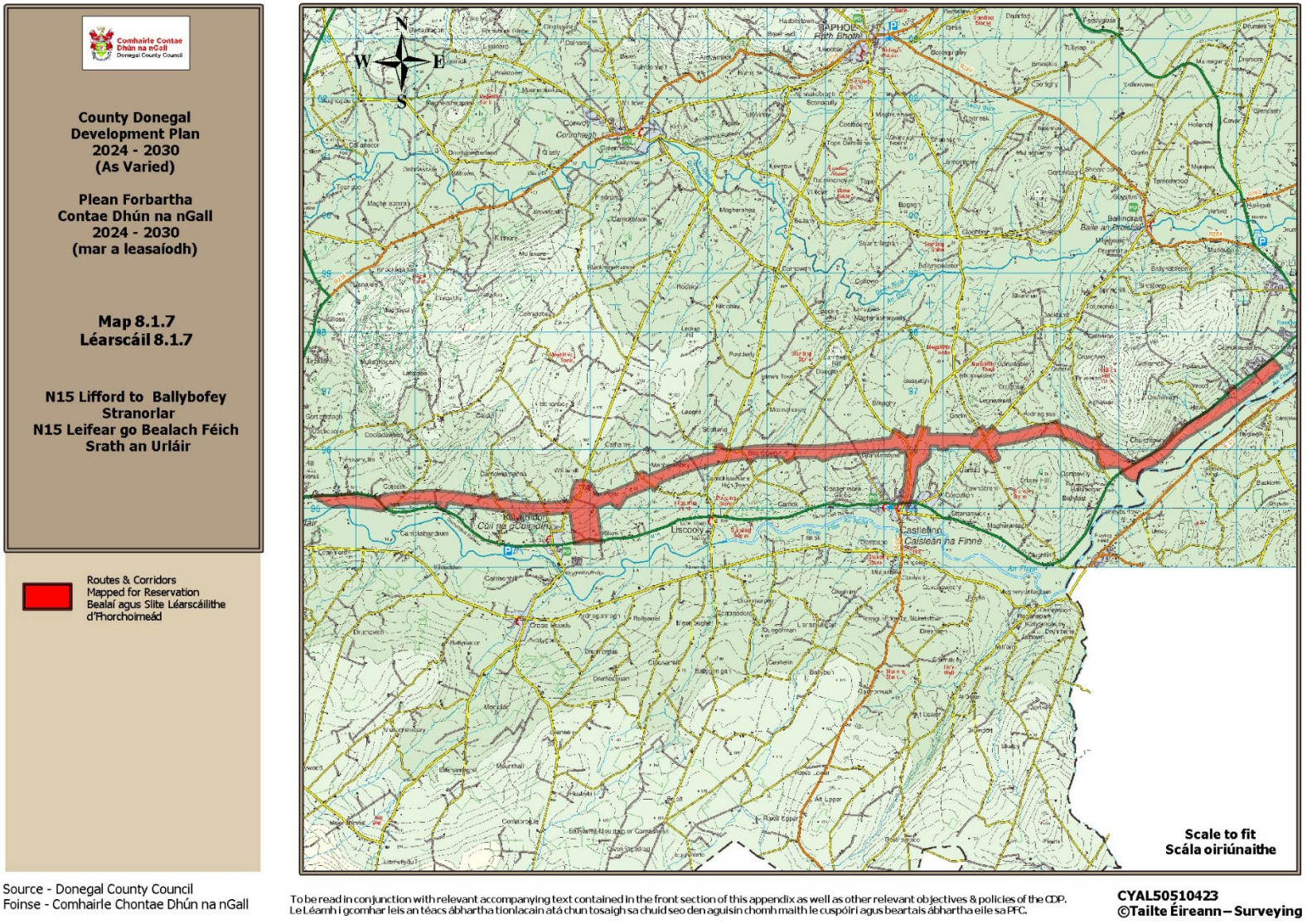


Preferred Route Corridor Mapped for Reservation
Rogha Conaire Bealaigh Léarscáilithe d'Fhorchoimeád

Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall

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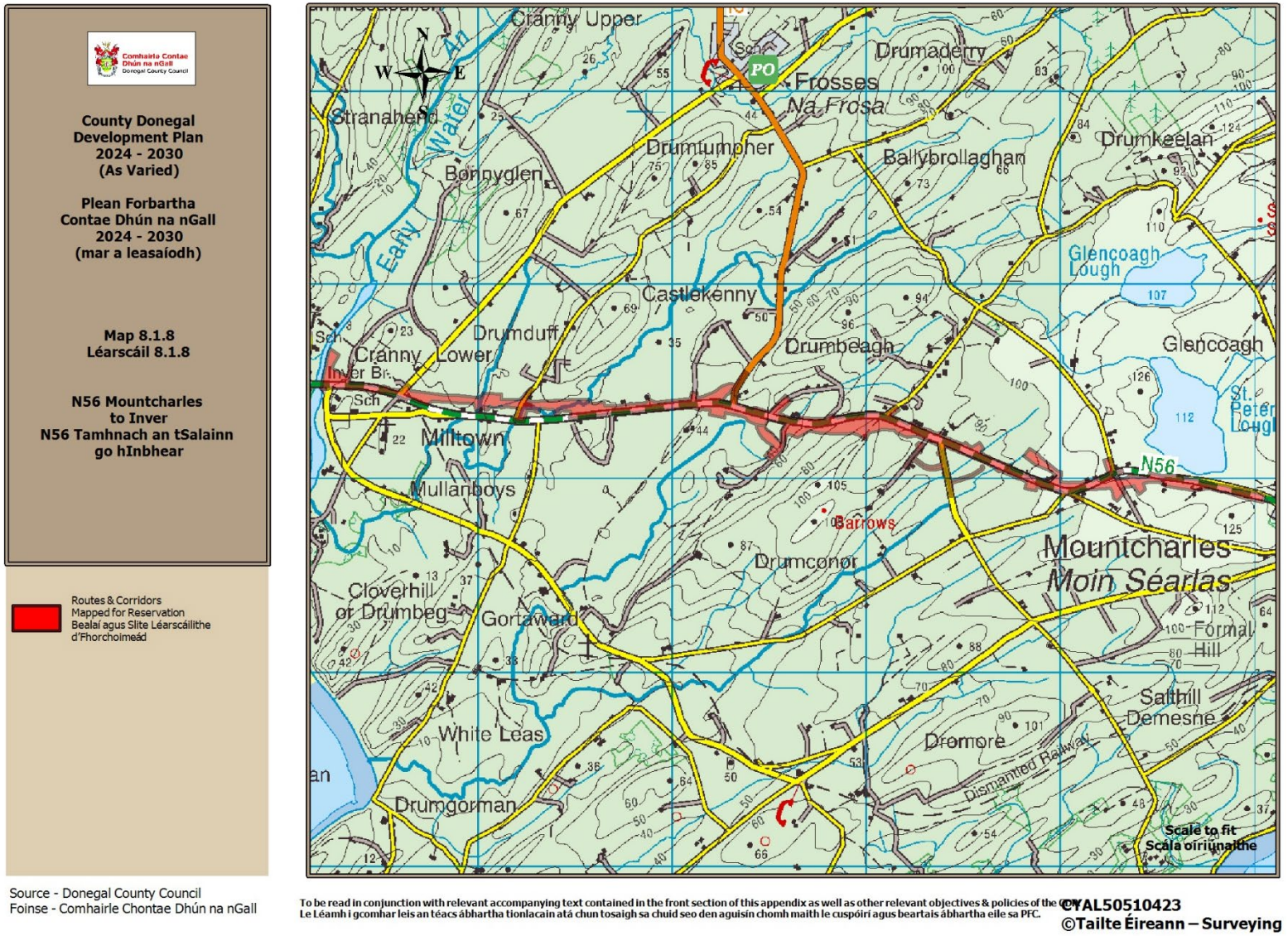
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Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall

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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal
Development Plan
2024 - 2030
(As Varied)
Plean Forbartha
Contae Dhún na nGall
2024 - 2030
(mar a leasaíodh)
Map 8.1.8
Léarscáil 8.1.8
N56 Mountcharles
to Inver
N56 Tamhnach an tSalainn
go hInbhear
Routes & Corridors
Mapped for Reservation
Bealaí agus Slite Léarscáilithe
d'Fhorchoimeád
Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall
Cranny Upper
Drumaderry
Frosses
Na Frosa
Stranaheard
Early Water
An
Drumtumpher
Ballybrollaghan
Drumkeelan
Bonnyglen
Glencoagh
Lough
Castlekenny
Drumduff
Cranny Lower
Drumbeagh
Glencoagh
Milltown
N56
Mullanboys
Barrows
Mountcharles
Moin Séarlas
Drumconor
Cloverhill
or Drumbeg
Gortaward
Formal
Hill
Salthill
Demesne
White Leas
Dromore
Dismantled Railway
Drumgorman
Scale to fit
Scála oiriúnaithe
To be read in conjunction with relevant accompanying text contained in the front section of this appendix as well as other relevant objectives & policies of the CDP
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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 - 2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024 - 2030 (mar a leasaíodh)

Map 8.1.9
Léarscáil 8.1.9

N56 An Clochán Liath/Dungloe Glenties (Kilraine) N56 An Clochán Liath Na Gleannta (Cill Riáin)

Routes & Corridors Mapped for Reservation
Bealaí agus Slite Léarscáilithe d'Fhorchoimeád



Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall

To be read in conjunction with relevant accompanying text contained in the front section of this appendix as well as other relevant objectives & policies of the CDP.
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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 - 2030 (As Varied)

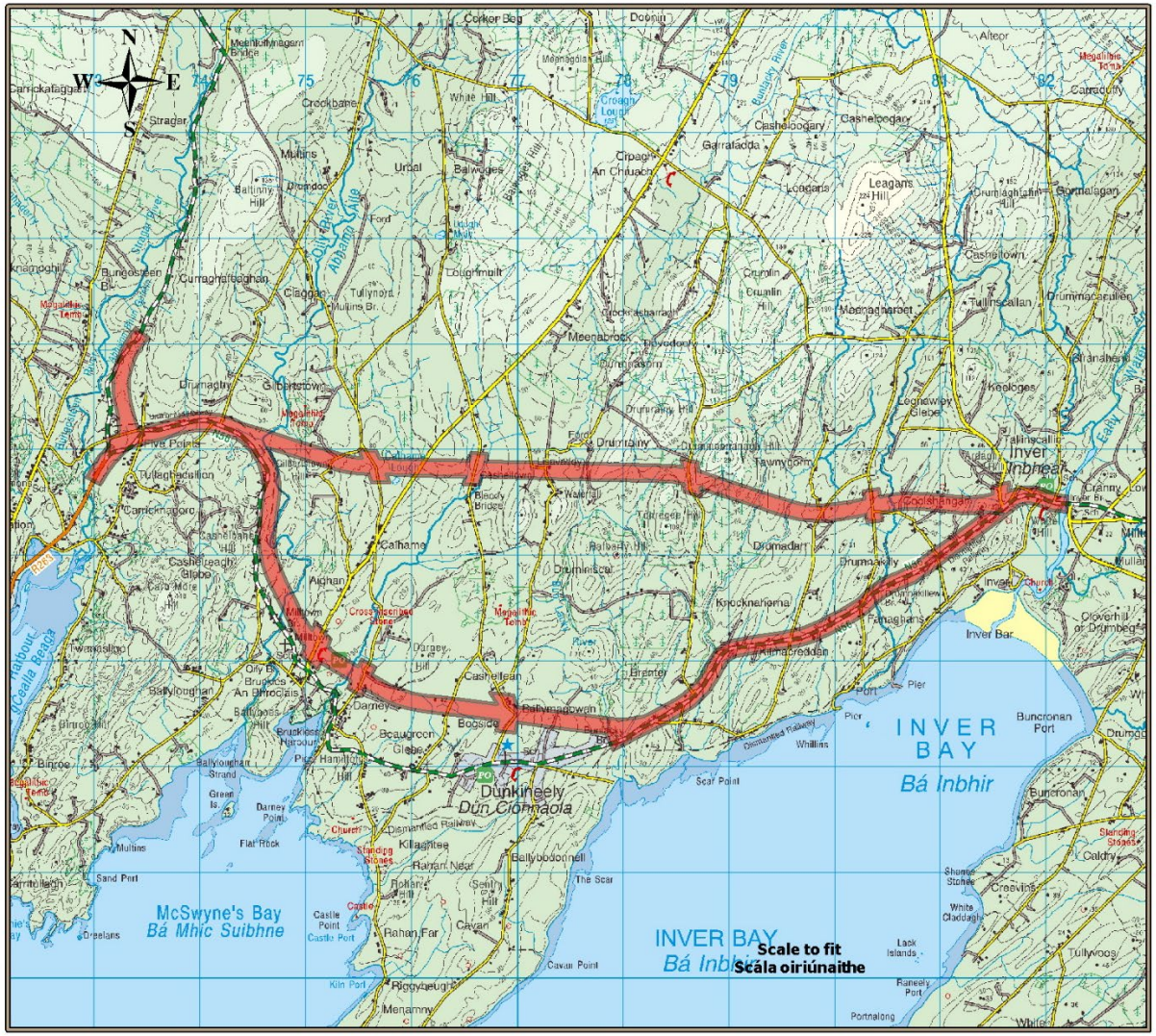
Plean Forbartha Contae Dhún na nGall 2024 - 2030 (mar a leasaíodh)

Map 8.1.10
Léarscáil 8.1.10

N56 Inver to Killybegs
N56 Inbhear go Na Cealla Beaga

Routes & Corridors Mapped for Reservation
Bealaí agus Slite Léarscáilithe d'Fhorchoimeád

[Route open to further Consultation with Elected Members]
(D'fhéadfaí an bealach seo a phlé tuilleadh le Comhairleoirí tofa)



Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall

To be read in conjunction with relevant accompanying text contained in the front section of this appendix as well as other relevant objectives & policies of the CDP.
Le Léamh i gcomhar leis an téacs ábhartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóirí agus beartais ábhartha eile sa PFC.

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Donegal County Council

County Donegal Development Plan 2024 - 2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024 - 2030 (mar a leasaíodh)

Map 8.1.11
Léarscáil 8.1.11

Buncrana Inner & Outer Relief Roads
Bóithre Faoisimh Laistigh agus Lasmuigh Bhun Cranncha

Tie in route
Ceangail i Bealach

Outer Relief Road
Bóthar Faoisimh Anuigh

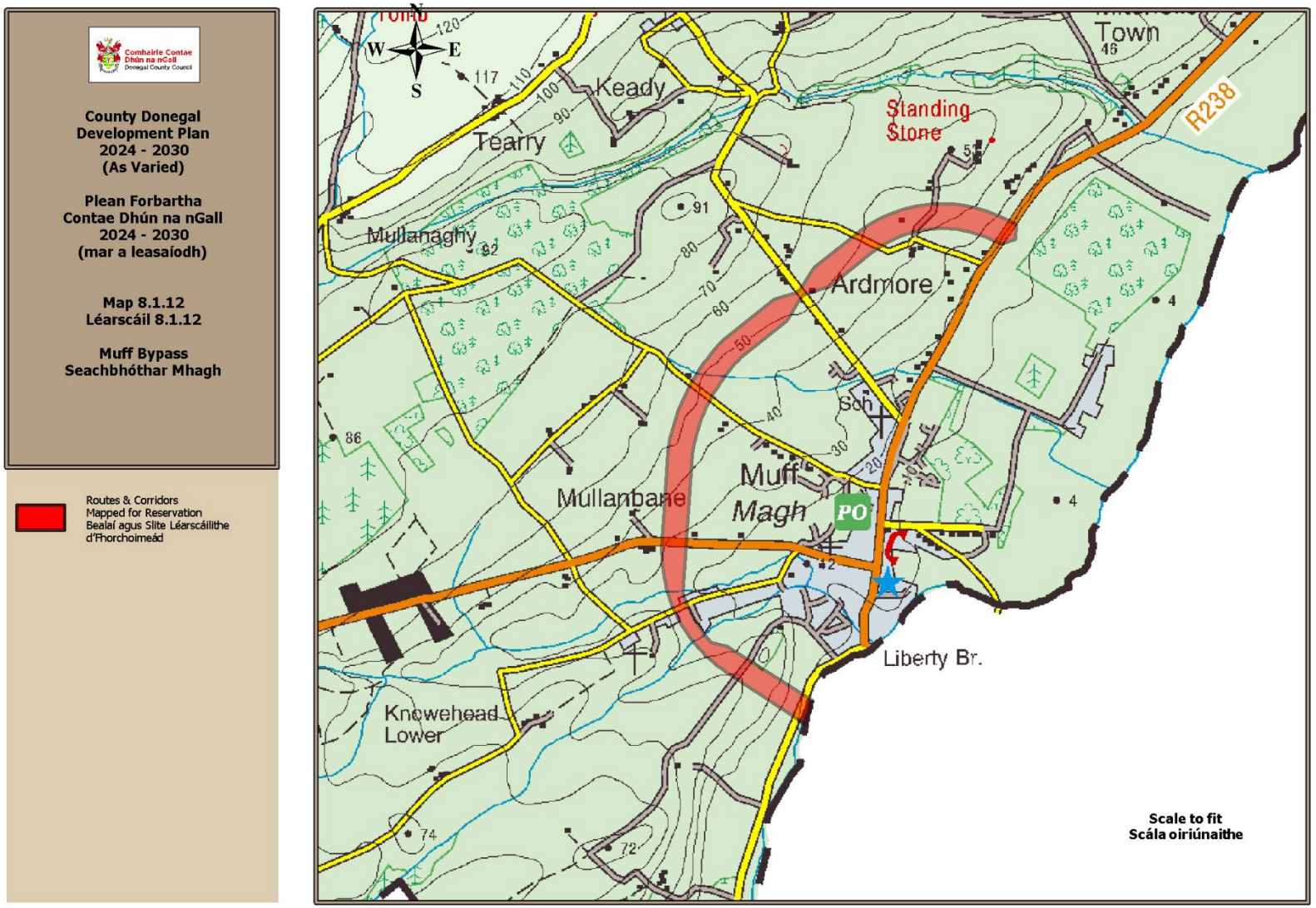
Inner Relief Road
Bóthar Faoisimh Inmheánach



Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall

To be read in conjunction with relevant accompanying text contained in the front section of this appendix as well as other relevant objectives & policies of the CDP.
Le Léamh i gcomhar leis an téacs ábhartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóirí agus beartais ábhartha eile sa PFC.

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Donegal County Council
County Donegal
Development Plan
2024 - 2030
(As Varied)
Plean Forbartha
Contae Dhún na nGall
2024 - 2030
(mar a leasaíodh)
Map 8.1.12
Léarscáil 8.1.12
Muff Bypass
Seachbhóthar Mhagh
Routes & Corridors
Mapped for Reservation
Bealaí agus Slite Léarscáilithe
d'Fhorchoimeád
Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall
N
W
E
S
Keady
Tearry
Mullanaghy
Standing
Stone
Town
R238
Ardmore
Soh
Muff
Magh
PO
Mullanbane
Liberty Br.
Knowehead
Lower
Scale to fit
Scála oiriúnaithe
To be read in conjunction with relevant accompanying text contained in the front section of this appendix as well as other relevant objectives & policies of the CDP.
Le Léamh i gcomhar leis an téacs ábhartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóirí agus beartais ábhartha eile sa PFC.
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8.1.4 Sustainable Mobility

Donegal County Council is committed to improving the networks of active travel facilities in the County in line with national policy as contained in the Government's 'National Sustainable Mobility Policy' (2022). The Council's commitment is evidenced in the active travel content of the emerging Letterkenny Plan and Local Transport Plan, and the active travel measures contained in the town Plans for Ballybofey/Stranorlar, Buncrana and Bundoran contained within this Plan. The recently established Active Travel team within the Transportation and Roads Directorate is progressing the implementation of a range of projects across the County including a Greenways Strategy.



8.1.4.1 Greenways Strategy

The programme for Government as set out in 'Our Shared Future' acknowledges the wide-ranging benefits of Greenway Infrastructure including tourism development, recreational, quality of life, sustainable mobility and climate change mitigation. Government policy aims to lead the development of an integrated national greenways strategy.

Within Donegal some significant infrastructure advancements have been made in this regard through the development of the Interreg IV cross border NW Greenway project in partnership with cross border authority Derry City and Strabane District Council (lead partner) with phase 1 complete from Strabane to Lifford and phases 2& 3 currently under construction. Other schemes are at early stages of project development by DCC and TII. In addition, walking and cycling infrastructure is planned as an integral part of key strategic roads projects (e.g. TEN-T PRIPD, and 56 improvement schemes). In this regard, this Plan supports broad strategic greenway and sustainable mobility opportunities

between key nodes based on the framework set out below whilst retaining the possibility of providing additional connecting links to specific locations/settlements along these routes.

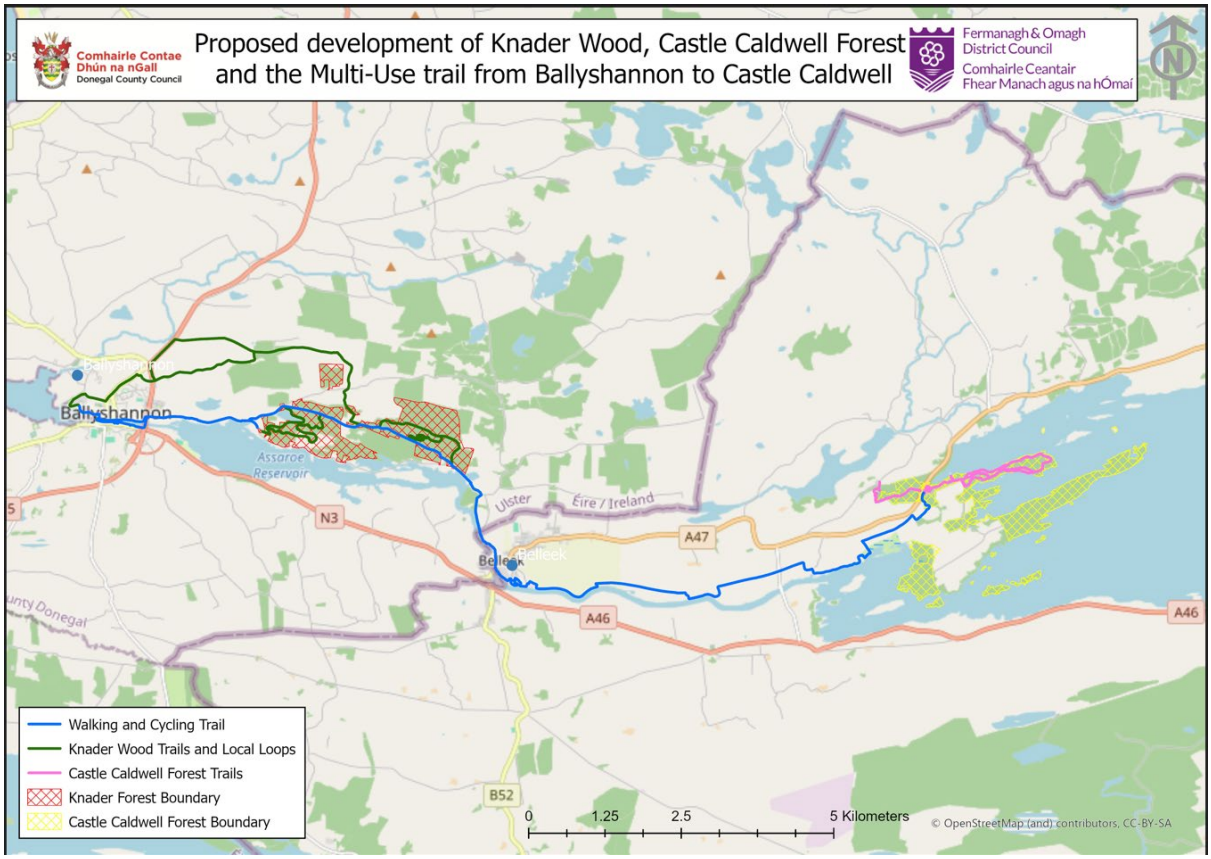
Table 8.2: Strategic Greenways Opportunities

Strategic Greenway Opportunities
Inishowen Greenway (Including from Bridgend to Buncrana and Newtowncunningham, Buncrana to Carndonagh via Quigleys Point to Muff).
Letterkenny to Burtonport
Carrigans to Bundoran (including Barnesmore Gap Greenway and Carrigans, Lifford to Castlefin)
Sustainable Mobility Infrastructure Opportunities (forming part of Strategic Transport Schemes)
Letterkenny to Lifford (forming part of Section 3 of the TEN-T PRIPD)
Ballybofey Stranorlar (forming part of Section 1 of the TEN-T PRIPD)
Manorcunningham to Letterkenny (forming part of Section 1 of the TEN-T PRIPD)
N56 (including from Donegal Town, to Clochan Liath, Gaoth Dobhair, Falcarragh and Kilmacreanan)
Future Potential Strategic Active Travel Opportunities
Killybegs to Glencolmcille.
Ballybofey to Glenties.
Fanad Peninsula.
Donegal Town to Killybegs
Ballyshannon to Belleek Via Route to South of Assaroe Lake

In addition to the above, this Plan also supports the implementation and delivery of projects arising from: the National and Donegal Outdoor Recreation Strategy; the National Cycle Network and the Draft Donegal Cycle Network (currently under development).

8.1.4.2 Strategic Cross border Active Travel Opportunity

Donegal County Council, Fermanagh and Omagh District Council and Erne Enterprise have identified an active travel/tourism route linking Ballyshannon with Belleck as a route of potential regional significance. The broad areas of the route are identified on the map below:



This plan supports the principle of such a development.

8.1.5 Integrated Land Use and Transportation

National and Regional policy requires the integration of land use and transport planning in developing sustainable future urban environments as such measures can achieve efficiencies in the location, scale, density and mix of land-uses in creating more compact urban growth. In turn, this can help reduce the need to travel, create greater opportunities for a choice in active travel and in turn creating sustainable urban neighbourhoods.

RPO 6.29

The management of space in town and village centres should deliver a high level of priority and permeability for walking, cycling and public transport modes to create accessible, attractive, vibrant and safe, places to work, live, shop and engage in community life.

RPO 6.30

Planning at the local level should promote walking, cycling and public transport by maximising the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services and other services at the local level such as schools.

RPO 6.31

New development areas should be permeable for walking and cycling and the retrospective implementation of walking and cycling facilities should be undertaken where practicable in existing neighbourhoods, to give a competitive advantage to these modes. Prioritisation should be given to schools and areas of high employment density.

Donegal County Council supports this policy agenda, and Objectives T-O-1 to T-O-5 inclusive and Policy T-P-3 set out this Authority's planning approach to these matters.

Objectives and Policies

Sustainable Modes

Integration of Development and Transportation

Objective

T-O-1 [CC]	To promote sustainable development and transportation strategies in urban and rural areas including the promotion of measures to: a. reduce energy demand in response to the likelihood of increases in energy and other costs due to long-term decline in non-renewable resources; b. reduce anthropogenic greenhouse gas emissions; and c. address the necessity of adaptation to climate change.

Policies

T-P-1	To integrate land use and transportation considerations to optimise the availability and use of sustainable transport modes in settlements.
T-P-2	To apply the principles of the National Transport Authority's (NTA) 'Area Based Transport Assessment' guidance, in consultation with the NTA, in the preparation of Local Transport Plans to accompany Local Area Plans as well as detailed Urban Plans. The ABTA approach will also be applied to Settlement Framework-type plans where relevant.
T-P-2A	To require new developments, as appropriate, include a street network (including links through open spaces) based on the concept of Filtered Permeability, whereby a permeable and legible urban environment is created for pedestrians and cyclists, and where applicable public transport vehicles, optimising movement for these modes while managing movement by private car to prevent through traffic.
T-P-2B	To support the principle of the development of an active travel link between Ballyshannon and Belleck.

Active Travel

Objectives

T-O-2 [CC]	To secure the development of strategic, coherent and high-quality walking and cycling networks that are integrated with public transport and connected with cultural, recreational, commercial, educational and employment destinations and attractions consistent with the National Outdoor Recreation Strategy, 2023-2027, the Donegal Outdoor Recreation Strategy, and the Donegal networks as identified in the Cycle Connects: Ireland's Cycle Network Plan and as developed through the Local Transport Plan process.
T-O-3	To protect and acquire the lands necessary for sustainable transportation improvement projects, including those identified in Table 8.2: Strategic Greenways Opportunities
T-O-4 [CC]	To provide for safer routes to schools within the County and promote walking cycling and scooting as safe and suitable modes of transport, including as part of local traffic management improvements and An Taisce's Green Schools Programme.
T-O-5 [CC]	To retrospectively provide safe walking and cycling infrastructure, segregated from other traffic, in settlements and into settlements from suitable adjacent rural areas accessing cultural, recreational, commercial, educational and employment destinations and attractions.

Policy

T-P-3 [CC]	To consider all developments against the general objectives of providing safe and effective active travel linkages and public transport facilities and to require the provision of such facilities. In this regard, it shall be the policy of the Planning Authority to require that: a. development proposals protect potential linkages (such as linear parks, roads, footpaths, trails, greenways and cycleways) where the Authority considers that a strategic opportunity exists to provide linkages to, or between, adjoining areas; and b. the design and layout of multiple residential, community, large scale industrial and commercial developments incorporate distinct and effective provisions for pedestrian and vehicular traffic movements within the site and its locality.

Public Transport

Objectives

T-O-6 CC	To support and facilitate: a. the provision of new, and the expansion of existing public transport services and supporting infrastructure; and b. the use of emerging renewable energy technologies for the transport fleet.
T-O-7 CC	To secure the provision of a rail link between: a. Letterkenny and Derry; and b. Letterkenny and Sligo.
T-O-8	To develop a centrally-located transport hub in Letterkenny and to seek to develop a dedicated bus corridor between the hub and the eastern edge of the town.

Policy

T-P-4 CC	To collaborate with the National Transport Authority in the preparation and implementation of the 'Connecting Ireland' programme.

Electric Vehicles

Policy

T-P-5 CC	To facilitate the provision of off-street charging facilities, and to only facilitate on-street facilities where there are no alternatives. Any on-street charging facilities shall only be permitted where it is demonstrated that they do not create obstacles to other street users.

Air

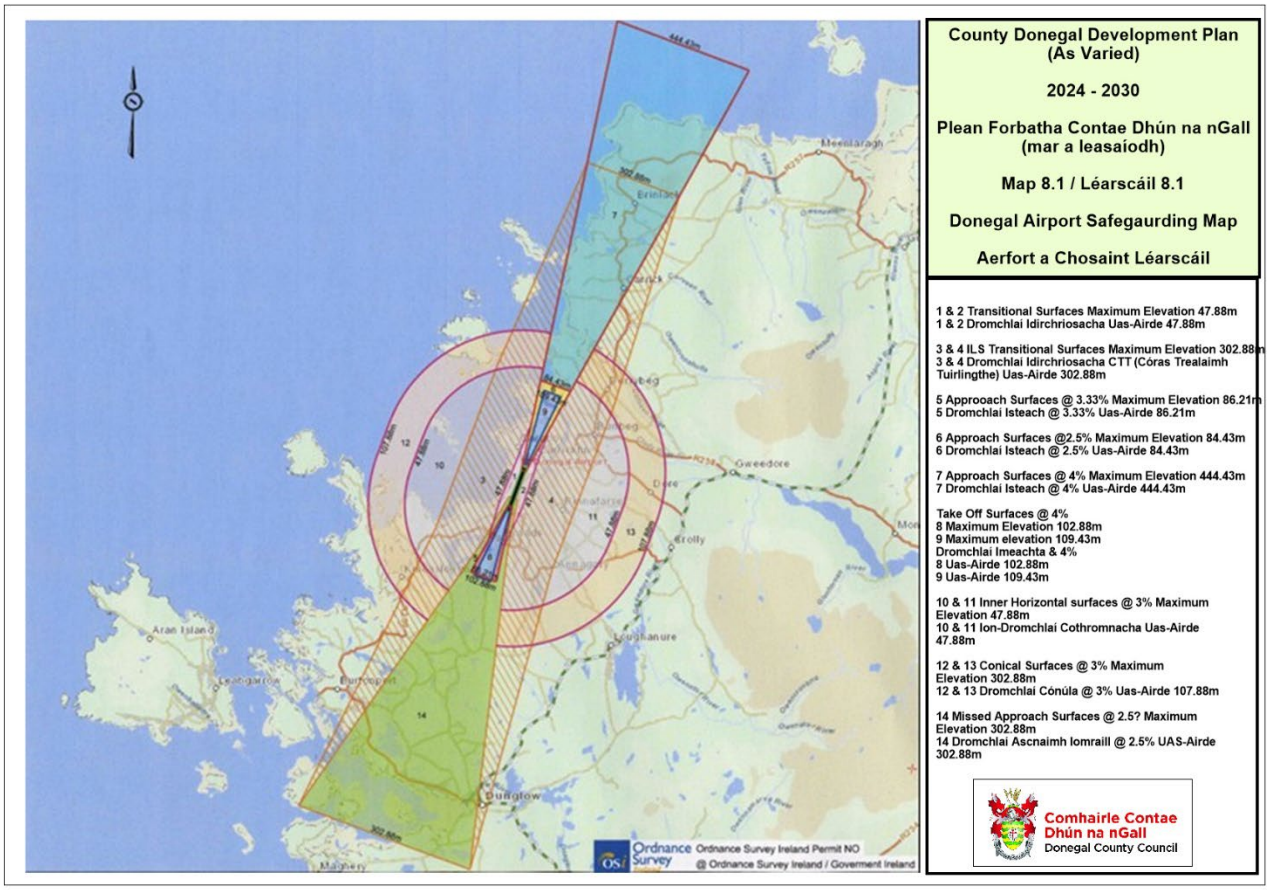
Objective

T-O-9	To sustain and enhance the services provided by Donegal Airport and City of Derry Airport.

Policies

T-P-6	To facilitate and enhance appropriate access to and expansion of Donegal airport subject to proper planning and sustainable development of the area.

T-P-7	To manage development proposals within the wider vicinity of Donegal Airport, Finner Camp and City of Derry Airport having regard to the safeguarding maps set out at the end of this Section (Map 8.1. refers) and to the Solar Safeguarding Zones for Carrickfinn, Ballyshannon (refers to Finner) and Letterkenny.



Map 8.1 - Donegal Airport Safeguarding

Historic Railway Corridors

Policy

T-P-8	It is a policy of the Council to protect established/historic railway corridors throughout the County: (a.) primarily for strategic infrastructure provision such as Roads (including those sections required for the TEN-T Priority Route Improvement Project, Donegal, the Bridgend to County Border project, and the Buncrana Inner Relief Road), Greenways, and rail projects; and (b.) secondly for recreational development. Along these corridors other uses shall not be considered. Where these corridors have already been compromised by development, adjacent lands which could provide opportunities to bypass existing obstacles and reconnect these routes shall be protected for this

	purpose. However, in all instances, the over-riding objective shall be the provision of strategic infrastructure. This policy will be implemented by the Council in so far as same can be practicably and reasonably achieved within the context of such Strategic Infrastructure Projects.

Community Transport Schemes

Policy

T-P-9	To support and facilitate the development of public, semi-public and community transport projects and proposals which provide innovative solutions in rural, disadvantaged and border areas such as rural park and ride schemes, rural carpooling and car sharing schemes, park and cycle schemes and bus and taxi schemes in consultation with public, private and community organisations.

Roads

Objectives

T-O-10	To safeguard the carrying capacity and safety of: i. National Roads and associated junctions in accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities (DECLG, 2012) and ii. The R238 Bridgend to Buncrana Regional Road.
T-O-11	To deliver improvements to the Trans European Transport Network (TEN-T), (as required by EU Regulation (EU) No.1 58315/2013 "Guidelines for the development of the Trans European Transport Network as part of the core and comprehensive transport network of Ireland. In this regard it is a specific objective of the Council to: 1. a) Progress and ultimately carry out/implement the TEN-T Priority Route Improvement Project, Donegal as one of critical strategic importance to Donegal subject to the granting of the required statutory approvals for same and the terms and conditions of any such approvals (if granted). b) Reserve the preferred route corridors of the TEN-T Priority Route Improvement Project, Donegal as shown on maps 8.1.4, 8.1.5, and 8.1.6 for the purposes of the project and the ancillary facilities to service the same and not to permit other development within those corridors where such development may prejudice the implementation of the said project. 2. Progress and ultimately carry out/implement the N13 Bridgend to County Boundary Route Improvement TEN-T Priority Route Improvement Project, Donegal as one of critical strategic importance to Donegal subject to the granting of the required statutory approvals for same and the terms and conditions of any such approvals (if granted).

	3. Reserve the preferred option corridors (to be determined) for the purposes of the N13 Bridgend to County Boundary Route Improvement TEN-T Priority Route Improvement project and the ancillary facilities to service same and not to permit other development within those corridors where such development may prejudice the implementation of the said project. 4. Progress and ultimately carry out/implement further improvements to the TEN-T Comprehensive Network, Donegal, such as the N13 Stranorlar to Letterkenny and N13 Manorcunningham to Bridgend as one of critical strategic importance to Donegal, subject to the granting of the required statutory approvals for same and the terms and conditions of any such approvals (if granted). Reserve the preferred option corridors (to be determined) for the purposes of the projects and the ancillary facilities to service same and not to permit other development within those corridors where such development may prejudice the implementation of the said project.
T-O-12	Should there be any ostensible or apparent conflict between, on the one hand, the Objectives, Policies and/or provisions of the development plan herein providing for the development of the TEN-T Priority Route Improvement Project, Donegal (TEN-T PRIPD) and the N13 Bridgend to County Boundary TEN-T Priority Route Improvement Project, and on the other hand, any other Objectives, Policies and/or provisions of the development plan, those Objectives, Policies and Provisions which provide for the development of the TEN-T projects shall take priority over all or any other provisions of the development plan and any such other provisions or Objectives shall be read and construed as subservient to and not in any material way contravening so much of the Objectives, Policies and provisions contained within this development plan as provide for the development of the TEN-T projects.
T-O-13	To achieve quality strategic and important inter-urban and cross border transport corridors, (including the A5 Western Transport Corridor) and support the development of new links to and within the North West City, Region, giving access to regional and international markets with links to sea, air and rail.
T-O-14	To provide for high quality connectivity within the County in line with the Core Strategy through the promotion of a quality Strategic Road Network as identified on Map 8.1.2.
T-O-15	To protect the corridors and routes and acquire the lands necessary for the transportation improvement projects as identified in Table 8.1A and 8.1B
T-O-15A	To safeguard the capacity and efficiency of the National Road network drainage system for National road drainage purposes.

Policies

T-P-10	It is a policy of the Council to support and facilitate the appropriate development, extension and improvement of the TEN-T network (Map 8.1.1 refers) within Donegal in accordance with the Core Strategy and subject to

	environmental, safety and other planning considerations. In this regard it is a specific policy of the Council to: a. Progress and implement the TEN-T Priority Route Improvement Project, Donegal as one of critical strategic importance to Donegal subject to the granting of the required statutory approvals and the terms and conditions of any such approvals (if granted). b. Reserve the preferred route corridors and the ancillary facilities of the TEN-T Priority Route Improvement Project, Donegal as shown on maps 8.1.4, 8.1.5, and 8.1.6 and not to permit other development within those corridors where such development may prejudice the implementation of the project. c. Facilitate any development related to the TEN-T Priority Route Improvement Project, Donegal within lands zoned: i. TEN-T PRIPD/Established Development ii. TEN-T PRIPD/Amenity. d. Progress and ultimately implement the N13 Bridgend to County Boundary TEN-T Priority Route Improvement Project as one of critical strategic importance to Donegal subject to the granting of the required statutory approvals for same and the terms and conditions of any such approvals (if granted). e. Progress and ultimately carry out/implement further improvements to the TEN-T Network, Donegal, such as the N13 Stranorlar to Letterkenny and N13 Manorcunningham to Bridgend as one of critical strategic importance to Donegal, subject to the granting of the required statutory approvals for same and the terms and conditions of any such approvals (if granted). Reserve the preferred option corridors (to be determined) for the purposes of the projects and the ancillary facilities to service same and not to permit other development within those corridors where such development may prejudice the implementation of the said project.
T-P-11	It is a policy of the Council to support and facilitate: a. the appropriate development, extension and improvement of Donegal's transport network, including the Strategic Road Network (Map 8.1.2refers), and roads identified in Table 8.1B in accordance with the Core Strategy and subject to environmental, safety and other planning considerations. b. It is a policy of the council not to permit development that would prejudice the implementation of a transport scheme identified in the Development Plan.
T-P-12	a. It is a policy of the Council not to permit developments requiring new accesses, or which would result in the adverse intensification of existing access points onto: i. National Roads where the speed limit is greater than 60 kph; or ii. The section of the R238 Bridgend-Buncrana Regional Road where the speed limit is greater than 60 kph. Notwithstanding the foregoing, in exceptional circumstances, developments of national and regional strategic importance where the locations concerned have specific characteristics that make them particularly suitable for the developments proposed may be considered, subject to such developments being provided for through the Local Area Plan or Development Plan making process, including in consultation with the TII.

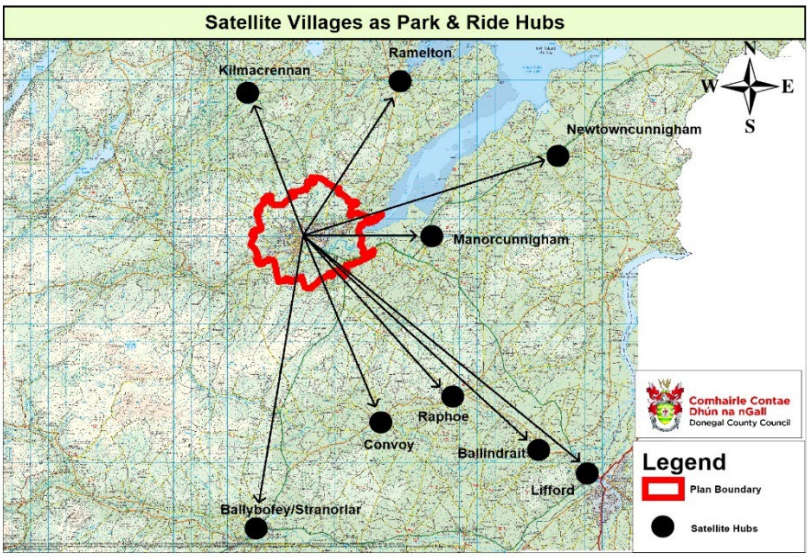
	b. Within the section of the N56 National Secondary Road between the Five Points Junction (Killybegs) and the Mountain Top Letterkenny (identified on Map 8.1.3A), development of one-off rural houses impacting on the National Secondary Road may be considered subject to the following: i. As a first preference, the applicant shall use an alternative access onto the public (County or Regional) road network where such an alternative is available and, in such circumstances a new access or intensification of an existing private access onto the National Secondary Road shall not be permitted; ii. As a second preference, the applicant shall use an existing private access (either family owned, or in third party ownership) onto the National Secondary Road where such a practical and realistic alternative is available and in such circumstances, a new access onto the National Secondary Road shall not be permitted; iii. A new access onto the National Secondary Road shall only be considered where the applicant has clearly demonstrated that the options identified in the immediately preceding paras. (a) and (b) are not available. c. Proposals shall only be considered where: i. • the applicant can provide evidence that they, or their parents, have owned the subject lands for a period of at least 7 years; • the applicant shall enter into a legal agreement under Section 47 of the Planning and Development Act, 2000 (As Amended), which agreement shall provide that the subject dwelling shall be occupied by the applicant as his/her principal place of residence for a minimum period of seven years commencing on the date of the first such use. ii. Proposals shall be required to demonstrate compliance with the requisite national roads design standards including the provision of relevant national vision lines and stopping sight distances. **(T-P-12 policy is the subject of Draft Ministerial Direction to delete some of the policy and amend policy - for more information refer to www.donegaldevplan.ie or consult.donegal.ie.)**
T-P-13	It is a policy of the Council to require that all new development proposed adjacent to existing and planned National Roads is set back 50m from the outside edge of the running carriageway unless existing buildings have formed an established building line in which case the new buildings may follow the established building line.
T-P-14	It is a policy of the Council to require that any new access to strategic roads is designed in compliance with the road design standards required by Transport Infrastructure Ireland, avoiding the use of right turn lanes unless a clear warrant has been established.
T-P-15	To implement the recommendations in the Design Manual for Urban Roads and Streets (DMURS), (Department of Transport, Tourism and Sport and the Department of Housing, Planning and Local Government) in relation to urban streets and roads in the 50/60 kph zone and TII Publications Standard DN-GEO-03084 'The Treatment of Transition Zones to Towns and Villages on National Roads'.

T-P-15A	It is a policy of the Council for developments affecting the national road network to require the provision of Traffic and Transport Assessments in accordance with the requirements of the 'TII Traffic & Transport Assessment Guidelines (2014)' (refer to 'Requirement for Safety Audit', Chapter 16, 'Technical Standards').'
T-P-15B	Large out-of-town retail centres shall generally not be supported.
T-P-15C	It is a policy of the Council to control the proliferation of non-road traffic signage on and adjacent to national roads in accordance with Section 3.8 of the DoECLG 'Spatial Planning and National Roads Guidelines' and TII's 'Policy on the Provision of Tourist & Leisure Signage on National Roads (March 2011).
T-P-15D	It is a policy of the Council to require that development proposals in the vicinity of existing or proposed national roads shall include the identification of noise mitigation measures, where warranted. Such required measures shall be implemented by the developer.

Parking

Policies

T-P-16	Parking proposals within designated town centres will only be supported: a. for commercial developments - in exceptional circumstances, where there is a clearly evidenced significant shortfall of existing available parking and where the provision of such parking would not prejudice the delivery of any relevant regeneration, active travel or public transport initiatives; b. for residential and other developments appropriate to the town centre - generally, only where such parking can be discretely accommodated within the development, and where the development design satisfies the town centre urban design ambitions of the Council. In all other cases, a development contribution will be levied using the framework of the Development Contribution Scheme in force at the time of deciding on any application for planning permission.
T-P-17	To support the principle of the development of additional park and ride/share hubs in the commuter villages around Letterkenny including Kilmacrennan, Ramelton, Newtowncunningham, Manorcunningham, Ballinalacky (Raphoe Environs), Ballindrait, Lifford, Ballybofey/Stranorlar and Convoy.


Satellite Villages as Park & Ride Hubs
Kilmacrennan
Ramelton
Newtowncunningham
Manorcunningham
Raphoe
Convoy
Ballindrait
Lifford
Ballybofey/Stranorlar
N
W
E
S
Comhairle Contae Dhún na nGall
Donegal County Council
Legend
Plan Boundary
Satellite Hubs

8.2 Water and Wastewater Infrastructure

8.2.1 Introduction

High quality surface and ground waters, the provision of adequate wastewater treatment and a safe, clean, reliable supply of drinking water are crucial to socio-economic development, human health, biodiversity, tourism, and agriculture. In this regard sufficient water and wastewater infrastructure including adequate treatment capacity are essential prerequisites to achieving the overall growth ambition and range of development envisaged in this Plan and ensuring adequate environmental protection. Since 2014 Irish Water has been the national authority for the provision and maintenance of public water and wastewater infrastructure and is supported by Donegal County Council in this function through service level agreements. However, to achieve the above aim the Council and this Plan have a key role in: ensuring new development is aligned with the provision of water/wastewater infrastructure, facilitating such infrastructure, rigorously assessing proposals for individual wastewater treatment systems, facilitating sustainable solutions for developer provided infrastructure, protecting water services assets, requiring water sensitive urban design, and supporting water restoration/protection programmes and group water schemes.

8.2.2 Water Infrastructure

Public Water Infrastructure
Donegal has a geographically extensive water collection and supply network in both urban and rural areas covering 21 water resource zones (WRZ) including the Pollan Dam and Lough Mourne Water supply assets. There have been significant water supply network improvements in recent years for example to the Letterkenny water supply, and at the Illies, Crolly, Lough Mourne, Milford, Fanad and Culdaff water treatment plants. In addition, a countywide watermain rehabilitation project to replace older watermains has been recently completed and there is an ongoing countywide leakage reduction programme. Consequently, whilst certain Level of Services improvements are required in certain areas, the Irish Water Supply Capacity Register indicates a positive water supply capacity picture overall and it is envisaged that there will be sufficient water supply to accommodate projected growth over the development plan period.

Private Water Infrastructure
There are over 600 private group water supply schemes in the County utilising both public and privately sourced water. The Council has responsibility for administering funding and subsidies for such schemes and the Rural Water Programme funds source protection, public health compliance, network upgrades, and the transfer of such schemes to the public network. In addition to these public and private water networks many individual properties in the county are served by private wells/boreholes.

Lough Mourne
Lough Mourne provides the water supply for most of the Finn Valley area including the settlements of Ballybofey/Stranorlar, Killygordon, Castlefin, Lifford, Raphoe and Convoy. It is understood from local knowledge that the lough is supplied in part by underground water supplies although there is no known accurate record of where these sources are located. Given the strategic importance of the Lough Mourne supply, it is imperative that it is protected.

8.2.3 Wastewater Infrastructure

Public Wastewater Infrastructure

Donegal's wastewater collection and treatment infrastructure network is predominately confined to urban settlements and the extent and capacity of this network varies considerably by settlement. On a positive note, many of Donegal's larger urban settlements have spare wastewater treatment capacity to facilitate new development. In addition, the table below outlines wastewater treatment capacity improvement projects which have been completed, are in progress or are due to commence (June 2022).

Table 8.2.1: Status of Irish Water Wastewater Treatment Capacity Improvement Projects (June 2022)

Category	Settlement
Completed	Ballybofey/Stranorlar, Bundoran, Convoy, Dungloe, Glencolmcille, Glenties, Killybegs, and St Johnston
Construction	Carrigans, Lifford, Killea
Ongoing Projects at previously untreated settlements	Ramelton, Rathmullan, Falcarragh, Kilcar, Moville, Burtonport, Kerrykeel, Coolatee and Burtonport,
Detailed Design	Buncrana, Milford, Ballintra, Carrigart, Kilmarcrenan, and Pettigo
Design Scheduled to Commence	Ballyliffin, Dunfanaghy/Portnablagh, Fahan, Muff and Raphoe

The Irish Water Small Towns and Villages Growth Programme (STVGP) aims to provide funding for water and wastewater treatment growth capacity in smaller settlements already served by IW infrastructure but not covered in the IW Capital Investment plan. This programme is currently funding a project to transfer effluent from Mountcharles to the Donegal Town network and will be continued during the plan period. The Council considers that this programme will therefore be essential in addressing widespread wastewater treatment capacity issues in small settlements. In addition, Irish Water is also pursuing an innovative project to provide sewage collection/treatment at An Bun Beag/Doiri Beaga and is undertaking ongoing programmes of sewer rehabilitation and capital maintenance.

Irish Water does not have a remit for the provision of infrastructure in unsewered settlements. However, government funding is now available for Local Authorities to provide wastewater collection and treatment infrastructure for such settlements under Measure A8 of the Multiannual Rural Water Programme. Where appropriate the council will utilise this mechanism to obtain funding for wastewater infrastructure in such settlements and will work in collaboration with the DHLGH and Irish Water to implement such solutions thereafter.

However, it is acknowledged that currently many smaller towns and villages continue to have either inadequate sewage treatment capacity or in some instances no wastewater collection network which significantly hinders their future development. In particular the EPA Report Urban Wastewater Treatment 2021 highlighted the issue of raw sewage discharge to seas/rivers at Moville and Rathmullan, Ramelton, Kerrykeel, Falcarragh, Burtonport, Kilcar and Coolatee, periodic wastewater contamination of surface water overflows in Buncrana, and risks to surface waters arising from insufficient treatment at Bridgend, Burnfoot, Buncrana, Milford and Kilmacrennan.

Private Wastewater Infrastructure

Almost 200 multiple residential developments in Donegal have been identified by Irish Water as relying on developer provided wastewater treatment systems, many of which have a history of malfunctioning due to poor installation or lack of maintenance. The government's multiannual ***Developer Provided***

Water Services Infrastructure Resolution Programme aims to progressively facilitate the resolution of such developer provided infrastructure (DPI) to support their taking in charge, including connecting these developments to the Irish Water wastewater network and decommissioning such infrastructure or the provision of on-site sustainable treatment technologies. The Council recognises the resolution of DPI issues as a key priority for the plan and will therefore advance appropriate solutions to such issues through the above programme.

Donegal also has a high and increasing reliance on individual domestic wastewater treatment systems in the county, with 30,345 systems registered in the County in 2020[18] and many commercial developments in unsewered areas also relying on individual treatment systems. In particular the EPA Report on Domestic Waste Water Treatment System Inspections 2021 found that 36% of the 121 systems inspected in Donegal failed and that lack of maintenance and desludging were key factors. This highlights the need to avoid the proliferation of, and rigorously assess proposals for such systems.

8.2.4 Water Quality in Donegal

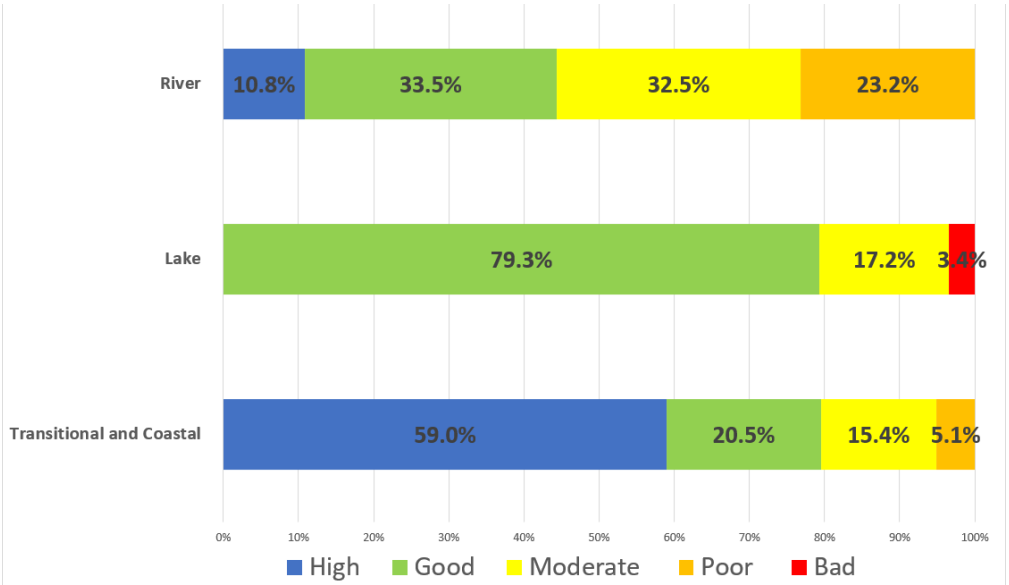


Figure 8.2.1 Water Framework Directive Ecological Status of Water Bodies in Donegal 2016-2021

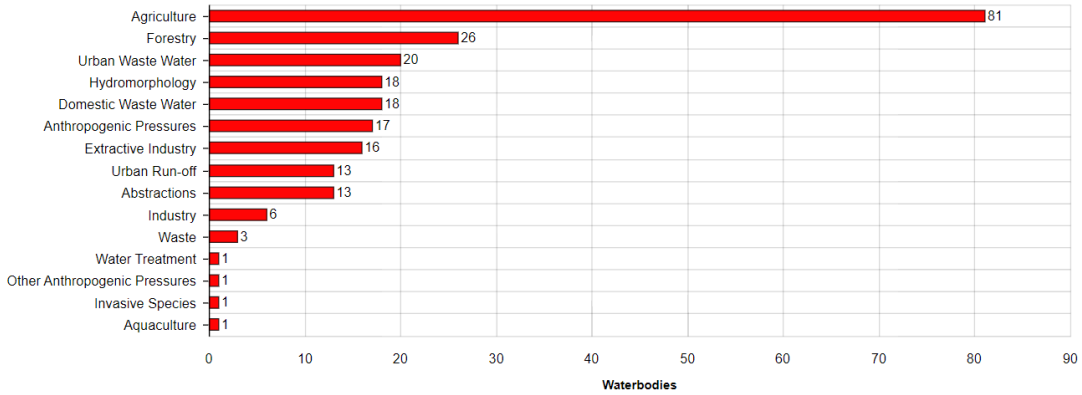


Figure 8.2.2 Significant Pressures impacting At Risk Waterbodies.

[18] Source: https://www.cso.ie/en/releasesandpublications/er/dwwts/domesticwastewatertreatmentsystems2020

EPA water quality data broadly indicates that 55.7% of monitored river bodies, 20.7% of lake water bodies, and 20.5% have a less than good status but all groundwater bodies were recorded as having good status in Donegal. Furthermore, catchment level assessments indicate that agriculture, forestry, urban wastewater and domestic wastewater are the most significant pressures affecting WFD 'At Risk' waterbodies. As Ireland is required to achieve at least Good status in all water bodies by 2027 under the EU Water Framework Directive this underlines the significant challenge that remains in terms of achieving satisfactory water quality in Donegal.

8.2.5 Relevant Legal and Planning Frameworks and Guidelines

The Water Framework Directive (WFD) is the primary legal instrument regarding water quality in the EU. The WFD applies to rivers, lakes, groundwater, estuaries and coastal waters. In summary it aims to:

- Prevent deterioration in the existing status of all water bodies.
- Protect, enhance, and restore all water bodies with the aim of achieving good water status by 2027 at the latest.
- Achieve compliance with the standards and requirements for designated protected areas.

The WFD is implemented through River Basin Management Plans including a Programme of Measures (POM) to protect and restore water. In planning terms, the POMs in the Draft River Basin Management Plan 2022-2027 emphasises the importance of ensuring effective water management and compatibility between planned growth and environmental sustainability both at a strategic level and when considering applications. It also highlights the need to manage developments which may affect hydromorphology, invest in urban wastewater treatment particularly where urban discharges are a significant pressure and in unsewered villages, manage urban runoff through nature based urban sustainable drainage, and address domestic wastewater discharges from individual houses. The RBMP also identifies priority areas for action including Blue Dot Areas, (waterbodies which have the capacity to have the highest water quality) to be progressed by the Blue Dot Programme, Prioritised Areas for Action by LAWPRO and LA Areas for protection and restoration.

The Urban Waste Water Treatment Directive seeks to protect the environment from the adverse effects of urban wastewater discharges. It sets standards to be met in the collection and treatment of wastewater as well as monitoring requirements for wastewater discharges from urban areas.

Effluent discharges from commercial individual wastewater treatments system (e.g. industries, hotels) to waters and to the public sewer require a licences under Section 4 and Section 16 of the Local Government (Water Pollution) Act 1977, which are issued by the local authority and are subject to specific conditions. The Council operates an ongoing programme of monitoring and compliance regarding such licences.

In addition, the Planning and Development Act 2000 (Section 10(2) refers) requires mandatory objectives for the provision or facilitation of water supplies and wastewater services and the promotion of compliance with environmental standards and objectives established by the Surface water and Groundwater Regulations.

The National Planning Framework identifies the sustainable management of water, waste and other environmental resources as a National Strategic Outcome and also seeks to ensure the efficient and sustainable use and development of water resources and water services infrastructure (NPO 63). The NPF also highlights the need to eliminate untreated discharges from settlements in the short term. The NWRA Regional Spatial and Economic Strategy emphasises that adequate water services infrastructure is essential for the region's economic prosperity, increased growth, and quality of life

and acknowledges the existing deficiency in such infrastructure in the region. The RSES Regional Policy objectives further seek to ensure adequate infrastructure to meet demands for growth and economic development (RPO 8.12), support investment in water and wastewater services (RPO 8.15), ensure the protection and improvement of all waters (RPO 8.18), and promote compliance with the Water Framework Directive (RPO 8.20).

The integration of sustainable water management solutions such as Water Sensitive Urban Design and Nature Based Solutions into developments (e.g. green roofs, porous pavements/green surfaces, rainwater harvesting, planted areas, rain gardens, swales, filter strips, detention basins/ponds, constructed wetlands) is increasingly recognised as a best practice solution to retain, store and treat surface water runoff with significant water quality, flood attenuation, biodiversity, public realm and quality of life benefits. Such solutions are supported by NPO 57 of the NPF and are highlighted in the DHLGH guidance document Nature Based Solutions to the Management of Rainwater and surface Water Runoff in Urban Areas. Consequently, this plan will require such solutions to be integrated into new public and private developments and within the public realm.

The Draft Water Services Guidelines for Planning Authorities (DoHPLG 2018) recommend that new development plans have regard to water/wastewater infrastructure capacity, make efficient use of existing or planned infrastructure, and sequentially phase development. They also specifically recommend that new development should be focused in areas with water and wastewater networks, planning authorities should not generally consider alternative solution such as private wells and wastewater treatment plants and notes that Irish Water will not take over responsibility for developer provided treatment facilities. The guidelines also highlight potential impacts from developments arising from greater demands on, and interference with, water and wastewater infrastructure.

Irish Water has published a range of strategic and regional plans with regard to water and wastewater services including:

- **Water Services Policy Statement 2018-2025** which sets out high level objectives and policies for waster and wastewater around quality, conservation, and future proofing.
- **The 2015 Uisce Éireann Strategic Plan** which highlights a number of planning related objectives including a safe and reliable water supply, effective wastewater management, protecting and enhancing the environment and supporting socio-economic growth and the associated IW Strategic Funding Plan 2019-2024 which sets out the measure to implement said strategic plan.
- **The Uisce Éireann Capital Investment Plan 2020-2024** which detailed a range of water and wastewater projects for Donegal of which a significant number are now complete and are now at advanced projects (see above). Uisce Eireann is currently in the process of preparing a new capital investment plan.
- **National Water Resources Plan** aims to ensure a safe, secure, sustainable, and reliable water supply over the next 25 years and will lead to the preparation of the associated North West Regional Resource Plan which will deal with leakage reduction, water conservation and sustainable supplies.
- **Drinking Water Safety Plans:** seek to protect drinking water sources by identifying and manging risks to water quality and quantity.

In addition, consultations with Irish Water have also highlighted the need to:
- Focus development into areas served by existing water and wastewater networks with adequate capacity and not generally consider alternative solutions such as private wells or wastewater treatment plants, noting Uisce Eireann will not generally takeover developer provided treatment facilities.
- Protect existing water and wastewater infrastructure and ensure that the location of new developments takes into account the established use or future expansion of existing WWTPs.
- Remove or avoid additional surface water discharges to combined sewers.

- Utilise Sustainable Urban Drainage systems and Green/Blue infrastructure to manage stormwater and water pollution at source.

Standards for Individual Wastewater Treatment Systems

The EPA Code of Practice for *Domestic Waste Water Treatment Systems (Population Equivalent <10)* 2021 set out a methodology for site assessment and selection and maintenance of such system including guidance on appropriate percolation values for different types of systems, setback distance and sizing of percolation areas. In addition, the EPA's 1999 *Treatment systems for Small Communities, Business, Leisure Centres and Hotels* manual provides guidance in relation to the selection, design, installation and maintenance of such systems. As these documents represent the most relevant guidance for individual domestic, commercial and community wastewater treatment systems development proposals will be assessed with regard to same.

8.2.6 Key Planning Challenges

Given the above context, the planning and legislative framework, and the need to provide adequate water and wastewater infrastructure to serve new development and to protect, enhance and restore water quality, the following planning challenges for the new plan are evident:

- Ensuring new development contributes towards the achievement of the EU Water Framework Directive objectives particularly in priority areas and also protects drinking water supplies.
- Aligning urban growth with the provision of adequate wastewater treatment capacity.
- Providing new or enhanced wastewater treatment infrastructure in settlements with inadequate treatment capacity in collaboration with Irish Water.
- Providing new wastewater treatment infrastructure in smaller unsewered towns and villages.
- Rigorously assessing proposals for individual wastewater treatment systems in compliance with EPA Code of practices in areas with no or inadequate wastewater infrastructure.
- Providing sustainable long-term solutions for Developer Provided Infrastructure in residential estates.
- Maintaining and improving the efficiency of independent wastewater treatment systems
- Sustaining and improving private group water supply schemes.

Objectives

WW-O-1	To maintain, improve and enhance the quality of surface and ground waters as appropriate in accordance with the requirements of: a. The EU Water Framework Directive including implementing the Programme of Measures contained with the River Basin Management Plan 2022-2027 and any subsequent plan. b. The European Communities (Surface Water) Regulations 2009. c. The European Communities (Ground Water) Regulations 2010.
WW-O-2	To provide an adequate system of wastewater treatment in settlements to facilitate projected growth envisaged in the Core Strategy of the Plan and to protect public health.
WW-O-3	To facilitate the provision of an adequate, reliable and clean supply of drinking water in accordance with relevant standards, including the protection of drinking water sources, and the provision of new/upgraded water collection, treatment, and distribution infrastructure.

Policies

WW-P-1	Support and facilitate the provision of new, and the upgrading of existing, water and wastewater infrastructure in collaboration with Uisce Éireann and other stakeholders including projects associated with Uisce Éireann Capital Investment Plan and the Rural Water Programme.
WW-P-2	Ensure that new developments: a. do not have an adverse impact on surface and ground water quality, drinking water supplies, Bathing Waters and aquatic ecology (including Water dependent qualifying interests within Natura 2000 sites); and b. do not hinder the achievement of, and are not contrary to: i. The objectives of the EU Water Framework Directive. ii. EU Habitats and Bird Directives. iii. The associated Programme of Measures in the River Basin Management Plan 2022-2027 including any associated Water Protection or Restoration Programmes. iv. Drinking Water Safety Plan. v. The Guidelines on the Protection of Fisheries During Construction Works In and Adjacent To Waters (IFI, 2016)
WW-P-3	Developments connecting to the public water network shall provide confirmation from Uisce Éireann that it is feasible to provide an appropriate water supply service and network capacity to serve the development. Such developments shall ensure that an adequate water supply can be provided to serve the projected requirements of any proposed development, and that existing water services will not be negatively impacted.
WW-P-4	It is a policy of the Council that all new developments shall connect to the public wastewater infrastructure, where available. Such connections shall be subject to a connection agreement with Uisce Éireann. a. Developments connecting to the public wastewater network shall provide confirmation from Uisce Éireann that the wastewater system in the area has both treatment capacity and network availability to serve the development. b. In circumstances where works to provide treatment capacity and/or network availability have commenced, developments will be considered on the merits of each case. In all instances the first principle of the planning Authority shall be to seek to facilitate development subject to the principles of orderly development and other objectives and policies of this plan.
WW-P-5	In areas with no public wastewater infrastructure, or where there is inadequate public wastewater treatment capacity or networks, larger developments (including commercial, retail, tourism and community developments) where they are to be maintained in single ownership with a projected PE>10 shall provide effluent treatment by means of an independent wastewater treatment system which comply with the EPA's *Treatment systems for Small Communities, Business, Leisure Centres and Hotels* manual or any subsequent or updated relevant code of practice. Where limited public wastewater infrastructure may be available, prior to the submissions of any planning application such developments shall be required to submit a pre-

	connection enquiry to Uisce Eireann to assess the feasibility of connecting to the public wastewater system.
WW-P-6	Facilitate development in urban or rural settings for single dwellings or other developments to be maintained in single ownership with a projected PE <10 in unsewered areas proposing the provision of effluent treatment by means of an independent wastewater treatment system where such systems: a. Demonstrate compliance with the EPA's *Code of Practice for Domestic Waste Water Treatment Systems (PE. ≤10)* (EPA 2021) or any subsequent or updated code of practice. b. Would not result in an over concentration or over proliferation of such systems in an area which cumulatively would be detrimental to public health or water quality. c. Otherwise comply with Policy WW-P-2.
WW-P-7	Support and facilitate Uisce Éireann initiatives for: a. the provision of new wastewater collection and treatment infrastructure in unsewered settlements in collaboration with all relevant stakeholders through Measure A8 of the Multi-Annual Rural Water Programme or any relevant future funding programme; and b. the provision of sustainable long-term solutions for legacy developer-provided water services Infrastructure in residential development in collaboration with all relevant stakeholders through the Multi-Annual Developer-Provided Water Services Infrastructure Resolution Programme or any relevant future funding programme.
WW-P-8	Consider proposals for community-based group wastewater/sewage schemes for either the extension of existing public wastewater treatment infrastructure into unsewered areas or standalone wastewater collection and treatment infrastructure where such proposals demonstrate: a. Sustainable long-term management structures and maintenance regimes including appropriate contractual arrangements with all group participants. b. Compliance with the EPA's Treatment systems for Small Communities, Business, Leisure Centres and Hotels manual for any associated treatment systems. c. Approval from Uisce Éireann where it is proposed to connect to public wastewater infrastructure. d. Compliance with Policy WW-P-2.
WW-P-9	In areas with no public wastewater infrastructure, or where there is inadequate public wastewater treatment capacity or networks, developments proposing to provide effluent treatment by means of a connection to an existing private communal wastewater treatment system or proposals for such new treatments systems shall not be permitted.
WW-P-10	In general, development proposals shall only be permitted where it is demonstrated that: a. They would not negatively impact on existing or proposed water and wastewater infrastructure including the overbuilding of network infrastructure. b. The location takes into account, and is compatible with, the operation/use or expansion of existing or proposed new wastewater treatment plants. In this

	regard a setback/buffer of 100m will normally be required between existing or proposed wastewater treatment facilities with a PE >50 and any sensitive developments which have a continuous or frequent public usage (e.g. residential, retail, community, educational). c. Save in exceptional circumstances: i. all new development shall provide separate foul and surface water drainage systems and the discharge of additional surface waters to combined (foul and surface water) sewers shall not be permitted; ii. the use of Water Sensitive Urban Design/Nature Based Solutions in surface water management systems within public and private developments and within the public realm shall be required to minimise the extent of hard surfacing and paving, thereby reducing flood risk and improving water quality; d. Water conservation measures (e.g. rainwater harvesting) shall be required as an integral part of developments, save in exceptional circumstances and where appropriate to do so.
WW-P-11	Applications for proposed borehole/private wells shall only be permitted where it is demonstrated that: a. It is not feasible to connect to a public water supply or group scheme. b. A potable water supply can be provided to in accordance with EU Drinking Water standards. c. The development will not have an adverse effect on water quality.
WW-P-12	It is a policy of the Council to support the extension of the public sewer network serving Glencolmcille from its current western edge as far west as the area broadly defined by the Glencolmcille Folk Village.
WW-P-13	Ensure that new developments do not have an adverse impact on the Lough Mourne drinking water supply. Any developments of scale in the general vicinity shall be required to identify overground and underground water sources supplying the Lough and to demonstrate that there shall be no adverse impact on these supplies.

8.3 Telecoms

High-speed telecommunications networks are key elements to the economic and social development of the County. High-speed broadband and telephony services support all economic sectors, provide universal access to public services, are crucial to the national and international exchange of goods and services, and act as a catalyst in changing economic interrelationships through rapid technological change.

The rapid and continuous development of Information Communication Technologies (ICT), and the extensive growth in the use of the Internet as a critical access gateway to international trade in goods and services, social networking interaction and the emerging convergence of main stream media broadcasting and mobile communication applications, are generating an ever growing demand from business, educational, media broadcasting and residential users for higher download and upload speeds, more capacity and greater reliability and resilience.

A sustainable high-speed telecommunications network is the key to the provision of high quality, accessible broadband services for all. This comprises a range of telecommunications platforms, developed in an environmentally sensitive manner.

Recent years have seen considerable progress achieved through National and EU co-funded projects in addressing the broadband core network and international connectivity deficits, through the implementation of the Metropolitan Area Networks Schemes in the following towns in the County: Gweedore, Letterkenny, Bundoran, Buncrana, Ballyshannon, Ballybofey/Stranorlar, Carndonagh and Donegal Town.

The rollout of the 'Project Kelvin' initiative established world class international connectivity focused on the Letterkenny-Derry Gateway. This technology provides direct access to a trans-Atlantic submarine fibre optic cable that extends to land based fibre optic cable networks with connectivity throughout Canada, USA, UK and mainland Europe. The completion of the project launched Donegal and the region as an attractive location to global companies, such as leading financial houses, exchange markets service providers and media companies requiring superfast, high capacity, competitively priced, resilient and low latency bandwidth. Map 8.3.1 details the route of the Kelvin line, in addition to the location of Eircom DSL exchanges, the broadband interconnector between the Republic and Northern Ireland and the Eircom broadband backbone network.

Other projects such as the National Broadband Scheme and the locally delivered Community Network Services project have improved availability of first generation broadband services throughout the county.

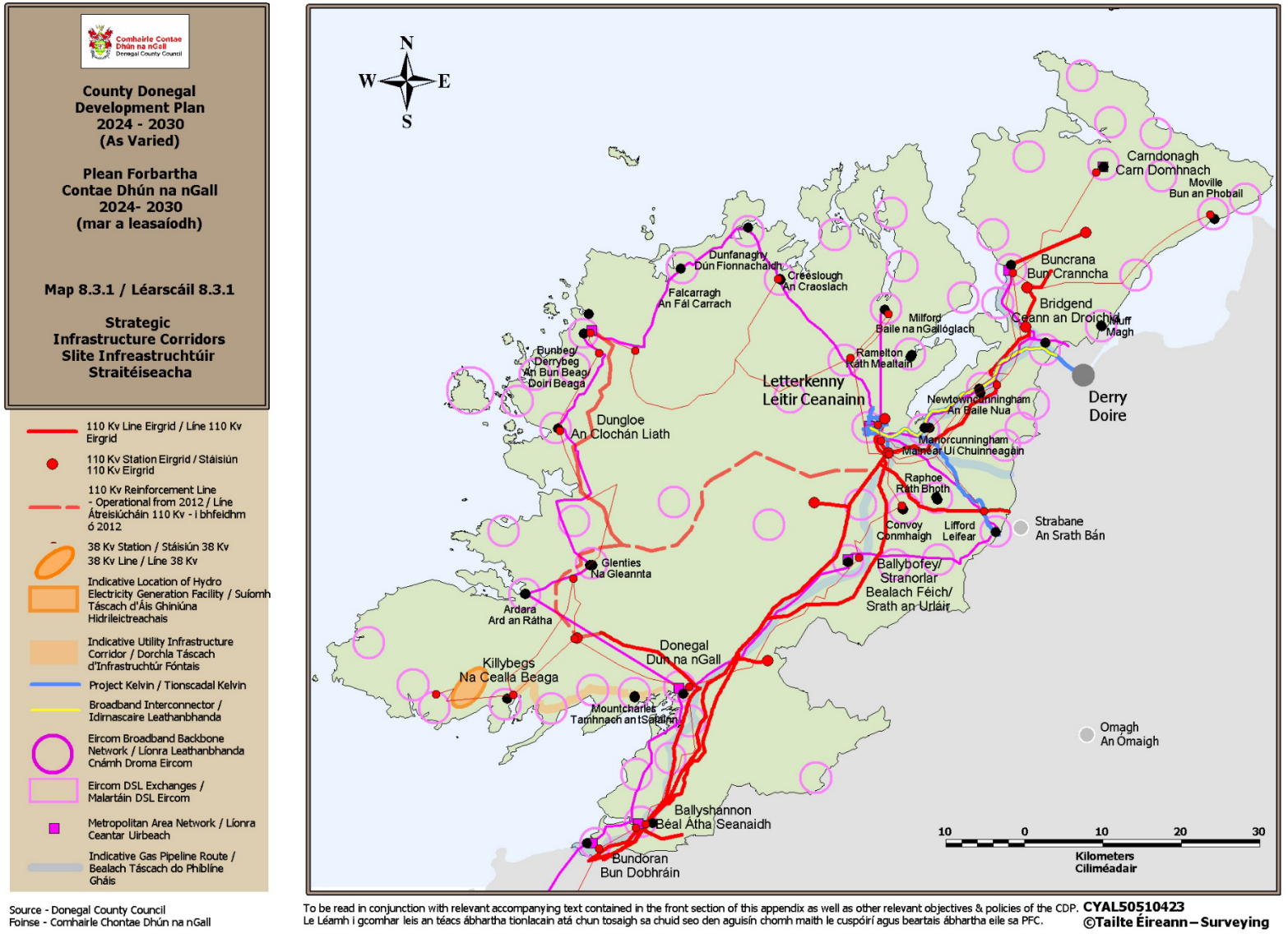
Telecommunications Companies themselves have invested substantially in both fixed and mobile telecommunications services on a commercial basis in recent years. County Donegal relative to other rural Counties has a high percentage of high-speed broadband enabled exchanges. In common with other parts of the Country however, a rural/urban divide in terms of high speed broadband is emerging which is the focus of the National Broadband Plan.

8.3.1 National Policy Perspective

National policy is clearly identified in: National Strategic Outcome 6 of the National Development Plan (NDP) and subsequent narrative in the associated Chapter 11 of the NDP; and the Government's 'Harnessing Digital-The Digital Ireland Framework' the purpose of which is described by the Department of the Environment, Climate and Communications as being 'to drive and enable the digital transition across the Irish economy and society. The Irish Government has recognised the

importance of high-speed broadband particularly for rural areas and has developed a comprehensive intervention strategy – the National Broadband Plan. The National Broadband Plan is a Government policy initiative aimed at delivering high-speed broadband to every citizen and business in Ireland. This objective is being achieved through a combination of accelerated commercial investment by telecoms operators, and a State intervention programme to provide high-speed broadband to those parts of the country where it is not economically feasible for the commercial sector to invest. A comprehensive mapping exercise has been carried out by the Department of Communications, Climate Action, and Environment to identify premises which will be served by commercial operators and those which will not. The state intervention scheme will financially assist the provision of high-speed broadband services in the intervention area by means of a competitive process. In County Donegal approximately 48,249 premises will be served by commercial operators and 52,269 premises will be served under the National Broadband Intervention Strategy.

The Council recognises mobile phone and high-speed broadband networks as essential infrastructure for modern communications, business support and also in servicing urban areas, as well as many rural areas across the County. In Donegal this infrastructure is having an increasingly important influence on the rural economy, both in agriculture, tourism and other businesses, reducing the economic and social impact of remoteness and peripherality. Visual amenity and environmental degradation can be a key issue in relation to mast and antennae proposals and both the cumulative effects and the specific impact of each individual proposal merit careful consideration. The location of telecommunication proposals is a key consideration in addressing the protection of our natural and built heritage. Co-location of antennae on existing masts and colocation of masts on existing sites is preferred as it would serve to eliminate demand to create new mast locations throughout the County; in line with the recommendations of Government Guidelines on Telecommunications Antennae and Support Structures. The location of antennae on existing structures such as electricity pylons and aerials shall be encouraged as appropriate. Visual impact assessment is a key tool in appropriate circumstances to examine the extent to which a proposed structure impacts on the host environment.



Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall

To be read in conjunction with relevant accompanying text contained in the front section of this appendix as well as other relevant objectives & policies of the CDP.
Le Léamh i gcomhar leis an téacs ábhartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóirí agus beartais ábhartha eile sa PFC.

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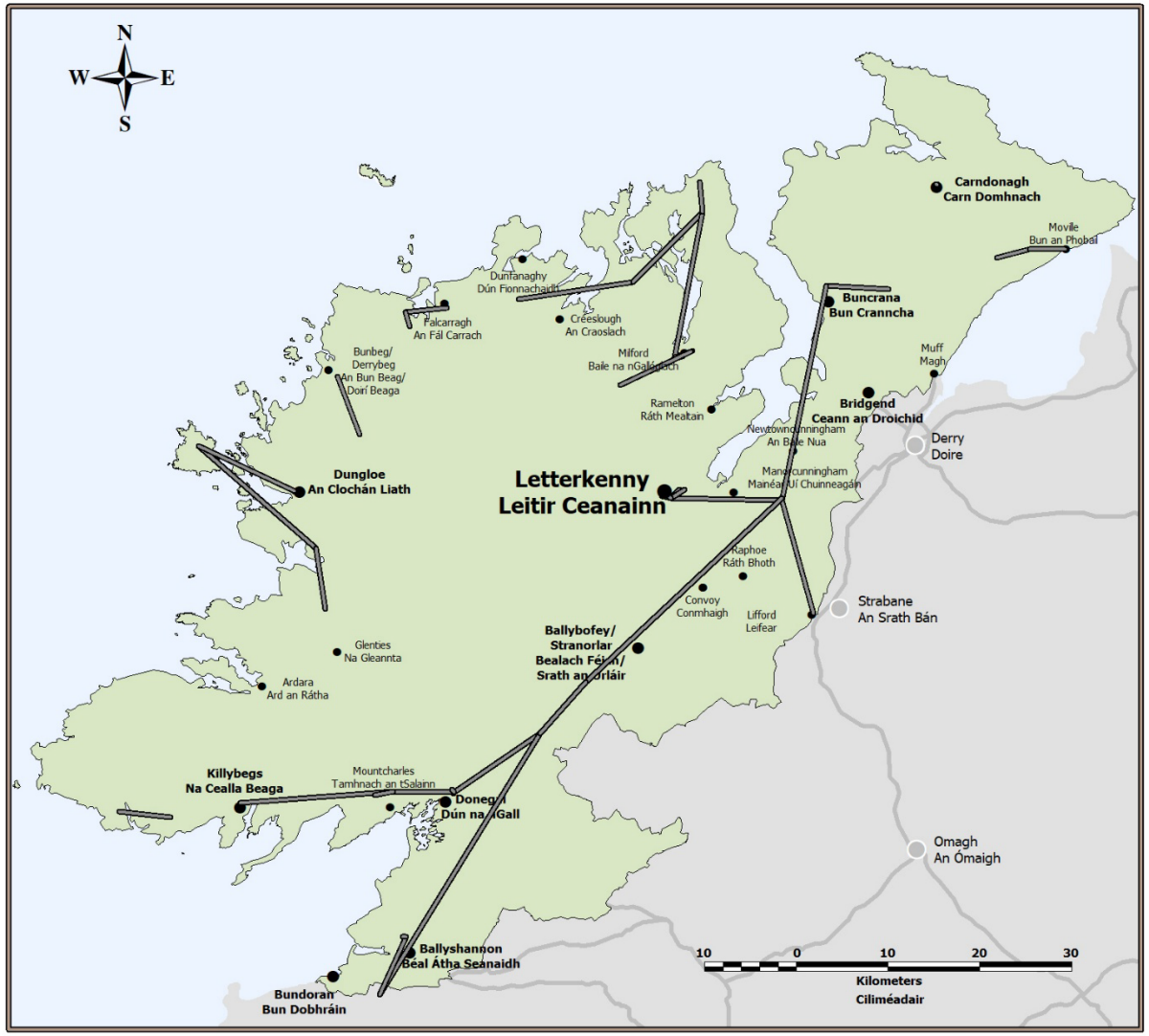
Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 - 2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024 - 2030 (mar a leasaíodh)

Map 8.3.2 / Léarscáil 8.3.2

Major ICT Wireless Network (Line of Sight)
Mórlíonra ICT gan Sreang (Líne Amhairc)



Wireless Routes
Bealaí gan sreang

Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall

To be read in conjunction with relevant accompanying text contained in the front section of this appendix as well as other relevant objectives & policies of the CDP.
Le Léamh i gcomhar leis an téacs ábhartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóirí agus beartais ábhartha eile sa PFC.

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Objective

TC-O-1	To facilitate the development and delivery of a sustainable telecommunications network across the County through a range of telecommunication systems including those arising out of: National Strategic Outcome 6 of the National Development Plan (NDP); the Government's 'Harnessing Digital-The Digital Ireland Framework'; and the National Broadband Plan, the National subvention plan to deliver High Speed Broadband to every rural household outside the commercially served areas as defined on the National Broadband Plan Map, subject to having due regard to natural and built heritage and to environmental considerations.

Policies

TC-P-1	It is a policy of the Council to protect the major ICT Wireless Network (line of sight). Development proposals falling within the network shall be considered in consultation with Donegal County Council Information Systems Department. Where the development proposal is considered to have negative effects on the network, the developer will be required to identify and implement measures to overcome this obstruction. The network is set out in Map no. 8.3.2. Updated versions will be made available over the Plan period via www.donegalcoco.ie to reflect upgrades and developments to the network as they come on stream.
TC-P-2	It is a policy of the Council to seek the co-location of new or replacement antennae and dishes on existing masts as a first preference, and the co-location and clustering of new masts on existing sites as a second preference, unless a fully documented case for a new antenna, dish and/or structure is made explaining the precise circumstances which militate against co-location and/or clustering. Proposals for replacement antennae and dishes, support structures and associated access roads shall be generally supported where they can be sited and located in a manner that does not negatively impact on the visual amenities, built and archaeological heritage or qualifying interest of any given area;
TC-P-3	Where it has been established that co-location or clustering is not possible in accordance with the requirements of Policy TC-P-2 it is a policy of the Council that such new telecommunications antennae and support structures and associated access roads shall be located in accordance with the provisions of the '*Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities 1996*', (or as may be amended) and that such structures shall not normally be supported within Areas of Especially High Scenic Amenity, beside schools, protected structures or archaeological sites and other monuments. Within towns and villages operators shall be encouraged to locate in industrial estates/areas where possible.
TC-P-4	It is a policy of the Council to require, where appropriate, (by planning condition if necessary) the installation of broadband ducting in association with road, sewer, watermain, commercial and residential schemes, including one-off rural dwellings.

8.4 Flooding

8.4.1 Introduction

Flooding is a natural occurrence which can never be entirely prevented. It is caused by a variety of factors (e.g. rainfall, river, tidal/coastal, groundwater), often in combination, and can occur in a range of locations. Humans can further increase flood risk by such actions as building developments in flood risk locations, reducing floodplain storage capacity or increasing surface water runoff through overuse of hard surfaces. The timing and extent of flooding is often difficult to predict due to the complex interplay of atmospheric and geographical conditions which give rise to flooding (e.g. rainfall intensity and duration, catchment size, soil, gradient, geology, surface water runoff, tidal conditions etc). Furthermore, it is now widely accepted that flood events will become more frequent and severe as a result of climate change.

In recent years Donegal has suffered a number of flooding events which have caused significant socio-economic damage e.g. Inishowen (2017), Letterkenny General Hospital (2013 and 2014), Bunbeg (2009) and Raphoe (2008). However, the Council considers that the planning process can play a significant positive role in managing flood risk by such actions by ensuring that: vulnerable developments are not built in identified flood prone locations, developments do not reduce the natural storage capacity provided by flood plains, and developments do not increase surface water runoff over and above natural rates.



8.4.2 Legislation and Guidance

Relevant legislation and guidance advocate the precautionary approach to the management of flood risk in the development process. Relevant provisions include:

- The EU Floods Directive (2007/60/EC): The Directive aims to reduce the adverse consequences of flooding on human health, the environment, cultural heritage and economic activity and requires Member states to map the flood extents and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this risk.

'The Planning System and Flood Risk Management - Guidelines for Planning Authorities' (DoEHLG, 2009): These Guidelines set out a sequential approach for the management of development in areas at risk from flooding which can be broadly summarised as follows: Avoid development in locations at risk from flooding; Substitute a land use/development that is less vulnerable to flooding where avoidance is not possible; Justify the proposed land use/development in accordance with a specific Justification Test where avoidance and substitution are not possible; Mitigate any residual flood risks arising from the development to an acceptable level where the development has passed the justification test.

The Guidelines also require the preparation of Strategic Flood Risk Assessments (SFRA) to identify Flood Risk Areas, assess existing flood infrastructure, identify possible flood defence measures; and identifies a hierarchy of Flood Risk Areas and categories of Vulnerable Development through which to apply the Sequential Test. (The categories of Flood Zones and Vulnerable Developments applicable to the Flood Risk Management Guidelines are set out in the Glossary/Definitions subsection below).

NPF NPO57:

National Policy Objective 57

Enhance water quality and resource management by:

- Ensuring flood risk management informs place-making by avoiding inappropriate development in areas at risk of flooding in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities.
- Ensuring that River Basin Management Plan objectives are fully considered throughout the physical planning process.
- Integrating sustainable water management solutions, such as Sustainable Urban Drainage (SUDS), non-porous surfacing and green roofs, to create safe places.

8.4.3 Strategic Flood Risk Assessment

The Council commissioned Roughan O'Donovan Consulting Engineers to prepare a Strategic Flood Risk Assessment (SFRA) report to inform the preparation of the County Development Plan 2024-2030. The SFRA provides an assessment/identification of flood risk for the Development Plan area[19] in accordance with "The Planning System and Flood Risk Management – Guidelines for Planning Authorities" (The Guidelines), 2009, published by the Department for the Environment, Heritage and Local Government and the Office of Public Works (OPW).

8.4.4 Flood Risk Maps

A Stage 1 Flood Risk Identification was undertaken by Roughan O'Donovan to identify any flooding or surface water management issues within the County that may warrant further investigation. As part of this stage the most up to date available data at the time of preparation was acquired from the Office of Public Works (OPW) and Donegal County Council. Flood risk information has enabled Donegal County Council to apply 'The Guidelines' sequential approach to flood risk management, and where necessary the Justification Test, to appraise sites for suitable land zonings and identify how flood risk can be managed as part of the Development Plan.

[19] Note: Strategic Flood Risk Assessments were previously carried out for the towns of An Clochán Liath (Dungloe), Ballyshannon, Carndonagh, Donegal Town, Killybegs and Bridgend as part of the Seven Strategic Town Local Area Plan 2018-2024; therefore a Stage 2 Flood Risk Assessment for these settlements does not form part of the SFRA report for the CDP 2024-2030. Similarly, a separate SFRA report has been prepared for the town of Letterkenny as part of the preparation of the Letterkenny Plan and Local Transport 2023-2029.

The findings of the stage 1 assessment indicate that multiple settlements within the Development Plan area are at risk of flooding. Accordingly, a Stage 2 assessment was undertaken to confirm the sources of flooding that may affect settlements and a series of flood zone maps has been produced within the SFRA report (see Appendix A of SFRA report). The flood zone maps are largely derived from the CFRAM (Catchment Flood Risk Assessment and Management) study and NCFHM (National Coastal Flood Hazard Mapping); areas that are not covered in the CFRAM or NCFHM Studies are supplemented by fluvial mapping from the NIFM (National Indicative Fluvial Maps) Assessment.

The Council recognises that there may be other locations at risk from flooding which are not specifically identified in the SFRA nor identified in OPW Draft Flood Risk Management Plans and the associated Flood Risk mapping. In such areas the Council will adopt a precautionary approach, employ the abovementioned sequential approach and utilise other available datasets (e.g. The Historic flood maps available on www.floodmaps.ie, the OPW's Coastal Protection Strategy Study Mapping).

Glossary/Definitions:

Flood Zones types as summarised from Section 2.23 of The Planning System and Flood Risk Management - Guidelines for Planning Authorities (DoEHLG, 2009)

Zone A – High probability of flooding, i.e.) more than 1% probability or 1 in 100 from rivers and more than 0.5% probability or 1 in 200 from coastal flooding.

Zone B – Moderate probability of flooding, i.e.) between 0.1% probability or 1 in 1,000 years and 1% or 1 in 100 years for river flooding and between 0.1% or 1 in 1,000 year and 0.5% or 1 in 200 for coastal flooding.

Zone C – Low probability of flooding, i.e.) less than 0.1% or 1 in 1,000 years for both river and coastal flooding). Flood zone C covers all areas outside of Zones A or B.



Figure 8.4.1: Example - Flood Zone Areas A, B and C

Table 8.4.1 : Classification of Vulnerability for different types of development taken from Table 3.1 of The Planning System and Flood Risk Management - Guidelines for Planning Authorities (DoEHLG, 2009)

Vulnerability class	Land uses and types of development which include*:
Highly vulnerable development (including essential infrastructure)	Garda, ambulance and fire stations and command centres required to be operational during flooding; Hospitals; Emergency access and egress points; Schools; Dwelling houses, student halls of residence and hostels; Residential institutions such as residential care homes, children's homes and social services homes; Caravans and mobile home parks; Dwelling houses designed, constructed or adapted for the elderly or, other people with impaired mobility; and Essential infrastructure, such as primary transport and utilities distribution, including electricity generating power stations and sub-stations, water and sewage treatment, and potential significant sources of pollution (SEVESO sites, IPPC sites, etc.) in the event of flooding.
Less vulnerable development	Buildings used for: retail, leisure, warehousing, commercial, industrial and non-residential institutions; Land and buildings used for holiday or short-let caravans and camping, subject to specific warning and evacuation plans; Land and buildings used for agriculture and forestry; Waste treatment (except landfill and hazardous waste); Mineral working and processing; and Local transport infrastructure.
Water-compatible development	Flood control infrastructure; Docks, marinas and wharves; Navigation facilities; Ship building, repairing and dismantling, dockside fish processing and refrigeration and compatible activities requiring a waterside location; Water-based recreation and tourism (excluding sleeping accommodation); Lifeguard and coastguard stations; Amenity open space, outdoor sports and recreation and essential facilities such as changing rooms; and Essential ancillary sleeping or residential accommodation for staff required by uses in this category (subject to a specific warning and evacuation plan).
*Uses not listed here should be considered on their own merits	

Table 3.1 Classification of vulnerability of different types of development

Table 8.4.2: Matrix of Vulnerability Versus Flood Zone as taken from Table 3.1 of The Planning System and Flood Risk Management - Guidelines for Planning Authorities (DoEHLG, 2009)

	Flood Zone A	Flood Zone B	Flood Zone C
Highly vulnerable development (including essential infrastructure)	Justification Test	Justification Test	Appropriate
Less vulnerable development	Justification Test	Appropriate	Appropriate
Water-compatible development	Appropriate	Appropriate	Appropriate

Objective

F-O-1	To ensure that development does not give rise to unacceptable new flood risks or does not exacerbate existing flood risk.

Policies

F-P-1 CC	To only permit development where flood or surface water management issues can be successfully addressed and/or where there is no unacceptable residual flood risk for the development, its occupants and/or private property or public infrastructure elsewhere within the catchment. A precautionary approach shall be applied to the consideration of flood risk issues and shall include the application of the 'Avoid', 'Substitute', 'Justify' principles set out in the EU Floods Directive (2007/60/EC) and 'The Planning System and Flood Risk Management - Guidelines for Planning Authorities', November 2009, DoEHLG. Where appropriate, applicants/developers shall be required to submit: a. an independent 'Flood Risk Assessment' in accordance with the aforementioned Guidelines or any subsequent related publication and/or 'Surface Water Drainage Calculations', from suitably qualified persons; and b. evidence of compliance with the Justification test set out in Section 5.15 of the aforementioned Guidelines or any subsequent related publication.
F-P-2 CC	a. To require the use of Sustainable Urban Drainage Systems (SUDs) including flood attenuation areas, wetlands, the controlled release of surface waters and use of open spaces and semi-permeable hard surfaces for urban development proposals. b. Support the removal of existing stormwater discharging to combined (foul and storm) sewers using nature-based solutions. c. Not to support the discharge of additional surface water to combined sewers.
F-P-3 CC	To support the development of long and short-term flood remediation works, including embankments, sea defenses, drainage channels, and attenuation ponds and wetlands, subject to environmental considerations including potential impact on designated shellfish water and fresh water pearl mussel catchment areas, compliance with Article 6 of the Habitats Directive, best practice in Coastal Zone Management and the Marine Resource and Coastal Management policies of this Plan.
F-P-4	Not to permit developments which would hinder the maintenance of river or drainage channels.

8.5 Electricity Transmission and Gas Networks

> '*The provision of prudently managed infrastructure is key to delivering a connected, vibrant, inclusive, resilient and smart region that places environmental sustainability and quality of life values at the heart of our decisions. The lack of access to the essential benefits that infrastructure provides – such as electric power, clean water, modern telecommunications, and safe and reliable transportation - impede higher living standards and a significant obstacle to economic development.*' (NWRA RSES, p.262)

8.5.1 Electricity Transmission Network

As noted in the RSES, the existing electricity transmission network in the region is predominantly lower capacity 110 kV with very little higher capacity of 220 kV and 400 kV transmission infrastructure. Donegal is only served by the lower capacity 110kV lines. The RSES makes the case for enhanced transmission capacity having regard to, inter alia: the surplus of regional supply versus demand; the likelihood of increased demand arising from economic growth and the need to service these growth sectors in order to secure their location in the region; and the potential for exporting excess supply. Donegal supports the broad approach of the Regional Assembly for the enhancement of the network etc. as referenced in RPO's 8.1, 8.2, 8.3 and 8.4. However, it is noted that there are no firm proposals at present to enhance the transmission capacity to Donegal, and that the only indication of any commitment to the County is to be found in the 'North-West Project (study area)' referenced in Table 11 in the RSES.

Table 11: Projects in Northern & Western Region

Project Name	Location
North Connacht Project	Roscommon, Sligo, Mayo
Regional Solution Project (series compensation on 400 kV network)	Galway
North South 400 kV Interconnector	Meath, Cavan, Monaghan, Armagh, Tyrone
Bellacorick – Castlebar 110 kV Line update	Mayo
North West Project (study area)	Donegal, Leitrim, Sligo
Bellacorick – Moy 110 kV Line update	Mayo
Cashla – Salthill 110 kV Line update	Galway
Galway 110 kV Station Redevelopment	Galway

As referenced elsewhere in this Plan, Killybegs is recognised nationally and regionally as Ireland's premier fishing port. The port also has the potential to function as a key strategic hub for offshore renewable energy projects in the context of the national climate change policy, and the resultant drive towards developing the country's renewable energy resource. However, the deficiencies in the electricity transmission network (and the strategic roads network – addressed in Chapter 8.1) are likely to prejudice achievement of the national and regional objectives for the Port. Objective ETN-O-1 sets out the Planning Authority's support in principle for the upgrading of the electricity transmission network to deal with the potential demands arising from projected growth in the County generally, and in particular from realisation of the full strategic potential of Killybegs.

Hydro-electric Stations

There are three strategically important hydro-electric installations in County Donegal, two on the river Erne (Cathleen's Fall and Cliff) and one on the river Clady (Clady) with a combined generating capacity of 69 MW. These facilities constitute a long-established, sustainable source of energy for the county and the national network. As such there is an ongoing need for curtilage management and the restriction of incompatible lands uses, which might affect the ability to consolidate and/or expand operations at these locations. This approach is essential given that they are of strategic national importance in terms of electricity supply and are an integral part of climate change and reduction of greenhouse gas emissions agenda.

8.5.2 Gas

For similar reasons to those set out at Section 8.5.1, the Council welcomes recognition in the RSES of the absence of a gas supply in Donegal and the observation that: 'Within the lifetime of the RSES, it should be the ambition of our region to explore the extension of the network into Counties Sligo, Roscommon, Donegal and Leitrim.' The Council also welcomes the RSES's policy support for addressing this deficiency as contained in RPO's 8.5, 8.6 and 8.7.

RPO 8.5

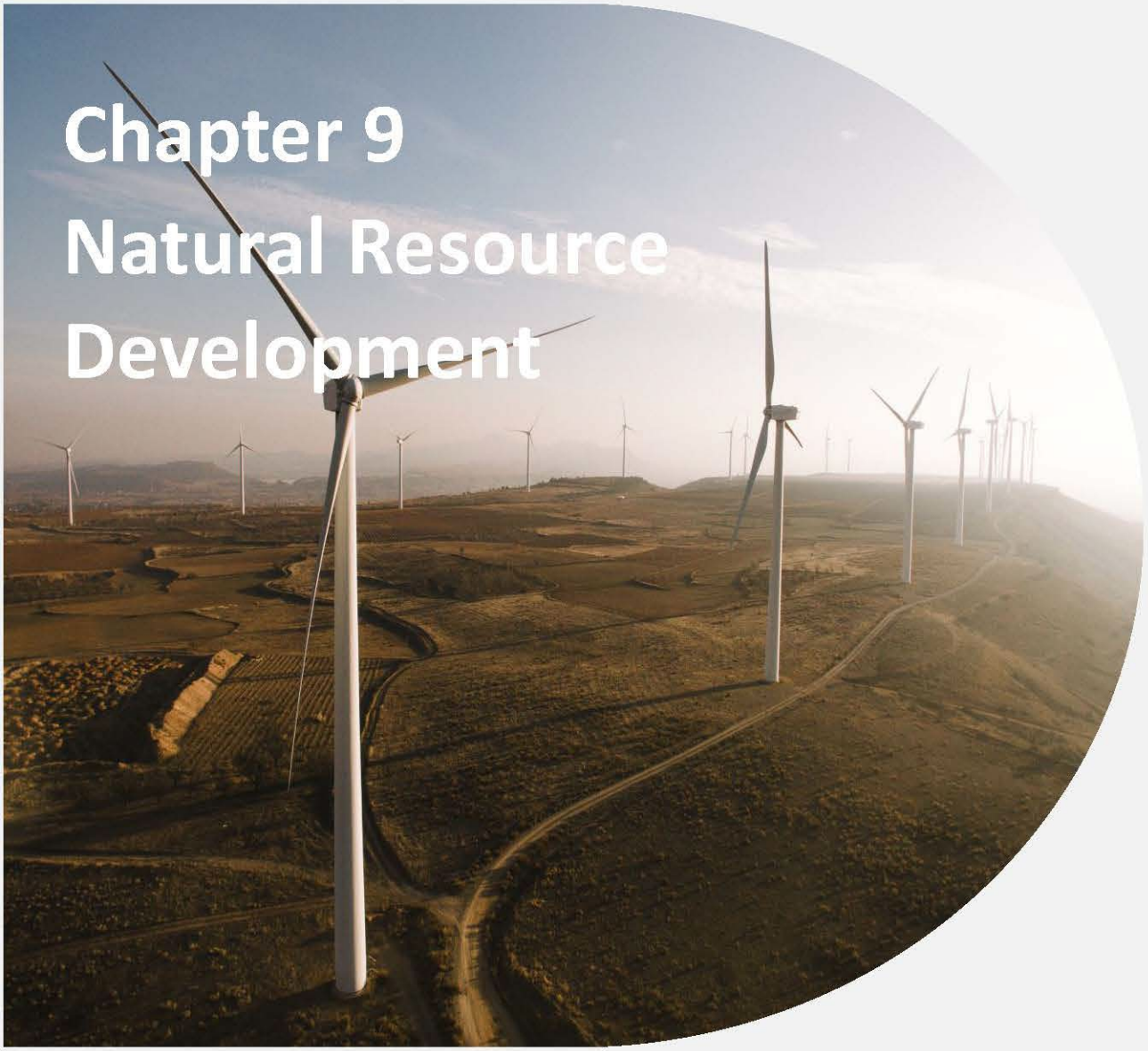
To support the build-out of the gas supply network into Counties Sligo, Roscommon, Donegal and Leitrim and in additional locations in the remainder of the region.

Objectives

ETN-O-1	To secure the strengthening of the electricity grid to include the provision of 220kv transmission networks to enable the harnessing and distribution of energy.
ETN-O-2	To support the reinforcement of the medium and low voltage (MV/LV) network in Donegal
G-O-1	To secure the build-out of the gas supply network into Donegal.

Policy

ETN-P-1	a. To protect the three hydro-electric power stations in County Donegal, two on the river Erne (Cathleen's Fall and Cliff) and one on the river Clady (Clady) by restricting incompatible land uses which might affect the ability of these facilities to consolidate and/or expand operations at these locations. b. The treatment of hydro electric facility boundaries shall be sympathetic to adjoining amenities.



Chapter 9
Natural Resource Development

Chapter 9 – Natural Resource Development

9.1 Renewable Energy (General)

> *'New energy systems and transmission grids will be necessary for a more distributed, renewables-focused energy generation system, harnessing both the considerable on-shore and off-shore potential from energy sources such as wind, wave and solar*
> *and connecting the richest sources of that energy to the major sources of demand.'*
> (NPF Commentary on NSO8, p.15)

The Government has identified increased renewable energy generation as a key measure in the strategy to reduce greenhouse gas emissions and meet international obligations (refer Chapter 3: 'Climate'). Notably, one of the measures outlined in the 'Climate Action Plan, 2021' (DCCAE) is that 80% of the Country's electricity shall be generated from renewable sources.

National planning policy in this area is encapsulated in National Strategic Outcome 8 (NSO8) and National Policy Objective 55 in the NPF:



+

National Policy Objective 55
Promote renewable energy use and generation at appropriate locations within the built and natural environment to meet national objectives towards achieving a low carbon economy by 2050.

The Council also acknowledges Eirgrid's Strategy 2020-2025, entitled 'Transform the Power System for Future Generations' sets out plans for an estimated 25% growth in electricity demand by 2025, along with a target of net zero carbon emissions by 2050.

Alongside this strategic context, the value of Donegal's natural, built and cultural heritage must also be considered in the preparation of this policy framework.

9.1.1 Ocean Energy

The EU Blue Growth Strategy 2012 identifies 'Blue Energy' as a sector that could not only help compliance with the EU renewable energy targets but could also deliver sustainable economic growth and jobs in the blue economy.

The Department of Communications, Energy and Natural Resources published a framework for the sustainable economic development of Ireland's offshore renewable energy resources entitled 'Offshore Renewable Energy Development Plan (OREDP)' in February 2014. The OREDP's sets out the following vision: "Our offshore renewable energy resource contributing to our economic development and sustainable growth, generating jobs for our citizens, supported by coherent policy, planning and regulation, and managed in an integrated manner". The OREDP recognises that development of offshore renewable energy represents a significant opportunity for ports, particularly along the western Atlantic coast. This constitutes a significant opportunity for Killybegs in particular from an economic and employment generating as well as technological research and training.

9.1.2 Bioenergy

Biomass is the biological material derived from living, or recently living organisms. For centuries people in Donegal relied upon our natural resources including peat as a source of fuel and seaweed for the fertilisation of crops. While the harvesting of peat is increasingly unsustainable there is a wide range of sustainable and affordable alternatives. The County has large areas of sustainable managed commercial forestry which has potential for use as wood fuel for both domestic and commercial markets. In addition, the growth of interest in energy crops such as willow, rape seed and miscanthus, all represent alternative biofuel opportunities which are viable and already growing in the County.

9.1.3 Fossil Fuels

Nationally the supply of gas will be strategically supplied through inter-connections between Ireland and the UK, which will secure sufficient gas supplies for the foreseeable future. A new gas pipeline has been constructed from Belfast to Derry and the Council would support the extension of existing services into the County.

9.1.4 Solar Energy

Traditionally Solar Energy has not been a prevalent renewable energy source in County Donegal, however advances in technology mean that the capacity for production of electricity from light (photovoltaires) to electricity and solar thermal for heat, is increased. It is estimated that a typical 2.5kWp system could provide up to 50% of a households annual electricity.



9.1.5 Geothermal Energy

Ireland has an excellent source of geothermal energy, a clean and sustainable heat energy stored underground, that can be extracted through a number of engineering methods involving shallow and deep drilling. The Sustainable Energy Authority of Ireland (SEAI) has prepared mapping of the country identifying areas of geothermal potential. This mapping is available at the SEAI's website along with other information on geothermal energy (refer www.seai.ie.).

General Objectives

E-O-1 CC	To sustainably develop a diverse and secure renewable energy supply to meet demands and capitalize on the County's competitive locational advantage.
E-O-2 CC	To secure the maximum potential from the wind energy resources of the County commensurate with the receiving environment and local developments patterns consistent with the proper planning and sustainable development, thereby contributing to the national drive towards ensuring the security of energy supply.
E-O-3	To facilitate the strengthening of the electricity grid to a minimum rating of 220KV to enable the harnessing and distribution of energy.
E-O-4 CC	To facilitate the sustainable development of Donegal as a Centre of Excellence for renewable technology, and Killybegs as an offshore service centre and renewable energy hub.

E-O-5	To ensure that wind energy developments do not adversely impact upon the existing amenities of residential properties, and other centres of human habitation (as defined in 'Definitions' below).
E-O-6	To support and facilitate proposals for hybrid energy systems and or co-location of renewable energy where such development has satisfactorily demonstrated that it will not have adverse impacts on the surrounding environment and subject to other objectives and policies of this plan.
E-O-7	To recognize that natural gas, particularly renewable and indigenous gas with the exception of fracking proposals, will continue to have a role to play in the transition to a low carbon economy.

General Policies

E-P-1	It is policy of the Council to facilitate the development of grid reinforcements including grid connections and transboundary energy network (electricity and gas) into and through the County, within the Region, and to support the development of cross border grid connections, subject to other objectives and policies of this Plan.
E-P-2 [CC]	It is a policy of the Council: a. to facilitate the appropriate development of renewable energy and energy storage projects arising from a variety of sources, including hydro power, ocean energy, hydrogen, bioenergy, biomass, solar, wind, district heating systems and geo-thermal and the storage of water as a renewable kinetic energy resource, in accordance with all relevant material considerations and the proper planning and sustainable development of the area; b. not to support the process of Hydraulic Fracturing (or fracking). c. applications for Solar Farm developments should be accompanied by glint and glare assessments.
E-P-3 [CC]	It is a policy of the Council to facilitate solar energy installations in residential, commercial, industrial and public building projects, provided such proposals do not detract from the built heritage, in accordance with the proper planning and sustainable development of the area.
E-P-4 [CC]	It is a policy of the Council to become a centre of excellence for research and development of renewable energy technologies including wind, hydro, tidal and wave and specifically to facilitate the development of Killybegs Harbour and Donegal Airport as maintenance, service and supply centres for onshore and offshore energy facilities in the context of other objectives and policies of this Plan.
E-P-5	It is a policy of the Council to seek to ensure that, where practicable, power lines be routed underground, having particular regard to the scenic amenity of the receiving landscape**.**
E-P-6	It is a policy of the Council that when designing, planning and consenting for new electricity grid infrastructure, opportunities to use the existing roads and rail

	network for such development will be considered in accordance with any protocols developed between ESB/Eirgrid, TII, DECC/DOT and Local Authorities
E-P-7	It is the policy of the Council to support utility scale solar installation of a scale and design that would assimilate into the landscape, subject to other objectives and policies of this plan.
E-P-8	It is a policy of the Council to support and facilitate proposals for secure, appropriately scaled energy storage systems and infrastructure, including green hydrogen gas storage which supports energy efficiency and reusable energy systems, subject to other objectives and policies of this plan.

9.2 Wind Energy

Donegal County Council acknowledges the importance of wind energy as a renewable energy source which can play a vital role in achieving national targets in relation to reductions in fossil fuel dependency and therefore greenhouse gas emissions. In terms of wind speed and consistency, Donegal is ideally and strategically located on the North-West Atlantic coast and this wind energy resource has already been harnessed to a significant degree. Thus Donegal already generates significant wind energy outputs relative to other counties in Ireland and has become an energy exporter, despite the limited available electricity grid infrastructure in the County and significant environmental and heritage designations covering over one-third of the County. It is therefore challenging to achieve a balanced approach to the identification of further suitable locations that will not detract from the scenic and environmental resource of the County.

The potential for offshore wind, and the capacity of Donegal to help realise this potential in terms of onshore facilities (particularly at Killybegs Port), is addressed in Chapters 7: 'Economic Development' and 14: 'Marine, Coast and Islands'.

With regard to onshore wind energy, the Council's approach has been prepared having regard to the 'Wind Energy Development Guidelines, 2006' (DHPLG) ('the Guidelines') [the Planning Authority has been advised that it may not have regard to the Draft Guidelines, 2019 pending finalization]. Whilst the importance of addressing climate change is at the fore of national policy, and whilst the Government's commitment to achieving targets as discussed above is acknowledged, the Guidelines provide that this must be achieved in a balanced way: '*the development plan must achieve a reasonable balance between responding to Government Policy on renewable energy and enabling the wind energy resources of the planning authority's area to be harnessed in a manner that is consistent with proper planning and sustainable development, taking into account the legitimate views of local communities.'* (p.11).

Map 9.2.1: 'Wind Energy' designates 'areas considered suitable or unsuitable for new wind energy development that have been identified on foot of a comprehensive analysis of the environmental sensitivities and the wind energy potential of the County'. The mapping has been prepared using a spatial sieve analysis of factors (in accordance with the Wind Energy Development Guidelines 2006). The Sieve Mapping Methodology is set out at Appendix B of this Plan. In the event of a discrepancy occurring between Map 9.2.1 and the written objectives and policies contained in the Plan, the written text shall be the key material consideration and take precedence over Map 9.2.1.

Arising from this process, and in accordance with Policy WE-P-1 and Map 9.2.1, the Plan identifies the following policy area designations as the means of determining the principle of the acceptability or otherwise of proposed wind farm developments.

(a) **Acceptable In Principle**
Wind farm developments shall be generally acceptable in principle in these areas.

(b) **Open to Consideration**
Wind farm developments shall be generally open to consideration in these areas.

(c) **Not Normally Permissible**
Like the other two designations, these areas were identified on foot of a comprehensive analysis of the environmental sensitivities and the wind energy potential of the County. On foot of this determination, and in-line with national guidelines, it follows that most windfarm developments will not normally be permissible. This should apply in particular to such proposals on previously undeveloped sites, inclusive of sites with a lapsed un-implemented permission (and where substantive works have not been undertaken). Notwithstanding, and having regard to previous planning assessments and decisions and the subsequent investment incurred, it is the position of Donegal County Council that a more balanced approach is required when dealing with windfarm proposals in these areas where, crucially, there is an already existing strong planning history. This refers to the following categories: Existing Windfarms; Developments Under Construction; Developments Where Permissions Have Lapsed But Where Substantial Works Have Been Completed; and Sites With a Live Permission but not yet started. For such sites, it is considered reasonable to allow for the consideration of proposals for the augmentation, upgrade and improvement of such developments in accordance with the details set out in Policy WE-P-1(c)(ii.) below.

The objectives and policies contained in this Section of the Plan set out a broad framework against which all windfarm proposals shall be considered. However, individual windfarm proposals are likely to give rise to additional issues covered by other provisions in the Plan and thus proposals shall also be subject to compliance with all other pertaining objectives and policies contained in this Plan.

Within each of the wind energy area designations on Map 9.2.1, and along the interface between the designations, there may be small areas that do not fully meet the intent of the designation. Such anomalies shall be considered individually and in the context of all other objectives and policies contained within this Plan, should an application for development be submitted in these. The onus shall be on the applicant to make the case that the site does not meet the characteristics of the designation within which it is, but ultimately it shall be a matter for the Planning Authority to adjudicate on such matters.

Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal
Development Plan, 2024 - 2030

Forbartha Contae
Dhún na nGall, 2024 - 2030

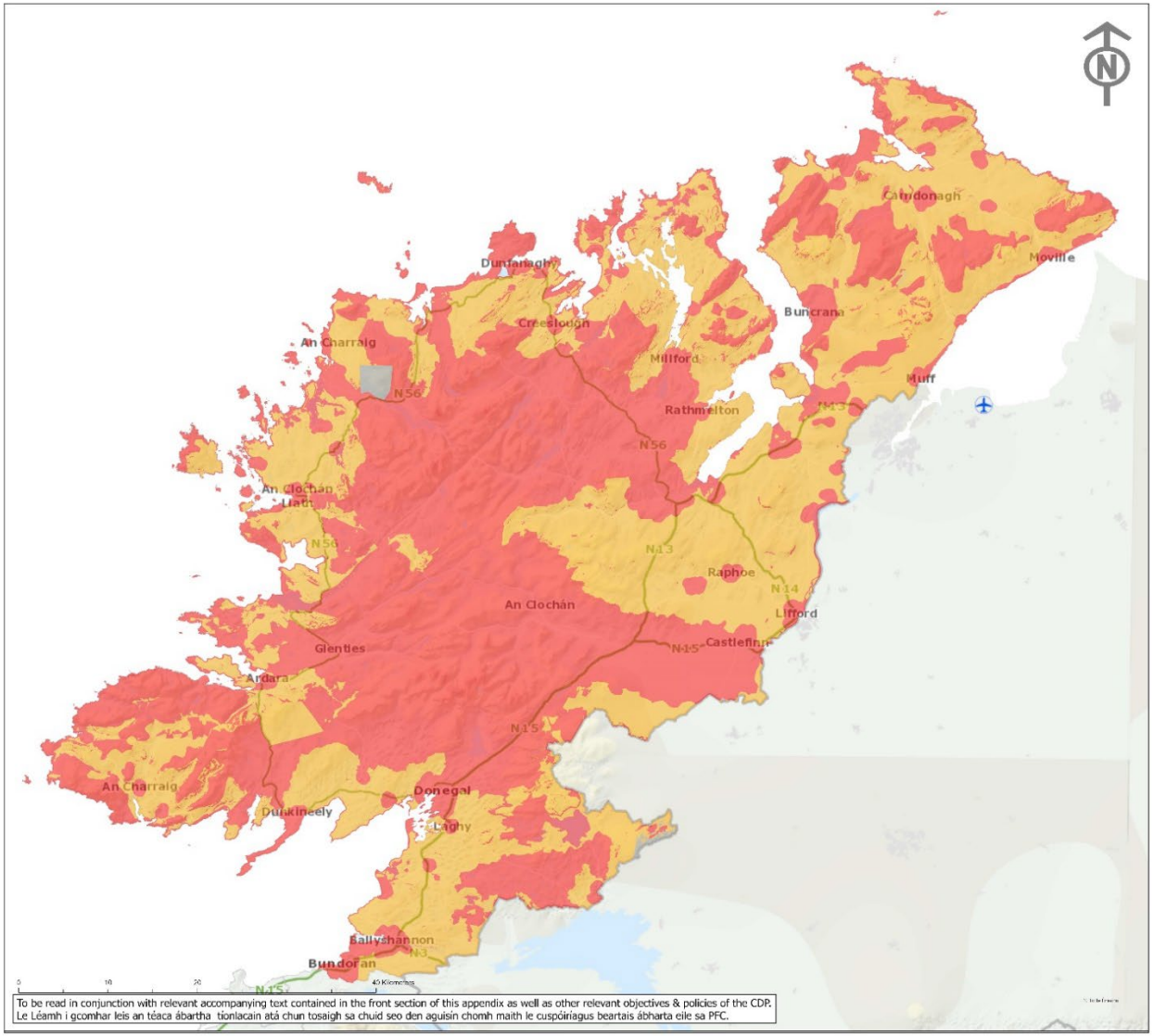
Map 9.2.1:
Wind Energy

Léarscáil 9.2.1:
Fuinneamh Gaoithe

Not Normally Permissible ~ Ní bheadh cead de ghnáth

Acceptable In Principle ~ Inghlactha i bPrionsabal

Open To Consideration ~ Ar Fáil le Breithniú



Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall

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As well as implementing the undernoted policy framework, it will be the practice of the Council:

a) in accordance with Article 22A of the Planning and Development Regulations 2001 (as amended), to require all windfarm developers to submit a Community Report with their planning application, which report shall be consistent with the relevant provisions of 'The Code of Practice for Wind Energy Development in Ireland, Guidelines for Community Engagement'; Department of Communications, Climate Action and Environment (December 2016); and

b) to ensure that for all applications for renewable energy projects, details of the proposed grid connection and all associated infrastructure are considered in the Environmental Impact Statement (EIS) and Natura Impact Statement as may be required; to ensure that all roads associated with the development of wind farms are maintained or repaired at the developer's expense to the satisfaction of the Council.

Wind Energy Policies

WE-P-1 [CC]	That the principle of the acceptability or otherwise of proposed wind farm developments shall be generally determined in accordance with the three areas identified in Map 9.2.1 'Wind Energy' and as detailed below: a. **Acceptable in Principle** Wind energy development shall be generally acceptable in these areas. b. **Open to Consideration** Wind energy development shall be generally open to consideration in these areas. c. **Not Normally Permissible** Windfarm development proposals on previously undeveloped sites, inclusive of sites with a lapsed un-implemented permission (and where substantive works have not been undertaken) will not normally be permissible.
WE-P-1A	The augmentation, upgrade, repowering and improvements of: existing windfarms; windfarm developments under construction; developments where permission has lapsed but substantial works have been completed, or on sites with an extant planning permission will be open to consideration in all three designated areas ('Not Normally Permissible', 'Open to Consideration', and 'Acceptable in principle') on Map 9.2.1 where such proposals shall be generally confined to the planning unit of the existing development, or where a modestly-proportioned projection (relative to the established unit) beyond the established site can be demonstrated to be essential and unavoidable for the project in terms of operational efficiencies, and can demonstrate beyond reasonable doubt that all environmental issues can be adequately addressed.
WE-P-2	That wind farm developments: a. Must not be located within the zone of visual influence of Glenveagh National Park; b. Must not be located within the following areas, subject to the possible exceptions set out in Policy WE-P-1A: i. the Gweebarra River Basin; ii. areas contained within 'Especially High Scenic Amenity' on Map 11.1 'Scenic Amenity' and iii. St. John's Point.

WE-P-3	To ensure that the assessment of wind energy development proposals will have regard to the following: a. sensitivities of the county's landscapes; b. visual impact on protected views, prospects, designated landscapes, as well as local visual impacts; c. impacts on nature conservation designations, archaeological areas, county geological sites, historic structures, public rights of way and walking routes; d. local environmental impacts, including those on residential properties, such as noise, shadow flicker and over-dominance; e. visual and environmental impacts of associated development, such as access roads, plant and grid connections from the proposed wind farm to the electricity transmission network; f. scale, size and layout of the project and any cumulative effects due to other projects; g. the impact of the proposed development on protected bird and mammal species; h. the requirements and standards set out in the DEHLG Wind Energy Development Guidelines 2006, or any subsequent related Guidelines (or as may be amended). i. 'The Planning System and Flood Risk Management, Guidelines for Planning Authorities (2009)'; and j. the protection of drinking water sources and public water services infrastructure. In addition, all applications for wind farm development located on peatland and bog, including repowering and augmentation projects, shall be accompanied by a 'Peat Stability Risk Assessment Report'.
WE-P-4	To support and facilitate, appropriate on site wind energy development by auto producers/micro producers (see definitions below) where energy generated is primarily required to meet the immediate needs of the development, whether community/ agricultural and/or small enterprise, subject to compliance with all other relevant objectives and policies contained within this plan. The Wind Energy Map 9.2.1 does not restrict the location of turbines for the purposes of auto-production. (see definitions below)
WE-P-5	To ensure that all roads associated with the development of wind farms are maintained or repaired at the developer's expense to the satisfaction of the Council.
WE-P-6	To ensure that all windfarm development proposals demonstrate how the proposed development will be of enduring economic benefit to the communities concerned, through a form of community investment/ownership, benefit or dividend, or similar.
WE-P-7	To ensure that the decommissioning, post-operational restoration and restoration of habitats of redundant windfarm developments is achievable and practical once a wind energy development ceases to generate electricity.
WE-P-8	To ensure that the assessment of Wind Energy Development Proposals have regard to the following Specific Biodiversity Related Requirement: a. Loss of functionally linked habitat: Developers of wind energy proposals on greenfield sites shall undertake a preconstruction appraisal of habitats. Should habitats suitable for supporting Special Conservation Interest bird species be present, developers will be required to undertake pre-construction bird surveys to confirm whether the site supports a significant proportion of bird populations (typically taken to be 1% of the population of a SPA, at time of designation).

Depending on whether qualifying birds represent breeding or overwintering species, surveys will need to be undertaken in the breeding season or overwintering period (October to March). If a site represents functionally linked habitat, avoidance / mitigation measures will be required and the proposal will need to be supported by a bespoke Appropriate Assessment.

b. Mortality due to collision with operational wind turbines: Wind energy development proposals shall demonstrate that they can be delivered without resulting in adverse effects on the integrity of European sites. Vantage point surveys will be required to establish:
   (i) the overall use of the development site by Special Conservation Interest birds and
   (ii) more detailed usage by Special Conservation Interest birds of the turbine swept area taking account of specifications such as turbine height, blade length, nacelle (blade hub) rotation speed and the number of turbines. Mitigation measures may need to be delivered to ensure that any residual risks are appropriately avoided or reduced.

c. Disturbance displacement: To avoid potential permanent disturbance displacement impacts on Special Conservation Interest bird species, Donegal County Council will generally not support wind energy proposals within 1km of Special Protection Areas unless clear evidence from the applicant or scheme promoter can demonstrate no adverse effect on site integrity will arise.

d. Water Quality: Any wind energy developments within 1 km of sensitive SPAs / SACs shall ensure that potential adverse impacts on the European sites due to water quality impacts are assessed and, where required, mitigated. Mitigation measures include, but are not limited to, water quality and ecological baseline studies, run-off / leachate modelling, delivery of Construction Environmental Management Plans (CEMPs) and Water Management Plans (WMPs) and compliance with industry good practice.

Definitions:

1. Auto-production

Auto-production of electricity is the production of electricity for a consumer's own use on a premise/site where the energy is to be consumed. While there is no upper limit to the definition of an auto-producer, the Maximum Export Capacity (MEC) must be less than twice the Maximum Import Capacity (MIC). Auto producers are generally industrial large volume energy users who generate wind energy to offset their immediate energy needs and reduce their reliance on fossil fuels. For generation up to 0.5MW, auto-producers do not have to apply via the Group Processing Approach Process (Gate queue) for connection to the grid. For generation of between 0.5MW and 1MW they are processed as non GPA applicants if they can demonstrate there are no interactions and public good criteria are met. Auto-producers can avail of an export tariff, agreed upon between the autoproducer and their energy supplier. The tariff rates offered vary with electrical supplier and technology exporting to the electrical grid. However, it is more cost effective for an auto producer to use the electricity generated to replace imported electricity.

2. Micro-production

Micro-generation is a subset of auto-production classified by ESB Networks as generation of less than 11kW when connected to the three phase portion of the distribution grid (400V). However, in the case of most users, who are connected to the single phase portion of the distribution grid (230V), a maximum rating of 6kW is permitted. Small scale wind energy developments (consisting of 1 turbine) with a total height of 13m for domestic use or 20m for agricultural and light industrial use are

exempted developments subject to criteria specified in the Statutory Instruments (SI 83 of 2007 and SI 235 and SI 256 of 2008).

Glenveagh National Park: Zone of Visual Influence:- The environmental and visual character of Glenveagh National Park consists of the geographic extent of the park and its immediate environs. The implementation of the relevant policy should not be interpreted as relating to lands with limited physical or visual connection to the park. The onus is on the applicant to demonstrate the extent of the potential impact a proposed wind energy development has on the National Park.

9.2 Extractive Industry and Geology

9.2.1 Background

Aggregates are a significant and necessary natural resource for the continued economic development of Donegal including job creation and are essential materials for construction industry. The Plan needs to make provision for the sustainable and appropriate extraction of aggregates including clays, gravels, sands, stone, and aggregates subject to compliance with pertaining legislation and guidelines. Specifically, factors that must be considered in order to minimise the impact of any extractions include, but are not limited to noise, vibration, dust, water quality, the North-west River Basin Management Plan, natural and cultural heritage, landscape, and waste materials.

Aggregate is the collective name for natural rock and gravel deposits and mapping of Aggregate Potential in Ireland is prepared by the Geological Society Ireland and is widely available online.[20] This mapping can assist in the identification of locations of certain aggregates throughout the county but is not to be construed as locations where extraction would be appropriate in the round. The Minerals Development Act 2017 governs the exploration for, and extraction of minerals.

The Department of the Environment, Climate and Communications is responsible for the issuing of Prospecting Licences to undertake mineral exploration in Ireland, these licences are normally renewed every 6 years permitting prospecting only and not extraction. At present there are four prospecting licences within the county[21]. The DECC is also responsible for the issuing of mining lease or licences, these also require planning permission and an Integrated Pollution Control licence (from the EPA) before extraction can proceed. The extractive industries shall also be guided by the DEHLG Quarries and Ancillary Activities Guidelines for Planning Authorities 2004 and the EPA Environmental Management in the Extractive Industry (non-scheduled minerals) 2006.

Proposals for extractive industries are encouraged to have regard to the Donegal Climate Adaptation Strategy, 2019-2024.

The Waste Management (Management of Waste from the Extractive Industries) Regulations 2009 (S.I. No 566 of 2009) requires each Local Authority to establish and maintain a register of all extractive industries within its functional area including the extraction, treatment and storage of mineral resources, the working of quarries, and the extraction, treatment and storage of peat. At present there are in the region of 170 identified quarries in the county, these can be viewed live on the council website at www.donegalcoco.ie.

'The Geological Heritage of Donegal' was published in November 2020[22] and is an audit of County Geological Sites in County Donegal. The audit is a compilation of the following 2 reports:

- An audit of County Geological and Geomorphological Sites in north Donegal and
- An audit of County Geological and Geomorphological Sites in south Donegal

[20] www.gsi.ie

[21] www.donegalcoco.ie

[22] www.gsi.ie

Objective

EX-O-1	To facilitate extractive industries subject to the protection of residential and natural amenities, the prevention of pollution, and the safeguarding of aquifers and groundwater.

Policies

EX-P-1	It is a policy of the Council that the principle of proposed new extractive industries shall generally be accepted where such deposits exist save: a. for the following areas/designations where such development shall not be supported: i. Areas designated as Especially High Scenic Amenity; ii. Designated Natura 2000 sites, Natural Heritage Areas, Nature Reserves or other areas of importance for the conservation of flora and fauna; or iii. Areas of significant archaeological potential. b. In the following scenarios, unless it can be clearly demonstrated that the development would not have significant adverse impacts on the amenities or the environment; i. identified Views and Prospects, Greenways, Blueways and tourist routes.
EX-P-2	It is a policy of the Council to only support development proposals for extractive industry developments where such proposals identify relevant robust and effective mitigation measures in respect of the anticipated environmental impacts of such development in accordance with the DEHLG Quarries and Ancillary Activities Guidelines for Planning Authorities 2004 and the EPA Environmental Management in the Extractive Industry (non-scheduled minerals) Guidelines, 2006. Such impacts to be considered shall include: noise and vibration; dust deposition/air quality; water supplies and groundwater; natural heritage; landscape; traffic and roads impact; cultural heritage; waste management; environmental management systems; and site restoration plan.

G-P-1	It is a policy of the Council to protect County Geological Sites (CGS). Accordingly, the Council will adopt a precautionary approach to development proposals with the potential to impact upon a CGS. Proposals should be accompanied by a detailed report from a competent person setting out the potential impact to ensure that an informed decision can be made. Where significant harm to the CGS is deemed likely, planning permission will not be granted unless there are overriding considerations of public importance to the County.

Chapter 10
Tourism



Chapter 10 - Tourism

10.1 Background

Tourism is Ireland's largest indigenous industry and biggest regional employer with 254,000 people working in tourism and hospitality businesses. Tourism is estimated to be worth €8.2 billion to the Irish economy, €2.9 billion from the domestic market and €5.3 billion for international visitors.[23]

Tourism is a key driver of economic growth in Donegal and the county has a reputation for delivering world-class tourism services and attracting visitors from all over the island of Ireland but also from many overseas destinations including the UK, USA, and mainland Europe in particular.

Over the past number of years Donegal has been recognised as a leading destination for visitors with the following accolades being bestowed on the county and its attractions:

— Lonely Planet named Donegal as the 4th Best Region in the World to Visit in 2023
— 'Coolest Place on the Planet' by National Geographic Traveller in 2017
— 'Ireland's Hidden Gem' by readers of the Irish Independent Travel Magazine in 2017
— Donegal Airport voted 'Most Scenic Airport' by PrivateFly
— Donegal Town named as 'Ireland's Best Foodie Town' by the Foodie Destination Awards in 2019.

Donegal is renowned for its rich and diverse tourism offering including its rugged coastal landscapes, a wealth of sandy and blue flag beaches, windswept mountains, the highest accessible sea cliffs in Europe, one of the largest collections of inhabited and uninhabited offshore islands, varied natural habitats, vibrant cultural life and Gaeltacht areas, and rich built heritage.



The Wild Atlantic Way (WAW) extends along the entire 1134 km of Donegal's coast. The county hosts 37 discovery points (21% of the entire WAW) and 3 key signature discovery points including Sliabh

[23] ITIC – Review 2023 and Outlook 2024

Liag, Fanad Lighthouse and Malin Head. Donegal possesses a wealth of world-class tourism assets, including, but not limited to those listed in table 10.1 below [24].

Table 10.1: Donegal Tourism Attractions and Visitor Numbers

Key Tourism Attractions in County Donegal (2021)	Visitor Numbers
Sliabh Liag Cliffs	167,528
Malin Head	92,924
Glenveagh	87,113
Fanad	64,529
Oakfield Park	49,000
Glencolumkille Folk Village Museum & Heritage Centre	32,500
Doe Castle	28,097
Doagh Visitor Centre	25,000
Donegal Craft Village	20,000
IOSAS - Celtic Gardens	20,000
Lurgybrack Open Farm Fort Dunree An Grianan of Aileach Errigal	20,000

The tourism sector is a critical component of economic activity in Donegal accounting for an estimated 13% of jobs in the county in 2018, that were directly dependent on the tourism and hospitality sectors. The Northern Ireland market has always been of extreme importance to the county in terms of inward tourism and the potential therefore exists to encourage 'regionality' by attracting visitors to the North West Region. There is also significant potential in terms of encouraging seasonality through the tourism product and extending the season.

10.2 Policy and Trends

Nationally it is a primary tourism objective of the government to maximise revenue centred on Ireland achieving its full potential as a destination for overseas tourism and similarly the domestic tourism sector, setting out the following 3 primary goals:

1. By 2025 revenue from overseas visitors will increase to €5 billion in real terms.
2. Tourism related employment will increase from 200,000 at present to 250,000 by 2025.
3. Reach 10 million annual visits to Ireland by 2025.[25]

Regionally the development of the WAW touring route is a key driver of the strong growth in visitor numbers to the county over the last decade, highlighted by Fáilte Irelands recent publication of a

[24] Fáilte Ireland Visitor Attraction Figures 2021
[25] Government's Tourism Strategy 'People, Place and Policy Growing Tourism to 2025.

draft Wild Atlantic Way- Regional Tourism Development Strategy 2022-2026. The strategy sets out an ambition to drive recovery and growth into the Wild Atlantic Way region striving to recover and grow the visitor economy creating sustainable high-quality jobs that aim to support and strengthen local communities while protecting the natural and built environment.

The Donegal County Council Tourism Strategy 2022-2026 reflects the above referenced national and regional aims and objectives setting out a strategy for the County that prioritises the core principle of sustainability and ensuring that tourism developments and operations in Donegal provide full protection and preservation of the rich natural resources and unique socio-cultural heritage of the County while maximising the economic benefits for all in Donegal. It sets out the importance of achieving a balance to ensure that benefits outweigh the costs and ensuring that tourism adds to the quality of life of residents in a particular destination. The primary goal is to boost visitor counts, lessen seasonality, and improve visitor spending and dwell time. It also identified Donegal as a 'primary destination' on the Wild Atlantic Way in Ireland, offering a unique visitor experience.

Interest and participation in outdoor recreational activities has surged in popularity particularly in a post Covid-19 environment where the value of the great outdoors has become a key defining reason for people to choose Donegal as a holiday destination, and the county's natural assets (coastline; rivers and lakes; cliffs and waterfalls; and hills, valleys and mountain ranges) are characterised by a growing number of self-guided and organised recreational activities. Failte Ireland's Tullan Strand Centre for Water Sports Activities, Bundoran and Downings Sports Activity Facility projects funded under its Platforms for Growth programme are examples of the interest in this sector. The Outdoor Recreation Strategy for Donegal provides a roadmap to inform the sustainable development and management of outdoor recreation over the next 5 years, whilst still preserving the ecological and culturally rich land and waterscape that is unique to Donegal, and upon which outdoor recreation depends.

In addition to supporting tourism product expansion and development, the council will support the identification and prioritisation of investment in key tourism supporting infrastructure to service growing visitor numbers. Such supporting infrastructure could include the facilitation/provision of sustainable transport modes, development and maintenance of walking and cycling routes and infrastructure, mobility access, signage and public conveniences as examples. The council shall support a review to assess and prioritise investment locations at sites where such investment would:

- reduce congestion and/or mitigate against environmental degradation
- address identified infrastructural deficiencies
- act as a catalyst to grow tourism revenues in the wider catchment

Caravanning and Camping is estimated to generate €1.8m in site rental fees annually with indirect revenues/benefits valued in the region of €4.5m to the Donegal economy[26]. There are specific infrastructural requirements for caravan and camping developments and the Council shall require the provision of infrastructure at identified and permitted caravanning locations including safe site access, signage, waste & recycling facilities, toilets/showers, water sources, information panels and motorhome facilities as examples.

[26] Donegal County Council Caravan, Camping and Campervan Study 2021, KPMG

Festivals and Events

Festivals are key motivators for local, domestic and international consumers, as they increase both dwell time and economic impact. Festivals also play a significant role in animating destinations, and whilst smaller festivals may not be the single reason why visitors travel to a location, they can be a significant contributor to their enjoyment of their holiday experience as they create vibrancy and 'something to do' as part of their stay. Festivals in Donegal play a key role in particular with the county benefiting from funding through the Regional Festival Fund and also having four nationally funded festivals.

Destination and Experience Development

Failte Ireland advises that the key to unlocking the growth potential of an area is the development of experiences that will motivate potential visitors to firstly visit there and secondly to dwell in the area. These new experiences are less concerned with visitors passively seeing or doing things; they encourage visitors to immerse themselves actively in the locale, interacting with people, engaging the senses, and learning the history and stories of the places. Fáilte Ireland's response to this challenge has been the creation of a framework to develop and deliver 'Destination and Experience Development Plans' along with strengthening Destination towns. This approach identifies the key assets of an area and provides a framework to present the experiences and stories of that area in a way that visitors can readily and easily understand. It clearly identifies tangible actions and a process for businesses to shape their respective tourist experience(s) in line with the overall experience brand proposition and the key motivating themes for their area. There is a total of 16 no. DEDPs in the Wild Atlantic Way region with a number of plans either in progress or at the plan implementation stage. The Wild Atlantic Way Tourism Development Strategy 2023-2027 notes that DEDPs will be implemented for the Inishowen Peninsula, West Donegal & the Islands and for South Donegal.



10.3 Key Planning Challenges

The many opportunities for tourism development within the county and the provision of their sustainable development translate into several key planning challenges which need to be overcome to achieve Donegal's tourism potential, namely:

- Protecting the key landscape resource which underpins the tourism product from inappropriate development.
- Facilitating the development of a wide range of tourism products and attractions which support the visitor experience by providing a wide range of things to see and do (activity based tourism and engaging with the landscape) and thus increase visitor dwell time in a manner consistent with the brand identity of the Wild Atlantic Way.
- Improving visitor infrastructure throughout the county.
- Protecting the approaches to key tourism attractions and enhance visitor access to same.
- Protecting the natural environment.
- Protecting historic and archaeological sites and artefacts including maritime heritage.
- Protect cultural and linguistic heritage, particularly in the Gaeltacht.
- Improving the social and economic vibrancy and vitality of settlements. The market desire to provide accommodation adjacent to rural attractions must be balanced with the objective of sustaining and regenerating the County's towns and villages.
- Protecting and enhancing the built heritage and the vernacular character of the county within rural and urban areas.
- Protecting the routes and visual settings of existing and potential greenways, recreational walkways and cycling routes.
- Facilitating the protection and improvement of access to and within the county including, public transport, road, air and sea access to Donegal.
- Facilitate the improvement of infrastructure necessary to support and further strengthen tourism potential and in particular the cruise ship market in Killybegs.

10.4 Other Relevant Policies in Plan

The tourism sector is an important consideration for the management of areas of development addressed elsewhere in the Plan, inclusive of the following:

- Strategic roads, airports, greenways and other forms of active travel and railway development;
- Harbours and piers;
- Built heritage;
- Natural heritage 'Biodiversity' and 'Landscape';
- The Gaeltacht .

Objective

TOU-O-1	To facilitate the sustainable development of Donegal's tourism product as a key economic driver of, and social catalyst for the County, whilst protecting and enhancing the County's landscape, natural heritage, built heritage, and communities from inappropriate development that would detract from the tourism product.

Policies

TOU-P-1	a) To support the implementation of the WAW Regional Tourism Development Strategy 2023-2027; b) To facilitate the development of signature/strategic tourism experiences/attractions which are consistent with the brand identity of the Wild Atlantic Way and other similar initiatives, and attractions, for example as identified in Table 10.1, and are generally in accordance with the policies of this Plan; and c) To work in collaboration with Failte Ireland to ensure the continued maintenance of the 39 Discovery Points, inclusive of the 3 signature Discovery Points, in Donegal and access routes for all users.
TOU-P-2	Not to permit development which would materially detract from visual and scenic amenities along the route of the Wild Atlantic Way.
TOU-P-3	Not to permit developments which would materially detract from the visual/scenic amenities on the approach roads to, the visual setting of, or the views to be had from, significant tourism attractions.
TOU-P-4	To support the principle of tourism and recreational activities that will harness the potential of the river systems in Donegal and the region (including the Rivers Finn and Foyle), subject to environmental considerations including the Habitats Directive.
TOU-P-5	To: a. Support the principle of resource- related/activity-based tourism developments (e.g. walking, cycling, horse riding, fishing/angling, watersports, outdoor pursuits, craft/cultural/interpretive centres) throughout the County, but excluding Especially High Scenic Amenity areas, where it is demonstrated that i. the core of the proposal constitutes a demonstrable tourism product; ii. the said product is functionally-dependent on the resource which is being harnessed, or is activity-based; and iii. the development has wider economic benefits for the community. b. Support the principle of: i. On-site accommodation units in conjunction with the core tourism business providing the tourism product; ii. A small retailing element or café/restaurant which is ancillary to, and functionally dependent on, the core tourism product (such as gift shop, equipment shop); and iii. Supporting ancillary infrastructure.
TOU-P-6	That: a. the principle of the acceptability or otherwise of proposals for standalone tourism-related accommodation developments shall be determined in accordance with the following table; and b. such developments shall generally only be acceptable where they can demonstrate compliance with the specific requirements identified in the last column of the table below and the detailed criteria set out in Policy TOU-P-8 and other relevant policies of the Plan.

Table 10.2: Summary of Tourism Accommodation Policies

		Within Urban Areas	Rural areas (excluding EHSA areas)	Specific Policy Requirements
New-build 'mainstream' accommodation	Hotels	✓	x	
	Hotels functionally dependent on, and ancillary to, an existing rural resource (e.g. golf courses)	✓	✓	In urban areas, developments shall be within safe walking distance of local services and facilities (i.e. via an existing footpath or a footpath required as part of the development)
	Small Hotels/Guesthouses	✓	✓ (up to a maximum of 10 bedrooms)	
	Hostels	✓	✓ (up to a maximum occupancy of 20 people)	
Extensions to existing 'mainstream' accommodation,	Hotels	✓	✓	May include standalone modular accommodation subject to site conditions.
	Guesthouses	✓	✓	
	Hostels	✓	✓	
Development of accommodation involving refurbishment/renovation of an existing building		✓	✓	
New Prefabricated, Modular and/or Mobile Holiday accommodation unit developments (refer to 'Definitions' below)	Static mobile homes, caravans, demountable modular units, cabins etc.	✓	x	Within urban areas, the development shall be within safe walking distance of local services and facilities (i.e. via an existing or proposed footpath); Provision of quality supporting infrastructure including suitably designed surface parking bays, green space commensurate with the nature and capacity of the site, communal
	Touring caravans, campervans, motorhomes and camping/glamping	✓	✓ (up to an aggregate maximum of 10 units/pitches)	
Extensions to existing prefabricated, modular and/or mobile holiday accommodation unit developments	Static mobile homes, caravans, demountable modular units, cabins etc.	✓	✓	
	Touring caravans, campervans, motorhomes and camping/glamping	✓	✓ (up to an aggregate maximum of	

		Within Urban Areas	Rural areas (excluding EHSA areas)	Specific Policy Requirements
			10 units/pitches)	toilets/shower facilities, water sources, wastewater disposal facilities, signage and recycling facilities.

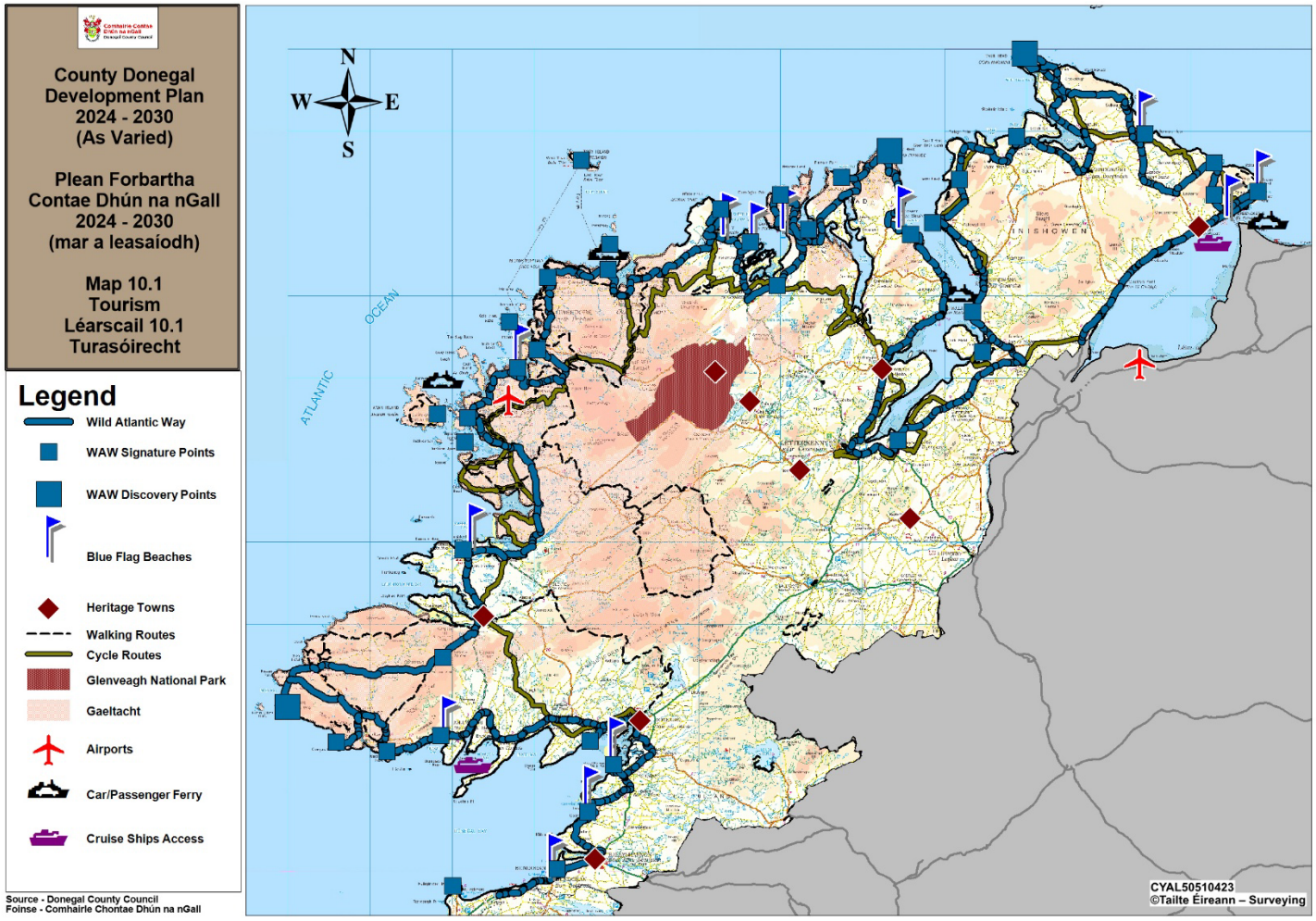
Definitions:

Modular Holiday Unit: Self-contained units incorporating shower, bath, wc, kitchen and other amenities/facilities Glamping Unit:

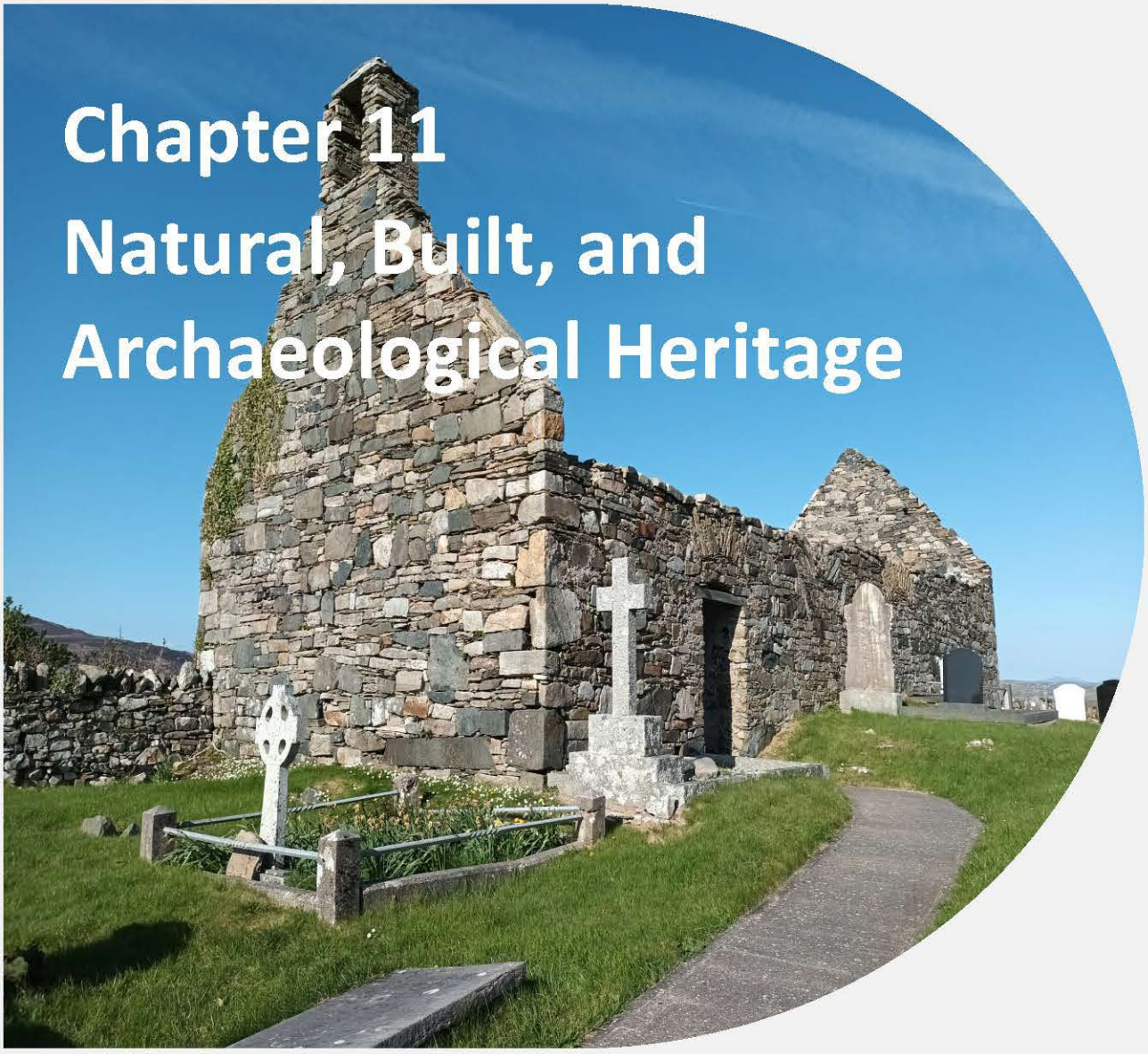
Glamping: Glamorous camping in the form of small-scale units (maximum 15 sq. m) that provide for sleeping and resting, and where wc/showering facilities are provided in on-site communal facilities only.

TOU-P-7	To consider development proposals for holiday resorts of a scale that would have a regional impact on the tourism market involving high quality recreational amenities/visitor facilities and associated managed accommodation units, in both urban and rural locations areas excluding areas of Especially High Scenic Amenity where they comply with the following criteria: a. The resort offers a wide range of high quality on-site sports and recreational activities for various age groups (e.g. playgrounds, ball courts, all weather pitches, indoor swimming pools, marine leisure equestrian, golfing, etc.) and other visitor facilities (e.g. reception, restaurant, bar/evening entertainment, games rooms) within walking distance of the accommodation units. b. It is demonstrated that at minimum 75% of the associated accommodation units will be retained within the ownership of the resort and are designed for, and rented on a short term basis (maximum one month) in conjunction with, the holiday resort with the remainder of the units leased on a longer term basis. c. The proposed development of a high-quality design and layout with natural boundary screening, internal planting and landscaping, physically defined and adequately surfaced internal road and pedestrian linkages. d. The development is within safe walking distance of local services and facilities (via an existing or proposed footpath) where developments are located within or adjacent to town and villages. e. That there is the suitable provision of toilet/shower facilities where camping facilities are proposed. f. It would otherwise comply with the Tourism Development General Criteria Policy (TOU-P-8 refers).
TOU-P-8	That all development proposals for the creation of new, or the extension of existing Tourist Developments (including Resource Related/Activity based Tourism Product Developments, Campervan/Motorhomes and Touring Caravan Stopover Sites, Hotels, Guest Houses, Tourism Hostels, Holiday Resorts, Mobile Homes/Static Caravan Parks Camping Sites, and other Tourist Related Developments) shall comply with the following criteria:

	a. The location, siting and design of the development (including associated infrastructure and landscaping arrangements) is of a high quality, integrates successfully with, and does not, either individually or in combination with existing and permitted developments, have an adverse impact on; the scenic quality, visual amenity, rural character, streetscape, vernacular character or built environment of the area. b. That there are no significant impacts on designated habitats such as Natura 2000 sites and designated Nature Reserves. c. The development does not negatively affect sensitive natural environments. d. The development is significantly set back from, and adequately screened from, coastlines, shorelines and riverbanks. e. The development will not detract from the visual setting of the coastline or be visually obtrusive from key points along the coastline. f. Appropriate boundary treatment, landscaping and means of enclosure are provided and any areas of outside storage proposed are adequately screened from public view; g. The development will not significantly impact on existing residential amenities. h. There is an adequate means of water supply. i. There is existing capacity in the public wastewater infrastructure for developments within urban areas or suitable on-site effluent treatment facilities to EPA standards can be provided in rural areas. j. The development will not cause a traffic hazard, and the existing road network can safely handle any extra vehicular traffic generated by the proposed development. k. Adequate parking provision, access and maneuvering arrangements (including for touring coaches and motorhomes), and servicing areas are provided in accordance with road safety standards, and the technical standards and policies of this Plan. l. The layout of the development provides for a high level of, and prioritises, pedestrian permeability and access. m. The development does not create a noise nuisance and will not cause any significant environmental emissions. n. The development will not have an adverse impact on the built, scenic, or natural heritage of the area including structures on the RPS/NIAH and designated habitats such as Natura 2000 sites and designated Nature Reserves. o. The development is not located in an area at flood risk and/or will not cause or exacerbate flooding. p. The development will not compromise the water quality of water bodies within River Basin Districts designated under the Water Framework Directive or hinder the programme of measures contained within any associated River Basin Management Plan.
TOU-P-9	To support and promote existing festivals and sporting events to increase the cultural, heritage and lifestyle profile of the county, and, where appropriate, promote and facilitate the development of new festivals and events, subject to compliance with other relevant provisions of this Plan.
TOU-P-10	To support Failte Ireland in the development of 'Destination and Experience Development Plans' for the Inishowen Peninsula, West Donegal & The Islands and for South Donegal.
TOU-P-11	To support and protect the built heritage assets that are the focus for tourism development to promote heritage led economic growth and regeneration whilst not adversely detracting from the built heritage assets or their setting. Any proposals shall respect features of the special architectural and historic character by appropriate design, materials, scale and setting.



Map 10.1 – Tourism



Chapter 11
Natural, Built, and Archaeological Heritage

Chapter 11 – Natural, Built and Archaeological Heritage

11.1 Biodiversity

11.1.1 Introduction

Biodiversity means the variety of all living things and the living systems of which they are a part including the variation within and between species and habitats/ecosystems and is a core element of our natural heritage.

Ensuring a high level of biodiversity is vital not only for the protection of natural ecosystems but for the protection and enhancement of quality of life, visual amenity, landscape, water quality, carbon sequestration, tourism, and food production and therefore is an essential component of any strategy for the proper planning and sustainable development of Donegal.

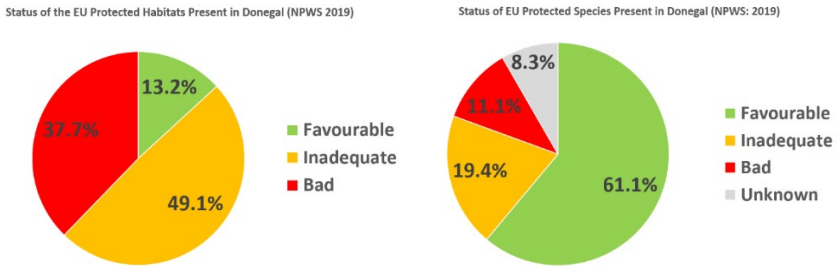
Donegal has a wide range of biodiversity assets including habitats and species in protected Natura 2000 sites, Ramsar Wetlands Sites, Nature Reserves, Natural Heritage Areas, proposed Natural Heritage Areas, extensive blanket bog covering significant parts of the county, and within woodlands, hedgerows, within urban areas and aquatic environments in the wider environment.

The protection of Biodiversity requires a multi-faceted, all of society approach including the Government, the National Parks and Wildlife Services, landowners, NGOs and the local authority. However, the Development Plan can play a significant role in protecting our Biodiversity through for example:

- Ensuring that new developments do not have significant adverse effects on the integrity of Natura 2000 sites.
- Protecting other designated sites e.g. pNHAs, RAMSAR and Natura Reserves.
- Safeguarding existing biodiversity in the wider environment through the planning process.

11.1.2 Current State of Biodiversity

Unsustainable development has heavily impacted biodiversity both internationally, nationally and locally. The 2019 IPBES Global Assessment Report on Biodiversity and Ecosystems found that globally, nature was declining at unprecedented rates, extinction rates were accelerating, and transformative change was required. This Biodiversity Crisis is mirrored in Ireland with the 2019 NPWS Article 17 Reports indicating that 46% of EU Protected Habitats and 15% of EU Protected Species were suffering ongoing decline and Birdwatch Ireland reporting in 2021 that 63% of bird species are declining at alarming rates. Furthermore, analysis of said Article 17 reports indicates the following conservation status and trends for the EU Protected habitats and species present in Donegal:



In particular it is noted that habitats such as shallow inlets and bays, fixed dunes, wet heath, dry heath, blanket bogs and old oak woodlands and species such as the Freshwater Pearl Mussel, White Clawed Crayfish, Maerl, and Geyers Whorl Snail were recorded as having a bad status. However, bat and marine species tended to have a favourable conservation status.

In terms of bird species, the I-WeBS Species Trends Reports 1994/1995 to 2019/2020 for the Lough Swilly, Maghery Lake and Donegal Bay SPA's indicates a mixed picture with large declines for species such as Scaup, Grey Plover, Pochard, and Goldeneye, moderate declines for other species, but also stable or increasing populations for a significant number of species.

11.1.3 Legislative and Policy Context

The 1992 **UN Convention on Biological Diversity** aims to conserve biological diversity and sustainably use its components. It requires states to develop biodiversity strategies and integrate biodiversity into relevant sectoral plans, establish a system of protected areas and adopt in situ and ex situ conservation measures. The associated **Draft Global Biodiversity Framework** Strategic Plan sets out 2030 action targets including: ensuring all areas are under biodiversity integrated inclusive spatial planning, conserving 30% of land and sea areas, ensuring active management solutions to enable the recovery and conservation of species, reducing invasive species and increasing green/blue spaces in urban areas.

Under the **Ramsar Convention** (1971) 4 wetland sites of international importance have been selected in Donegal namely: Lough Barra Bog, Meenachullion Bog, Pettigoe Plateau and Trawbreaga Bay. The convention requires parties to implement their planning so as to promote the conservation of said wetlands and to establish Nature Reserves on wetlands.

The **EU Birds Directive** 1979 aims to protect all of the 500 wild bird species naturally occurring in the EU and requires member states to; take measures to maintain their population, designate Special Protection Areas for the most endangered Annex I species and other regularly occurring migratory species and take steps to avoid the pollution and deterioration of habitats for said species outside their habitats.

The **EU Habitats Directive** 1992 is the cornerstone of EU biodiversity conservation policy and aims to conserve and to maintain at, or restore to, favourable conservation status, certain rare, threatened, or endemic natural habitats and species listed in the directive. It required member states to establish the Natura 2000 network consisting of both Special Areas of Conservation (SACs) for the protection of the specific habitat types and habitats of species listed in Annex I and II of the directive respectively and Special Protection Areas for the protection of certain bird species (originally designated under the Birds Directive).

The Directive requires that any plan or project which is likely to have a significant effect on any Natura 2000 site must undergo an Appropriate Assessment (AA) and planning authorities shall only agree to the plan or project after having ascertained that it will not adversely affect the integrity of the Natura site concerned. Case law has also established that AAs must: be conducted using best scientific knowledge, have no reasonable scientific doubt in their conclusions and take into account effects on habitats and species outside Natura 2000 sites which could result in adverse effects on said sites.

The directive also requires, where necessary, land use planning and development policies to encourage the management of landscape features of major importance for wild flora and fauna such

as rivers, traditional field boundaries, ponds and small woods due to their importance for migration, dispersal and genetic exchange of wild species. It also obligates member states to take strict protection measures for the species listed under/in Annex IV in their natural range including prohibiting the deterioration and destruction of breeding sites or resting places for animal species.

The Natura 2000 network covers large parts of Donegal and has been established to conserve a wide variety of habitats and species including the Freshwater Pearl Mussel (e.g. Leannan River, Lough Eske and Ardnamona Wood, and Fawnboy Bog/Lough Nacung SACs), Blanket Bog (e.g. Cloghernagore Bog and Glenveagh National Park and Lough Nillian SACs), Atlantic Salmon, (e.g. River Finn SAC), Otter (e.g. Lough Swilly SAC), Embryonic shifting dunes (Gweedore Bays and Islands SAC), Corncrake (Falcarragh to Meenlaragh SPA), Curlew (e.g. Lough Swilly SPA). The Council recognizes the crucial importance of the habitats directive in protecting the most sensitive habitats and species in Donegal and will therefore rigorously implement it in the assessment of development proposals.

The **EU Environmental Impact Assessment (EIA) Directive** requires the assessment of projects that are likely to have significant effects on the environment including identifying, describing, and assessing direct and indirect effects on a wide range of environmental topics such as flora and fauna. Consequently, the council will carry out EIA as necessary in ensuring an appropriate level of biodiversity protection.

The **EU Water Framework Directive** aims to: prevent deterioration in existing status of water bodies, protect, enhance and restore all water bodies to achieve good water quality status by 2027, and comply with requirements for designated sites, and also incorporates the requirements of the Shellfish Directive. Its implementation is of crucial importance to biodiversity and is dealt with under the Water and Waster Section of this plan (see Section 8.2.5).

The need for urgent action, the importance of space for nature and the business case for biodiversity is set out in the **EU Biodiversity strategy for 2030.** This strategy lists land use change, overexploitation, climate change, pollution and invasive species as key drivers of biodiversity loss. It sets out a framework for putting biodiversity on a path to recovery by 2030 including:

- A coherent network of protected areas including protecting at least 30% of EU land and sea areas and strictly protecting primary and old growth forests, peatlands, wetlands and ecological corridors.
- An EU Nature Restoration Plan including legally binding restoration targets, preventing deterioration in conservation trends and status of protected habitats and species by 2030, addressing threats to soil, increasing forestry, sustainably sourced renewable energy, protecting and restoring marine and freshwater ecosystems, greening urban spaces, reducing pollution and addressing invasive species.

The Planning and Development Act 2000(as amended) requires Development Plans to include objectives for the 'conservation and protection of the environment including…. Natural heritage…. And European sites' S.10(c) refers and *'the encouragement, pursuant to Article 10 of the Habitats Directive, of the management of features of the landscape, such as traditional field boundaries, important for the ecological coherence of the Natura 2000 network and essential for the migration, dispersal and genetic exchange of wild species; S10(ca) refers.*

The **Wildlife Act 1976** is the principle national wildlife protection legislation and aims to conserve wildlife and conserve biological biodiversity. Under the act bird species, 22 animal species and 86 species of flora are protected under the act by ministerial order. The act also provided for:

- Establishment of protected **Nature Reserves** including habitats and ecosystems of scientific interest, features of geological/geomorphological or other natural interests, and landscape features of major importance for wild flora and fauna. Donegal has 10 such reserves namely Ardnamona, Ballyarr Wood, Derkmore Wood, Duntally Wood, Inch Levels, Lough Barra, Meenachillion, Pettigo Plateau, Rathmullan Wood, and Sheskinmore which contain a range of important habitats and species.
- The establishment of **Natural Heritage Areas (NHA's)** which are areas considered nationally important for the habitats present or that hold species of plants and animals whose habitat needs protection which are additional to the Natura 2000 network. There are 12 NHA's in Donegal.
- The publication on a non statutory basis of **proposed NHAs (pNHAs)** of significance for wildlife and habitats. These have not been statutorily proposed or designated. Most were later incorporated into the Natura 2000 network but some remain outside said network.

The Council recognises the ecological importance of these nature designations and will not permit development which would have any direct or indirect adverse effect on same.

The **4th National Biodiversity Action Plan** cites the poor state of biodiversity, the need for urgent, impactful action to prevent further loss, and highlights invasive species, change in land use including residential and commercial development and over-exploitation of resources such as peatland as the main drivers of biodiversity loss. The action plan sets out a number of planning related objectives including:

- Adopting a whole of government/society approach including preparing local authority biodiversity actions plans by 2026.
- Meeting urgent conservation/restoration needs noting the crucial importance of the protection and restoration of designated areas and species, the equal importance of biodiversity conservation/restoration in the wider countryside, supporting native tree planting, achieving good water quality status and invasive species management.
- Securing natures contributions to people noting planning's important role in safeguarding biodiversity, delivering biodiversity as part of new applications, and promoting green infrastructure and nature based solutions.
- Embedding biodiversity at the heart of climate action including ensuring that the transition to carbon neutrality does not come at the expense of biodiversity.

The importance of biodiversity is embodied in the *Sustainable Management of Water, Waste and Other Environmental Resources* National Strategic Outcome of the **National Planning Framework,** which highlights the need to protect habitats and species in both the Natura 2000 network and more widely and establishes an objective to enhance the conservation status and improve the management of protected areas and species (NPO 59 refers). The NWRA **Regional Spatial and Economic Strategy** cites the need to conserve habitats and species, highlights the importance of designated sites, undesignated habitats and peatlands and specifically contains a policy objective (RPO 5.5 refers) to ensure no net contribution to biodiversity loss arising from the strategy and to protect European sites and Natural Heritage Areas.

11.1.4 Biodiversity in the Wider Environment

A significant portion of Donegal's biodiversity is located in the wider environment outside of designated sites where interactions with new development is most likely. This biodiversity is contained within natural heritage features as hedgerows/field boundaries, trees, woodlands, wetlands, water bodies which collectively provide habitats for native wild flora (e.g. hawthorn,

whitethorn, gorse, holly, ash, beech, birch, oak, rowan, willow, bramble, wild flowers and aquatic plants) and fauna (e.g**.** badgers, hedgehogs, hare, deer, wild birds, fish and insects). These features act as vital ecological corridors for wildlife and species, collectively deliver crucial ecosystem services such as carbon sequestration/storage, nutrient cycling, water purification and flood attenuation, and represent key components of our rural landscapes and townscapes and thus represent essential components of our overall biodiversity.

The importance of this wider biodiversity is reflected in the protection of all bird and a variety of animal and flora species protected under the Wildlife Act, and the requirement to manage natural heritage features such as rivers, field boundaries, ponds, and small woods as ecological corridors linking Natura 2000 sites under Article 10 of the habitats directive. This biodiversity has come under significant development pressure in recent decades including from agricultural clearance, urban sprawl, rural housing development etc which often results in the direct loss of these natural features and the associated habitats and species. Consequently, this plan will protect existing features of local biodiversity value, and otherwise maximise their retention and enhancement of biodiversity in new public and private developments.

11.1.5 Peatlands

Donegal has extensive peatlands consisting of both upland and Atlantic blanket bog types. These peatlands act as a unique wetland habitat, contain a variety of plant and animal species (e.g. Hen Harrier, Red Grouse, Curlew, Greenland White-fronted Goose, sphagnum mosses, rushes and sedges, bog cotton, ling heather) and are a key component of Donegal's Biodiversity. They also provide other important ecosystem services such as carbon sequestration, flood attention, water filtration, and recreation. The conservation and sustainable management of peatlands is therefore crucial to Donegal's sustainable development. The **National Peatlands Strategy 2015-2025** sets out peatland management principles including utilising peatland for agriculture, development, peat extraction, forestry, conservation and amenity, protecting threatened peatland habitats and also planning related actions such as reviewing the legal framework for peat extraction and ensuring compliance with the Habitats and WFD directives.

Whilst some of Donegal's peatlands are located within designated nature protection sites a significant portion are not. Donegal's peatlands are threatened by peat extraction on blanket bogs within designated sites (which currently has no regulatory regime), peat extraction elsewhere (which generally does not require planning permission) and other development pressures such as wind energy and rural housing development. Consequently, this plan will seek to protect peatlands both within designated biodiversity sites and where appropriate in the wider environment.

11.1.6 Pollinators

The **All Ireland Pollinator Plan 2021-2025** notes that pollinators are in decline, with 33 out of 99 bee species at risk of extinction. Habitat loss is a key driver of this problem, and this has serious implications for agricultural production and the health of the environment. The plan cites the need for collective action and sets out key objectives including making public and private lands pollinator friendly (including creating networks of biodiversity friendly habitat) and conserving rare pollinators and lists the Council as a key partner. The plan also identifies a number of land use planning actions including encouraging the development of pollinator friendly parks, and ensuring new roadside planting has a significant portion of pollinator friendly plants. The Council will therefore seek to ensure that new development proposals do not have a significant adverse impact on pollinator habitat and species.

11.1.7 Invasive Species

Invasive species are non-native animal and plants which have been accidently or deliberately introduced into an area (e.g. Japanese knotweed, Himalayan Balsam, Zebra Mussel, Hogweed, and Grey squirrel). They are recognised as a major cause of biodiversity loss through negative impacts on native habitats and species and can cause significant social and economic damage (e.g. roads and buildings). Development can inadvertently result in the introduction or spread of invasive species particularly as a result of excavation, site clearance and movement of spoil material. The European Communities (Birds and Natural Habitats) Regulations 2011 make makes it an offence to plant, breed, disperse, allow dispersal or cause to grow a range of plant and animal species, or to import or transport these or vector material such as soil or spoil from which they can grow. The Council will therefore seek to prevent the introduction and spread of invasive species including as part of the planning process including by requiring the submission and implementation of invasive appropriate control and management programmes where necessary.

11.1.8 Soil Habitats

Soil is the most complex of all ecosystems, is a habitat in its own right and is a hugely important non-renewable resource performing vital ecosystem services including food production, water purification/pollution control, nutrient recycling, flood attention, and carbon sequestration.

Development pressures such as construction activities and land sealing can result in loss and damage to soil and these important ecosystem services. It is there important to manage new development in a manner which minimises the direct loss/removal of soils, soil sealing and soil pollution.

Objectives

BIO-O-1	To preserve and enhance the biodiversity of the County in accordance with the relevant EU policies and national legislation.
BIO-O-2	To have regard to the objectives of any extant National Biodiversity Action Plan and National Peatlands Strategy in all aspects of the sustainable development of the county.

Policies

BIO-P-1	To require all developments to comply with the requirements of the EU **Habitats Directive and EU Bird Directive,** including ensuring that development proposals: a. Do not adversely affect the integrity of any European/Natura 2000 site (i.e. Special Areas of Conservation and Special Protection Areas) including effects on ex-situ but functionally linked habitats, and species (e.g. Pearl Mussel) save where a plan must be carried out for imperative reasons of overriding public interest (IROPI). b. Provide for the protection of animal and plant species listed in Annex IV of the EU Habitats Directive and the Flora Protection Order. c. Protect and enhance features of the landscape (such as rivers, riverbanks, field boundaries, ponds and small woods) which are of major importance for wild fauna and flora and the ecological coherence of the Natura 2000 network.

BIO-P-2	Ensure that all developments seek to conserve/protect the qualifying interests of Ramsar Sites, Nature Reserves, Natural Heritage Areas (NHA), proposed Natural Heritage Areas (pNHA), the Cró na mBroanáin Red Grouse Sanctuary and any species protected under the Wildlife Act save to the extent necessary to provide for strategic infrastructure projects including but not restricted to the TEN-T Priority Route Improvement Project, Donegal, the Bridgend to County border project scheme, the Buncrana Inner Relief Road and Greenways, subject to such projects being in accordance with all relevant statutory and regulatory provisions. Otherwise, where no statutory or regulatory provisions apply this policy will be implemented by the Council in so far as same can be practicably and reasonably achieved within the context of such projects.
BIO-P-3	a. Protect features of local biodiversity value (e.g. hedgerows/field boundaries, trees, woodlands, wetlands, water bodies, riverbanks and peatlands) which make a significant contribution to the biodiversity, biodiversity/ecosystem services, ecological connectivity, and associated visual amenity and/or rural character of the area. b. Require that developments otherwise maximise the retention of and suitably integrate such features and provide new ecological corridors where appropriate. In this regard proposals for the removal of existing roadside hedgerows/field boundaries for new developments in rural areas will only be permitted in so far as is necessary to safeguard public safety and any remaining portion of those features identified above not so required shall be retained. c. Require that development proposals provide biodiversity enhancement measures (e.g. native tree and hedgerow planting, and nature-based water management solutions). d. Require that large-scale developments result in no net biodiversity loss and include a site-specific comprehensive Biodiversity Management Plan (BMP), as part of any planning proposal. This policy will be implemented by the Council in so far as same can be practicably and reasonably achieved within the context of Strategic Infrastructure Projects including, but not restricted to, the TEN-T Priority Route Improvement Project, Donegal, the Bridgend to County border project scheme, the Buncrana Inner relief Road and Greenways.
BIO-P-4	Ensure that any development proposals do not lead to the introduction or spread of invasive species. Where invasive species are present, development proposals will be required to be submit an appropriate control and management programme for the particular invasive species as part of the planning process and to comply with the provisions of the European Communities Birds and Habitats Regulations 2011 (S.I. 477/2011).
BIO-P-5	a. Ensure that new developments do not have a significant adverse impact on pollinator habitat and species, including protecting rare pollinators and maximizing the retention of habitats and providing biodiversity enhancement within development proposal where feasible. b. Require native pollinator friendly planting and management regimes as part of planting/landscaping schemes for new public development including green infrastructure, large scale residential and transport development. c. Manage road verges to enhance biodiversity in accordance with the All-Ireland Pollinator Plan.

11.2 Landscape

11.2.1 Background

County Donegal has a unique and distinctive landscape with a wide diversity of landscape types including significant arable and grazing lands, agricultural plains, inland waterways, boglands, mountains and an extensive and varied coastline of rocky outcrops, cliffs and sandy beaches. The many islands both inhabited and uninhabited also have their own unique landscape identity. The natural diversity of the landscape coupled with built and cultural heritage features such as archaeological monuments, stonewalls, hedgerows, woodlands, field patterns, settlements and buildings further inform the inherent character of the county.

Landscape is recognised as an integral component of our surroundings and well-being, a visual expression of the diversity of a shared cultural and natural heritage and is intrinsic to the identity of the county.[27] The past, present and on-going influences on the landscape from a broad range of sectors and the need to support sustainable landscape change and better promote landscape protection, management and planning form a core component of this Plan.

The Donegal landscape is a valuable national and local asset of enormous amenity value to residents and tourists, constituting a valuable economic asset that requires sustainable management to facilitate development and growth whilst also retaining, conserving and protecting the character, quality and resultant value of the landscape.



[27] National Landscape Strategy 2020-2025, Department of Arts, Heritage and the Gaeltacht

11.2.2 Policy Background

The **Council of Europe's European Landscape Convention, 2000** (ETS No.176) was signed and ratified by Ireland in 2004, requiring actions to be taken to fulfil obligations within member states to identify their landscapes, analyse and characterise them, and commit to introducing policies to effect landscape protection, management and planning. The Convention describes landscapes as:

"'Landscape' means an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors" covering:

"… the entire territory of the Parties and covers natural, rural, urban and peri-urban areas. It includes land, inland water and marine areas. It concerns landscapes that might be considered outstanding as well as everyday or degraded landscapes."

The European Landscape Convention recognises the importance of all landscapes, not just exceptional landscapes, as having a crucial bearing on our quality of life and as deserving attention in landscape policy.

A **National Landscape Strategy for Ireland 2020-2025** was published by the Department of Arts, Culture and the Gaeltacht that aims to "implement the European Landscape Convention in Ireland by providing for specific measures to promote the protection, management and planning of the landscape" through 6 core national landscape strategy objectives and 19 associated key objectives.

The National Landscape Strategy ensures compliance with the European Landscape Convention and establishes principles for protecting and enhancing Ireland's landscape while positively managing its change. It is a high-level policy framework to achieve balance between the protection, management and planning of the landscape by way of supporting actions.

The **Regional and Spatial Economic Strategy 2020-2032** published by the Northern and Western Regional Assembly identifies the following landscape related Regional Policy Objective for the north-west region as a part of Growth Ambition 2: Environment-Natural Region:

RPO 5.2

(a) Protect, manage and conserve the quality, character and distinctiveness of our landscapes and seascapes.

(b) The assembly supports co-operation and co-ordination between Local Authorities in determining landscape character along their borders. A targeted review should be undertaken to ensure consistency in classification and policy in adjoining areas of similar character. The NWRA will assist in collaboration and co-ordination.

(c) Following the completion of the National Landscape Character Assessment, and any associated statutory Guidelines, the Regional Assembly shall prepare a Regional Landscape Character Assessment to promote improved landscape management and designation.

A Landscape Character Assessment (LCA) for Donegal was prepared and endorsed by the members of Donegal County Council in May 2016; this first stage identified both Landscape 'Types' and 'Landscape Character Areas' and is available on Donegal County Council's website www.donegalcoco.ie. The process was an analysis, characterisation and narrative of the component parts of the landscape of County Donegal and is not to be construed as an accompanying policy document of this Plan.

A landscape's capacity to absorb new development, without exhibiting a significant alteration of character or change of appearance is referred to as it's 'sensitivity'. This depends on factors such as elevation, slope, views over water bodies or the sea, as well as the types of land-cover and soil. The area is classified as being increasingly sensitive as more of these factors are present in the same place.

The Plan identifies three separate **Landscape Classifications** for the county, these are illustrated on map 11.1 and as follows:

1. Areas of Especially High Scenic Amenity (EHSA): These are sublime natural landscapes of the highest quality that are synonymous with the identity of County Donegal. These areas have extremely limited capacity to assimilate additional development.
2. Areas of High Scenic Amenity (HSA): These are landscapes of significant aesthetic, cultural, heritage and environmental quality that are unique to their locality and form a fundamental element of the landscape and identity of County Donegal. These areas have the capacity to absorb sensitively located development of scale, design and use that will enable assimilation into the receiving landscape and which does not detract from the quality of the landscape, subject to compliance with all other objectives and policies of the plan.
3. Areas of Moderate Scenic Amenity (MSA): These are primarily landscapes outside Local Area Plan Boundaries and Settlement framework boundaries, that have a unique, rural and generally agricultural quality. These areas have the capacity to absorb additional development that is suitably located, sited and designed subject to compliance with all other objectives and policies of the Plan.

Within each of the landscape classifications detailed above (EHSA, HSA and MSA) and along the interface between the designations there may be areas that do not fully meet the definition of the designation. Such anomalies in landscape designation shall be considered individually and in the context of all other objectives and policies contained within this Plan, should an application for development be submitted in these areas (excluding wind energy proposals or ancillary works). The onus shall be on the applicant to demonstrate that the site does not meet the characteristics of the landscape designation within which it is situated, and that any development applied for shall not adversely affect the classification of the wider landscape.

The County has a network of scenic routes punctuated by multiple views and prospects of natural beauty over both seascape and the rural landscape. Many of the routes are recognised nationally and internationally, including the Wild Atlantic Way that extends around the entire coast, with its designated discovery points along its route, including three signature discovery points. There is a need to protect and conserve the character and quality of the identified stretches of scenic routes that have special views and prospects that are identified on Map 11.1.

The Environmental Report (SEA) accompanying this Plan has examined the current state of the environment including ecological networks, statutory nature reserves, land cover, cultural heritage (including archaeology and architectural heritage), landscape and visual impacts, material assets and marine/coastal resources. As a result, the potential impact on landscape through the implementation of policies and objectives of the Plan has been considered.

Objective

L-O-1	To protect, manage and conserve the character, quality and value of the Donegal landscape.

Policies

L-P-1	To protect areas identified as 'Especially High Scenic Amenity' on Map 11.1 'Scenic Amenity'. Within these areas, only developments of strategic importance, or developments that are provided for by policy elsewhere in this Plan may be considered.
L-P-2	To protect areas identified as 'High Scenic Amenity' and 'Moderate Scenic Amenity' on Map 11.1 'Scenic Amenity'. Within these areas, only development of a nature, location and scale that integrates with, and reflects the character and amenity of the landscape may be considered, subject to compliance with other relevant policies of the Plan.
L-P-3	To safeguard the scenic context, cultural landscape significance, recreational/tourism amenities, and environmental amenities of the County's coastline from inappropriate development, save for strategic infrastructure provision of overriding regional or national public interest. This policy will be implemented by the Council in so far as same can be practicably and reasonably achieved within the context of Strategic Infrastructure Projects including, but not restricted to, the TEN-T Priority Route Improvement Project, Donegal, the Bridgend to County border project scheme, the Buncrana Inner Relief Road and Greenways.
L-P-4	To protect the character of the following approach roads to the Glenveagh National Park: a. Glendowan to Doochary road b. Dunlewey to Termon Road c. Churchill to Termon d. Muckish Gap to Calabber Bridge
L-P-5	To protect views to and from St Johns Point.
L-P-6	To safeguard prominent skylines and ridgelines from inappropriate development.
L-P-7	To preserve the views and prospects of special amenity value and interest as identified on Map 11.1
L-P-8	To preserve scenic views between public roads and the sea, lakes and rivers. Such developments shall be considered on the basis of the following criteria. a. whether the integrity of the view has been affected to-date by development; b. whether the development would intrude significantly on the view; and c. whether the development would materially alter the view. In operating this policy, a reasonable and balanced approach shall be implemented so as to ensure that the policy does not act as a blanket ban on developments between the road and the sea, lakes and river but also seeks to maintain existing landscape qualities in the area.

Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal
Development Plan, 2024 - 2030

Forbartha Contae
Dhún na nGall, 2024 - 2030

Map 11.1:
Scenic Amenity

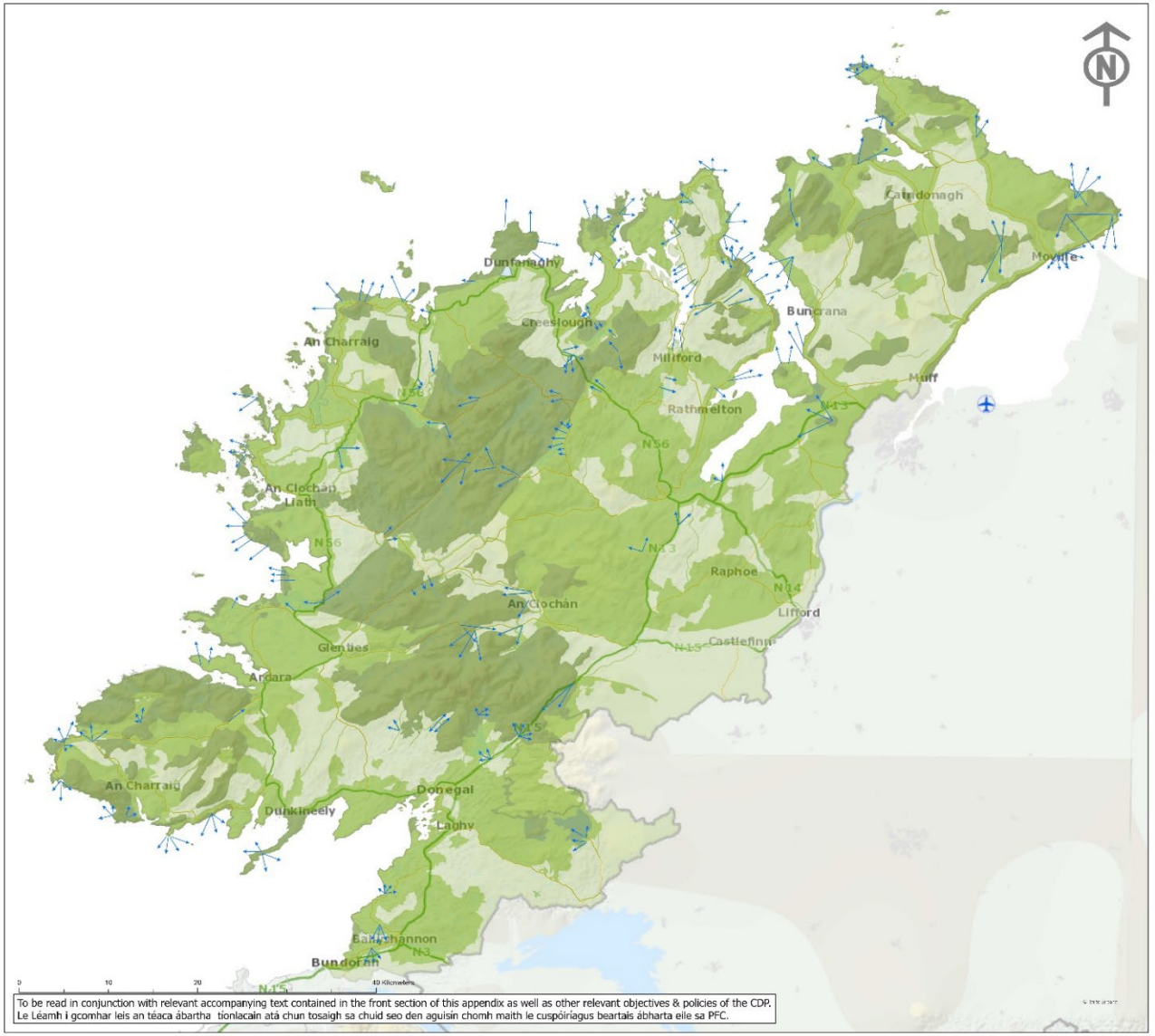
Léarscáil 11.1:
Conláiste Scéimhe

Views ~ Radhairc

Areas of Especially High Scenic Amenity (EHSA) ~ Limstéar Cónlaiste Go hAairithe Ardscéimhe

Areas of High Scenic Amenity ~ Limstéar Cónlaiste Ardscéimhe

Areas of Moderate Scenic Amenity ~ Limstéar Cónlaiste Measartha scéimhe



To be read in conjunction with relevant accompanying text contained in the front section of this appendix as well as other relevant objectives & policies of the CDP.
Le Léamh i gcomhar leis an téaca ábartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóiriagus beartais ábharta eile sa PFC.

Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall

CYAL50338216 © National Mapping Division of Tailte Éireann.

11.3 Built and Architectural Conservation

11.3.1 Introduction

Donegal's architectural built heritage helps create the backdrop to our lives, giving our living environments a strong and unique sense of place. This is enjoyed by residents and visitors and is a critical asset in the county's identity and economy.

Re-use of existing built heritage also plays a key role in achieving carbon neutrality, climate resilience and a circular economy. Existing building stock is a tangible asset to be recycled, reducing the need for demolition, new construction and generation of carbon dioxide.

Donegal County Council recognises the importance of identifying, valuing and safeguarding the architectural heritage of Donegal. It will do this through sustainable protection of our historic structures to ensure our architectural heritage remains for the use and enjoyment of future generations.

Protection of Architectural Heritage is enshrined in the Council of Europe Convention for the Protection of the Architectural Heritage of Europe (Granada Convention) and in legislation through the Planning and Development Act 2000 (as amended) which specifically requires the protection of structures, or parts of structures, which are of special Architectural interest (S.10(2)(f) refers), and the Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act, 1999.

Its importance is also enshrined in the National Planning Framework – Ireland 2040, National Development Plan 2018-2027, Climate Action Plan 2023 , Regional Spatial and Economic Strategy for the Northern and Western Region 2020-2032, Heritage Ireland 2030 (February 2022),Government Policy on Architecture 2009- 2015, 'Places for People - National Policy on Architecture' (May 2022), the Architectural Heritage Protection Guidelines 2011 and A Living Tradition – A Strategy to Enhance the Understanding, Minding and Handing of Our Built Vernacular Heritage (2021).



Guiding Principles of Architectural Conservation

The majority of Donegal's built heritage was constructed using traditional, natural materials from the landscape that require breathability and good ventilation to allow for a cycle of absorption and evaporation of moisture.

Modern impermeable building products are conversely designed to waterproof and can have unintended harmful consequences for historic traditional buildings, leading to issues of damp and decay. Proposals to improve the thermal performance of historic buildings and to insert renewable energy technologies needs to be informed by a proper understanding of the built fabric and traditional methods of construction.

Some energy retrofitting options are not suitable for, or efficient in traditional buildings. The condition of the building is a key contributor to good thermal performance and so routine maintenance, conservation and building repair should be completed before other retrofit options are considered.

Any new insertions or changes to architectural heritage should generally be directed by the following principles:

Guiding Principles of Architectural Conservation
• Undertake Minimum Intervention • Ensure Regular Maintenance • Repair Rather Than Replace • Use Appropriate Materials And Methods • Ensure Reversibility of Interventions

Objectives (General)

AH-O-1	Conserve, manage, protect and enhance the architectural heritage of Donegal namely Protected Structures, Architectural Conservation Areas, NIAH structures, designed landscapes and historic gardens, vernacular, historic building stock industrial and maritime built heritage, character and setting of such structures.
AH-O-2	Promote the sustainable and sensitive re-use of the existing built heritage as a positive response to climate change, and promote the circular economy and climate mitigation and adaptation through proper maintenance, repair and appropriate retro-fitting, adaptative re-use and regeneration employing best conservation practice. This objective will be pursued on a collaborative and integrated basis in partnership with all relevant stakeholders and through all available funding mechanisms.

Policies (General)

AH-P-1	Seek to ensure best conservation practice through the application of the Guiding Principles of Architectural Conservation as referenced above, where appropriate including in relation to RPS, NIAH, and Vernacular structures and within ACA's. In this regard, the use of specialist conservation professionals, conservation plans and crafts persons shall be encouraged.

AH-P-2	Protect traditional shopfronts and signage and where required and appropriate, ensure new shopfronts are of a high-quality architectural design.
AH-P-2A	• Promote the maintenance and appropriate re-use of the existing buildings stock of buildings with architectural merit as a more sustainable option to their demolition and replacement. • Ensure that measures to upgrade the energy efficiency of protected structures and traditionally built historic structures are sensitive to traditional construction methods, employ best practice and use appropriate materials and methods that will not have a detrimental impact on the material, functioning or character of the building.
AH-P-2B	Preserve, protect and enhance the special built character and functions of the 'Heritage Towns' of Ardara, Ballyshannon, Moville, Ramelton and Raphoe.

11.3.2 Protected Structures

Under Part IV of the Planning and Development Act 2000 (as amended) the Council must maintain a Record of Protected Structures (RPS). This record must include all structures or parts of structures in their functional area of special architectural, historical, archaeological, artistic, cultural, scientific, social, or technical interest.

The purpose of the designation of protected structures status is to protect this architectural heritage and ensure that any changes are sensitively made using best conservation practice. Section 57(10) (b) of the Planning and Development Act, 2000 (as amended) states that the Council "shall not grant permission for the demolition of a protected structure or proposed protected structure, save in exceptional circumstances". There are currently 466 structures that have been formally added to the RPS with a further 2550 structures to be considered for addition.

Works that affect the character of a protected structure, must receive planning permission. An owner or occupier may make a written request to the Planning Authority to issue a Section 57 Declaration as to the type of works, which it considers would or would not materially affect the character of the structure.

In addition, the Minister of Housing, Local Government and Heritage has instructed planning authorities to include National Inventory of Architectural Heritage (NIAH) structures (see related section below) of Regional, National or International importance to their Record of Protected Structures (RPS). The Council is therefore proposing to add these structures to the RPS over the course of the plan.

Objective

AH-O-3	Protect all structures and parts of structures on the Record of Protected Structures and to extend the RPS where appropriate.

Policies

AH-P-3	a. Protect all structures or parts of structures on the RPS to include protection of the curtilage, attendant grounds; and, b. Require that development proposals directly affecting structures on the RPS are appropriate in terms of architectural treatment, character, scale, and form to the existing protected structure and not detrimental to the special character and integrity of the protected structure and its setting save to the extent necessary to provide for strategic infrastructure projects including but not restricted to, the TEN-T Priority Route Improvement Project, Donegal, the Bridgend to County border project scheme, the Buncrana Inner Relief Road and Greenways, subject to such projects being in accordance with all relevant statutory and regulatory provisions.
AH-P-4	a. Extend the Record of Protected Structures in order to provide a comprehensive schedule for the protection of structures of special importance in the County during the lifetime of the Plan; and b. Identify structures for inclusion in the Record of Protected Structures based on the criteria set out in the Architectural Heritage Protection, Guidelines for Planning Authorities (2011), the NIAH and Ministerial recommendations.
AH-P-5	Any proposed development that includes proposed works to an RPS structure shall, where appropriate, provide for the works affecting the Structure to be carried out in the first phase of the development to prevent endangerment, abandonment and/or dereliction of the structure.

11.3.3 Architectural Conservation Areas

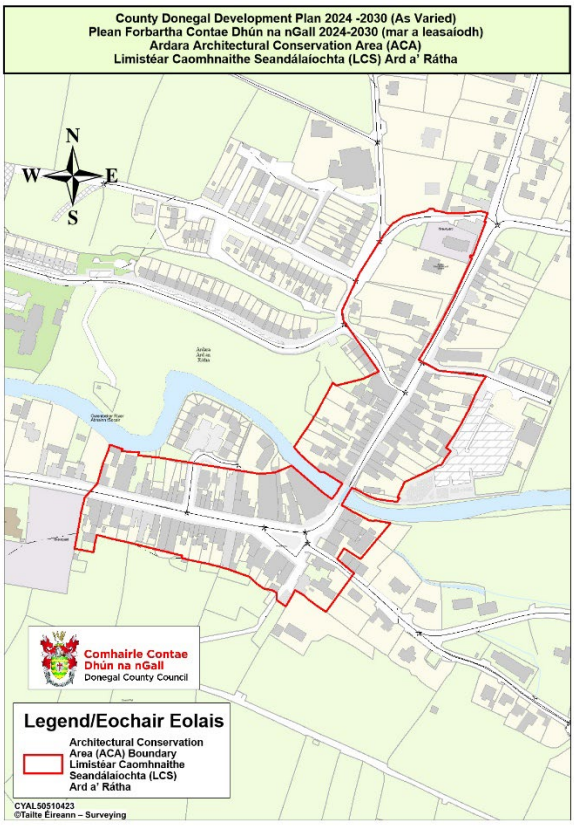
An Architectural Conservation Area (ACA) is defined as a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or contributes to the appreciation of protected structures. The special character of urban areas generally derives from its collection of buildings and their setting as a whole rather than the presence of individual buildings in isolation.

The Council must include an objective in its Development Plan to preserve the character of a place, area, group of structures, or townscape if it is of the opinion that its inclusion is necessary for the preservation of the character of that area. Work has been undertaken to identify additional ACAs through this plan in Donegal's five designated Heritage Towns.

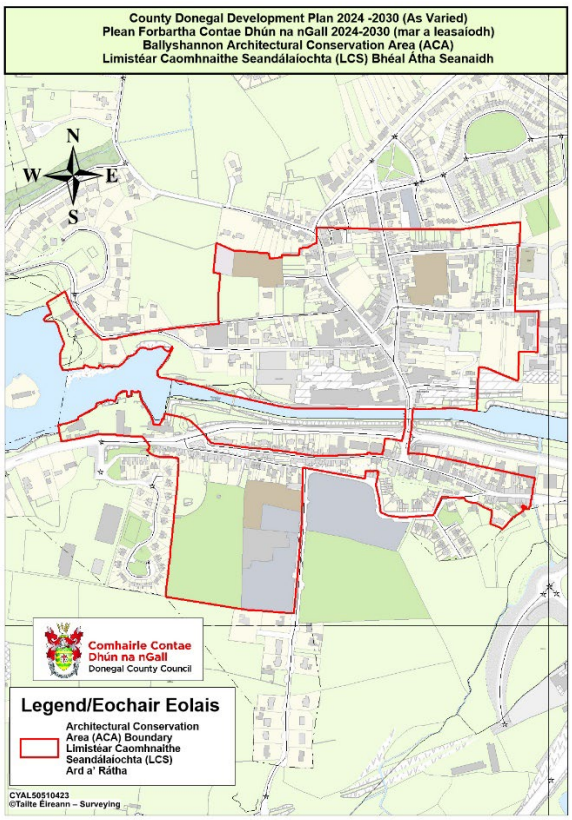


Objective

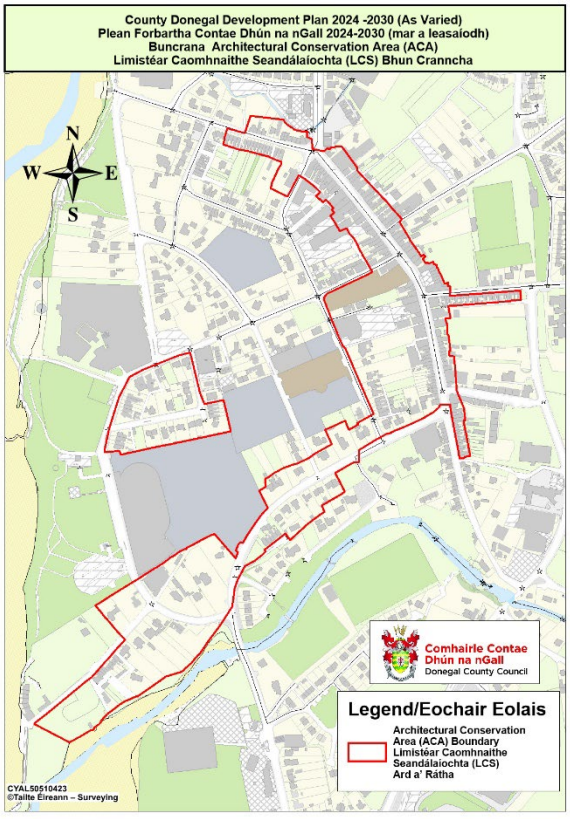
AH-O-4	Preserve the special character of the Ardara, Ballyshannon, Buncrana, Bundoran, Letterkenny, Ramelton, Raphoe, and Moville Architectural Conservation Areas as identified on Maps 11.2 – 11.9 inclusive.



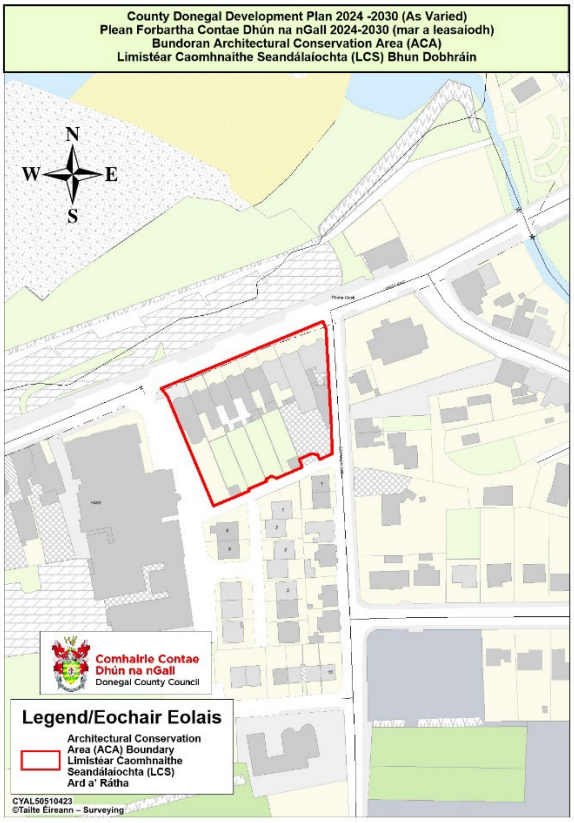
Map 11.2 - Ardara ACA



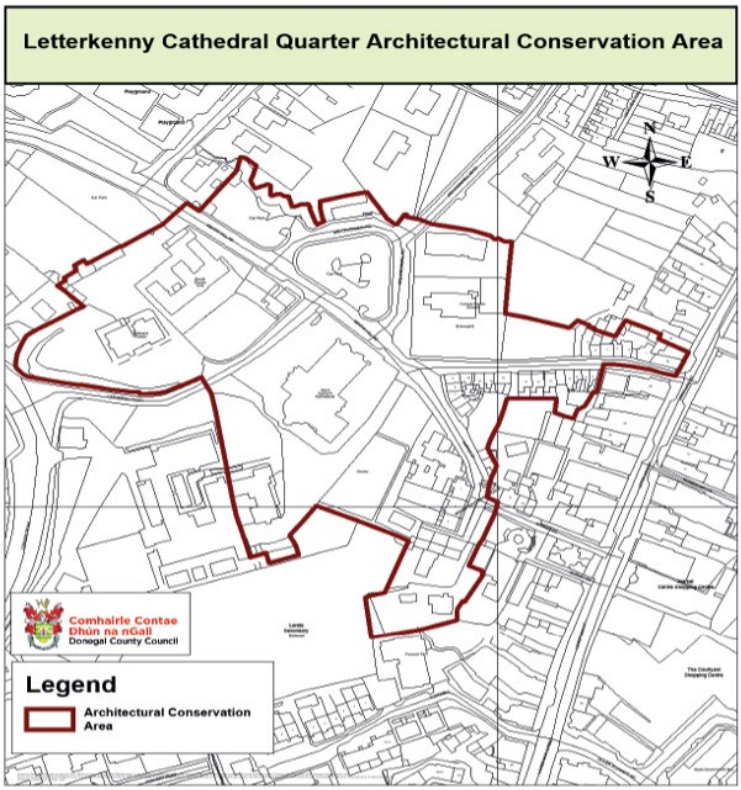
Map 11.3 - Ballyshannon ACA



Map 11.4 Buncrana ACA



Map 11.5 Bundoran ACA



Map 11.6 Letterkenny ACA



Map 11.7 Ramelton ACA



Map 11.8 Raphoe ACA



Map 11.9 Moville ACA

Policy

AH-P-6	a. Protect and enhance the special character of ACAs to include traditional building stock, material finishes, spaces, streetscape, shopfronts, landscape and settings therein. b. Protect all buildings, structures, groups of structures, sites, landscapes and all other features considered to be intrinsic elements to the special character of an ACA from unsympathetic demolition or alteration. c. Ensure appropriate and sensitive reuse and rehabilitation of buildings and sites, secure appropriate infill and new development, and require high quality architectural design within and adjacent to ACAs. d. Protect traditional shopfronts in ACAs and ensure new shopfronts are of a high-quality architectural design. e. Ensure all new signage, lighting, advertising and utilities within ACAs are designed, constructed and located in such a manner as not to detract from the character of the ACA. f. Protect and reuse historic street finishes, furniture and features which contribute to the character of ACAs and associated areas of public realm.

11.3.4 National Inventory of Architectural Heritage Structures (NIAH)

The Department of Housing, Local Government and Heritage established the National Inventory of Architectural Heritage (NIAH) on a statutory basis to identify, record and evaluate post-1700 built

structures across the country to aid the protection and conservation of built heritage. The Minister has recommended that all NIAH structures be included on the Record of Protected Structures. NIAH structures must therefore be protected in advance of being systematically assessed for inclusion on the Record of Protected Structures.

Policies

AH-P-7	Protect NIAH structures by requiring that development of structures on the NIAH including the curtilage, attendant grounds and setting of the structure are appropriate in terms of architectural treatment, character, scale, and form, and is not detrimental to the special character and integrity of the structure and its setting, save to the extent necessary to provide for strategic infrastructure projects including but not restricted to the TEN-T Priority Route Improvement Project, Donegal, the Bridgend to County border project scheme, the Buncrana Inner Relief Road and Greenways. This policy will be implemented by the Council in so far as same can be practicably and reasonably achieved within the context of said projects.
AH-P-8	Ensure high quality architectural design of all new development relating to or which may impact on NIAH structures (and their setting) save to the extent necessary to provide for strategic infrastructure projects including but not restricted to the TEN-T Priority Route Improvement Project, Donegal, the Bridgend to County border project scheme, the Buncrana Inner Relief Road and Greenways. This policy will be implemented by the Council in so far as same can be practicably and reasonably achieved within the context of said projects.

11.3.5 Vernacular Architecture and Historic Traditional Building Stock

Vernacular structures are traditional building forms and types, including modest rural and urban houses, built by local builders, using local materials, skills and building techniques. These buildings formed the main component of the 18th and 19th Century landscapes in County Donegal. The Built Vernacular Strategy now provides a national framework for the planning and development of such assets within the state.

In Donegal many such structures consist of single storey, direct entry, one room deep, linear cottages. These cottages had low wall-heads and door heights and small irregularly placed windows, with rooms often added to either end extending the linear form and resulting in extended farmsteads such as the famous "Donegal Longhouse". Other vernacular structures include farmsteads, limekilns, mills, forges, piers/quays and other built evidence of lifestyles in years past.

Associated features can include designed gardens/garden features, masonry walls, railings, gates, bridges, shopfronts, pub fronts, hand painted signage and street furniture as well as street layouts, buildings lines and traditional plot widths. Donegal also boasts multiple Islands with unique vernacular landscapes. The special character of these islands includes their traditional building stock, material finishes, spaces, streetscape, landscape and setting.

Vernacular structures and their associated features reflect the unique local history and character of a place, reflecting local traditions, available materials and craftsmanship.

Donegal's traditional building stock includes all solid wall buildings that are constructed using natural permeable natural materials such as stone and lime mortars.

The plan supports the protection, appropriate re-use and sympathetic extension of these structures within the County to meet sustainability goals, respect their important heritage value and the contribution they make to our architectural, historical, social and cultural heritage, local character and sense of place.

The historic building stock in County Donegal can be defined as traditional buildings built with solid stone walls and other natural materials such as wood, slate and lime. These buildings uniquely reflect the social and cultural history of the area to which they belong and make a major contribution to the character of our countryside, villages and towns. In order to prevent further loss or destruction of this important heritage asset, there is a presumption against the demolition of traditional buildings which appear on historic maps (i.e. 1st , 2nd and 3rd edition Ordnance Survey). The Plan supports the appropriate re-use and sympathetic extension to these structures within the County to meet sustainability goals and to respect their important heritage value.



Policies

AH-P-9	Seek to protect, conserve and preserve vernacular structures, historic building stock and enhance the established character, forms, material features, and settings of vernacular buildings and historic building stock that are considered to be intrinsic elements of the character of a place, save to the extent necessary to provide for strategic infrastructure projects including, but not restricted to, the TEN-T Priority

	Route Improvement Project, Donegal, the Bridgend to County border project scheme, the Buncrana Inner Relief Road and Greenways., including: a. Vernacular and traditional style farmhouse buildings including Clachans and local authority labourer's cottages. b. Vernacular buildings, groupings of buildings on Donegal's Islands. c. Historic thatch structures as a key component of the built heritage of the county. d. Historic Building Stock such as traditionally stone built buildings. This policy will be implemented by the Council in so far as same can be practicably and reasonably achieved within the context of said projects.
AH-P-10	Seek to ensure that conversions or extensions to vernacular buildings and the provision of new adjoining buildings/traditional historic building stock shall be of a scale and form that complements the existing building and ensures that the distinctiveness and character of the vernacular form is retained and respected.

11.4 Archaeological Heritage

11.4.1 Introduction

Archaeology is the study of past societies through their material remains and the evidence of their environment including both ancient (e.g. Neolithic, Iron Age) and more recent societies (e.g. industrial and military sites). Archaeological heritage is a crucial non-renewable historical and cultural resource which comprises all material remains of past societies including the remains of settlements, monuments, burials, ships and boats and portable objects of all kinds. It occurs in all environments, (e.g. urban and rural, upland and lowland, agricultural, forestry, wetland, and underwater) and may consist of upstanding or visible remains, or subsurface features. As such it is considered that the conservation and protection of archaeological heritage constitutes proper planning and sustainable development and should be robustly implemented by the development plan.



Donegal has a rich and diverse archaeological heritage. In terms of protected Archaeological Heritage in Donegal there are currently:

- 17 'National Monuments' considered to be of national importance and archaeological merit that are in state ownership/care (such as Grianan of Aileach and Donegal Castle), designated under the National Monuments Act 1930.
- 33 'Historic Monuments' on the Register of Historic Monuments (RHM) (such as Burt Castle, ringforts and megalithic tombs) designated under the National Monuments (Amendment Act) 1987.
- Over 3,400 'Recorded Monuments' on the Record of Monuments and Places (RMP) (such as historic churches, standing stones and souterrains) designated under the National Monuments (Amendment) Act 1994.

Note: There is some overlap between these designations.

In addition, the Department of Housing, Local Government & Heritage has designated the following Historic Towns for general protection: Ballyshannon, Donegal Town, Killybegs, Lifford, Ramelton, Rathmullan and St. Johnston. These towns contain Zones of Archaeological Potential where intense archaeology is present and where prior consent for works is required.

Furthermore, there are also 50 Historic Graveyards in the Guardianship of Donegal County Council which are on the Record of Monuments and Places (RMP). With the enactment of the National Monuments (Amendment) Act 2004, any archaeological sites on the RMP in the ownership/care of local authorities are, in effect, National Monuments. Prior consent for works to, or in the vicinity of, an archaeological monument is required from the National Monuments Service.

Donegal has also yielded significant underwater archaeology in our coastal areas, lakes and rivers (e.g. Spanish Armada Kinnagoe Bay, Log Boats Lifford/Strabane, Crannogs) and all wrecks over 100 years old (whether previously known or just discovered) and all archaeological objects situated underwater, are protected under the National Monuments (Amendment) Act 1987. .

Donegal also contains a number of battlefield sites (e.g. Farsetmore and Scarrifholis) which may contain significant archaeological remains and represent an important part of our historical and cultural heritage. In addition, developments have the potential to uncover previously unrecorded archaeological sites or objects during the course of their construction.

11.4.2 Sites and Monuments Record

Many community groups undertake archaeological heritage initiatives to protect, conserve and promote our archaeological heritage. Grant Schemes such as the National Monuments Service's Community Monuments Fund and the Heritage Council's Community Heritage Grant Scheme provide opportunities to conserve our archaeological and built heritage with appropriate specialist expertise and traditional skills. As part of the Colmcille 1500 commemorations in 2021, Donegal County Council commissioned conservation works to Kilmacrennan Abbey and to St. Colmcille's Chapel at Gartan. The Heritage Council also provides support to local community groups who care for archaeological heritage in their own locality under the Adopt a Monument Scheme. At present, four archaeological monuments in County Donegal are included in the scheme – Doon Fort, Kilbarron Castle, Malin Well Old Church & Old Killaghtee Graveyard.

The importance of archaeological protection is underlined by the fact that Ireland is a party to the 1992 Council of Europe European Convention on the Protection of the Archaeological Heritage (the "Valletta Convention"), and the 1972 UNESCO World Heritage Convention. Furthermore the Planning and Development Act requires that the Development Plan include objectives for the 'conservation and protection of the environment including in particular archaeological ….heritage' (Section 10(2)(c) refers) and 'the protection of structures ….. of special … archaeological …. interest (Section 10(2)(f)) refers). It is also an objective of the NWRA Regional Spatial and Economic Strategy to Support the conservation of the region's National Monuments (RPO 5.13) and support a targeted programme of National Monument sites to be developed in a manner that shall enhance the visitor experience (RPO 5.16).

The publication of The Framework and Principles for the Protection of the Archaeological Heritage (Government of Ireland 1999) sets out national policy on the protection of the archaeological heritage in the course of development. In particular it states that:

- Archaeological heritage is a non-renewable resource requiring careful management.
- There should be a presumption in favour of avoidance of development impacts on archaeological heritage with Preservation in Situ the preferred option
- Preservation by Record including appropriate excavation and recording should only utilised in very exceptional circumstances
- The carrying out of archaeological assessment is an important tool in assessing the implications of proposed developments on known or suspected sites or monuments, whilst archaeological monitoring during the course of development can help to identify and protect archaeology.

It is also important to highlight that in addition to the need to obtain and comply with planning permission there are additional archaeological protection requirements which must be adhered to under the National Monuments Act which developers should also be cognisant of.

As such the development plan has an important role to play in providing appropriate protection to, achieving a greater appreciation and knowledge of, and where appropriate improving access and visitor/interpretative facilities to Donegal's archaeological heritage.



Objective

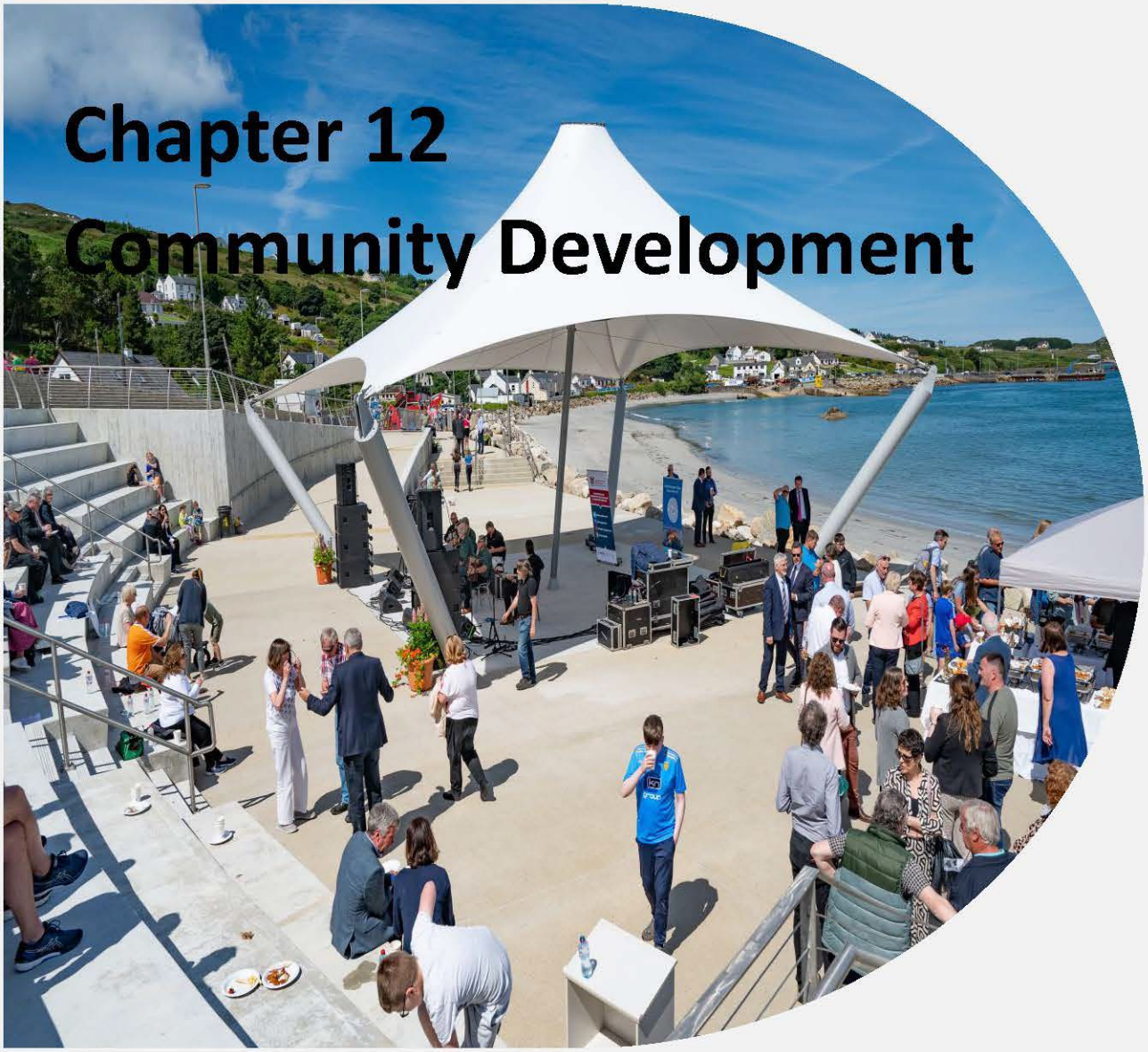
AYH-O-1	To conserve and protect archaeological heritage, achieve a greater public knowledge and appreciation of archaeology, protect existing access to, and where appropriate provide new access and visitor infrastructure for, such heritage.

Policies

AYH-P-1	a. conserve and protect all forms of archaeological heritage including: i. National Monuments, ii. Structures on the Record of Historic Monuments (RHM), iii. the Record of Monuments and Places (RMP) iv. Sites and Monument Record (SMR), v. Historic Graveyards and environs, vi. Historic Towns, vii. Historic battlefield sites, viii. Unrecorded archaeology ix. Industrial and post-medieval archaeology; x. Underwater archaeology and xi. The settings of such heritage in accordance with the publication Framework and Principles for the Protection of Archaeological Heritage (DoAHGI 1999); and b. Conserve and Protect Zones of Archaeological Protection located in Urban areas of Ballyshannon, Donegal Town, Killybegs, Lifford, Ramelton, Rathmullan and St. Johnston as identified in the Record of Monuments and Places including requiring the carrying out of an archaeological assessment prior to the granting of permission and the undertaking of additional archaeological mitigation where

	required (e.g. more extensive testing, excavation or licensed archaeological monitoring) to inform the planning application or, if appropriate, the imposition of similar archaeological mitigation (more extensive testing, excavation or licensed archaeological monitoring) as conditions of planning. The policy will be implemented save to the extent necessary to provide for strategic infrastructure projects including, but not restricted to, the TEN-T Priority Route Improvement Project, Donegal the Bridgend to County border project scheme, the Buncrana Inner Relief Road and Greenways, subject to such projects being in accordance with all relevant statutory and regulatory provisions or where no statutory or regulatory provisions apply in so far as the policy provisions can be practicably and reasonably achieved within the context of such projects.
AYH-P-2	Protect existing access to, and facilitate appropriate new public access, informational and visitor infrastructure for, archaeological heritage (including signage, parking, pedestrian access, commemorative memorials, and interpretative facilities) where such development would not be detrimental to the character or setting of said heritage where statutory consent has been obtained from the National Monuments Service and where the development would not otherwise negatively impact on traffic safety, local residential amenities, natural environment or the visual or scenic amenities of the area. This policy will be implemented by the Council in so far as same can be practicably and reasonably achieved within the context of Strategic Infrastructure Projects including, but not restricted to, the TEN-T Priority Route Improvement Project, Donegal, the Bridgend to County border project scheme, the Buncrana Inner Relief Road and Greenways.
AYH-P-3	Ensure that development proposals affecting archaeological heritage sites shall: a. Sensitively incorporate archaeological heritage Preserved In Situ in a manner which is compatible with the protection and proper management of such heritage and its setting including adequate safeguards from damage/vandalism and for public safety and suitable informational signage. b. Be accompanied by a long-term management plan that incorporates appropriate protections for the heritage site. c. Provide appropriate informational signage regarding any archaeological heritage which has been identified and Preserved by Record during the course of construction to an agreed standard with Donegal County Council and the National Monuments Service. The policy will be implemented save to the extent necessary to provide for strategic infrastructure projects including, but not restricted to, the TEN-T Priority Route Improvement Project, Donegal, the Bridgend to County border project scheme, the Buncrana Inner Relief Road and Greenways subject to such projects being in accordance with all relevant statutory and regulatory provisions or where no statutory or regulatory provision applies in so far as the policy provisions can be practicably and reasonably achieved within the context of such projects.
AYH-P-4	Ensure that historic graveyards in the ownership or care of the Council are managed and maintained in accordance with legislation, appropriate/best conservation standards, in consultation with the National Monuments Service and the Department of Housing Local Government and Heritage.

Chapter 12
Community Development



Chapter 12 – Community Development

12.1 Introduction

Sustainable, healthy, socially inclusive and culturally vibrant communities with an optimal quality of life are dependent on a wide range of childcare and education, recreational, healthcare, social and cultural infrastructure/facilities for all sectors of society in accessible locations and within a built environment which encourages active lifestyles. Responsibility for the delivery of such infrastructure and services is shared across a spectrum of government departments, agencies, and community organisations. The development plan has a crucial role to play by working with key stakeholders to ensure that sufficient high-quality community infrastructure and services are provided at sustainable locations to meet a wide diversity of both current and future societal needs.

In this regard there is a statutory requirement for the plan to include objectives for: the zoning of land for *recreational and open space* (S.10(2)(a) of the Planning Act refers), the integration of the planning and sustainable development with the *social* and *community requirements of the area* (S.10(2)(d) refers), *the preservation, improvement and extension of amenities and recreational amenities,* (S.10(2)(j) refers), and the provision of *schools, crèches and other education and childcare facilities;* (S.10(2)(l) refers).

In addition, it is recognised that in order to justify, sustain and maximise the potential of social and community infrastructure and services it is imperative to; achieve a critical mass of population in our settlements, locate new community developments in close proximity to residential areas and public transport nodes, and ensure that such developments are of high quality layout and a universal and age friendly design.



General Objective

CCG-O-1:	To create sustainable, healthy, socially inclusive, and culturally vibrant communities with an optimum quality of life and high-quality childcare, education, recreational, and cultural infrastructure and facilities and to integrate the planning and sustainable development of the County with the social, community and cultural requirements of its population.

General Policies

CC-P-1: [CC]	Support the provision of new social and community infrastructure/service related developments (e.g. childcare, education, healthcare, sports/recreational facilities, playgrounds, community resource centres sheltered housing, residential care/nursing homes, large scale cultural facilities etc) where such proposals are consistent with the zoning objectives of the Plan, and otherwise in accordance with the following locational criteria: a. At locations within the defined boundaries of settlement framework/urban areas which are within safe walking distance (i.e. via an existing or proposed footpath) of local services and residential areas or are accessible by public transport and which would otherwise promote social inclusion. b. At alternative locations within settlement framework/urban areas where it is demonstrated that there are no suitable sites available which meet the locational criteria in point a) above. c. In rural locations in close proximity to existing rural infrastructure (e.g. rural schools, Community centres, sports facilities, churches etc) where it is demonstrated that; the development is intended to serve an exclusively rural need, the development is functionally dependent on a specific rural location, or where there are no sites available which meet the abovementioned locational criteria in points a) and b) above. d. At other rural locations where it is demonstrated that; the development is intended to serve an exclusively rural need, the development is functionally dependent on a specific rural location, or where there are no sites available to meet the abovementioned locational criteria in points (a), (b) and (c) above.
CC-P-2:	Require that social, community cultural development proposals generally comply with the policies and technical standards of this plan and the following specific development management criteria: a. Are compatible with adjacent existing or approved land uses. b. Do not have a significant impact on adjacent residential amenities. c. Provide adequate effluent treatment in compliance with the wastewater treatment policies of this plan. d. Do not cause a traffic hazard and ensure the existing road network can safely handle any extra vehicular traffic generated by the proposed development. e. Provide adequate parking provision, access arrangements, manoeuvring and servicing areas in line with technical standards and policies of this plan. Specifically in relation to schools and similar education facilities, incorporate measures that de-prioritise set-down/drop-off arrangements. f. Prioritises, and provides for a high level of, pedestrian and cycling permeability and access. g. Do not create a noise nuisance and or cause significant environmental emissions. h. The location siting and design of the development is of a high quality, successfully integrates with the host environment including the landscape and/or built environment of the area and does not negatively impact on the visual and scenic amenities of the area. i. Provides appropriate boundary treatment and screening of storage areas from public view. j. Does not have a negative impact on the built or natural heritage of the area and complies with the built and natural policies of the plan.

	k. Complies with the flood risk management guidelines and the associated flood risk policies of this plan. l. Have suitable soil depth and water table (in the case of burial grounds/graveyards).

12.2 Childcare

The provision of high-quality Early Childhood Care and Education (ECCE) and School Age Childcare (SAC) facilities at accessible and socially inclusive locations is a central component of childhood development, sustainable communities, and a prosperous economy with high labour market participation. The National Planning Framework aims to achieve 'Access to Quality Childcare' (NSO 10) and cites the need to provide childcare facilities on well located sites within or close to built-up areas, that meet the diverse need of local communities (NPO 31 refers). The NWRA Regional Spatial and Economic Strategy also cites the need for a multi-stakeholder approach in childcare provision.

The 2001 Childcare Facility Planning Guidelines identifies residential areas/new housing developments, employment centres, sites in the vicinity of schools, neighbourhood centres and public transport nodes, as appropriate locations for new childcare developments. The guidelines also identify, compliance with Childcare Regulations, site suitability, outdoor play areas, safe access and convenient parking, traffic conditions as key development management criteria[28]. In addition, the *Universal Design Guidelines for Early Learning Centres and Care Settings* (2019) sets out guidance in relation to the location, layout, access, internal and external spaces of such facilities. The Council will specifically have regard to these guidelines in relation to the location, siting, and overall design of new childcare facilities.

Furthermore consultations with the Donegal Childcare Committee indicate that: there is currently a significant deficit in baby/toddler and ECCE capacity in most areas of Donegal particularly in urban areas, high property rents are a deterrent for childcare providers, many childcare facilities have been affected by Mica and there is a need to provide childcare facilities in tandem with larger scale residential developments.

Policy

CC-P-3	Have regard to childcare capacity and requirements in the local area when considering applications for new multiple residential development, and to require the provision of purpose-built facilities as an integral part of large scale residential development proposals in accordance with the thresholds and requirements set out in *Childcare Facilities: Guidelines for Planning Authorities (DoEHLG 2001) (save Appendix 1 of said guidelines), the Universal Design Guidelines for Early Learning Centre and Care Settings (2019)* or any subsequent relevant guidelines.

[28] Circular Letter PL 3/2016 Request that planning authorities exclude the general facility standards outlined in Appendix 1 of these guidelines from their consideration of applications as such standards are now dealt with by the Childcare (Pre-School) Regulations 2006

12.3 Primary, Post Primary and Third Level Education

Quality education facilities at sustainable locations is essential to the creation of strong communities, social inclusivity, a skilled workforce, and future economic prosperity. The NPF highlights the need for additional facilities where population growth has occurred and seeks to align targeted and planned population growth with investment in new and refurbished schools (NPO 31 refers). The NWRA RSES in particular encourages a multi-agency approach in delivering education services (RPO 7.15).

The departmental guidelines `*The Provision of Schools and the Planning System*` (DoEHLG 2008) states that schools should be an integral part of compact sustainable urban development, the provision of new schools should be based on an integrated approach between planning authorities and the Department of Education and local authorities should assist the department in the timely provision of school sites. It also highlights the need for Local Authorities to anticipate school demand arising from new development, identify suitable lands for same, locate new schools close to new residential areas and community facilities and in a manner which aids sustainable mobility. The Sustainable Residential Development in Urban Area Guidelines (2009) highlights the need to provide school facilities in tandem with residential development and to share community facilities with education facilities. In addition, the Department of Education and Skills Technical Guidance Documents sets out a range of guidance for the identification of suitable sites for, and the detailed design of new primary and post primary schools.

As part of the consultation process for this plan the Department of Education highlighted the need for collaboration and long term planning and recommended that the plan should: explicitly support the provision of school accommodation, retain zonings for educational provision, provide school sites to accommodate new brownfield/infill development, provide buffer zones/land use designations around existing schools, support urban design schools, zone land to meet current need, planned population growth or current school projects, facilitate schools in as many zonings as possible, utilise departmental technical guidance when identifying school sites, site schools close to community facilities, and consider school capacity when assessing new residential development. Furthermore, Department of Education enrolment projections for Donegal predict at:

- Primary Level: An overall trend of falling enrolments across all school planning areas out to 2030.
- Post Primary: A short term growth in enrolments in certain school planning areas (e.g. Milford and Raphoe) but otherwise an overall trend of falling school enrolments out to 2030.

Consequently, the Council will take the above technical guidance and recommendations into account when identifying suitable lands for and assessing development proposals for new primary and post primary schools and additionally will have regard to the existing capacity of schools when assessing and planning new residential development.

The Atlantic Technological University Donegal campuses at Letterkenny and Killybegs provide a wide range of 3rd level business, engineering, technology, and tourism related courses, and thus represent a key educational asset playing a key role in providing a skilled workforce and enabling growth in Donegal. ATU Letterkenny has extensive plans for expansion of the Port Road campus (for additional teaching/education, research, and student accommodation facilities) and a new campus at Knocknamona (for agricultural education, student housing and sports facilities) which will be supported by both this plan and the detailed policies and zonings of the Letterkenny Plan 2023-2029.

Policies

CC-P-4	Development proposals adjoining existing public educational facilities shall not hinder the planned future expansion of such facilities and any associated ancillary infrastructure.
CC-P-5	Require that the layout and design, and any grant of permission, for new public education facilities enables the use of any associated social and sporting facilities (e.g. playing pitches sports halls) for wider community uses.

12.4 Recreational and Sporting Infrastructure

The provision of high quality green, active, and recreational infrastructure such as parks, playgrounds, sporting facilities, walking and cycling facilities, and greenways, in sustainable locations are key components in creating healthy, active and socially inclusive communities with a high quality of life and a strong sense of place and identity.

The NPF seeks the achievement of *Enhanced Amenities and Heritage*, highlights the link between the design of our built environment and healthier lives, and the need to design communities in a manner which supports physical activity and prioritises walking and cycling accessibility (NPO 27 refers). The NWRA Regional and Spatial Economic Strategy highlights the need to provide safe walking and cycling infrastructure in urban and rural areas (RPO 6.26 refers). The Healthy Ireland Strategic Action Plan identifies good planning and design practice to support and encourage active travel (walking and cycling) in urban areas as a priority focus area. The *Strategy for the Future Development of National and Regional Greenways* (2018) highlights the significant health/wellbeing benefits of greenways as recreational amenities and the need for Greenways to be strategic, scenic, sustainable, segregated and offer lots of things to see and do.

New public open space needs to be appropriately located, well designed, and maintained to maximise its usability and value to the community. Different types of public open space are also required to fulfil distinct functions ranging from larger urban parks (a distinct destination with high quality open space/landscaping, a diverse range of facilities and functions, accessible by public transport, walking/cycling and cars), neighbourhood parks (to serve individual neighbourhoods with active and passive open space, play equipment and accessible by pedestrians) and pocket parks (small parks with landscaping/seating to serve immediate communities). Moreover such open space should be: designed to meet a range of needs, both, active and passive recreation, promote safety, accessible by pedestrians and/or public transport depending on park type, have a variety of open spaces, and enable shared use of facilities (e.g. sports facilities). In addition, there is a symbiotic opportunity for public spaces to incorporate nature-based water management solutions and protect/enhance biodiversity. Furthermore, community gardens/allotments can play an important role in promoting physical and mental wellbeing, social interaction, climate/environment friendly food production, education, and biodiversity.

Currently Donegal has a significant network of recreational and sporting infrastructure including dedicated community leisure facilities (e.g. Aura Leisure Centre Letterkenny, the Finn Valley Centre Ballybofey), urban parks/parklands (e.g. Swan Park Buncrana, Letterkenny Town Park, Drumboe Woods), and an extensive network of 51 playgrounds and 4 multi use games areas, 1 skate park and 7 outdoor gyms managed by the Council. The county also boasts a range of dedicated recreational walkways (e.g. Glenveagh National Park, Ards Forest Park, Muckish Railway Walk, Burtonport Old

Railway, Dungloe River Walk, Walk, Rougey Cliff Walk) and a variety of other on and off road walking and cycling routes (Slí Cholmcille, Slí Na Finne, and the Donegal Cycle Route) which provide significant recreational amenity. In addition, Donegal has a vibrant and spatially extensive network of organisation-based sports infrastructure (e.g. GAA, Football, Rugby, and Athletic Clubs) which play an integral part in the community and sporting life of the county.

Moving forward, the completion of the North West Greenway Network including the Bridgend to Buncrana and Newtowncunningham, Muff to Quigleys Point and Lifford to Castlefinn Greenways will provide strategic recreational assets. The Donegal Outdoor Recreational Strategy aims to put in place a framework for the sustainable development and management of outdoor recreation over the next 5 years with a vision to 2040. In addition, the National Cycle network plan which aims to link towns, cities and destinations across Ireland with a safe, connected and inviting cycle network is also currently under preparation.

Consequently, this development plan will reserve and protect land for recreation and amenity purposes at sustainable locations, and support and facilitate: the provision of new public amenity and outdoor recreation facilities having regard to the outdoor recreation strategy, the delivery of new greenways in a strategic, systematic and geographically flexible manner (see Transport section), the provision of new/enhanced walking and cycling infrastructure in both urban and rural location, and the expansion of existing and provision of new sporting facilities at sustainable locations.



Objective

CC-O-2	To provide a network of high-quality green, active and recreational infrastructure at sustainable and socially inclusive locations throughout the county

Policies

CC-P-6 [CC]	Ensure that the siting, layout, and design of community development proposals facilitate and promote active travel modes (e.g. walking and cycling) and reduce car dependency.
CC-P-7	Support and facilitate community-based gardens/allotments at sustainable, accessible, and socially inclusive locations.

12.5 Religious Facilities, Burial Grounds and Crematoria

Donegal has an extensive network of existing religious facilities (e.g. churches, chapels, parochial halls) which continue to play a significant role in local communities. Burial grounds/graveyards are also a fundamental part of community infrastructure which have traditionally been provided and managed on a denominational basis. As existing graveyards reach capacity there will be a need to extend them or to provide new burial grounds. It is also recognised that as Donegal's population diversifies and changes that there is growing demand for; new places of worship for emerging faith communities, multi-denominational/non-religious burial, and crematorium type facilities. Overall accessibility, vehicular access and parking, and integration with adjoining lands uses, and in the case of burial grounds water table and soil depth, will be key considerations for such development proposals.

Policies CC-P-1 and CC-P-2 explicitly make provision allowing for the investigation of potential sites across the County at suitable locations and enables respective denominations to seek to identify locations for their own places of worship.

12.6 Healthcare

Access to quality health services is a stated National Strategic Outcome of the NPF. Currently Donegal has range of health facilities including Letterkenny University Hospital which is an acute general and maternity Hospital, community hospitals and primary care centres. The Government's Slaintecare Health Programme places a particular emphasis on developing primary and community health services. In turn it is an objective of the RSES to support the objectives of Slainte Care including the advancement of primary care centres in our urban places (RPO 7.8) and the provision of healthcare facilities to all sections of the community at appropriate locations with good public transport links, parking and accessible facilities (RPO 7.10). Consequently, this plan will support and facilitate the provision of new and the expansion of existing healthcare facilities at sustainable and socially inclusive locations.

12.7 Age and Disabled Friendly Communities

ESRI population projections indicate that by 2040 the number of older people aged 65 and over will double to 1.3m (to representing 23% of the population) and the number of people over 85 will quadruple. Furthermore, census figures indicate that many rural and peripheral areas in Donegal have a high age dependency ratio. In terms of disability Census 2016 found that 14% of Donegal's Population (22,955 persons) had at least one disability (including pain, physical activity, learning

difficultly, hearing, mental health, intellectual, visual) and disabled persons in Donegal had significantly lower education attainment, workforce participation, and access to private transport[29].

In this regard the NPF highlights the need for housing, transport/accessibility, and leisure policies to meet the needs of an ageing population (NPO 39 refers). The NWRA RSES aims to make the region age-friendly, to provide facilities and services for older people at appropriate locations (RPO 7.13 refers) and seeks the designation of specific lands for nursing homes/sheltered housing integrated within communities (RPO 7.14 refers). Furthermore, it is goal of the Donegal Local Economic and Community Plan to develop Donegal as an Age Friendly county.

This creation of age and disabled friendly communities and places requires the integration of universal design principles and due consideration for older people into both the spatial planning of communities and the design of homes, the urban environment, commercial and community buildings, the public realm/town centre environments, and public amenity areas etc., to allow everyone to live active, healthy and independent lives ideally within their own homes as part of accessible, inclusive, attractive and safe communities.

The publication *Age Friendly Principles and Guidelines for the Planning Authority* (Age Friendly Ireland 2021) highlight the need to: provide for nursing home/step down facilities/independent living units, facilitate housing for older people, seek universal design for housing to provide age friendly occupancy, age friendly policies in the refurbishment of existing housing stock, increase inter-generational interaction opportunities, ensure healthcare facilities are located close to population centres and public transport, improve public transport for older people, integrate universal design into urban/rural regeneration, and take into account older peoples needs in the design of public/recreational spaces.

The Age Friendly Strategy Donegal (DCC) also stresses the need for safe and accessible outdoor spaces/physical environments with adequate seating for older people, the provision of more age friendly public transport services, the need to support independent living in the community, increased participation by older people in community/sports activities, and age friendly health facilities.

The National Disability Authority's *Building For Everyone A Universal Design Approach Booklet 9 Planning and Policy* recommends: mixed use neighbourhoods, universal designed lifelong adaptable housing, a universally accessible urban environment designed to be pedestrian/vulnerable road user friendly with easily accessible public transport, accessible parking in accordance with NDA standards, accessible locations and design for new economic developments and public buildings, universal design in the public realm, amenity areas and town centre environments. (e.g. seating, wide pavements, level access, tactile paving, control of street furniture, clear signage).

Consequently, to create more age and disabled friendly communities this development plan will: require the incorporation of universal design principles in the location siting and design of all development proposals including proposals within the public realm and the urban environment, ensure that new community facilities (e.g. parks, healthcare facilities, sheltered housing, residential care/nursing homes etc) are provided in accessible locations and spatially integrated into local communities (See Policy CC-P-1), facilitate lifetime adaptable housing and improved age friendly housing options (see housing section) and support the improvement of public transport options for older and disabled persons.

[29] https://www.disability-federation.ie/publications/disability-profile-donegal/

Policies

CC-P-8	Ensure that the siting and design of development proposals (including housing, retail, commercial, community, public realm/urban environment and public amenity spaces) comply with best practice in universal design including in particular the guidance set out in *Building For Everyone A Universal Design Approach Booklet 9 Planning and Policy (National Disability Authority)* including the associated parking standards set out in section 9.4.14 therein and otherwise provides for lifetime adaptability. The application of other best practice documents including United Nations Convention on the Rights of People with Disabilities, Universal Design, Whole Journey Approach, and the 'Design Manual for Urban Roads and Streets Interim Note will be applied as considered appropriate.
CC-P-9	Ensure that the needs of older and disabled persons are integrated into the provision of public transport services and associated physical infrastructure.

12.8 Culture

Donegal's rich, diverse, and unique culture represents one of our strongest assets, it provides a strong sense of identity, affords important quality of life, recreational, tourism, and economic benefits, and is an intrinsic part of the wider Donegal brand. Key elements of Donegal culture include theatre, music, public art, the Irish language, and island culture.



The National Cultural Policy Framework *Culture 2025* is based on the premise that culture is intrinsic to both individual and communities, seeks to support creative practice and cultural participation and cherish our cultural heritage. It highlights that creative activities can enhance sense of place, improve the attractiveness of both urban and rural areas and that cultural vitality is a key instrument in attracting inward investment and tourism and fostering sustainability. The strategy also emphasises the importance of high-quality cultural infrastructure, the need to protect existing infrastructure and target new investment at projects that align with the National Planning Framework. The document further states the importance of the Irish Language, natural habitats, and landscapes, built and archaeological heritage to our cultural identity and legacy.

It is recognised that high quality and sustainably located cultural infrastructure facilities are an essential part of wider of social and community infrastructure and wellbeing. In this regard the Donegal Culture and Creativity Strategy 2018-2022 details a number of Cultural Infrastructure Priorities including: supporting cultural venues funded by the Arts and Culture Capital Scheme (ACCESS), establishing creatives hubs, re-using historic/vacant building for cultural activities and establishing an incentive scheme for the conservation of vernacular buildings (Strategic Priority 5). Furthermore, the provision of a Donegal Town Library, a County Archives Centre and the redevelopment of the County Museum are also considered key ongoing strategic infrastructure priorities. In addition, whilst the County generally boasts a strong network of performing arts spaces (e.g. An Grianan Theatre Letterkenny, the Balor Arts Centre Ballybofey, Amharclann Ghaoth Dobhair, and the Abbey Ballyshannon) it is specifically recognised that Inishowen lacks a performing arts facility. Furthermore, the Council also recognises that urban regeneration, new amenity spaces, and creative placemaking provide significant and symbiotic cultural opportunities in terms of providing public spaces for arts and cultural events, revitalising/reutilising vacant and derelict buildings to create artists workspaces, creative hubs and exhibition space and the provision of both permanent and temporary art in the public realm. It is also acknowledged that the intrinsic cultural and linguistic resource of Donegal's Gaeltacht and Islands must be protected and enhanced and policies to achieve same are contained within the Gaeltacht and Islands sections of this plan.



Consequently, to protect, support and sustainably develop Donegal's rich culture this development plan will: support and facilitate the delivery of the abovementioned key Cultural Infrastructure Priorities, ensure that cultural facilities are provided at sustainable and socially inclusive locations, support the provision of new performing arts facilities in Inishowen subject to a needs based assessment, ensure that new urban placemaking/regeneration projects provide space for arts and cultural events where practicable, facilitate the refurbishment of vacant and derelict properties for artist workspaces, creative hubs and exhibition spaces, and facilitate both permanent and temporary art in the public realm.

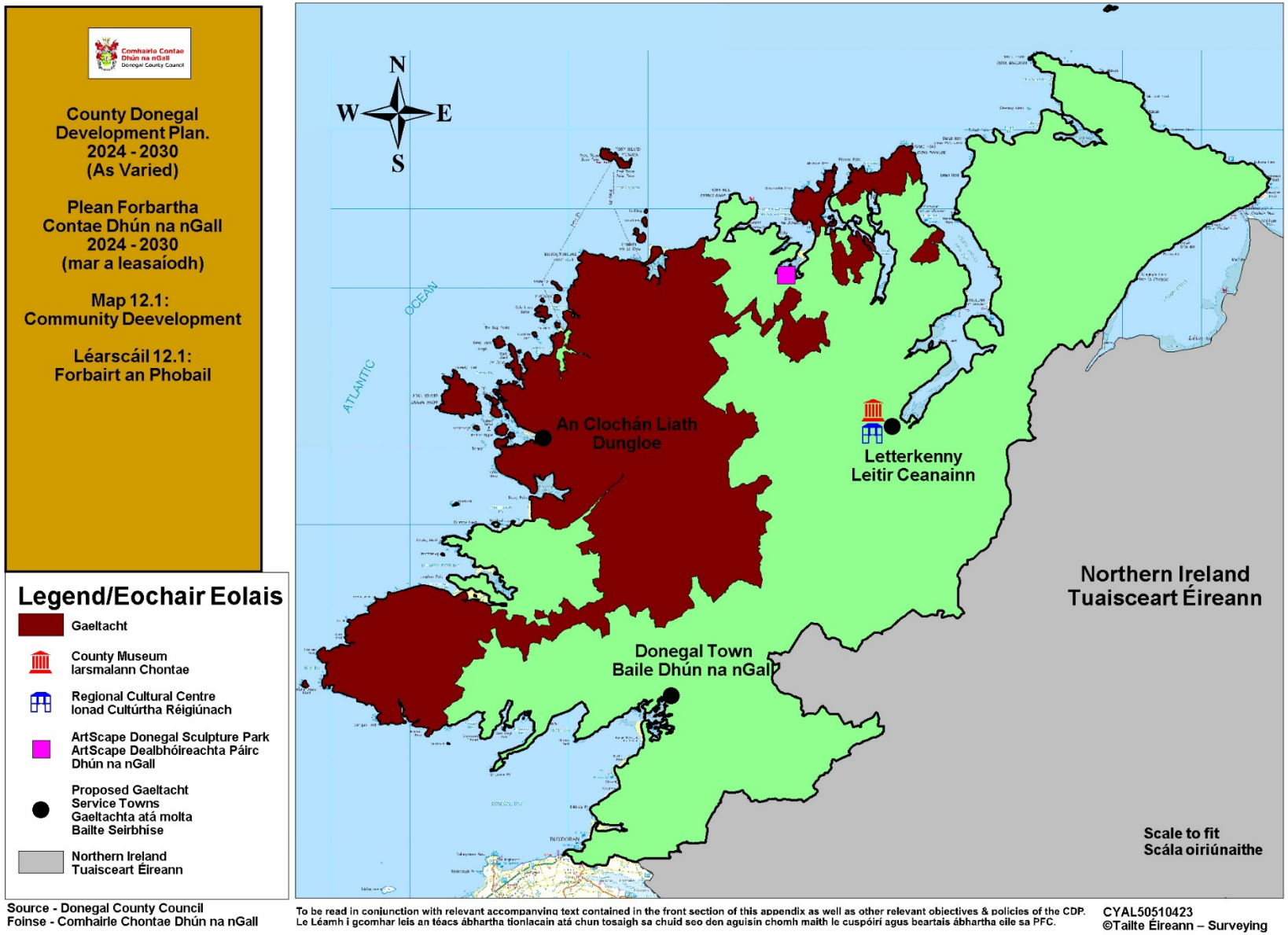


Objective

CC-O-3:	To protect and enhance the vibrancy of Donegal's cultural resource in a sustainable and socially inclusive manner including providing new arts and cultural infrastructure, new spaces for arts and culture in the public realm, quality public art, and enhanced creative/artistic spaces.

Policies

CC-P-10	Support and facilitate: a. strategic cultural infrastructural projects including: the Donegal Town Library, the provision of an Archives Centre and the redevelopment of the County Museum, and other projects identified within Cultúr Le Chéile, the Libraries Capital Programme, or the Cultural Capital Scheme; b. the provision of large-scale cultural facilities (e.g. Libraries, Theatres, Museums, Galleries, Large Scale Visitor Centres etc) at sustainable, socially inclusive, and other functionally appropriate locations in accordance with Policy CC-P-1; c. small scale Cultural developments (e.g. artist's studios, small scale visitor centres etc) throughout the county excluding areas of Especially High Scenic Amenity; d. the provision of a performing arts facility in the Inishowen peninsula subject to a carrying out of an evidence-based needs assessment in consultation with relevant stakeholders.
CC-P-11	Ensure that new urban placemaking/regeneration and public realm projects provide space for arts and cultural events and incorporate creative public art where practicable to do so.
CC-P-12	Facilitate the reuse/refurbishment of underutilised, vacant, or derelict buildings as artist workspaces, creative hubs and and/or exhibition spaces and other cultural facilities (e.g. libraries).
CC-P-13	Seek the protection of stone wall boundaries where they are shown to play a significant heritage role. Where the demolition of such stone walls is unavoidable, the reinstatement of stone walls at revised location/set back within the site using agreed local materials and techniques, will be required.


Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal
Development Plan.
2024 - 2030
(As Varied)
Plean Forbartha
Contae Dhún na nGall
2024 - 2030
(mar a leasaíodh)
Map 12.1:
Community Deevelopment
Léarscáil 12.1:
Forbairt an Phobail
Legend/Eochair Eolais
Gaeltacht
County Museum
Iarsmalann Chontae
Regional Cultural Centre
Ionad Cultúrtha Réigiúnach
ArtScape Donegal Sculpture Park
ArtScape Dealbhóireachta Páirc
Dhún na nGall
Proposed Gaeltacht
Service Towns
Gaeltachta atá molta
Bailte Seirbhíse
Northern Ireland
Tuaisceart Éireann
N
W
E
S
OCEAN
ATLANTIC
An Clochán Liath
Dungloe
Letterkenny
Leitir Ceanainn
Donegal Town
Baile Dhún na nGall
Northern Ireland
Tuaisceart Éireann
Scale to fit
Scála oiriúnaithe
Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall
To be read in conjunction with relevant accompanying text contained in the front section of this appendix as well as other relevant objectives & policies of the CDP.
Le Léamh i gcomhar leis an téacs ábhartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóirí agus beartais ábhartha eile sa PFC.
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Chapter 13
An Ghaeltacht



Chapter 13 – An Ghaeltacht

13.1 Donegal Gaeltacht

Irish is one of Europe's oldest spoken and literary languages and despite significant long-term challenges, remains spoken as a first language in 7 Gaeltachts across the state. The Donegal Gaeltacht is the second largest in Ireland, covers 26% of the County (1502km2), and contains a population of 23,346 which equates to 14.7% of Donegal's population and 23.4% of the state's entire Gaeltacht population (Census 2016). It covers large areas of the west of the County including 6 inhabited islands of Aranmore, Tory, Inishboffin, Inishfree Upper, Island Roy and Gola. It contains areas with the highest percentage of daily Irish speakers in the state (i.e. Mín Lárach 73.3% and Rann na Feirste 66.6%); however, it otherwise displays a variety of Irish language usage. Census 2016 found that 26% people spoke Irish on a daily basis and the total Gaeltacht population decreased by 5.6% relative to the 2011 Census (24,744).



13.2 Current Use of the Irish Language

Summary results from census 2022 indicate that the number of people that can speak Irish in Donegal stands at 59,130; compared with 56,738 in 2016. Within this figure 7,750 said they spoke Irish daily while 4,533 spoke Irish weekly.

Recent studies such as the 'Comprehensive Linguistic Study of the use of Irish in the Gaeltacht: Principal Findings and Recommendations 2007' and the 2015 update report of said study, indicate that the number of people who speak Irish within the Gaeltacht is diminishing at an increasing rate and that English is now the dominant language of young people. The above studies indicate that this decline is being driven by such factors as: social dynamics (the linking of Gaeltacht Communities to

wider English-Speaking networks), demographic movements (the movement of non-Irish speakers into the Gaeltacht), and the socialisation of young people through English. It further concluded that without intervention, even in the strongest Gaeltacht districts, Irish, will become a language of social networks rather than the main community and family language within a generation.

The study highlighted a number of priorities including: maintaining and increasing the proportion of active speakers in Category A districts above a sustainability threshold of 67% supporting, maintaining and strengthening Irish speaking networks in Category B and C districts, supporting parents in raising their children through Irish, ensuring educational institutions support same, supporting Irish use in young people's social networks, focusing on the linguistic rights and needs of native speakers, ensuring delivery of all public services to the Gaeltacht community through Irish, devising language centred economic strategies and incentivising good language practice in Gaeltacht businesses. Allied to these measures, and as part of the planning response to foster the increased use of the Irish language in the County, the planning authority will monitor and review the impact of language plans as a policy approach.

13.3 Legislation, and Government and Planning Policy related to the Irish Language

The Irish Constitution designates Irish as the First Official Language of the state (Article 8 refers). Under the Planning and Development Act 2000 (as amended) a development plan must include objectives for the *protection of the linguistic and cultural heritage of the Gaeltacht including the promotion of Irish as the community language.* S.10(2)m refers). The Official Languages Act 2003 (as amended) places obligations on public sector bodies to provide services through Irish, led to the establishment of An Coimisineir Teanga, requires bilingual Irish signage, and makes statutory provision for Irish placenames and their uses. Furthermore, the most recent amendments to the Act in 2021 will ultimately require, inter alia, that public bodies carry out at least 20% of their advertising through Irish, that the logo for an organisation be in Irish or bilingual and that replies to queries written in Irish on social media be replied to in Irish. The 2021 amendment also includes an objective that by 2030, 20% of new recruits to the public sector and the Civil Service be proficient in Irish.

The Government's Statement on the Irish Language 2006 sets out a vision to: increase the use and knowledge of Irish as a community language, ensure as many people as possible are bilingual, strengthen the Gaeltacht as an Irish speaking community, ensure that the use of Irish in public services will be a choice, and make Irish more visible in our society as a spoken language and in signage. The statement also outlines a number of objectives including giving special support to the Gaeltacht, supporting Gaelscoileanna and Irish language pre-school education. The 20-Year Strategy for the Irish Language 2010–2030, aims to increase the number of daily speakers of Irish to 250,000, and the number daily Irish speakers in the Gaeltacht by 25%.

The Gaeltacht Act 2012 provided for Gaeltacht Language Planning areas to strengthen Irish as a family and community language, and the designation of Gaeltacht Service towns to play a significant role in the delivery of public services to those areas and this is further supported by the National Planning Framework (NPO 29). It is also an objective of the NWRA Regional Spatial and Economic Strategy to: *Promote, enhance and protect the linguistic, cultural and heritage value of our Gaeltacht Communities* (RPO 5.8), support the implementation of Language Plans and ensure that Development Plans and Local Area Plans be consistent with same.

13.4 Gaeltacht Language Plans

Language Plans have been approved for the 8 different Donegal Gaeltacht areas including: Tuaisceart Dhún na nGall, Gaoth Dobhair, Rann na Feirste, Anagaire agus Loch an Iúir, Cloich Cheann Fhaola, Na Rosa, Árainn Mhór, An Ghaeltacht Láir, Dún na nGall Theas and Toraigh. These language plans identify a wide range of actions including the following planning and development and Council related actions:

- Develop a new language sanctuary (with Café, Shop, Open Space for young people) and the designation of secondary language sanctuaries in the Gaoth Dobhair, Rann na Feirste, Anagaire and Loch an Iúir area.
- Provide a library and language laboratory at Pobalscoil Ghaoth Dobhair.
- Re-open Colaiste Uladh as a language and cultural sanctuary in the Cloich Cheann Fhaola area.
- Develop additional social, community and tourism facilities to aid language enhancement and upgrade housing to provide accommodation for language students on Toraigh.
- Establish an Irish Language drop-in centre for Irish speakers and youth on Árainn Mhór.
- Support the development of Gleann Domhain Naionra, and provide a permanent premise for Ceim Aniar in Tuaisceart Dhún na nGall.
- Attract businesses, start-up groups and other to use unoccupied Údarás Na Gaeltachta premises in North Donegal.
- Create a drop-in language centre in the Gaeltacht Láir.
- Implement language planning conditions which recognize linguistic heritage and culture of Gaeltacht areas.
- Provide services of equal standards to Irish speakers.
- Ensure Council signage policy gives priority to Irish on road signs and in public notices.

In addition, the towns of Letterkenny, An Clochan Liath and Donegal Town have been identified as Gaeltacht Service Towns. Associated language plans have now been published for An Clochan Liath and Letterkenny identifying a wide range of actions including: translation services, supports for Irish in the business sector, Irish language classes, bilingual tourism material, signage and visibility, support for Irish in the education, childcare, and preschool systems, Irish orientated youth, social and recreational services and in particular the development of a Cultúrlann for Letterkenny.

The Donegal Local Economic and Community Plan contains a wide variety of Irish language related actions broadly including: strengthening Gaeltacht service centres, preparing a countywide language plan, increasing service delivery through Irish, protecting Gaeltacht cultural heritage, developing cultural infrastructure, promoting the Gaeltacht as a cultural tourism destination, developing a centre for Irish cultural studies on the islands, improving employment and educational opportunities, supporting Gaeltacht summer colleges and Irish language learning opportunities, and promoting Irish medium education. In addition, the Council is also currently preparing an Irish Language County Plan.

The successful delivery of the above plans, the preservation of Irish as a community language, and increasing Irish usage overall requires a multifaceted, collaborative, and multi-stakeholder approach involving local communities, Údarás Na Gaeltachta, and Foras Na Gaeilge. To achieve these plans and objectives the Council will therefore: collaborate with key stakeholders, facilitate development proposals associated with said Language Plans, manage multiple residential development to protect linguistic vibrancy, facilitate sustainable rural housing in the Gaeltacht, facilitate language related educational and community developments, provide and improve public services in Irish, and enhance the visibility of Irish in public, business and community signage. The Council will also monitor compliance with language occupancy conditions attached to permissions for residential development and will implement the means to ensure compliance, e.g. undertake language competency interviews of 1st occupants of dwellings in appropriate circumstances.

13.5 Challenges and Opportunities for the Donegal Gaeltacht

In addition to the linguistic resource the Donegal Gaeltacht also benefits from such assets as: a high quality of life, a well-educated workforce, a rich social and cultural heritage, outstanding natural beauty including along the Wild Atlantic Way, significant marine and coastal resources and skillsets, Údarás Na Gaeltachta business parks and the Gteic digital hub network, an improving strategic road network (e.g. N56) and significant healthcare related employment.

It is also acknowledged that the Gaeltacht faces significant social, economic, and infrastructural challenges. It has lower income and higher deprivation profiles than other parts of the state and has suffered from population decline. Significant sections of the N56, the regional and local road network require upgrading to improve safety, improve journey times and attract economic investment. The implementation of the National Broadband Scheme is required to ensure adequate digital connectivity. A significant number of Gaeltacht town and villages either have no (e.g. An Bun Beag-Doiri Beaga, Baile Na Finne, Loch An Iuír) or inadequate (e.g. An Fal Carrach, Na Dunaibh, An Charraig) wastewater treatment capacity. Many also suffer from high commercial and/or residential vacancy rates (e.g. An Bun Beag-Diori Beaga, Ailt An Chorráin, An Fál Carrach and An Charraig). Many islands in the Gaeltacht suffer from a lack of or substandard infrastructure (e.g. water supply, roads etc). In addition, the Gaeltacht has a weak urban structure and many town and villages require significant urban regeneration interventions.

Nevertheless there are significant development opportunities for the Gaeltacht including in terms of: remote working opportunities, digital innovation and enterprise, cultural and language related tourism, the marine sector (including coastal recreation, island tourism, sustainable aquaculture, fishing, seafood processing, seaweed harvesting) and urban regeneration. The development plan will therefore support and facilitate such opportunities to enhance the social, economic and cultural vibrancy of the Gaeltacht.

Donegal County Council has been involved with central Government as regards Gaeltacht planning matters and the future publication of guidelines in relation to such matters may require the updating of the panning policy approach to the Irish language.

Objective

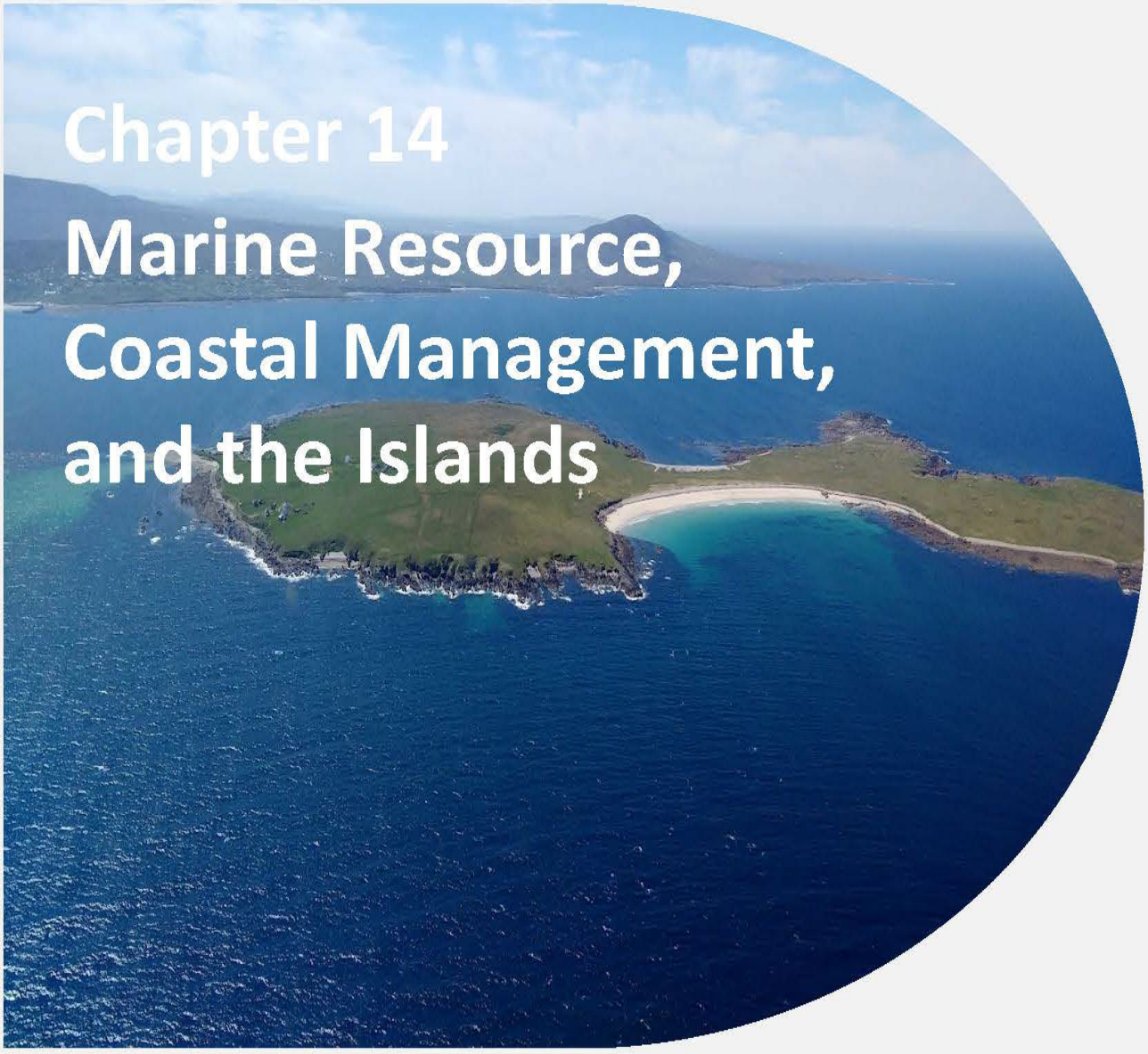
GAE-O-1	To sustain and strengthen the Irish Language, to protect the cultural heritage of, and facilitate the sustainable social, physical, cultural, and economic development of the Gaeltacht.

Policies

GAE-P-1	Support the implementation of language plans in Gaeltacht Language Planning areas, Gaeltacht Service Towns and Irish Language Networks by supporting the principle of related development proposals, undertaking Council related actions and collaborating with key stakeholders.
GAE-P-2	a. Impose a language condition on any planning permission for multiple residential development of 2 more dwellings in the Gaeltacht requiring that the proportion of units to be occupied by Irish speakers equates to the proportion

	of Irish speakers within the subject DED (based on the latest available census data) subject to a minimum of 85% rounded to the nearest whole number of units where necessary. A language condition shall be applied to all applicable units for a duration of 15 years from the date of the first occupancy of the unit. b. Require Language Impact Assessments for Multiple Residential Developments within Gaeltacht areas of 10 or more dwellings in all cases, and less than 10 dwellings where there is potential for a significant impact on the Irish language in the area, in accordance the associated technical standards of this plan.
GAE-P-3	Facilitate sustainable single rural housing developments within the Gaeltacht in accordance with the rural housing policies of this plan.
GAE-P-4	Support the principle of the following Irish language-related developments: a. educational, cultural and community developments including the provision of new, and the expansion of existing, Gaelsoileanna and Naíonraí, and youth and social infrastructure; b. strategic tourism projects supported by Údarás Na Gaeltachta; c. economic/enterprise development proposals including those in existing and new Údarás Na Gaeltachta business parks and sites, the completion of the Gteic network, remote working infrastructure and projects associated with the Gaeltacht Glás programme; d. the provision of enhanced transport, water and wastewater infrastructure; and e. urban regeneration and placemaking projects in Gaeltacht towns, villages and Islands.
GAE-P-5	Support and facilitate the development of the marine sector in the Gaeltacht including island tourism, marine access and recreational infrastructure, onshore facilities for fishing, seafood processing, aquaculture, seaweed harvesting etc. in accordance with the marine coastal and island policies of this plan.
GAE-P-6	Require the use of the Irish language in public, business, and community signage in accordance with the requirements of the Official Languages Act 2003(as amended) and any associated regulations and orders (where applicable) in accordance with the technical standards of this plan.

In addition to the above-noted policy framework, Donegal County Council is also committed to collaborating with Failte Ireland and Tourism Ireland to sustainably support and promote our Gaeltacht areas as key Irish Language Tourism destinations.



Chapter 14
Marine Resource, Coastal Management, and the Islands

Chapter 14 – Marine Resource, Coastal Management and the Islands

14.1 Introduction

As a coastal county on Ireland's northwest Atlantic seaboard, Donegal has one of Ireland's richest marine resources including 1,134 km of coastline (17% of the state's total), 12 Blue Flag beaches, 2 Blue Flag Marinas, deep natural harbours, rich fishing grounds and coastal ecosystems, an abundant renewable marine energy potential, coastal communities and inhabited islands. This marine resource has allowed the fishing and aquaculture sectors to thrive, is of major importance to tourism and leisure activities, and is a fundamental part of our natural and cultural heritage. Moreover, an abundant offshore wind resource provides Donegal with an immense renewable energy asset which combined with ancillary onshore infrastructure, can be harnessed to deliver renewable energy and climate targets, greater energy security and local socio-economic benefits. The Council recognises the immense environmental, social and economic value of this marine and coastal resource and seeks to harness its potential in a sustainable manner.



14.2 Legal Context

The Maritime Area Planning Act 2021 created a new planning and regulatory framework for Ireland's maritime area which:

- Defines an extensive Maritime Area consisting of Ireland's internal waters, the territorial seas (extending out to 12 nautical miles), exclusive economic zone and continental shelf.
- Provides for a Forward Planning regime consisting of the National Marine Planning Framework, Designated Maritime Area Plans (for specific parts of the Maritime Area) and Ministerial Guidelines.
- Creates a 2-stage development consent process consisting of:
    - A legal consent process called Maritime Area Consent (MAC) to occupy a particular part of the Maritime Area regulated by the new Maritime Area Regulatory Authority (MARA).
    - A planning consent process including a requirement for planning permission regulated by Coastal Planning Authorities in the 'nearshore area' (out to 3 nautical miles) and

otherwise by An Bord Pleanala for developments located in the 'outer maritime area' and for specific development types as identified through legislation.

- Provides for a Maritime Planning Enforcement System regulated by MARA and Coastal Planning Authorities.
- The Planning and Development Bill 2022 is currently in draft form and is undergoing legislative scrutiny. This draft Bill also seeks to incorporate provisions of the Maritime Area Planning Act 2021 and will influence both the policy and consenting processes that relate to the maritime territory.

14.3 National and Regional Policy Context

The Government's Marine Strategy '*Harnessing Our Ocean Wealth An Integrated Marine Plan for Ireland*' published in 2012 recognises our ocean wealth as a key element of economic recovery and sustainable growth. It sets out 3 high levels goals for managing Ireland's Marine resources, namely a thriving marine economy, a healthy ecosystem, and increasing our engagement with the sea, and aims to double the value of our ocean wealth to 2.4% GDP by 2030. In particular, it highlights offshore wind, cruise tourism, blue biotechnology, ocean renewables and aquaculture as key future growth opportunities.

The National Marine Planning Framework was formally adopted in May 2021 pursuant to the EU Maritime Spatial Planning Directive (2014/89/EU refers). This comprehensive framework sets out a range of national policies in relation to:

- Marine Environment/Ocean Health including: avoiding, minimising or mitigating impacts on species, natural capital assets, water quality, sea floor integrity, coastal habitat, marine litter, underwater noise, air pollution, preventing adverse impacts on SAC/SPAs, controlling invasive species, climate change etc.
- Maritime Economy including ensuring co-existence between difference maritime uses and supporting land base infrastructure which facilitates marine activity.
- Social including avoiding, minimising, and mitigating impacts on public access, heritage assets, seascape and landscape, supporting access, communications, and energy proposals for island and coastal communities and supporting projects providing social benefits.
- Key Maritime Sectors including supporting the sustainable development of aquaculture and Offshore Renewable Energy, avoiding, minimising or mitigating impacts on, supporting diversification of, and maintaining harbour infrastructure for fishing and supporting water-based sports and marine recreation.

In this regard it is acknowledged that the NMPF provides a comprehensive overarching planning policy framework for maritime and coastal areas. Developments falling within the functional remit of this plan which may affect the maritime area should demonstrate compliance with the NMPF.

The National Planning Framework recognises the marine environment is a National asset with wide ranging benefits and cites the need to adopt a transboundary and co-approach to Marine planning and the importance of land-based infrastructure in harnessing offshore renewables. The NPF sets out a number of marine related National Policy Objectives including: supporting the sustainable growth and development of the *maritime economy and continue to invest in the seafood sectors and our Fishery Harbour Centres* (NPO 39), ensuring that the coastal resource is managed to sustain its physical character and environmental quality (NPO 41a) addressing the effects sea level changes and coastal flooding and erosion (NPO 41b), and supporting the development of Ireland's offshore renewable energy potential (NPO 42.

The Regional Spatial and Economic Strategy for the Northern and Western Region 2020-2032 sets out a number of marine related Regional Policy Objectives including: protecting, upgrading and expanding the key fisheries ports of Killybegs and Greencastle (RPO 4.31), enabling the expansion of regional blue economy assets such as marine research and innovation and seafood innovation (RPO 4.32) , facilitating marine renewable energy projects (RPO 4.33), developing marine resource innovation parks at Greencastle and Killybegs (PRO 4.34), upgrading and improving the region's harbour and ports (RPO 4.35) and supporting increased access to coastal areas (RPO 4.1).

14.4 Coastal/Wild Atlantic Way Settlements

Donegal possesses a distinct set of coastal settlements ranging from larger towns such as Moville, Falcarragh, Glenties, Ardara to smaller places such as Culdaff, Portsalon, Downings, Carrick etc. These settlements provide specific functionality within our overall urban structure, being both key settlement nodes along the Wild Atlantic Way tourism route and also important local service centres, economic drivers, and employment centres for their respective local communities.

However due to a legacy of underinvestment, many of these settlements collectively face significant development challenges including: inadequate or lack of wastewater treatment (See Table below), poor/underdeveloped public realm and civic spaces, inadequate amenities, community and recreational infrastructure, vacancy and dereliction, and insufficient sustainable and active travel infrastructure. In turn, these deficiencies hinder the realisation of their tourism potential, are a barrier to additional residential development, disincentivise economic investment, detract from quality of life, and deter social/community development.

A programme of focused, collaborative, and co-ordinated investments and actions, combined with sustainable development management, can deliver the significant tourism and socio-economic potential of these coastal settlements. In this regard the Council considers that these settlements require a specific range of actions and interventions including:

- Delivery of wastewater treatment capacity and water supply infrastructure.
- Regeneration of the public realm and the provision of new/enhanced civic spaces.
- Provision of new amenity, recreation and community infrastructure (e.g. parks and playgrounds).
- Tackling vacancy and dereliction to provide new town centre living options, facilitate new economic development opportunities (e.g. digital or enterprise hubs) and to protect built heritage.
- Providing new and enhanced active travel and sustainable mobility infrastructure (e.g. footpaths, cycleways, bus stops/shelters, reallocation of existing road space) to encourage modal shift and a safer pedestrian environment.
- Creating new visitor facilities including: public conveniences, visitor parking and transient campervan facilities at sustainable locations.

Consequently, the Council will work with all key stakeholders (e.g. Local communities, Uisce Eireann and government departments) and utilise all suitable funding mechanisms (e.g. Rural Regeneration and Development, Town and Village Renewal Scheme, Croi Conaithe (Towns) fund etc) to deliver the necessary actions to tackle these development challenges in order to unlock the tourism and economic potential of, and deliver improved quality of life for, these coastal settlements.

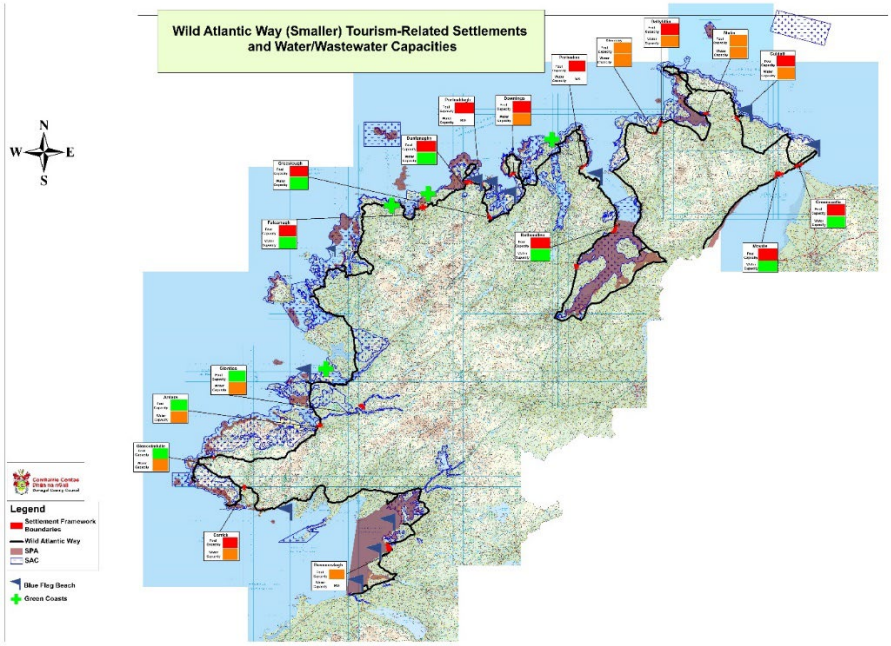
Table 14.1: Spare Wastewater Treatment Capacity and Water Capacity in Coastal/Wild Atlantic Way Settlements

	Spare Wastewater Treatment Capacity & WWTP Upgrade Progress	Water Capacity
Donegal MD		
Cill Chartaigh (Kilcar)		
An Charraig (Carrick)		
Glenties MD		
An Fál Carrach (Falcarragh)	Stage 3	
Cresslough		
Ardara		
Dunfanaghy	Stage 2	
Glenties		WTP Upgrade in short-term
Portnablagh	Stage 2	N/A
Letterkenny MD		
Na Dúnaibh		
Portsalon	No UÉ WW Assets	N/A
Rathmullan	Stage 4	
Inishowen MD		
Ballyliffin	Stage 2	
Greencastle	No UÉ WW Assets	
Malin		
Moville	Stage 3	
Clonmany		
Culdaff	*See Note below	Works ongoing to improve LoS

Legend		
Wastewater Capacity		Spare capacity
		Potential Capacity available to Urban Wastewater Standard only
		No spare capacity
Water Capacity		Capacity available
		Potential Capacity available

Note:

- **The above table provides an indication of available capacity and is based on a national standardized review of available information in June 2023 and is subject to change.**
- **The UÉ Culdaff WWTP currently only serves the village core and has limited spare capacity. Private WWTPs outside the village core are not accounted for in the UÉ capacity register and UÉ WWTP would be required to be upgraded if these private WWTPs were to connect to same.**





14.5 Fishing, Seafood and the Blue Economy

The contribution of fishing, seafood and related marine industries in Donegal remains strong despite challenges presented by quota restrictions and the loss of valuable fishing quota in UK waters due to Brexit. The 2013 National Ports Policy recognises Killybegs as a port of Regional Significance and in 2021 Killybegs remained Ireland's premier fishing port with €121m[30] worth of landings. The Killybegs region is a nationally important blue economy hub with well-established value-added seafood processing, marine engineering/servicing, renewable energy logistics, offshore support, and marine services industries. Recent funding to provide a 120m quay extension at Killybegs Fisheries

[30] The Business of Seafood A Snapshot of Ireland's Seafood Sector 2021 (BIM, 2021) (P. 15)

Harbour Centre will help to alleviate congestion, increase overall port capacity, and facilitate the further expansion of the fishing, seafood, renewable energy and marine tourism sectors. Furthermore, increasing fishing vessel length may necessitate additional harbour expansion. Greencastle remains an important harbour with €9m[31] worth of landings in 2021 and is home to BIM National Fishery college. The completion of the Greencastle Breakwater Project will provide additional shelter and associated safety benefits for the fishing fleet.

Collectively the seafood sector in Donegal provided 1,938 and 4,327 jobs in direct and downstream seafood employment respectively in 2021, and seafood industries provide 16% of coastal employment in Donegal" marine related industries. In particular, it is recognised that Killybegs and Greencastle have significant clusters of marine industries and act as economic catalysts for their respective local economies. It is essential therefore to provide a planning framework which aids the further growth and diversification of the marine sector. Given the above context, the Plan will support the development of additional fisheries harbour infrastructure where necessary, and onshore fisheries related development at appropriate locations in accordance with the economic development policies of the plan.

14.6 Aquaculture

Donegal continues to have a robust aquaculture sector (e.g. salmon, oyster, mussel farming and seaweed harvesting) which provides considerable local employment both onshore and offshore for coastal communities and represents a profitable value-added export-orientated industry. The Council will therefore facilitate the sustainable development of onshore/ancillary aquaculture developments to sustain and maximise the potential of the sector whilst protecting marine ecosystems.

14.7 Offshore Renewable Energy (ORE)

Ireland's north western seaboard possesses one of the world's greatest offshore wind and wave resources. The Climate Action Plan 2021 aims to capitalise on this resource to provide 5GW of offshore wind energy by 2030 to meet Ireland's climate change and renewable energy targets. Designated Maritime Area Plans (DMAPs) under the new Maritime Area Planning Act 2021 will provide the necessary planning framework for new offshore renewable energy projects in maritime areas off Donegal. Whilst the shallower waters off south and east coasts of Ireland are providing an initial focus for fixed bottom offshore wind energy, floating offshore wind (FOW) energy projects are likely to commence off the west and north-western seaboard in the medium to long term.

The deployment of such projects will require onshore operation and maintenance facilities. Killybegs, with its strategic location, 12m deep quay, sheltered deep-water harbour, and marine service industries is ideally placed to provide and benefit from this sector. In addition, such deployment may present additional opportunities for Killybegs to provide shore-based support for ORE projects. In this context, it is likely that the provision of additional harbour and onshore facilities will have to be considered to enable Killybegs to fulfil it's potential. The Governments '*Policy Statement on the Facilitation of Offshore Renewable Energy by Commercial Ports in Ireland'* (December 2021) recognises the need for large scale infrastructure for project deployment and smaller-scale port facilities for operation and maintenance, espouses a multiport approach, highlights OREport-related infrastructure funding opportunities for TEN-T network ports, and recognises the ORE opportunities for Killybegs. The significance of Killybegs port in providing international connectivity is highlighted in Chapter 8.1: 'Transport'. In addition, the feasibility of seeking TEN-T Comprehensive Network Status

[31] The Business of Seafood A Snapshot of Ireland's Seafood Sector 2021 (BIM, 2021) (P. 15)

for Killybegs is specifically highlighted in the NWRA RSES (p.216 refers). In this regard the Council will pursue the upgrading of the N56 National route to the port (as outlined in Table 8.1A of this plan), facilitate the provision of additional harbour facilities at the port (as provided for by MRCM-P-3 and 4), constructively engage with all relevant stakeholders, and support the carrying out of any relevant feasibility studies.

The deployment of large-scale offshore renewable energy in the North West is dependent on the strategic necessity to upgrade he electricity transmission network to the north-west. Consequently, to harness this ORE potential the Council will support: the ancillary use of the existing fisheries harbour centre facilities for the ORE sector, the provision of additional harbour infrastructure to accommodate ORE sector requirements (subject to a demonstrated need); the upgrade of the electricity transmission network in Donegal and the designation of Killybegs Port as part of the TEN-T comprehensive network.

ORE may also provide a synergistic opportunity for the production of green hydrogen and its conversion to green ammonia within the Killybegs area. Such fuels could in turn could be used for example in HGV transport, a sustainable marine propulsion fuel, or a heavy industry fuel for bulk export. This would require suitable lands for hydrogen production (electrolysis), ammonia conversion and storage facilities. The Council recognises this strategic potential and will investigate the feasibility and identification of suitable locations for this sector. The Council will seek to facilitate and support ORE Research and Development.

14.8 Onshore Renewable Energy

Killybegs port has emerged as an important logistics hub for onshore renewable energy development in recent years, ancillary to its primary function as a fisheries harbour. In particular, this role requires not only berthing space but set down space for turbine components. The Council will support the continued use of Killybegs harbour as a logistics hub for onshore renewable energy. The Council will also support the principle of additional harbour infrastructure to facilitate this sector.

14.9 Islands

Donegal possesses a diverse range of islands including large/well populated islands (e.g. Arainn Mhór and Toraigh) smaller islands with low/seasonal populations (e.g. Rutland, Gabhla) and uninhabited islands (e.g. Inis Oirthir). Together these islands represent a unique geographic, scenic, environmental, heritage, cultural and linguistic asset for the County.

Each Island has its own distinctive character, population and infrastructural profile and issues. Collectively however the Islands face a range of development challenges including: depopulation, socio-economic disadvantage, the need to sustain, support and enhance marine access and any associated ferry services, a lack of mains water and electricity supply, inadequate tourism infrastructure (e.g. public conveniences), localised coastal erosion and the influence of protected habitats.

In the context of these issues, the Islands' sublime landscapes and seascapes, rich built heritage, robust communities, the Irish language, marine and coastal assets, together with modern communications provide key development opportunities including: island and marine tourism (e.g. day trips, marine charters, fishing, kayaking, walking, bird watching, and rock climbing), language, cultural and linguistic tourism and, increasingly, remote working.

The Council is committed to sustaining island communities, enhancing their social, economic, tourism and cultural vitality whilst enhancing their environment, heritage, and landscape (e.g. the Árainn Mhór shorefront and Burtonport harbour project). Consequently, in view of the above challenges and opportunities the Council will work collaboratively with island Communities and relevant stakeholders to support sustainable developments of the Islands subject to natural and built heritage policies of the plan.



14.10 Cruise Ship Tourism

With a strategic 12m deep water all-weather quay at Killybegs, and sheltered deep-water anchorages at Lough Foyle and Lough Swilly and a wealth of nearby scenic, historic and cultural attractions (e.g. Sliabh Liag, the Wild Atlantic Way, Glenveagh National Park, Dunree Fort) the North-West is an ideal destination for the cruise ship market. The deep-water quay at Killybegs Fisheries Harbour has attracted a significant number of large-scale cruise ships in recent years bringing considerable local economic benefits. Foyle Port has proposed additional cruise ship berthing facilities at Greencastle and it is acknowledged that this project has the potential to significantly enhance its usability and attractiveness as a cruise destination. The Council will continue to support the use of Killybegs fisheries harbour as a Cruise Ship destination including the facilitation of additional berthing facilities where necessary and where compatible with the functioning of the fisheries harbour. In addition, subject to appropriate feasibility studies. the Council will support the provision of cruise ship berthing facilities at Greencastle.

14.11 Marine and Coastal Access Infrastructure

Donegal has an extensive network of marine access infrastructure including approximately 100 harbours, piers, and slipways, as well as pontoons and visitor moorings, which provide vital marine access infrastructure for coastal fishing, angling, aquaculture, marine tourism and leisure sectors.

Whilst coastal fishing has declined in recent decades marine tourism and leisure are increasing in popularity and there is a growing demand and need for associated marine access infrastructure and ancillary facilities. Donegal has a rugged tidal coastline and marine tourism studies have emphasised the need to create a chain of safe berthing facilities at regular intervals to facilitate visiting boats. In this regard the marina at Fahan and other recent developments at Donegal Town, Mountcharles,

Killybegs, Kilcar, Teelin, Ardara, Burtonport, Rathmullan, Ballywhoriskey(Fanad), Bonagee(Culdaff) and Greencastle represent significant marine leisure and tourism assets. It is also recognised that other piers and harbours and visitor mooring at locations such as such as Creevy, Bundoran, Teelin, Arranmore, Kincasslagh, Bunbeg, Magheragallon, Portnablagh, Downings, Mevagh, Portsalon, Buncrana and Portmore, provide important local infrastructure for a wide range of marine activities including coastal fishing, sea angling, marine charter, diving and other marine leisure activities. In addition, the council also acknowledge the important roles of Fahan, Rathmullan and Greencastle as sailing centres and Bundoran and Rossnowlagh as surfing centres.

The Council therefore recognises the need to maintain and, where appropriate, enhance Donegal's marine access infrastructure in order to sustain the fishing, angling, marine tourism and leisure sectors. In this regard the Council will:

- Progress projects to provide new floating pontoon facilities at **Mevagh, Burtonport, Bunbeg and Ballyshannon**.
- Upgrade marine access infrastructure at key piers and harbours subject to an identified need and resource availability.
- Provide ancillary infrastructure (e.g. parking, vehicular and pedestrian access, safety barriers and public toilets) at other piers and harbours subject to demand and financial resources.

In addition, the Council recognises the socio-economic and tourism importance, and will continue to support the operations of, the Greencastle-Magilligan and Rathmullan-Buncrana car ferry routes during the lifetime of the plan.



14.12 Foyle Port

The strategic role of Foyle Port as a cross-border operation is a key infrastructural asset, marine gateway, and economic enabler for the North-West City Region. In this context the Council supports the continued growth of the Foyle Port's facilities, the provision of improved infrastructural links to

the port, and, subject to appropriate feasibility study, the provision of enhanced cruise ship berthing facilities at Greencastle and the continued development at Greencastle Harbour to meet the future needs of the marine industry.

14.13 Coastal Management

Donegal has a unique and varied coastline with rocky cliffs, headlands, sea loughs, coastal estuaries, beaches (including 12 blue flag and 4 green coast award beaches) and dune systems and associated valuable and sensitive marine and coastal habitats (including designated Natura 2000 sites) This coastline and the associated marine environment has long been recognized as one of Donegal's key scenic, environmental, recreational and tourism assets.

The maintenance and improvement of water quality in coastal and bathing waters requires a multifaceted/multi-stakeholder approach including improving municipal wastewater treatment facilities, providing individual Wastewater Treatment Systems to EPA standards in unsewered areas, and sustainable agricultural management practices. The Council will therefore implement the wastewater infrastructure policies of this plan to maintain and improve such water quality. The Council will also protect and manage the visual scenic and environmental amenities of our coastal areas in accordance with the natural heritage policies of this plan.

In recent years pressures on coastal areas and associated marine environments have increased due to development pressures and higher seasonal visitor numbers and associated increased demands for improved beach/coastal access and recreational infrastructure and management services. The retention of our strategically important Blue Flag Beaches requires adherence to strict environmental education and management, water quality, and safety criteria. Green Coast beaches require the achievement of excellent water quality and environmental management to protect the natural environment. To sustainably manage this vital resource the Council therefore recognizes the need to maintain, and improve, such infrastructure and services including: vehicular parking and management, public conveniences/changing facilities, playgrounds/play areas, pedestrian/cycling infrastructure, waste management, informational signage water safety, as well as implementing beach and maritime craft byelaws and protect the underlying environmental resource including sensitive habitats.

Coastal change, such as coastal erosion and deposition, is a phenomenon which can result from both natural processes (e.g. wave action, longshore drift) and human actions (e.g. sand removal, trampling of dunes, building of piers, harbours, causeways etc.). Donegal's soft shorelines such as beaches and dune systems, generally based on a finite resource of glacial derived sand, formed by a complex interplay of geomorphological forces, and involving finely balanced sediment budgets, represent a unique and fragile resource which requires careful management. In this regard coastal erosion and deposition is often part of a natural cyclical process.

Donegal has been largely insulated from significant sea level rise to date by post glacial uplift. However, our coastline and coastal developments are at risk from increased storm surges and future sea level rise from climate change. Flood risk mapping for future climate change related sea level rise scenarios is available through floodinfo.ie and the Council will utilize these and other appropriate datasets in managing development in coastal areas in accordance with the flood risk management policies of the plan (See Section 8.4 of the Plan).

There are a range of strategies for managing coastal erosion/sea level rise which are suitable to specific locations and circumstances including doing nothing (e.g. in remote unpopulated areas),

managed retreat (e.g. allowing low-lying rural areas to flood/erode), or holding the line (e.g. protecting urban or valuable areas via hard engineering solutions such as sea walls or rock armour or soft engineering solutions such as dune protection or beach nourishment).

The Council recognizes that hard engineering solutions are the most resource intensive, costly and also may result in high levels of interference with natural processes. Consequently, it is best coastal management practice that such solutions only be used in limited strategic circumstances where supported by appropriate risk managements studies. In addition to natural coastal erosion and sea level rise, our coastline is also at risk from developments that may alter natural coastal process such as a longshore drift and tidal currents and thus cause siltation/deposition and also potentially increase erosion elsewhere due to the resulting displacement of sediment.



Objectives

MRCM-O-1	To sustain and enhance the economic, social and cultural, and tourism vitality of Donegal's marine sector, coastal communities and islands communities.
MRCM-O-2	To safeguard and enhance the health of Donegal's marine and coastal ecosystems and sustainably manage our coastal environment.

Policies

MRCM-P-1	To ensure that development proposals are consistent with the National Marine Planning Framework including the environmental, economic, social and sectoral objectives and policies detailed therein.
MRCM-P-2	To support and facilitate the provision of:

	• additional wastewater treatment capacity and water supply upgrades • public realm improvements, • new/enhanced civic, cultural, green, amenity, and recreational infrastructure, • initiatives to tackle vacancy and dereliction • active and sustainable transport infrastructure and visitor facilities in our coastal/Wild Atlantic Way settlements.
MRCM-P-3	To safeguard and enhance the roles of Killybegs, Greencastle, and Burtonport, as centres of fishing, fleet activity, seafood processing and/or ancillary marine services and education including, where necessary the provision of additional harbour infrastructure, and facilitate the diversification of such locations into new areas of appropriate investment and employment opportunities, including marine related economic activity including supporting the development of Marine Resource Innovation Park(s).
MRCM-P-4 [CC]	To support the development of Killybegs as a centre for Offshore Renewable Energy and as a marine logistics hub for onshore wind energy, including: • facilitating operations and maintenance; • storage infrastructure; • engineering and assembly activities ; • ancillary marine support services and training, research and development facilities; • its designation as a Comprehensive TEN-T Network Port; and • supporting the development of additional harbour infrastructure where necessary and compatible with its primary function as a fisheries harbour.
MRCM-P-5	To facilitate onshore aquaculture related developments including servicing, marine access, storage and processing-related developments. including where feasible the development of a seaweed biorefinery.
MRCM-P-6	To support and maintain existing, and facilitate the improvement of, marine access infrastructure and ferry services, tourism, cultural, community, transport, remote working and education facilities for Donegal's Islands.
MRCM-P-7	a. To facilitate the development of new, and the upgrading of existing, small scale marine and inland waters access infrastructure including piers, harbours, berthing/pontoon facilities, slipways for fishing, angling, marine tourism and leisure purposes, subject to an identified need. b. To facilitate large scale marine access infrastructure (e.g. marinas in excess of 100 berths, large scale harbour facilities) in accordance with the following locational criteria: i. Within established ports/harbours or coastal settlements ii. At alternative locations, excluding areas of Especially High Scenic Amenity where there are no suitable sites available which met the locational criteria in Point a) or where the development is functionally tied to a specific location. c. To support the continued operation of the Greencastle to Magilligan and Buncrana to Rathmullan Ferry Services. d. To support the development of Killybegs and Greencastle as regional cruise ship destinations including where necessary the facilitation of additional cruise ship berthing facilities in Killybegs (where compatible with its primary function as a fisheries harbour) and provision of cruise ship berthing facilities at Greencastle.

MRCM-P-8	a. To support the maintenance of, and where a there is a demonstrated need, facilitate improved coastal/beach infrastructure and management services at Blue Flag beaches and candidate locations including: pedestrian/cycling access; vehicular parking and management, public conveniences/changing facilities, playgrounds/play areas, pedestrian/cycling infrastructure, waste management, informational signage, water safety, and implementing beach and maritime craft byelaws. b. Ensure other developments do not have a significant adverse impact on existing public access to coastal areas.
MRCM-P-9 [CC]	To facilitate development proposals for, or the carrying out of works to prevent, coastal erosion or flooding where the location is subject to significant long-term coastal erosion/flooding or the effects of sea-level rise and there is strategic justification for such interventions (e.g. to protect built up urban areas or strategic developments).
MRCM-P-10	To ensure that new marine and coastal developments do not give rise to significant coastal change, nor have a significant adverse impact on: • The visual and scenic amenities of the coastline/seascape and the marine environment in accordance with the natural heritage policies of this plan. • Sensitive physical coastal environments (e.g. beaches, sand dunes and other soft shorelines) and take appropriate measures to protect same where necessary. • Coastal Geomorphological processes and systems (e.g. longshore drift, tidal currents, sediment budgets).. Where potential impacts are identified, appropriate evidence-based assessments shall be provided to demonstrate compliance with this policy.

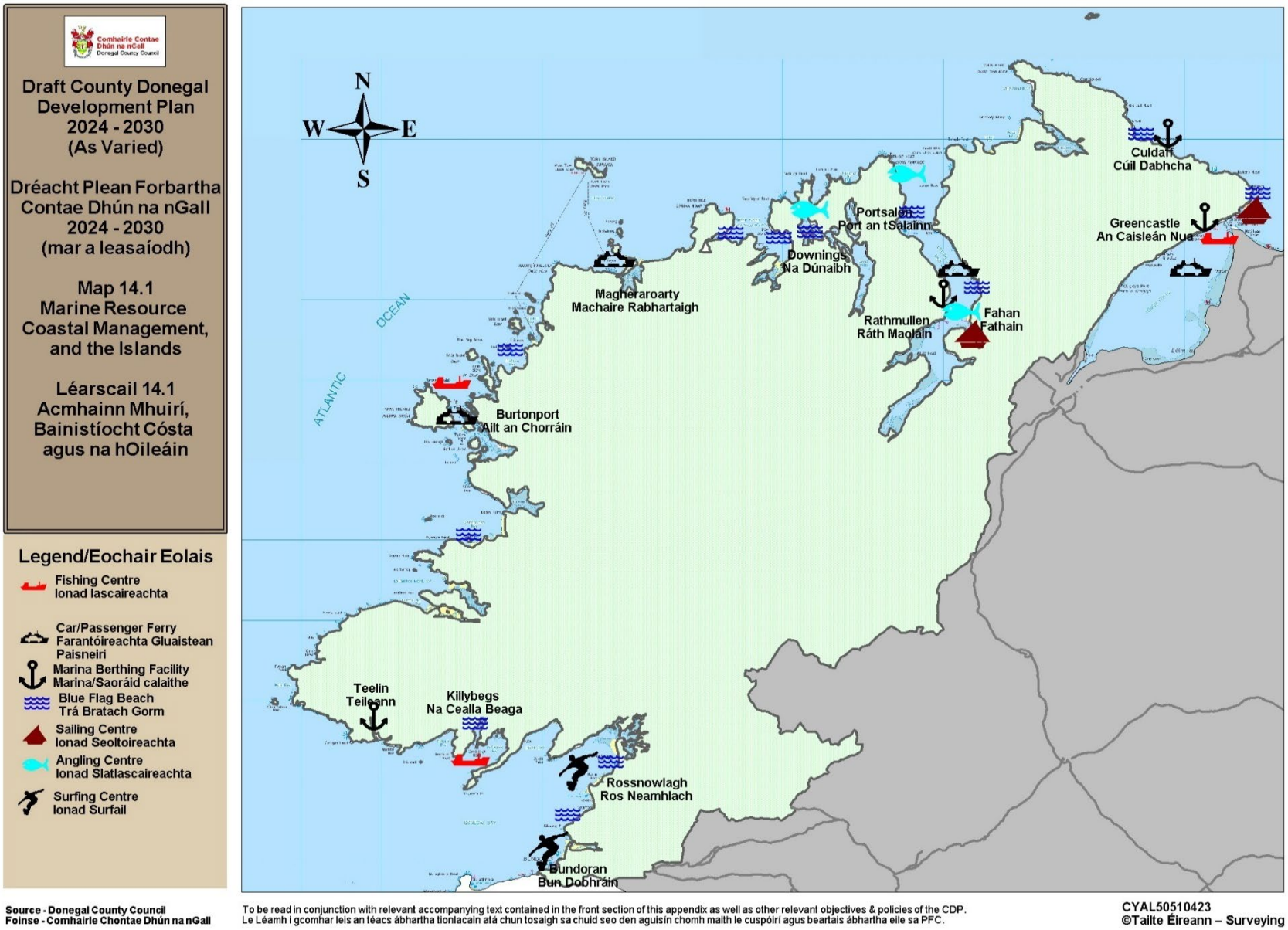
Comhairle Contae Dhún na nGall
Donegal County Council

Draft County Donegal Development Plan 2024 - 2030 (As Varied)

Dréacht Plean Forbartha Contae Dhún na nGall 2024 - 2030 (mar a leasaíodh)

Map 14.1 Marine Resource Coastal Management, and the Islands

Léarscail 14.1 Acmhainn Mhuirí, Bainistíocht Cósta agus na hOileáin



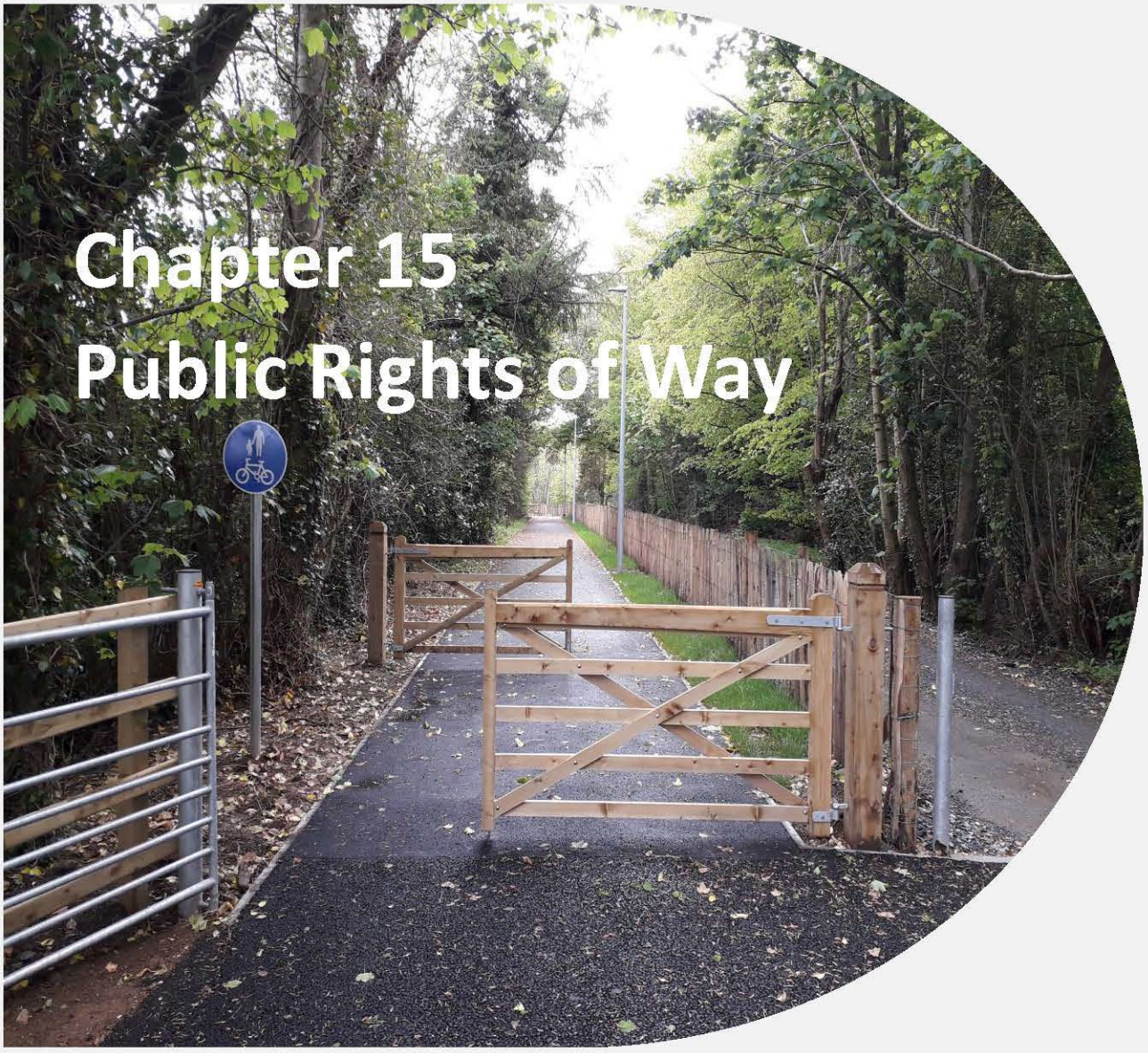
Legend/Eochair Eolais

- Fishing Centre / Ionad Iascaireachta
- Car/Passenger Ferry / Farantóireachta Gluaistean Paisneiri
- Marina Berthing Facility / Marina/Saoráid calaithe
- Blue Flag Beach / Trá Bratach Gorm
- Sailing Centre / Ionad Seoltoireachta
- Angling Centre / Ionad Slatiascaireachta
- Surfing Centre / Ionad Surfail

Source - Donegal County Council
Foinse - Comhairle Chontae Dhún na nGall

To be read in conjunction with relevant accompanying text contained in the front section of this appendix as well as other relevant objectives & policies of the CDP.
Le Léamh i gcomhar leis an téacs ábhartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóirí agus beartais ábhartha eile sa PFC.

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Chapter 15
Public Rights of Way

Chapter 15 – Public Rights of Way

15.1 Introduction

Public rights of way are an important recreational amenity for local people and visitors and their enjoyment of landscapes, as well as providing linkages to amenities such as shore fronts, lakes and forests. The Council recognise the importance of protecting existing public rights of way which often provide important access to recreational resources, the integrity of which should be protected.

It is a requirement of the Planning & Development Act 2000 (as amended) to include an objective for the preservation of public rights of way. The identification on maps and listing of such public rights of way is a further requirement of the Act. The Planning Authority has reviewed the data available to it on this matter and, as a result, has identified 36 such public rights of way following consultation procedures undertaken in accordance with Section 14 of the aforementioned Act. These routes are listed in Table 15.1 below, together with a map identifying the route in each case. These routes shall be subject to Objective PROW-O-1 and Policy PROW-P-1 below.

PLEASE NOTE HOWEVER that the following three cases listed below which were recommended for inclusion in this Plan are not included in Table 15.1. at this time. This is because they are currently the subject of pending Appeals to the Circuit Court lodged in accordance with Section 14(4) of the Act. In each case if the Court, having considered the Appeal, decides that the Public Right of Way exists, the provision relating to the preservation thereof will then be deemed to be part of the Development Plan (per sub-section (5)(b) of Section 14) and so will be included in Table 15.1. On the other hand if the Court, having considered the Appeal, decides that any such Public Right of Way does not exist and so declares , it will not be included in the plan (per said sub-section (4) of Section 14).

PMA REF.15.L2 – centre of Ballyhiernan Beach (Fanad)

PMA REF.15.G3 – Castlegoland Beach (Portnoo)

PMS REF.15.D4 – South end of Glencolmcille Beach

Table 15.1: Public Rights of Way

Number	Location
Inishowen Municipal District	
I1.	Ballynarry Beach
I2.	Culdaff Beach
I3.	Dunree Beach
I4	Glenburnie Beach
I5	Leckon Beach, Inch Island

Number	Location
I6	Leenan Beach
I7.	Sweet Nellie's Bay
I8.	Tullagh Beach
Letterkenny Municipal District	
L1	Downings Beach
L3	East Side of Ballyhiernan Beach
L4	West Side of Ballyhiernan Beach
L5	North End of Kinnegar Beach
L6	South End of Kinnegar Beach
L7	North End of Stocker Strand
L8	South End of Stocker Strand
L9	Trafaghboy Beach
L10	Tramore Beach
Glenties Municipal District	
G1	Arlands Beach
G2	Breaghy Beach
G4	Dooey Beach
G5	Dooey Magheraroarty
G6	Dunfanaghy Beach
G7	Marble Hill Beach
G8	Maghera Beach
G9	Magheraclogher Beach
G10	Mullaghderg Beach
G11	South of Braade West Beach
G12	Tradearg Beach
G13	West Pier, Bunbeg

Number	Location
Donegal Municipal District	
D1	Fintragh Beach
D2	Malinbeg Beach
D3	South End of Rossnowlagh Beach
D5	Tullan Strand Beach

Objective

PROW -O-1	To preserve public rights of way which give access to seashore, mountain lakeshore, riverbank or other place of natural beauty or recreational utility.

Policy

PROW -P-1	It is a policy of the Council to only support development where such proposals would not give rise to any impeding or obstruction of any public rights of way identified in this Plan.

County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number I1 - Ballynarry Beach

Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir I1 – Trá Bhaile an Aoire



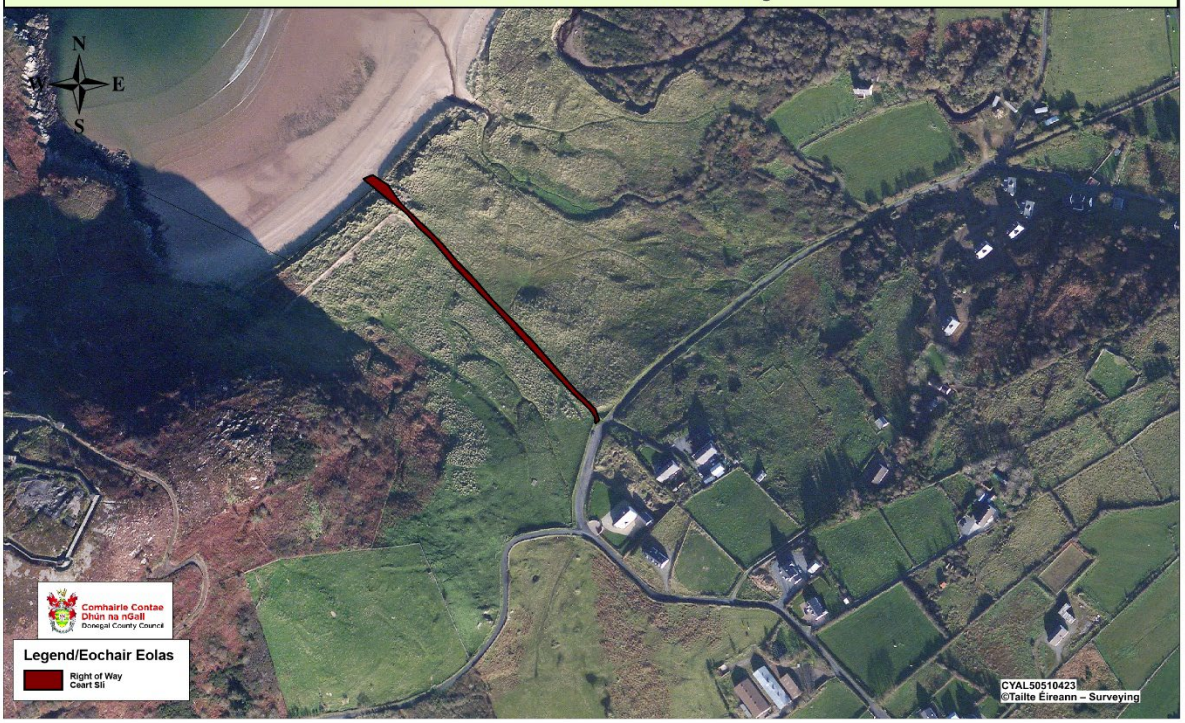
County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number I2 - Culdaff Beach

Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir I2 – Trá Chúil Dabhcha



County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number I3 - Dunree Beach

Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir I3 – Trá an Dúin Riabhaigh



County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number I4 - Glenburnie Beach

Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir I4 – Trá Glenburnie



County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number I5 - Leckon Beach

Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir I5 – Trá Leacáin



County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number I6 - Leenan Beach

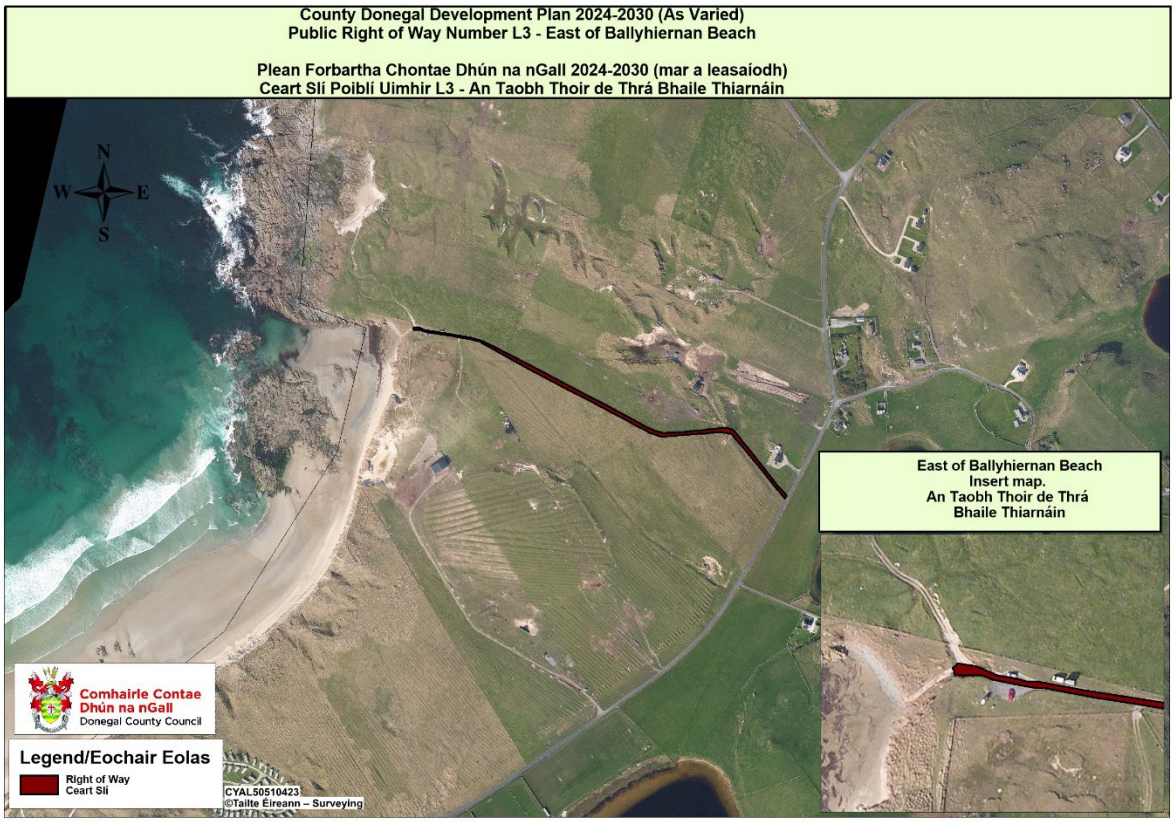
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir I6 – Trá an Líonáin

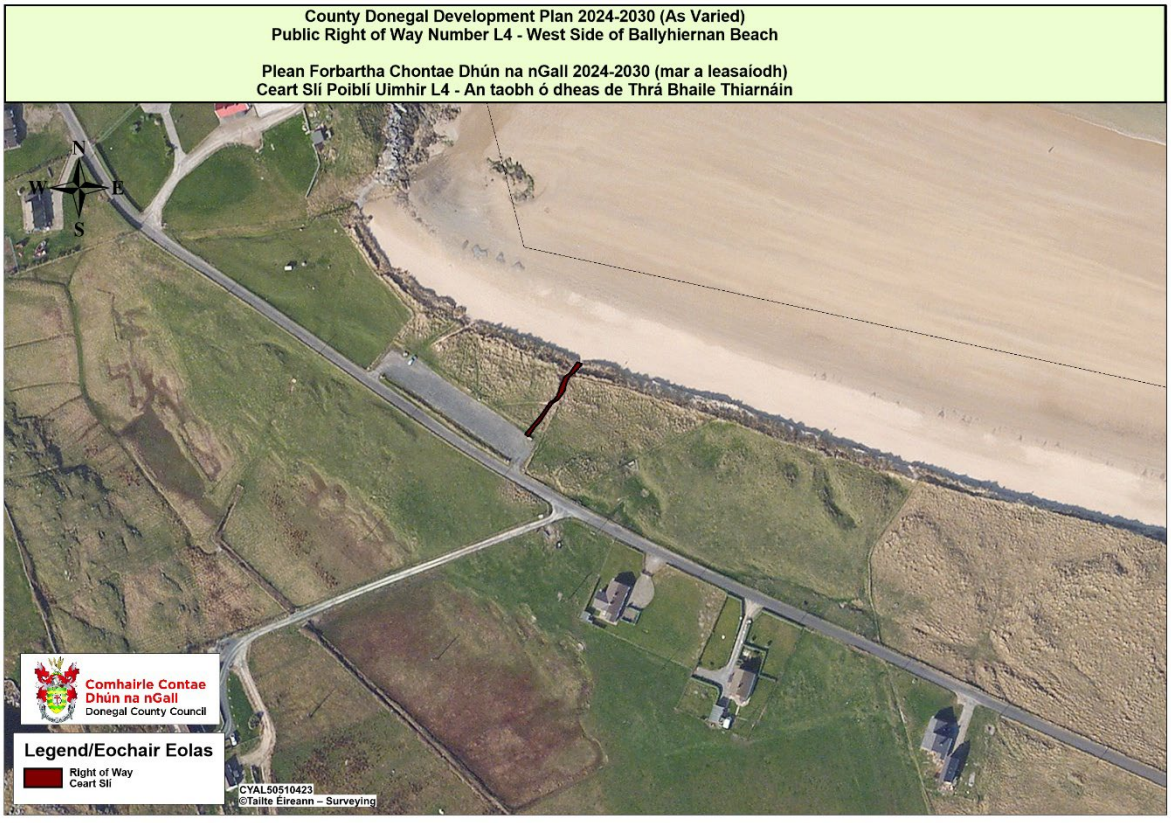



County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number I7 - Sweet Nellies Bay
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir I7 – Cuan Thrá Sweet Nellies
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Donegal County Council
Legend/Eochair Eolas
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County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number I8 - Tullagh Beach
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir I8 – Trá na Tulcha
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Comhairle Contae Dhún na nGall
Donegal County Council
Legend/Eochair Eolas
Right of Way
Ceart Slí
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County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number L1 - Downings Beach
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir L1 - Trá na nDúnaibh
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Comhairle Contae Dhún na nGall
Donegal County Council
Legend
Right of Way
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County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number L3 - East of Ballyhiernan Beach
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir L3 - An Taobh Thoir de Thrá Bhaile Thiarnáin
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Insert map.
An Taobh Thoir de Thrá
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Donegal County Council
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County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number L4 - West Side of Ballyhiernan Beach
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir L4 - An taobh ó dheas de Thrá Bhaile Thiarnáin
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Donegal County Council
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County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number L5 - North End of Kinnegar Beach

Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir L5 - An taobh ó thuaidh de Thrá Choinicéir



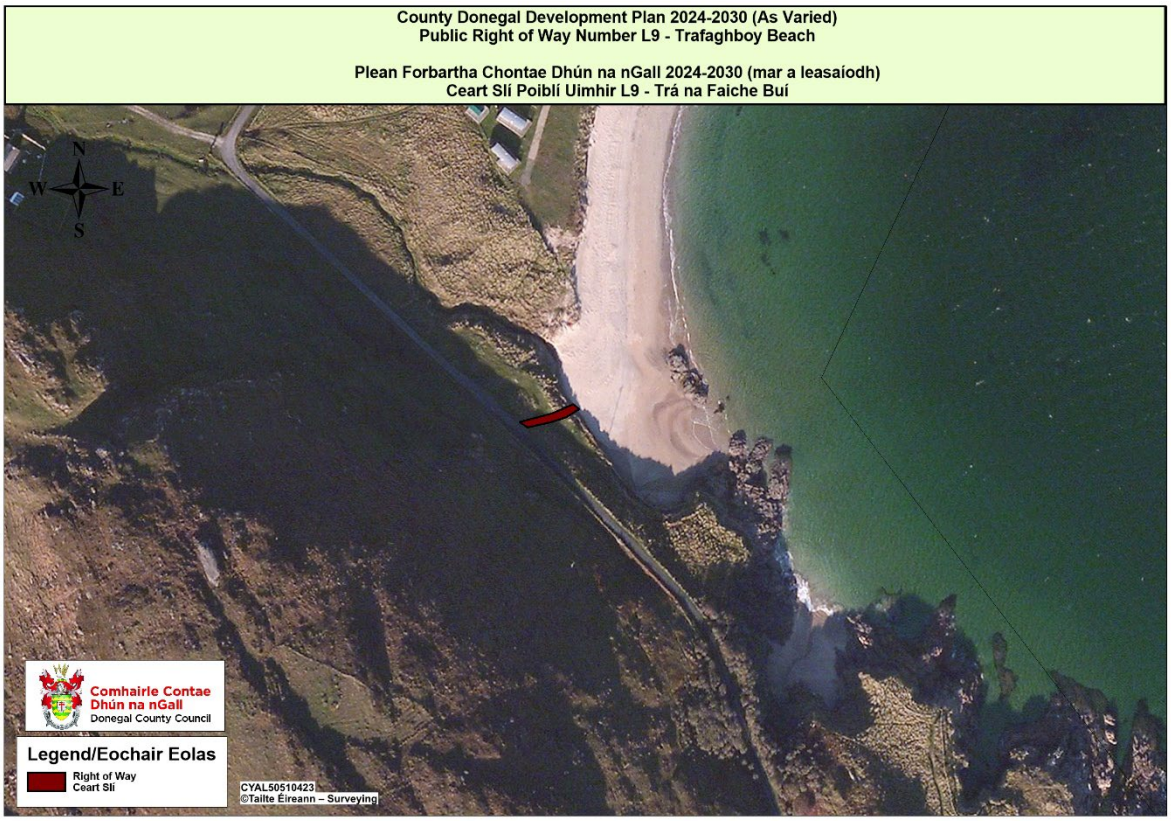
County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number L6 - South End of Kinnegar Beach

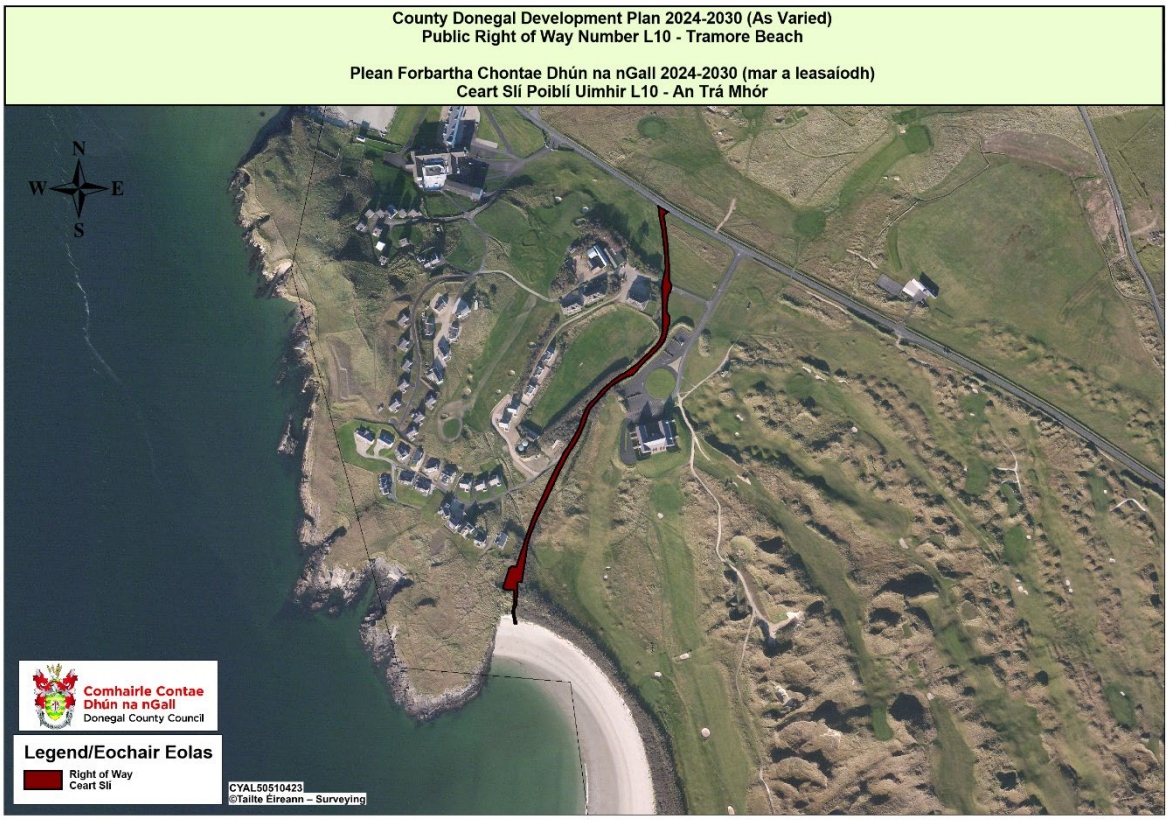
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Ceart Slí Poiblí Uimhir L6 - An taobh ó dheas de Thrá Choinicéir



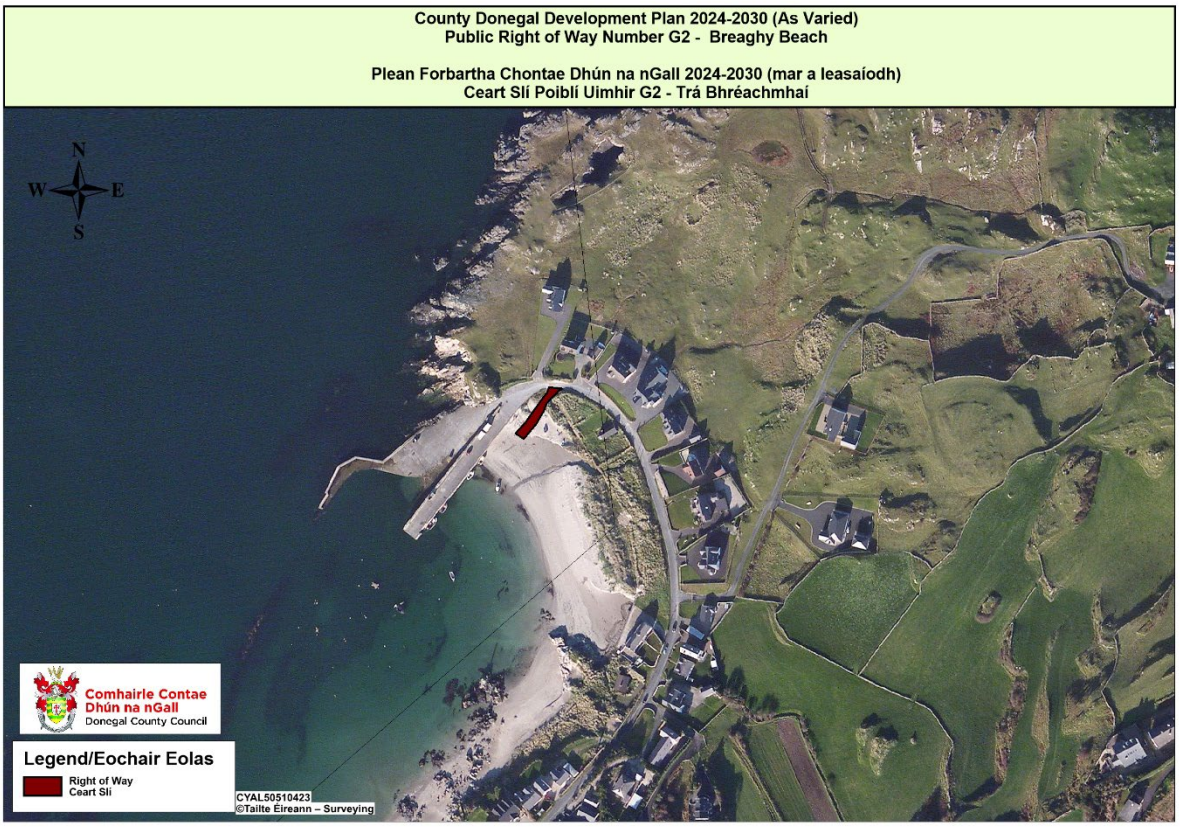

County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number L7 - North End of Stocker Strand
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir L7 - An taobh ó Thuaidh de Thrá Bhaile Mhic an Stocaire
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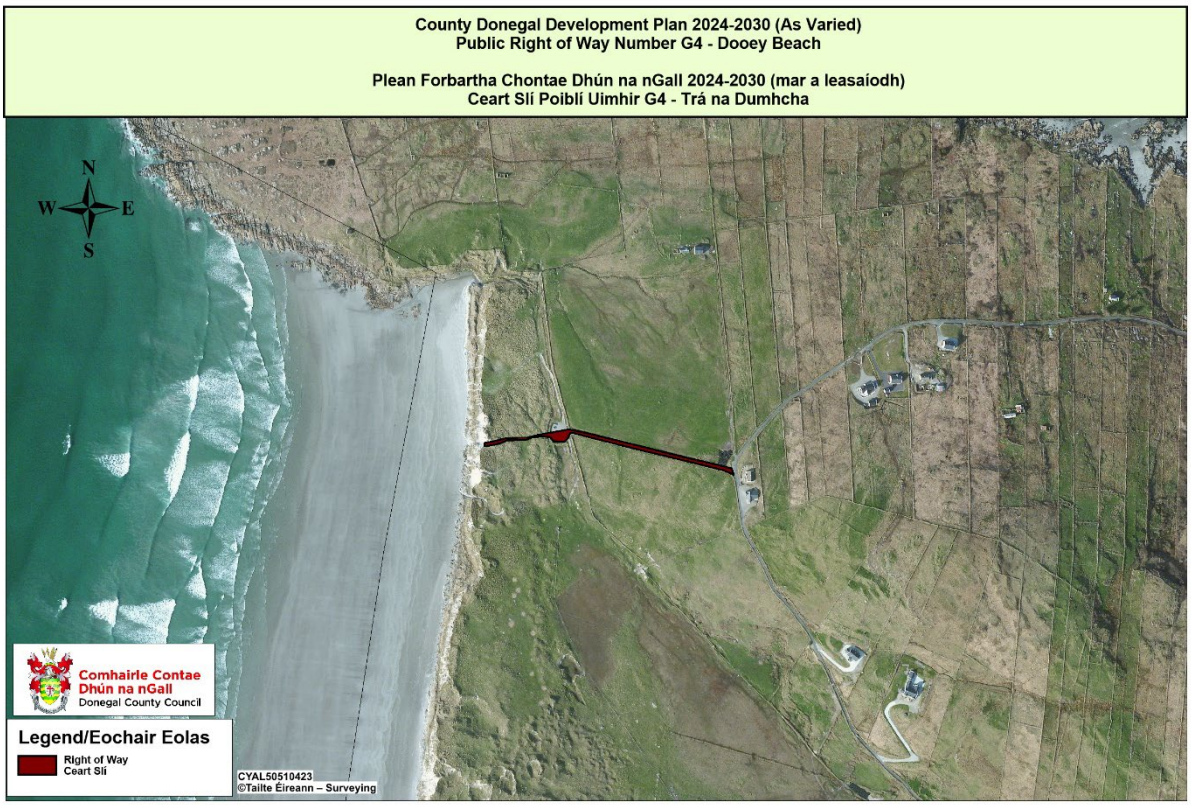

County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number L8 - South End of Stocker Strand
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir L8 - An taobh ó Dheas de Thrá Bhaile Mhic an Stocaire
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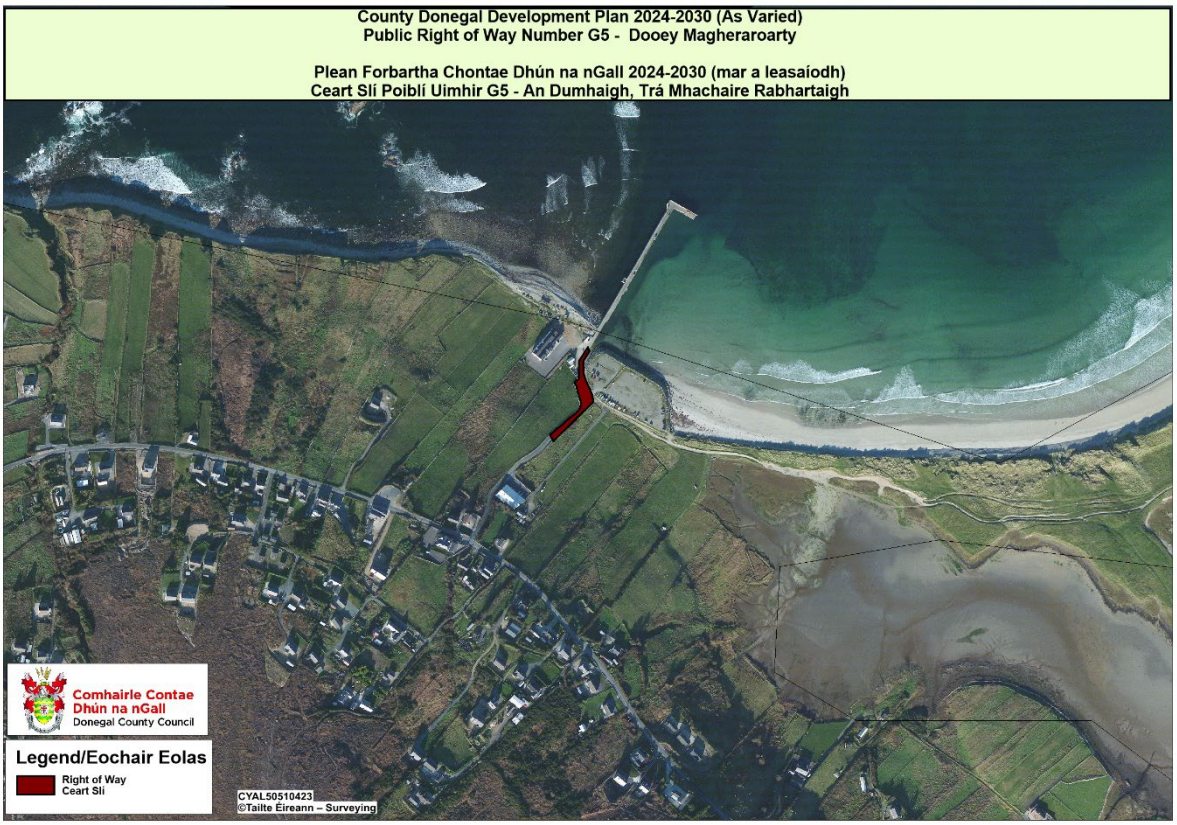

County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number L9 - Trafaghboy Beach
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir L9 - Trá na Faiche Buí
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Donegal County Council
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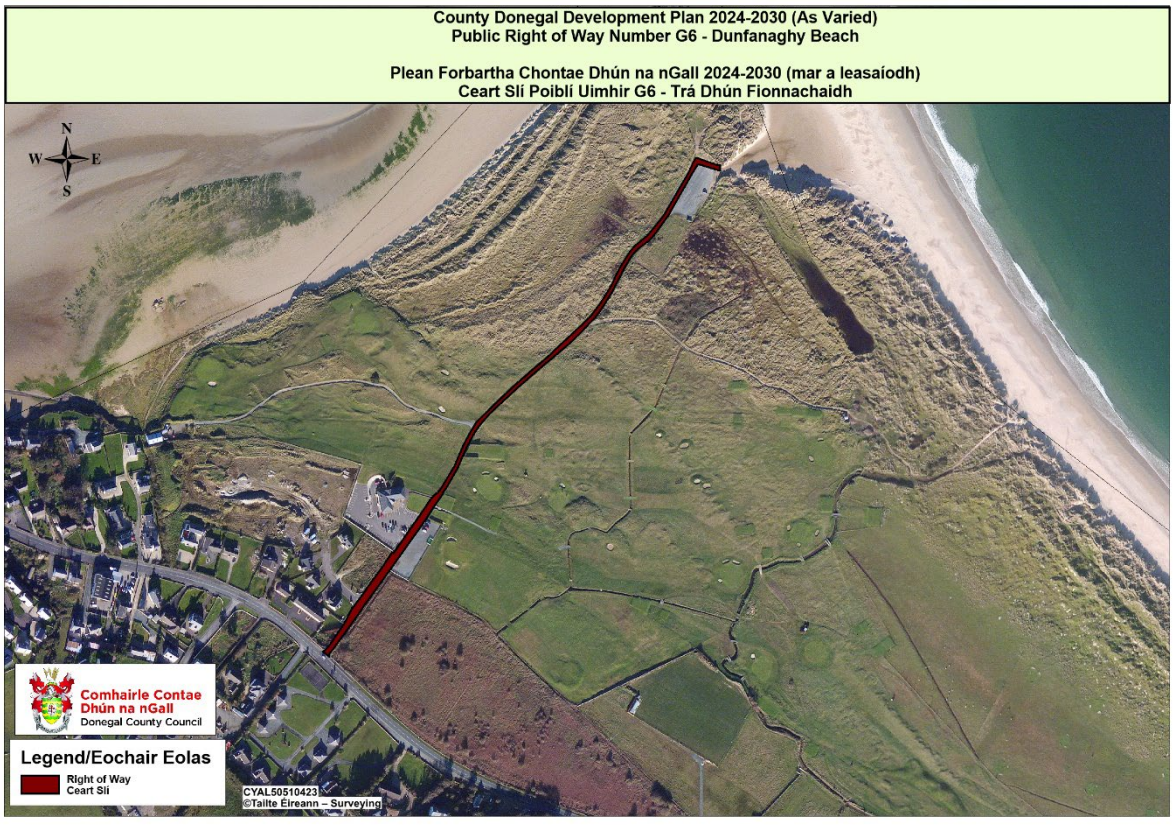

County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number L10 - Tramore Beach
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir L10 - An Trá Mhór
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Donegal County Council
Legend/Eochair Eolas
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County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number G1 - Arlands Beach
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir G1 - Trá na nArlann
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Donegal County Council
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County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number G2 - Breaghy Beach
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir G2 - Trá Bhréachmhaí
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Comhairle Contae Dhún na nGall
Donegal County Council
Legend/Eochair Eolas
Right of Way
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County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number G4 - Dooey Beach
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir G4 - Trá na Dumhcha
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Comhairle Contae Dhún na nGall
Donegal County Council
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County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number G5 - Dooey Magheraroarty
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir G5 - An Dumhaigh, Trá Mhachaire Rabhartaigh
Comhairle Contae Dhún na nGall
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County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number G6 - Dunfanaghy Beach
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir G6 - Trá Dhún Fionnachaidh
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County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number G7 - Marble Hill Beach

Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir G7 - Trá Chnoc an Mharmair



County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number G8 - Maghera Beach

Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir G8 - Trá an Mhachaire



County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number G9 - Magheraclogher Beach

Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir G9 - Trá Mhachaire Chlochair



County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number G10 - Mullaghderg Beach

Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir G10 - Trá Mhullach Dearg



County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number G11 - South of Braade West Beach

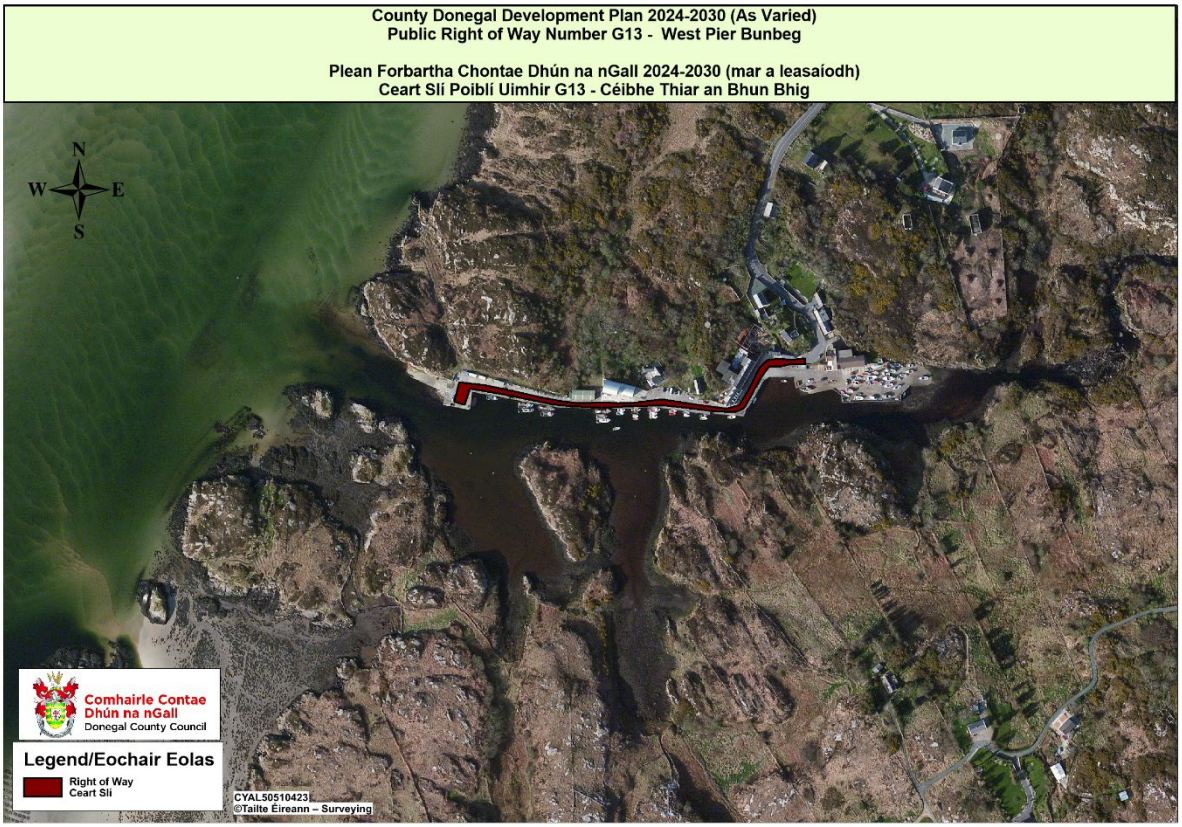
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir G11 - Ó dheas de Thrá na Brád Thiar

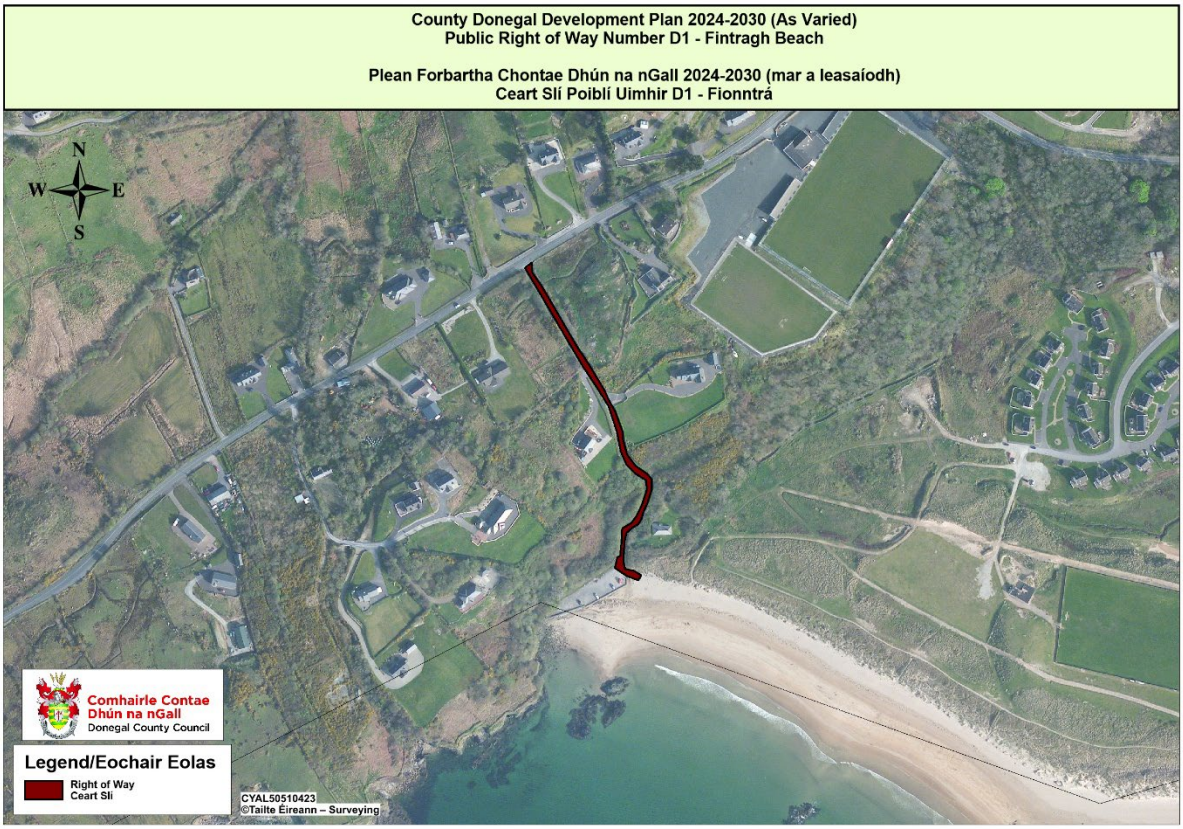


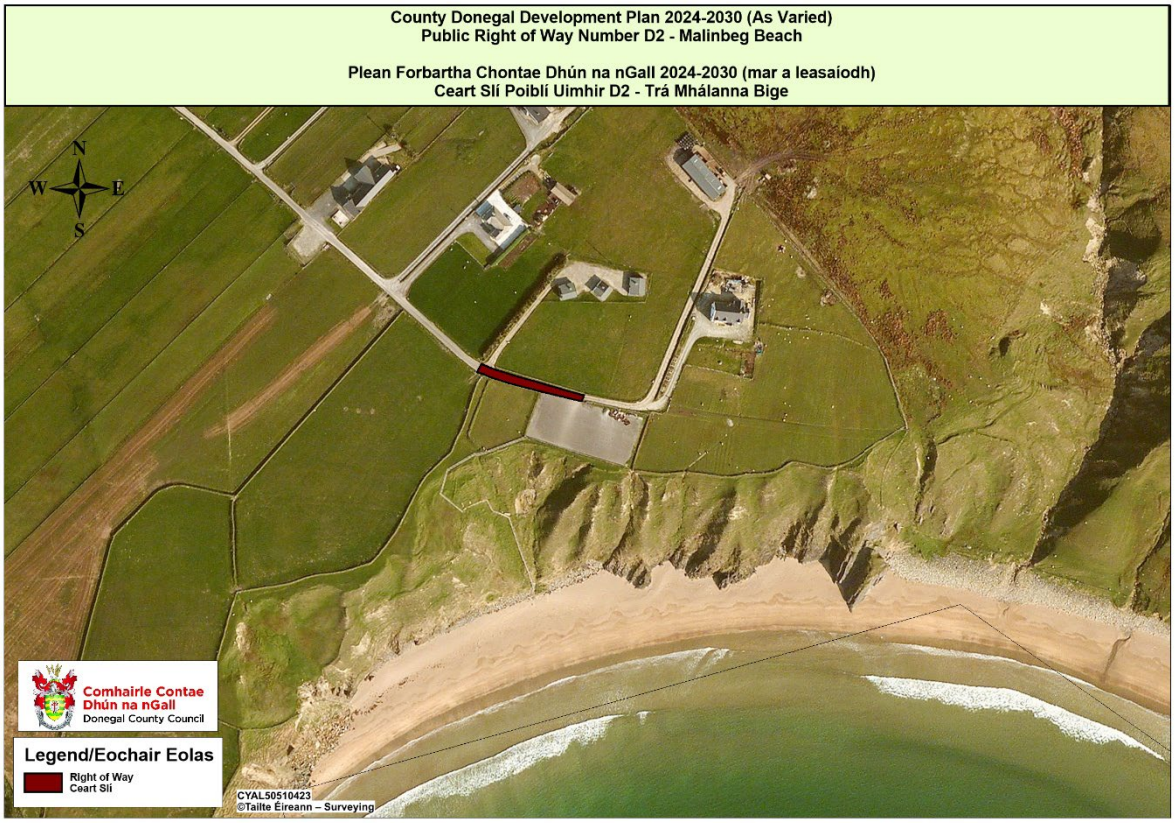
County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number G12 - Tradearg Beach

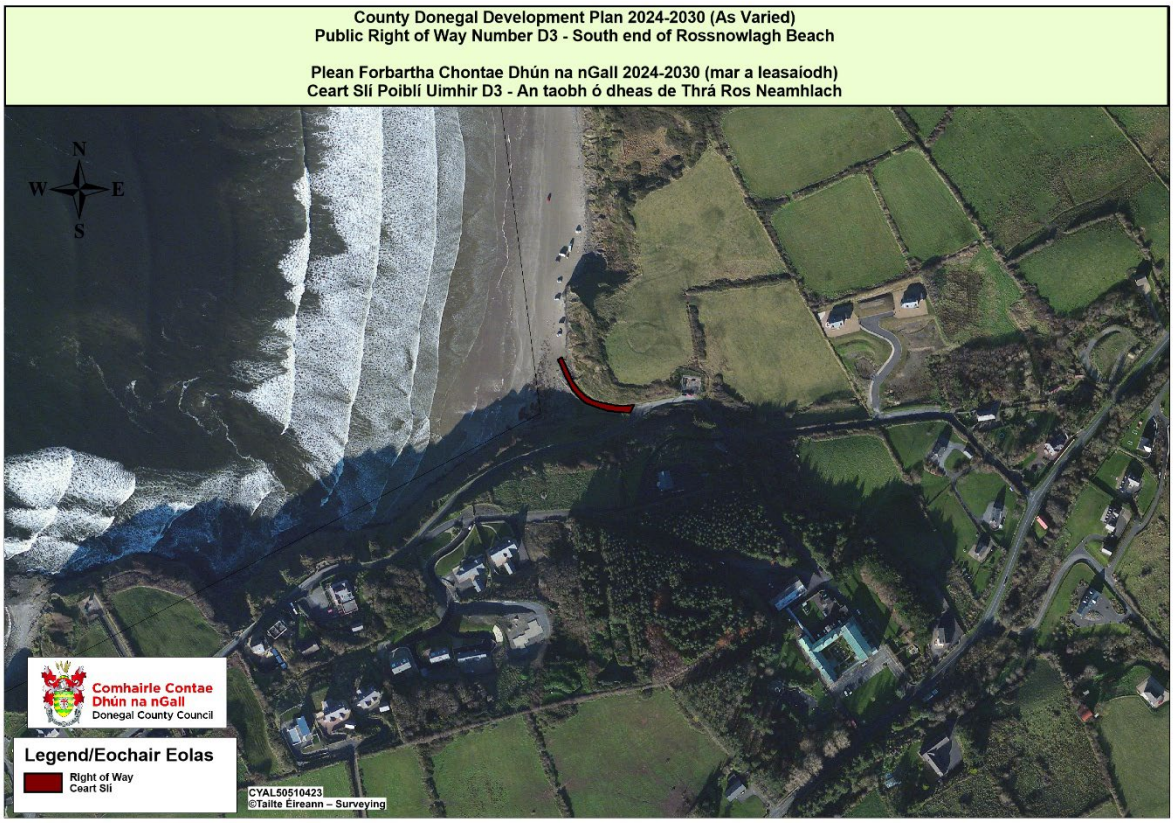
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Ceart Slí Poiblí Uimhir G12 - An Trá Dhearg

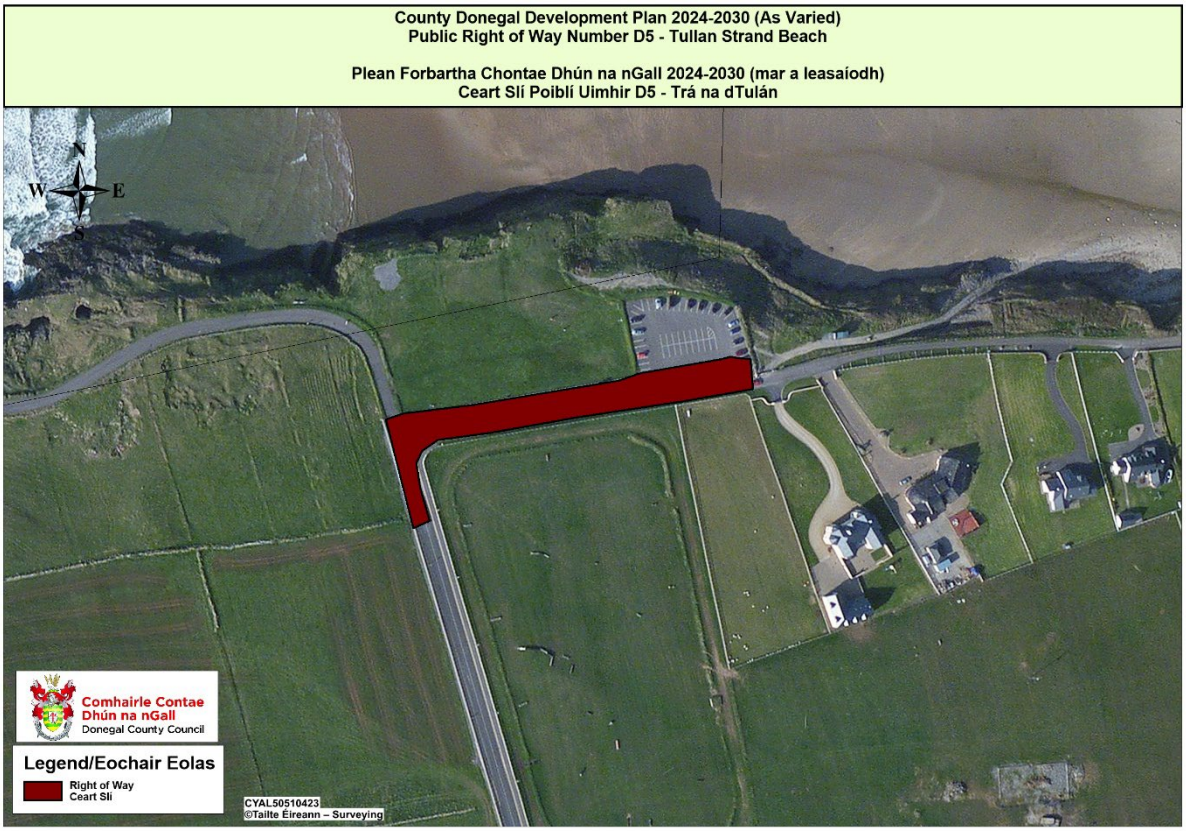



County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number G13 - West Pier Bunbeg
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir G13 - Céibhe Thiar an Bhun Bhig
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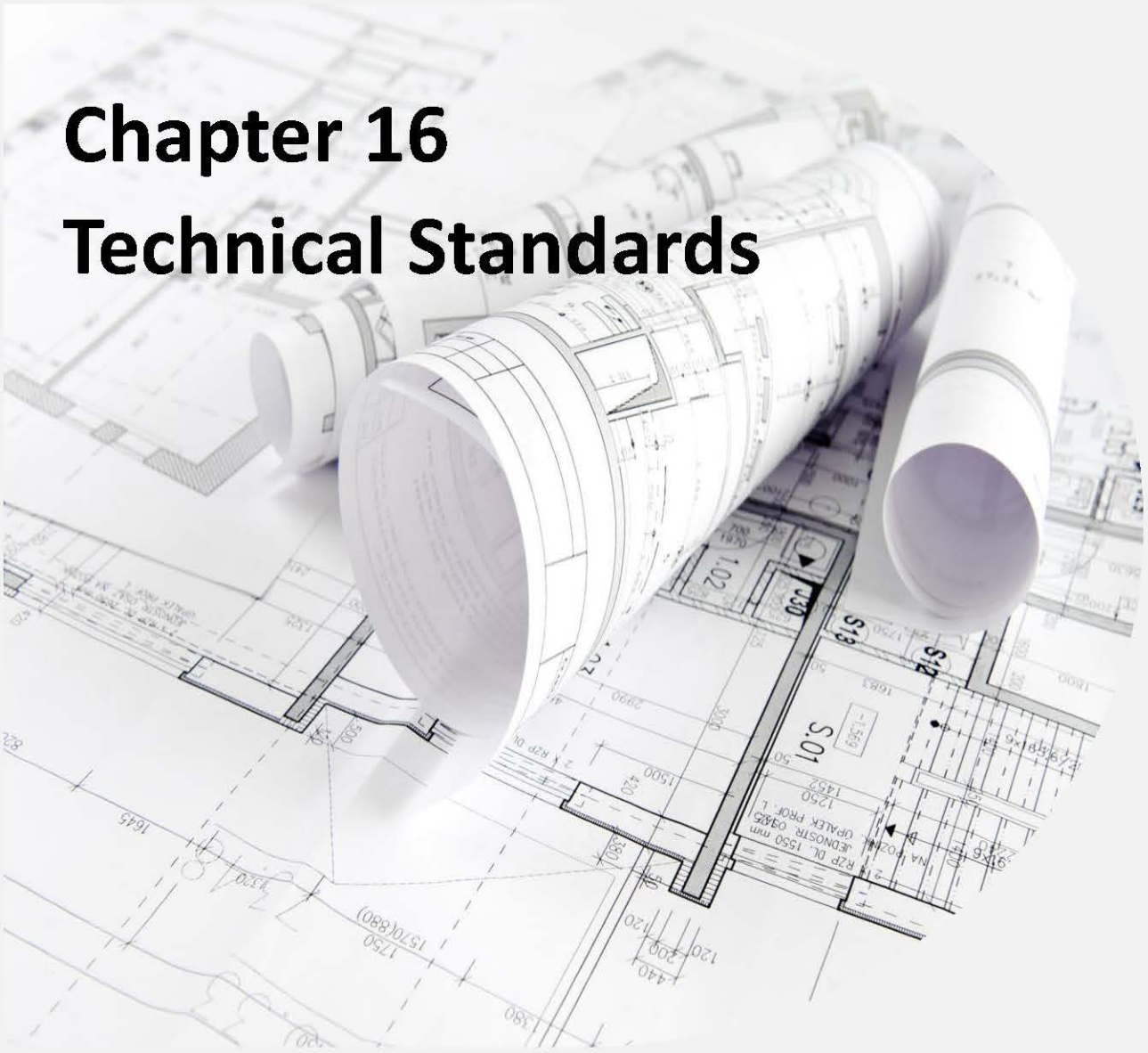

County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number D1 - Fintragh Beach
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir D1 - Fionntrá
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Donegal County Council
Legend/Eochair Eolas
Right of Way
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County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number D2 - Malinbeg Beach
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir D2 - Trá Mhálanna Bige
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Donegal County Council
Legend/Eochair Eolas
Right of Way
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County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number D3 - South end of Rossnowlagh Beach
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir D3 - An taobh ó dheas de Thrá Ros Neamhlach
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Comhairle Contae Dhún na nGall
Donegal County Council
Legend/Eochair Eolas
Right of Way
Ceart Slí
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County Donegal Development Plan 2024-2030 (As Varied)
Public Right of Way Number D5 - Tullan Strand Beach
Plean Forbartha Chontae Dhún na nGall 2024-2030 (mar a leasaíodh)
Ceart Slí Poiblí Uimhir D5 - Trá na dTulán
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Comhairle Contae Dhún na nGall
Donegal County Council
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Right of Way
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Chapter 16
Technical Standards



Chapter 16 – Technical Standards

Policy TS-P-1	To require compliance with the following technical standards, where applicable, in addition to all other relevant policy provisions of this Plan and relevant Governmental guidance and standards.

Telecommunications Infrastructure

Development proposals for multiple residential developments shall provide open access fibre connections and vendor neutral ducting throughout the development.

All ducting (public and private) shall be designed and installed in accordance with 'Recommendations for Underground Telecommunications Cable Works - For Road, Commercial and Residential Schemes'.

Bonds

In the case of developments comprising 2 or more houses, developers shall be required to give adequate security by way of a cash deposit or bond to ensure satisfactory completion and maintenance of development, including maintenance until taken in charge, in circumstances where the development satisfies the Council's policy on Takeover of Private Housing Estates. Where the development satisfies the Council's policy in respect of Takeover but the residents/developer have made alternative suitable arrangements for maintenance, such as a Management company, then the security may be released.

A condition shall be imposed in accordance with the provisions of Section 34(4)(g) of the Planning and Development Act 2000 (as amended). The amount of the security will be calculated on the basis of €5000 per house within a development that contains no mechanical/electrical equipment. In instances where the development contains mechanical/electrical equipment the security shall be €15,000 per house.

The developer will be required to provide "as constructed" drawings, CCTV survey, a written report and written certification that infrastructural services have been completed to the required standards before the security is released.

Transport

All Public Roads

Requirement for Traffic and Transport Statement

Certain development proposals will generate significant trips either by car, commercial vehicle, cycling, walking or public transport, with potentially serious implications for the local road network, this could in some circumstances necessitate changes to the road/junction layout and capacity in order to address road safety concerns and maintain a satisfactory level of service for road users. In these circumstances a traffic and transport assessment (TTA) may be required to fully address the implications arising and assist the evaluation of the planning application. Planning applications requiring an access on to a public road and generating significant additional traffic must be

accompanied by a completed Transport and Traffic Statement, i.e. TTS 1 and a TTS 2. These will not normally be required in the case of an application for a single dwelling.

The Traffic and Transportation Assessment should be an impartial description of the impacts of proposed development and should outline both positive and negative aspects. The scope of which must be agreed with the Councils Road's Engineers and relevant Guidance documents.

Requirement for Safety Audit

In certain instances a road safety audit may be required to better inform that assessment of the safety implications of the proposed development and to aid the identification of appropriate measures required to maintain safety standards. Safety audits may only be carried out by safety audit teams, the members of which have been approved by the TII/Local authority.

What to safety Audit:

- Road safety audits are mandatory for all planning applications on National Roads (TII Publication GE-STY-01024; TIIHD19).
- On Local roads Safety Audits are mandatory for applications in excess of 50 dwellings or other developments of similar traffic types and/or volumes or as deemed necessary by Donegal County Council in the interests of traffic safety.
- On developments where TII Publications standards may be difficult to achieve, the applicant may submit alternatives supported by a feasibility stage safety audit for consideration.

When to Safety Audit:

- Feasibility stage (F) – a comparative assessment of options.
- Stage 1 – Completion of preliminary design.
- Stage 2 – completion of detailed design.
- Stage 1/2 - Combined for minor schemes.
- Stage 3 – Completion of construction/prior to open to traffic.

For developments affecting the national road network it is a policy of the Council to require the provision of Traffic and Transport Assessments in accordance with the requirements of the 'TII Traffic & Transport Assessment Guidelines (2014)' (refer to 'Requirement for Safety Audit', Chapter 16, 'Technical Standards').'

For developments affecting the national road network, a Traffic and Transport Assessment will be required in accordance with the requirements of the 'TII Traffic & Transport Assessment Guidelines (2014)' as set out below:

Table 16.1: Advisory Thresholds for Traffic and Transport Assessment Where National Roads are Affected

Vehicle Movements	100 trips in / out combined in the peak hours for the proposed development
	Development traffic exceeds 10% of turning movements at junctions with and on National Roads.
	Development traffic exceeds 5% of turning movements at junctions with National Roads if location has potential to become congested or sensitive.

Size	Retail	1,000m^2 Gross Floor Area.
	Leisure facilities including hotels, conference centres and cinemas.	1,000m^2 Gross Floor Area.
	Business	2,500m^2 Gross Floor Area.
	Industry	5,000m^2 Gross Floor Area.
	Distribution and warehousing	10,000m^2 Gross Floor Area.
	Hospitals and education facilities	2,500m^2 Gross Floor Area.
	Stadia	1,500 person capacity.
	Community Facilities including places of worship, community centres.	1,000m^2 Gross Floor Area.
	Housing	50 dwellings within urban areas with a population less than 30,000. 100 dwellings within urban areas with a population equal to or greater than 30,000.
	Parking Provided	100 on-site parking spaces.

Table 16.2: Sub-threshold Criteria for Traffic and Transport Assessment

Vehicle Movements	The character and total number of trips in / out combined per day are such that as to cause concern.
Location	The site is not consistent with national guidance or local plan policy or accessibility criteria contained in the Development Plan.
Other Considerations	The development is part of incremental development that will have significant transport implications.
	The development may generate traffic at peak times in a heavily trafficked/ congested area or near a junction with a main traffic route.
	The development may generate traffic, particularly heavy vehicles in a residential area.
	There are concerns over the development's potential effects on road safety.
	The development is in a tourist area with the potential to cause congestion.
	The planning authority considers that the proposal will result in a material change in trips patterns or raise other significant transport implications.

Roadside Boundaries in Rural Areas

- The line of existing roadside boundaries in rural areas should be retained, where possible, particularly along scenic roads, subject to traffic safety considerations, whereby setback may be required. The setback area shall be soiled to a height no higher than 100mm above the level of the adjacent carriageway and shall be seeded with grass.
- All roadside boundaries to be maintained by landowner to ensure vision line requirements are preserved. (low Level Planting to ensure visibility).
- Roadside boundary in rural areas shall be setback to the minimum distance specified in Table 16.1 below to facilitate the entrance.

Table 16.3: Roadside Boundaries in Rural Areas

ROAD TYPE	MINIMUM SETBACK FROM CENTRE LINE OF ROAD
National Secondary Road	10.0m
National Primary Road	12.0m
Regional	6.5m
County Road	5.0m

Should the existing roadside ownership boundary be further back than the setback identified in the table above, then that boundary shall be retained.

Should the existing adjacent roadside development boundary setback be less than that stated in the table above, the Council shall decide the minimum setback.

Reference should also be made to Building a House in Rural Donegal A Location Siting and Design Guide (refer to the councils website) where it refers to boundary treatment/entrance and access.

Entrance Details

- Entrance details for residential properties shall be laid out in accordance with Table 16.1 and Figure 21.1, Entrance Details and Residential Properties.

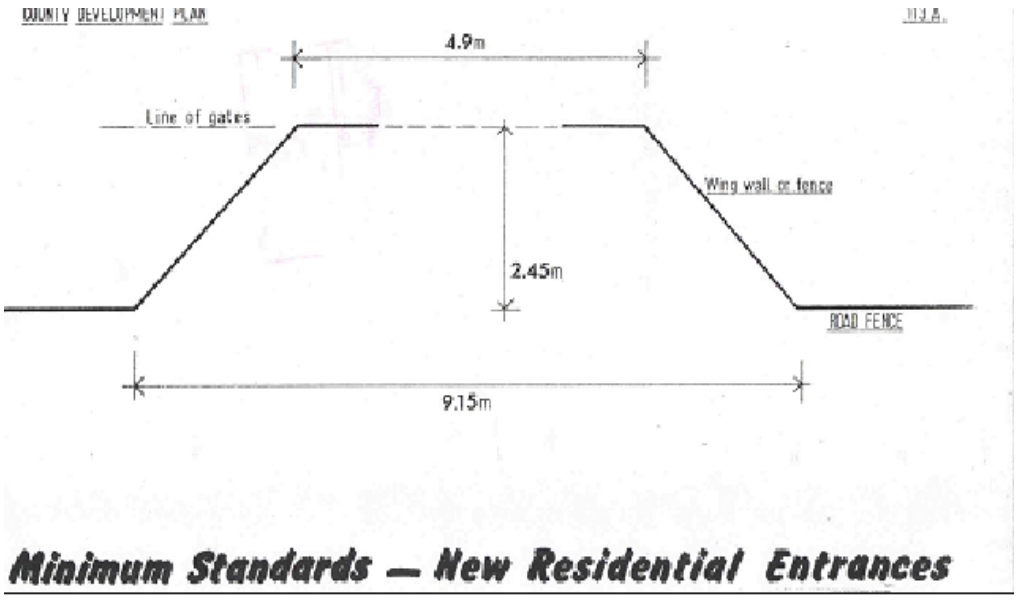


Figure 16.1: Entrance Details For Residential Properties

- For non-residential entrances the setback of entrance gates/barrier from road kerb shall be minimum of 20m.

Entrance radii for all developments other than single dwellings, shall provide public road/development junction radii in accordance with TII standards. Internal radii within residential developments shall be a minimum of 6m.

Internal access roads shall be designed and constructed in accordance with Recommendations for Site Development Works for Housing Areas and Design Manual, Donegal County Council.

Driveway access shall not be located at the mouth of a junction nor within twice the kerb radius on minor arms of a junction.

Surface Water and Roadside Drainage

Existing roadside drainage shall be maintained and surface water road gullies or alternative suitable system shall be provided to cater for run-off from the public road. The entrance shall be designed to prevent discharge of water from site onto public road or footpath. Surface water systems shall preferably be routed to discharge to a suitable watercourse, capable of accommodating the anticipated volume of water (soak pits shall not normally be encouraged). All proposed road works shall include fully designed drainage systems to the final outfall and shall include attenuation systems where necessary particularly on steep sites or at outfalls which may be deemed to be at or near capacity.

Visibility Spays at junctions/Site Entrances

Visibility splays at junctions and site entrances shall be provided in accordance with Table 16.5 or table 16.6, as appropriate.

Road Re-instatement

Any damage to public roads occurring as a result of a development shall be repaired to the satisfaction of the County Council, where deemed necessary, a cash security may be required to guarantee the satisfactory repair of damage.

In certain circumstances the road network may be deficient in carrying capacity and it may be appropriate to facilitate the development subject to a requirement that road strengthening works be undertaken by the Council at the expense of the developer. In such circumstances a development contribution shall be levied or in appropriate circumstances a condition may be imposed requiring works to be undertaken by the developer to Council specifications, including indemnification of the Council.

Non-National Roads

Maximum Acceptable Gradient on Approach to Public Road

The table below is indicative of maximum gradients permissible on roads– refer to TII Publications for more detail:

Table 16.4 Internal Residential/Industrial Roads

		Access Point	Section adjacent to Public Road	Maximum internal road gradient
TD41-42/09/ DN-GEO03043		Direct Access	15m @ 2.5%*	10% gradient
		Single Access **	15m @ 2.5%	

* can be relaxed to 10m dwell area and 4% in difficult circumstances

** can be relaxed to 5m dwell area and 4% in difficult circumstances

Vision Lines

Vision Lines at junctions with Non-National Public Roads: Permanent visibility splays shall be provided to enable emerging drivers using the direct access to have adequate visibility in each direction to see oncoming traffic in sufficient time to make their manoeuvre safely without influencing the major road traffic speed. Vision Lines at junctions with the Non-National Public Road in rural areas outside a 60kph speed limit zone shall be in accordance with Table 16.5. Visibility in urban areas within a 60kph speed limit shall be based on the stopping sight distances set out under Table16.6. Deviation from the requirements in Table 16.5 /Table 16.6 may be considered upon certification by the Applicant's Designer to be designed and constructed in accordance with the DMRB/DMURS as appropriate. The following diagram details the method by which the site envelope shall be calculated and presented for all planning applications, with the exception of urban roads where there is a constraint on overtaking.

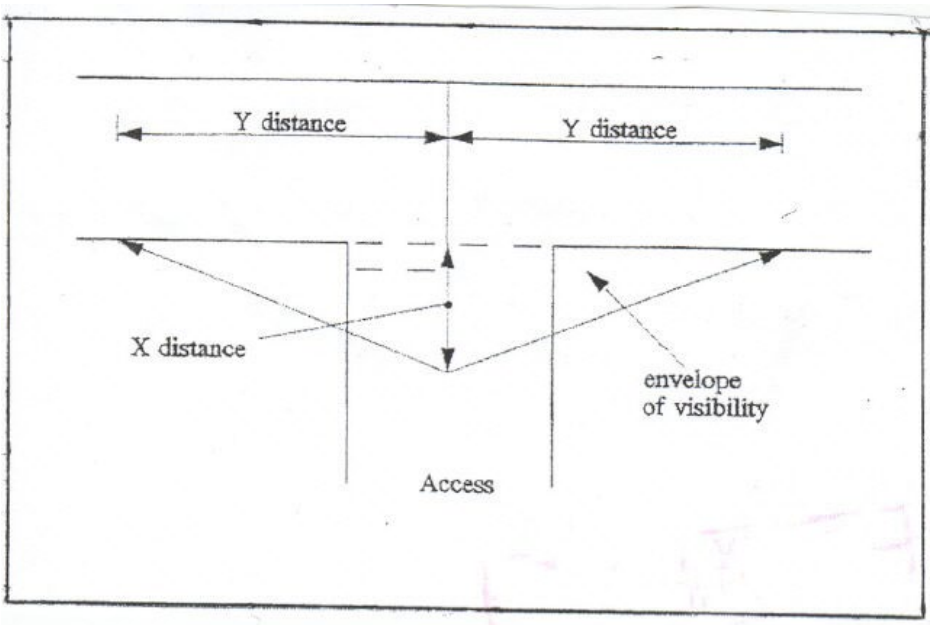


Figure 16.2 Measurement for visibility Splays [X & Y distances]

Definition of 'X' and 'Y' distances

The 'X' distance is referred to as the setback distance and shall be measured from the continuation of the nearer edge of the major road running lane (edge of carriageway markings and not the hard strip) along the centreline of the direct access. Where a hard shoulder on the major road continues across the line of the direct access, the 'X' distance shall be measured from the back of the hard shoulder.

The 'Y' distance is the minimum permissible vision line and shall be measured from a point on the nearer edge on the main road running lane to its intersection with the centreline of the access road.

For regional and local urban roads, where overtaking is prohibited by a solid white line, a relaxation may be allowed to measure the visibility splay to the left to the near side edge for oncoming traffic, rather than the near side edge of the road; See Figure 16.3

Forward visibility splays refer to an X and Y value. The X value allows drivers to observe traffic on the intersected arm. The Y value allows the driver of a vehicle to stop safely should an object enter its path, and is based on the SSD value.

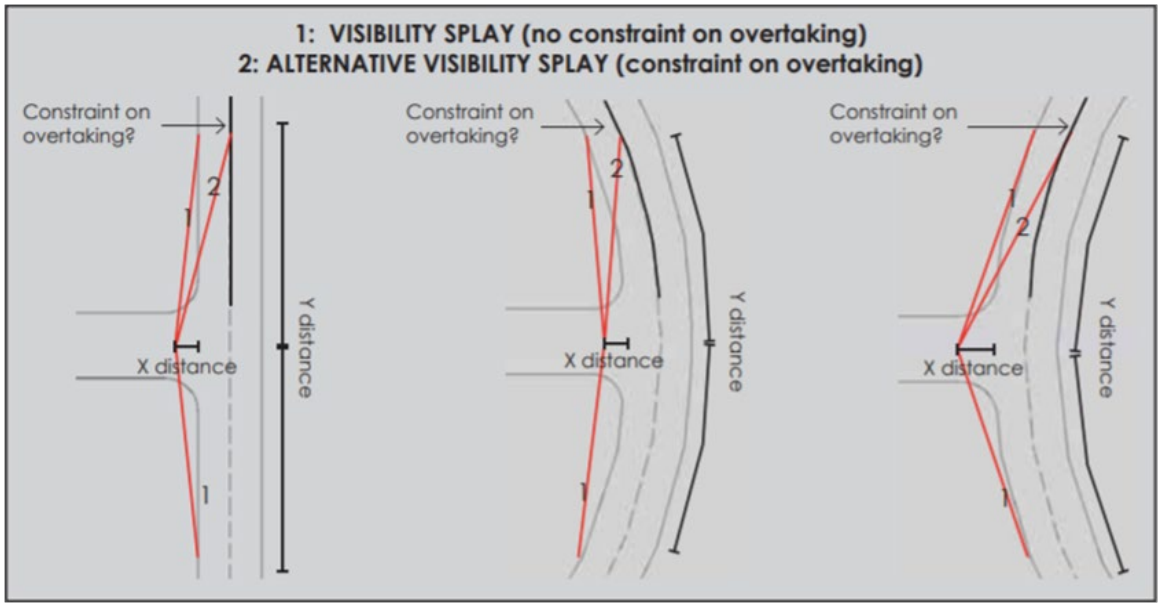


Figure 16.3: Alternative visibility Splay for urban regional and local roads where overtaking is prohibited (source: DMURS).

Table 16.5: Vision Lines at accesses to Non-National Rural Roads, outside 60kph speed limit zone

Vision Lines at accesses to Non-National Roads				
DMRB - Ref	**Access Type**	**Speed (Kph)**	**Y Distance (Metres)**	**X Distance (Metres)**
TD 41- 42/09 Table 7.1/DN-GEO-03043	Multiple Access	42	50	3m*-9m**
	Multiple Access	50	70	3m*-9m**
	Multiple Access	60	90	3m*-9m**
	Multiple Access	70	120	3m*-9m**
	Multiple Access	85	160	3m*-9m**
	Multiple Access	100	215	3m*-9m**
	Single Access		Dependant on speed limit above	2.4m

* When stop sign is erected at junction

** When yield sign is erected at junction

Table 16.6: Stopping Sight Distances for Urban Areas within 60kph speed limit zone (SSD).

Reduced SSD standards for application within cities, towns and villages. Reduced forward visibility increases driver caution and reduces vehicle speeds.

SSD STANDARDS

Design Speed (km/h)	SSD Standard (metres)
10	7
20	14
30	23
40	33
50	45
60	59

Forward Visibility

Design Speed (km/h)	SSD Standard (metres)
10	8
20	15
30	24
40	36
50	49
60	65

Forward Visibility on Bus Routes

(Source: DMURS)

Building Setback on Non-National Roads

A minimum of 25m setback will be required from centreline of carriageway on Regional Roads and 15m setback will be required from centreline of carriageway on Local Roads. Where existing buildings have formed an established building line, new buildings may follow the established building line, and the proposed set back may not be required.

Stopping Sight Distance

Minimum stopping sight distances on Non-National Roads in rural areas outside a 60 kph speed limit zone shall be in accordance with Table 16.7 below. Deviation from the requirements in Table 16.5 may be considered upon certification by the applicant's designer to be designed and constructed in accordance with DMRB.

Table 16.7: Stopping Sight Distances

Design Speed (km/h)	100	80	70	60	50
Stopping Sight Distance (m)	215	160	120	90	70

Source: DMRB ref TD 9/07 / TII DN-GEO-03031

Parking

Table 16.8: Car Parking Standards[32]

Development	Car-Parking	Cycle-Parking (no. of stands)
Dwellings/Residential		
Dwelling house	2 per dwelling House 1.5 per Terraced Dwelling House	None provided external access is provided to back garden/yard otherwise 1 per unit.
Duplex (upper floor dwelling unit)	2 per Dwelling	1 covered stand per unit
Apartments/Flat	1.25 per One Bedroom 1.5 per Two Bedroom 1.75 per Three Bedroom	1 covered stand per unit
Caravans/Mobile Home	1 space per Caravan/Mobile Home	
Shops/Retail		
Shops/Retail Food	1 per 20m^2 publicly accessible floor area Plus Parking for Delivery Vehicles	Minimum of 2 per unit. 1 per 500m^2 publicly accessible floor area 1 per 250m^2 publicly accessible floor area thereafter
Shops/Retail Non Food	1 per 25m^2 publicly accessible floor area Plus Parking for Delivery Vehicles	1 per 100m^2 publicly accessible floor area 1 per 500m^2 publicly accessible floor area thereafter
Bulky Goods Retail	1 per 35m^2 publicly accessible floor area Plus Parking for Delivery Vehicles	Minimum of 2 per unit. 1 per 500m^2 publicly accessible floor area
Offices and Professional Services		
Offices and Financial/ Professional and other Services principally to serve	1 per 30m^2	1 per 100m^2

[32] Note: These standards shall not be applied in certain town centre areas where there are specific policy provisions relating to town centre parking.

Development	Car-Parking	Cycle-Parking (no. of stands)
visiting members of the public		
Industrial/Light Industrial/Storage or Distribution		
Heavy Industrial	Assessed on individual merits having regard to the number of workers, operating patterns, location and proximity to public transport but with a minimum of 1 per 2 employees	Assessed on individual merits having regard to the number of workers, operating patterns, location and proximity to public transport but with a minimum of 1 per 10 employees
Light Industrial	As above	As above
Warehousing	As above	As above
Hotels/Hostels/Guesthouses		
Hotels/Guest Houses (Excluding internal Bars, Restaurants and Function Rooms) - to be calculated separately.	1 per bedroom Plus 1 space per 10 Bedrooms Staff Car Parking Plus Parking for Delivery Vehicles	1 per 10 Bedrooms with a minimum of 2 stands.
Hostels	1 space per 5 beds	1 per 20 Beds with a minimum of 2 stands.
Restaurants and Take Aways		
Restaurant	1 per 9m^2 publicly accessible floor area	1 per 100m^2 publicly accessible floor area
Take Away (including take away counter within restaurants)	Minimum of 5 spaces up to 30m^2 publicly accessible floor area and 1 per 10m^2 thereafter	1 per Take Away
Educational/Childcare Establishments		
Schools - Primary and Secondary	1.5 per classroom	2.5 per classroom

Development	Car-Parking	Cycle-Parking (no. of stands)
Third level Colleges/other Public/Private Adult/Further Education Facilities	5 per classroom	4 per classroom
Childcare Facilities	1 per employee plus 0.25 spaces per child (as defined by the maximum number of children allowable for the floorspace provided as set out in Government Childcare Regulations)	1 per 5 employees
Healthcare Facilities		
Health Centres, Doctors Surgeries, Healthcare Practitioners, Dentists, Veterinary Surgeries etc	3 per consulting room Plus dedicated ambulance space at health centres Plus adequate turning/manoeuvring space at veterinary surgeries for large animals.	1 per consulting room
Nursing Homes	1 per on duty employee 1 per bed/room visitor car parking plus parking for Delivery Vehicles.	1 per 5 employees
Hospitals	1 space per doctor or consultant 2 spaces per 3 nursing staff 1 space per 3 beds 3 spaces per outpatient consulting room Plus operational space for ambulance service lorries.	1 per 10 staff
Social/Entertainment		
Public Houses without dancing areas	1 per 20m^2 publicly accessible floor area	1 per 200m^2 publicly accessible floor area.
Public Houses/Nightclubs/ Music venues with dancing areas	1 per 20m^2 publicly accessible floor area Plus set down area to accommodate a minimum of 3 taxis, 2 bus parking spaces at non town centre sites.	1 per 200m^2 publicly accessible floor area.
Social/Religious/Assembly		
Function Rooms/Conference Centres	1 per 10m^2	1 per 200m^2

Development	Car-Parking	Cycle-Parking (no. of stands)
	Plus set down area for taxis/other vehicles and dedicated bus parking as/where appropriate at non-town centre sites.	
Cinema	1 per 5 no. seats	1 per 200m^2
Theatre	1 per 5 no. seats	1 per 200m^2
Church	1 per 5 no. seats	1 per 200m^2
Community/Sports Facilities		
Libraries	1 per 50m^2	Minimum of 5 spaces
Museums	1 per 100m^2 plus bus parking for Non town centre locations	Minimum of 5 spaces
Sports Hall	1 per 50m^2 plus bus parking	Minimum of 5 spaces
Sports Club/Playing Pitches	30 per Sports Club/Primary Pitch Applications for larger sports clubs and sports grounds with dedicated spectator facilities shall be assessed on their own merits.	Minimum of 5 spaces

The above standards should be read in conjunction with the Parking related policies contained within this plan. NB – in assessing car parking requirements, the Council will require that a proportion of the spaces to be provided are allocated as charging points for electric vehicles in accordance with best practice.

The floor spaces listed above shall equate to the net floor space of the development proposed, unless otherwise stated.

All other proposals for development types not listed above shall be assessed having regard to specific characteristics of the development including: the number of employees/visitors, hours of operation, location and proximity to public transport etc.

Car parking areas shall be landscaped and planted with trees to minimise their visual impact where appropriate.

The planning authority shall seek financial contributions in lieu of parking spaces in line with the current Development Contribution Scheme when:

a. The developer cannot conveniently provide the required spaces.
b. Policy specifically dictates that new town centre parking is not required to be provided by a developer but that a contribution towards parking provision shall instead be sought by the Council.

c. The Council wishes to develop a centrally located car park rather than a number of individual car parks. The contribution per space will reflect the cost of developing the said alternative space.

The Council will be prepared to enter into caretaker agreements with landowners/property owners to provide car parking in towns whereby:

a. The landowner retains full ownership and development potential of the lands concerned.
b. The Council will convert the lands into temporary car parking (usually for a period of at least 5 years).
c. In this policy, adjoining lands owned by different landowners (back lands) may, by agreement with the parties, be aggregated into one single car park.

Table 16.9: Dimensions of Loading and Parking Bays

DIMENSIONS OF LOADING AND PARKING BAYS	
Car parking bay	5m x 2.5m
Circulation Aisles	6m
Loading Bay	Designed and sized for appropriate Service Vehicles

Language Impact Assessment

Preparation of a Language Impact Assessment

a. In relation to cases where it will be a requirement of any permission that the proportion of units to be occupied by Irish speakers equates to the proportion of Irish speakers within the DED (based on the latest available census data) of the application site (subject to a minimum of 20%), and where the number of units is a fraction of a whole, then the number shall be rounded to the nearest whole number.
b. Structure for a Language Impact Assessment to be as follows:
   - A description of the development and the district.
   - Analysis of census (CSO) data, and the usage of the Irish language on a daily basis in the area.
   - Analysis of the social infrastructure in the area where the use of the Irish language and its cultural effect can be demonstrated, for example the media, schools, sporting facilities, Irish language facilities/venues, businesses, signage.
   - The conclusions and presentation of possible mitigation measures where negative impacts are demonstrated.

Industrial and Commercial Development

All industrial and commercial development proposals shall be subject to environmental and all other planning considerations and shall be located and designed in accordance with TII, EPA Guidelines and Standards and any such future publications.

Landscaping and in appropriate cases, buffer zones between different uses will be required to be provided. Developers shall provide effective screening from the public road or residential areas, where appropriate.

All service areas shall be located entirely within the curtilage of the site with adequate manoeuvring space and a suitable means of access to the public road being provided.

All waste materials shall be stored to the rear of buildings in environmentally safe conditions and shall be screened from public view.

All waste shall be stored in such a manner so as to ensure runoff shall not seep into surface water drainage system.

All runoff from bunded areas shall be collected and disposed of separately from surface water drainage.

All fuel connection points or similar discharge points shall be rollover bunded.

All ducting (public and private) shall be designed and installed in accordance with 'Recommendations for Underground Telecommunications Cable Works - For Road, Commercial and Residential Schemes'. DCNR

Caravan and Camping

Proper consideration shall be paid to the design and landscaping of the park with particular reference to the entrance and reception areas.

A maximum density of 50 caravans per hectare (20 per acre).

Minimum of 8m between each pitch and a minimum 9m between each pitch and any permanent structure. Additional space will be required where a car will be parked alongside a caravan.

Minimum 30m between any pitch and the public road or 15m if suitable screening is provided plus minimum 3m between any pitch and site carriageways.

Where such a supply is not available an alternative source of potable water must be provided to the satisfaction of the County Council, i.e. which will permit 136 litres (30 gal) per day per pitch.

A fire hydrant conforming to BS750 should be provided on site a maximum of 100m from the furthest pitch. The hydrant should be connected to a 100mm minimum diameter watermain. A fire flow water supply of 2000 litres per minute sustainable for 30 minutes simultaneously with peak daily demand shall be provided for. If no suitable water flow or source is available, storage may be provided. A fire point with hose reels shall be provided within 30m of any pitch.

General lighting shall be provided and maintained at all times in good working order for all buildings, caravans, entrances, exits and roads used for internal circulation.

Petrol Filling Stations

The following will apply in respect of new petrol filling stations:

- Where appropriate a low wall, approximately 0.6m in height, shall be constructed along the road frontage in conjunction with appropriate measures to provide for the adequate enclosure and security of premises outside operating hours.
- A maximum of 2 road access points shall be provided for, which will be designed and constructed in accordance with TII Publications , as appropriate. The applicant shall submit a document demonstrating compliance with TII Publications as part of the planning application.
- No advertising or commercial signage shall obstruct visibility over the site access points or front boundary/wing walls.

A shop of up to 100 square metres net floor area may be allowed when associated with a petrol filling station. Where net retail space in excess of 100 square metres is sought the sequential approach to such development will apply.

In order to protect the carrying capacity of strategic routes, new petrol filling stations requiring direct access onto such routes, will not be considered outside the 60kph speed limit. This policy will apply to the strategic road network mapped in the Transportation Chapter.

Signage

Advertising signage can have a significant impact on the visual appearance and character of an area and it is therefore the goal of the Council to ensure that any such signage is designed and located in a manner that integrates effectively within the host environment. In general terms, signs should compliment the architectural features of buildings and should refrain from cluttering streetscapes. Furthermore, signs should be designed to promote retail, business and community activity in a way that enhances the pedestrian/visitor experience and avoids any adverse impacts in terms of traffic safety.

It is a policy of the Council to only permit Directional Signage on the subject business/development, or in the immediate vicinity of key junctions leading to the subject business/development where it is:

- Exclusively directional in nature;
- Of a scale appropriate to its directional function and its host location. In rural areas signs shall be of a modest scale.

It is a policy of the Council to only permit general Advertising Signage on/within the curtilage of a business/development or within the defined, or readily identifiable centres of all settlement framework areas.

It is a policy of the Council to only permit General Interpretative/Informational Signage of a non-commercial nature on lay-bys, parks, public car parks, viewing points or other points or areas of historical, geographical, scientific, literary or architectural significance.

It is a policy of the Council to only permit Name/Welcome signage for the County, Town/Village or Specific Geographical Area (including signs for geographically specific tourism brands) at entry points to; the county, the subject town/village, or geographical areas (e.g. Ballybofey/Stranorlar, An Gaeltacht, Fanad Peninsula etc.) where the name/crest of the county, particular town/village or tourism brand is the dominant element if appropriate.

It is a policy of the Council to only permit Signage for key Tourism Attractions (e.g. Heritage Centres, Museums, Interpretative Centres etc), Tourism Routes, Community Facilities (e.g. community centres, sports facilities etc) or other Key Public or Infrastructural Facilities (e.g. Parking facilities, Post Office,

Hospitals, Health Clinics, Libraries, public toilets, civic amenity sites, airports etc) on the subject development, at the entry points to the host town/village, or at, or in the immediate vicinity of, key junctions leading to the subject development. At such locations signage for multiple facilities/attractions shall be grouped on a single sign. Signage for Tourism Attractions/Routes shall be brown and white in colour. Signage for public/community facilities shall generally be Black and white in colour. Signage for car parking/transportation shall be predominately blue and white in colour. Logo's/symbols shall be a dominant element of such signs. Internationally Recognised symbols of a non commercial nature shall be a dominant element of such signs.

It is a policy of the Council to ensure that all signage proposals, shall:-

- Not compromise road safety;
- Be of a High Visual Quality in terms of design, colour and materials;
- Be, as appropriate, of a scale/character suitable to the subject building and the host environment;
- Not detract from built or natural heritage;
- Comply with shop front policies set out in the Urban Design Policies of the Core Strategy.

Use of Irish in Public and Business/Community Signage

- All signage erected by public bodies shall abide by the provisions of The Official Languages Act 2003, An tOrdu Logainmneacha (Ceantair Ghaeltachta) 2004, Signage Regulations S.I. No. 391 of 2008 and the Road Traffic Manual in relation to the use of Irish and English on various types of signage.
- All Business/Community signage in the Gaeltacht shall be either Irish Only or Bilingual in nature with Irish First and more prominent than the other languages used.

All Business/Community signage outside the Gaeltacht shall be Bilingual in nature.

Appendix A: Record of Protected Structures

There are currently 480 protected structure entries in the County Donegal Record of Protected Structures. However, the National Inventory of Architectural Heritage (NIAH) survey for the County was launched at Glenveagh Castle in 2015 and a total of 2228 structures of architectural heritage value have been identified pursuant to this survey. As noted in Section 6.2 of this Plan (Built Heritage), the Minister at the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs is using the NIAH process as a mechanism to make recommendations to Donegal County Council for structures to be included on the Record of Protected Structures and consequently the following tables will be subject to a systematic review and update over the Plan period, in order to further consolidate the records of built heritage within the county and ensure the protection of structures of architectural heritage value.

Glenties Municipal District

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
1	40901501	Hornhead Bridge	Twelve arch rubble stone road bridge over tidal stream built c.1800 with rubble stone segment arches; vaults, cutwaters, parapets, abutments and causeway to south	Dunfanaghy	Glenties M.D.	Regional	ATS
2	40901504	Dunfanaghy Presbyterian Church	Detached five-bay single-storey Presbyterian Church with offset steeple, built 1878; vestry and boiler house to rear	Dunfanaghy	Glenties M.D..	Regional	AGDSM
3	40901509	Holy Trinity Church	Detached three-bay single-storey Church of Ireland church, c.1873, on L-shaped plan with projecting gabled entrance porch to north-west, plant- room to west and vestry to east	Dunfanaghy	Glenties M.D..	Regional	AIDM
4	40901512	Vernacular House	Semi-detached two-bay two-storey house, with three single-storey extensions of different periods to west	Dunfanaghy	Glenties M.D..	Regional	A
5	40901513	Rectory	Detached three-bay three-storey Georgian rectory with 19th c. entrance porch to centre front and single-storey extension to east	Dunfanaghy	Glenties M.D..	Regional	A
6	40901514	Victorian House	Detached three-bay two-storey house with front entrance porch containing round-headed double-height window added c. 1880	Dunfanaghy	Glenties M.D..	Regional	A
7	40901601	Faugher House	Detached five-bay two-storey over basement Plantation house with dormer attic, built c. 1630, formerly with projecting entrance porch and having rubble stone bawn wall with castellations and gun loops	Faugher, Ballymore, Portnablagh	Glenties M.D..	National	AGF
8	40902301	Thatched House	Detached two-bay single-storey thatched cottage c. 1910, with single-bay extension to west built c.1930 and three-bay extension to east c. 1995	Brinlack, Bloody Foreland	Glenties M.D..	Local	VM

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
9	40902401	Thatched House	Detached four-bay single- storey thatched cottage with two-bay two-storey outhouse adjoining to north, lean-to open shed to south, hen-house to north, bed alcove to north	Mahgeraraorty, Gortahork	Glenties M.D..	Regional	IVM
10	40902405	Church of Christ the King	Detached four-bay Roman Catholic Church built 1952, with apse to altar, low aisles to both sides, choir gallery and projecting entrance porches to west and south; sacristy to north-east corner with basement boiler room below	Gortahork	Glenties M.D..	Regional	AIP
11	40902501	Stone Cottage	Detached single-storey rendered stone cottage with Roshine slate roof built c. 1880. At north end is two-storey barn with external steps. Projecting porch, bed outshot and no window openings on front elevation.	Ballyboe, Letterkenny.	Glenties M.D..	Regional	AHS
12	40902502	Stone Cottage	Detached single-storey four-bay stone whitewashed cottage with roshine slate roof and attached outbuildings to southeast.	Roshine, Dunfanaghy, Letterkenny.	Glenties M.D..	Regional	AHS
13	40902503	Stone Cottage	Detached single-storey stone one-room cottage with attached outbuildings to southwest.	Ballyconnell, Fort Town, Falcarragh, Letterkenny.	Glenties M.D..	Local	AHS
14	40902601	St Michaels Church	Detached Ronchamp-esque Catholic Church built 1970, with Baptistry, Blessed Sacrament Chapel, entrance porch, sacristy, confessionals and Marian chapel to perimeter	Creeslough	Glenties M.D..	National	AP
15	40902611	House	Detached three-bay two-storey house built c. 1845 with single-storey two-bay wings to either side with projecting doorcase	Cashel, Creeslough	Glenties M.D..	Local	S
16	40902615	St John's Church	Detached four-bay single-storey Church of Ireland Church, built 1752, with bell cote to west gable Venetian east window, internal gallery, porch with staircase to west and projecting gabled vestry to north-west corner	St. John's, Clondehorky Parish, Ballymore Lower, Creeslough	Glenties M.D..	National	AIPSM
17	40902619	Stone Cottage	Detached single-storey one-room former thatched cottage with attached storeroom with rosin slate roof to the west.	Carrownamaddy, Creeslough, Letterkenny.	Glenties M.D..	Local	AHS
18	40902620	Cottage	Detached single-storey two-bay stone rendered cottage with projecting porch and attached outbuildings to southwest.	Carrownamaddy, Creeslough, Letterkenny.	Glenties M.D..	Local	AHS
19	40903210	Carrickfin Church	Detached three-bay single-storey Church of Ireland Chapel of Ease with gabled entrance porch, with bellcote to centre of south-west side and projecting sacristy to north, built early 19th century	Carrickfin Church, Carrickfin, Kincasslagh, Letterkenny	Glenties M.D..	Regional	AHSM

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
20	40904202	Dunlewy House	Detached early 19th century three-bay two-storey house with projecting open porch, recessed two-storey wing to east, three-bay single-storey battlemented billiard room to west, two-storey wing to south, with two- and single-storey canted bay windows to west	Dunlewey House, Dunlewey, Gweedore	Glenties M.D..	Regional	AGSM
21	40904203	Church of the Sacred Heart	Detached five-bay single-storey Catholic church with round tower, steeple vestry to south-east corner and apsidal altar built 1877	Moneybeo, Dunlewey	Glenties M.D..	Regional	APSM
22	40905603	Signal Tower	Detached two-bay three- story Napoleonic period coastguard watchtower built c. 1810 with larger machiolations to both eastern corners and to center of western seaward elevations	Illy, Crohy Head	Glenties M.D..	Regional	AHGS
23	40905802	Doocharry Bridge	Road bridge over Gweebara river in two segmental-arched spans with custone voussoirs, dressed squared rubble stone haunched ashlar abutments and rubble stone parapets. Large cutwater and projecting ashlar centering ledge, built c. 1785	Doocharry Bridge, Doochary	Glenties M.D..	Regional	ATS
24	40906501	St. Bridget's Church	Detached Gothic-style Catholic Church built c. 1875 with six-bay nave and with choir gallery internally, porch to west and sacristy to east, refurbished c. 1980	Madavagh, Lettermacaward	Glenties M.D..	Regional	AI
25	40906502	Lettermacaward Parish Church	Detached Georgian-Gothic Church of Ireland church built 1788 with entrance porch to west, bellcote to west gable, vestry to north-east corner	Meenagowan, Lettermacaward	Glenties M.D..	Regional	AGSM
26	40906503	Glebe House (The Rectory)	Detached two-storey over basement 'L' shaped former rectory with hipped roof and walled courtyard and two-storey stables to the rear.	Glebe House (The Rectory), Glebe, Lettermacaward, Donegal.	Glenties M.D..	Local	AHCS
27	40907301	St. Connell's Church	Detached Church of Ireland church built in 1833 with porch to west end and bellcote, chancel and vestry to east, built 1908	Ardara	Glenties M.D..	Regional	ASM
28	40907303	Church of the Holy Family	Detached cruciform Romanesque-revival Catholic church built 1900 with double gabled transepts with side altar, polygonal chancel apse, sacristy and gabled doorcase to projecting porch to west end of nave with choir gallery within, with Evie Hone stained-glass	Ardara	Glenties M.D..	Regional	AIP

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
29	40907304	The Central	Terraced five-bay two-storey house built c. 1800 with gabled extension to width of building to rear, formerly with pub to ground floor right-hand bay, now with shop to ground floor left-hand bay	Ardara	Glenties M.D..	Regional	ASM
30	40907405	Church	Detached late-Georgian Gothic-style Church of Ireland Chapel built c. 1860 with chancel to east added c. 1880, battlemented tower to west and sacristy to south-east	Glenties	Glenties M.D..	Regional	AISM
31	40907406	Glenties Court House	Detached five-bay two-storey over basement courthouse built 1840-43 with Ashlar façade and projecting end bays	Glenties Court House, Glenties	Glenties M.D..	Regional	AIPSM
32	40907407	St Conall's Church	Detached nine-bay single-storey Catholic church built c. 1975 with large monopitch roof	Glenties, Donegal	Glenties M.D..	Regional	ATIP
33	40907430	The Laurels	Detached five-bay single-storey vernacular house, built c. 1870, with loft accessed by internal stairs, external steps to east gable to access first floor room, two-bay outshot to rear	Gortnamucklagh, Glenties, Co. Donegal	Glenties M.D	National	ASC
34	40908101	Thatched Cottage	Detached four-bay single-storey thatched farmhouse built c. 1860 with bed outshoots to west	Owentiskiney, Glencolumbcille	Glenties M.D..	Regional	VS
35	40904816	Termon House	Termon house was built by the Marquis Conyngham in the 1770s for his agent. A famine wall still surrounds the house and was built as the final public works project designed to alleviate suffering during the famine in 1847	Termon, Maghery, Dungloe	Glenties M.D.	Regional	ASH
36	40906421	House	Detached three-bay two-storey house on complex irregular L-shaped plan, built c.1880 and altered c.1910,	Kiltoorish, Glenties	Glenties M.D.	Regional	A
37	40903209	St Mary's Church, Derrybeg	Detached T-plan former Catholic church, built c.1860, with five-bay main northwest elevation with shallow chancel to centre fronted by U-plan sacristy of c.1874, and with two-bay projection to southeast side	Derrybeg	Glenties M.D.	Regional	AS

Inishowen Municipal District

No.	RPS Ref. Number	Name	Description	Address	Muncipal District	Rating	Importance Value
38	40900101	Malin Tower	Detached single-bay three-storey Napoleonic watchtower built c. 1812 with machiolations to centre of north face and to both south corners and marks of former privies to west and east sides	Ardmalin Ardmalin	Inishowen M.D.	Local	AHGS
39	40900102	Ineuran Bay Cottage	Detached five-bay single-storey thatched cottage built c. 1860 with flat-roofed slightly projecting porch	Ballygorman, West Town, Malin Head	Inishowen M.D	Regional	GVS
40	40900103	Skildren Cottage	Detached five-bay house built c. 1969, on triple hexagonal plan with link corridors forming crescent to patio to south-west. Renovated c. 1985		Inishowen M.D	Local	AP
41	40900403	Clonca Parish Church	Detached three-bay single-storey Church of Ireland Church, built 1827 with three-storey tower to west end and vestry to north	Carrowmore, Malin	Inishowen M.D	Regional	ASM
42	40900404	Malin Bridge	Ten-arch rubble stone bridge across estuary, c. 1800 with large rubble stone copings to parapets and semi-circular arches, set widely apart with rubble stone buttressing to piers with mass concrete repairs; bridge rises slightly towards centre	Carrowmore, Malin	Inishowen M.D	Regional	ATS
43	40900407	Malin Hall	Detached four-bay two-storey over basement house with dormer attic, c. 1758 with four-bay one and a half storey extension to east c. 1900 with curvilinear gable and single-storey over basement swimming pool extension to rear, c. 1980 on site of f	Norrira, Malin	Inishowen M.D	Regional	AIGSM
44	40900408	Malin Presbyterian Church	Detached six-bay single-storey Presbyterian Church built c. 1790,extended to the east with horseshoe-shaped choir gallery internally and entrance porch to east, built 1868	Goorey, Malin	Inishowen M.D	Regional	AIGSM
45	40900409	RC Church	Detached four-bay single-storey Catholic Chapel, c.1785, on a T-shaped plan with sacristy projecting to west and entrance porch to north-east corner of nave	Lag, Malin	Inishowen M.D	Regional	AHGS
46	40900410	Thatched Cottage	Detached single-storey stone whitewashed three-bay cottage with a terrace of outbuildings attached to the front of the property forming an 'L' shaped courtyard. Recently refurbished.	Dunross, Culdaff, Letterkenny.	Inishowen M.D	Regional	AHS
47	40900411	Cottage	Detached singe-storey four-bay cottage with projecting entrance bay.	Lagacurry, Isle of Doagh, Lifford.	Inishowen M.D	Regional	AHS

No.	RPS Ref. Number	Name	Description	Address	Muncipal District	Rating	Importance Value
48	40900501	St Budan's Church of Ireland	Detached two-bay single-storey Church of Ireland church, built 1747, with four- storey battlemented tower to west and projecting vestry to north	Culdaff	Inishowen M.D	Regional	AM
49	40901001	St Mary's Church	Detached five-bay single-storey Catholic Church, c. 1815 with extension to east to form T-shaped plan built c.1833; internal choir galleries and gabled porches to gable ends	Clonmany	Inishowen M.D	Regional	AIM
50	40901008	Cottage	Detached four-bay single-storey thatched cottage of 19th century with two-bay extension to south and projecting doorcase; single-storey extension to rear	Ballyliffen	Inishowen M.D	Regional	VM
51	40901101	Donagh Parish Church	Detached two-bay single-storey Church of Ireland church, built 1769, with bellcote to west end and vestry to north-east corner with basement below; arched opening with double chamfered Ashlar surround with hood moulding over with tassel label stops	Donagh Parish church	Inishowen M.D	Regional	AFM
52	40901102	Carndonagh Presbyterian Church	Detached four-bay single-storey gable fronted Presbyterian Church, built 1886, with pedimented front; extension to rear, c. 1995	Carndonagh Presbyterian Church, Carndonagh	Inishowen M.D	Regional	ADSM
53	40901103	Church of the Sacred Heart	Detached fifteen-bay single-storey Catholic Church, built 1942, on Latin cross-plan with offset bell tower to north-west corner, dome on tower over crossing, aisles to both sides, choir gallery internally, two-storey vestry on south-west	Church of the Sacred Heart, Carndonagh	Inishowen M.D	Regional	AIS
54	40901107	Carrickafodan	Detached four-bay single-storey straw thatched 19th century cottage with projecting doorcase and bed outshoot to rear north	Carrickafodan, Carndonagh	Inishowen M.D	Regional	VM
55	40901111	John Colgan Memorial Hall	Detached six-bay two-storey former Parochial Hall c. 1914, with two-storey over basement, split-level wing to west corner, now in use as Heritage and Community Centre, with gabled protecting doorcases to north-east and south-east sides	Ballyloskey, Carndonagh	Inishowen M.D	Regional	AM
56	40901201	St Congal's Church	Detached three-bay T-shaped Roman Catholic church built 1824, with tower to west entrance front and aisles to north and south added c. 1848; projecting vestry to east	Glackdrummond, Culdaff	Inishowen M.D	Regional	AG
57	40901202	Glacknadrummond Methodist Church	Detached three-bay single-storey Methodist chapel built c. 1850, with projecting entrance porch to east and single-storey over basement vestry to north	Glack, Carndonagh	Inishowen M.D	Regional	AIM

No.	RPS Ref. Number	Name	Description	Address	Muncipal District	Rating	Importance Value
58	40805008	Vernacular House	Detached four-bay single-storey vernacular house, built c. 1860, having projecting entrance porch offset to the north-east side of the main elevation (south-east).	Malin Road, Churchland Quarter, Carndonagh	Inishowen M.D.	Regional	AT
59	40805009	Former Carndonagh Railway Station	Detached multiple-bay former railway station and station master's house, built c. 1900-1, comprising central three-bay two-storey block with attached four-bay single-storey block to east and single-bay single-storey block to west.	Atlanfish Limited (Limited Liability Company), Churchland Quarters, Carndonagh	Inishowen M.D.	Regional	AS
60	40805014	Wesleyan Chapel	Detached three-bay single-storey over raised basement gable-fronted Wesleyan Chapel, dated 1867, having two-storey extension to rear (north) elevation.	Churchland Quarters, Carndonagh	Inishowen M.D.	Regional	AS
61	40805015	Vernacular House	Attached three-bay single-storey vernacular house, built c. 1820, having projecting single-bay flat-roofed entrance porch to central bay to the front elevation (west), and with central single-bay lean-to porch addition to the rear (east) having corrugated-metal roof over. Pitched thatched roof having ropes and wire mesh over secured on metal pegs and wrought-iron bar below eaves level.	Chapel Street, Churchland Quarters, Carndonagh	Inishowen M.D.	Regional	AT
62	40805022	Vernacular House	Attached four-bay single-storey vernacular house, built c. 1820.	Pound Street, Churchland Quarters, Carndonagh	Inishowen M.D.	Regional	AT
63	40805023	Glenngannon Bridge	Triple-arch bridge carrying road over the Glenngannon River, built c. 1800.	Churchland Quarters, Carndonagh	Inishowen M.D.	Regional	AT
64	40805024	Carndonagh Courthouse	Detached five-bay two-storey over basement former courthouse, built 1873 and 'reconstructed' in 1925, having central shallow three-bay breakfront .	Carndonagh	Inishowen M.D.	Regional	AS
65	40805030	Carndonagh District Hospital	Former union workhouse graveyard on rectangular-plan, in use c. 1845 - 51, containing unmarked graves of victims of the Great Famine.	Carndonagh	Inishowen M.D.	Regional	HS
66	40901119	Mount Saint Mary Convent	Burial ground for the former Sisters of Mercy convent established c. 1880.	Churchland Quarters, Carndonagh	Inishowen M.D.	Regional	S
67	40901120	Vernacular House	Detached three-bay single-storey vernacular house, built c. 1820, with two-bay single-storey outbuilding to north.	Churchland Quarters, Carndonagh	Inishowen M.D.	Regional	AT
68	40901121	Ballylosky Bridge	Triple-arch road bridge over Glentogher River, erected c. 1800.	Ballylosky, Carndonagh	Inishowen M.D.	Regional	AT
69	40901203	All Saints Church	Detached four bay single-storey Church of Ireland built 1856	Aghaglassan, Gleneely	Inishowen M.D	Regional	APM
70	40901204	Grouse Hall	Detached seven-bay single-storey over basement house, built 1735, with two-storey extension on L-shaped plan to south-east and single-storey extensions to rear south-west	Grouse Hall, Gleneely, Liffford	Inishowen M.D	Regional	AGM

No.	RPS Ref. Number	Name	Description	Address	Muncipal District	Rating	Importance Value
71	40901301	Lighthouse	Detached two-bay cylindrical lighthouse with projecting single-storey entrance porch built c. 1835, with tower and light added 1870 with signal room over	Dunagree Point Inishowen Head	Inishowen M.D	Regional	ATIGPM
72	40901302	Former Lighthouse	Detached two-storey cylindrical former lighthouse with two-storey projecting block over passageway to east, single-storey entrance porch to south-west built 1835	Dunagree Point Inishowen Head	Inishowen M.D	Regional	ATIGPM
73	40901303	Lighthouse Keeper's House	Detached three-bay single-storey lighthouse keeper's house built 1835, with lean-to sheds to both gables, with dormer attic	Dunagree Point Inishowen Head	Inishowen M.D	Regional	AGM
74	40901304	Former Keeper's House	Detached three-bay single-storey former lighthouse keeper's house built c. 1835, with single- bay lean-to sheds to both gables, with dormer attic	Dunagree Point Inishowen Head	Inishowen M.D	Regional	AGM
75	40901305	Former Keeper's House	Detached three- bay two-storey over basement with attic former lighthouse keeper's house, built 1870, with projecting single-storey over basement to north-east, projecting entrance porch to north-west and single- bay projection to basement at south corner	Dunagree Point, Inishowen Island	Inishowen M.D	Regional	AGM
76	40901812	Star of the Sea Church	Detached six-bay single-storey Catholic church built 1964, with internal gallery, apsidal altar end, projecting sacristy, entrance porches and open bell tower	Desertegney, Glebe, Buncrana	Inishowen M.D	Regional	AIP
77	40901813	Fort Dunree	Rubble stone-walled hip-roofed rectangular museum building set inside Napoleonic Battery Fort, built c. 1810	Dunree, Buncrana	Inishowen M.D	Regional	AHPS
78	40902002	Barn	Two-bay two-storey barn with external stone steps. Barn is attached to residential property.	Carrowmore, Glentogher, Carndonagh, Lifford.	Inishowen M.D	Local	AHS
79	40902108	Coastguard and Customs Houses	Detached seven-bay two-storey terrace of seven mid 19th cent. Houses built for Custom's Officers' with various single- and two-storey extensions and having a terrace of single-storey outhouses to rear	Carrrickarory, Carrownaff, Moville, Lifford	Inishowen M.D	Regional	AGPM
80	40902109	Coastguard Station	Detached eight-bay two-storey former coastguard station built mid- 19th century; projecting pair of bays on left-hand side, recessed bays on left and right sides, single-storey porches to rear, oriel windows to north-east and north-west sides on machicolations	Carrownaff, Moville, Lifford	Inishowen M.D	Regional	AGPM

No.	RPS Ref. Number	Name	Description	Address	Muncipal District	Rating	Importance Value
81	40902201	The Manor House	Detached six-bay two-storey over basement house, c.1850 with two-storey over basement two-bay bow in centre of south-east elevation, two-storey over basement extension to north-west, single-bay enclosed gabled entrance porch to north-east	Eleven Ballyboes, Greencastle	Inishowen M.D	Regional	AIGM
82	40902202	The Old Fort Inn	Two-gun Martello Tower, built 1812, with curved vaulted chamber below gun platform over basement and two-storey former barracks to north-east; now in use as hotel with extensive fortifications and accommodation at lower level to south-east	Eleven Ballyboes, Greencastle	Inishowen M.D	National	HIGU
83	40902204	St Mary's RC Church	Detached five- bay single- storey Catholic Church, built 1885, with choir gallery internally, tower to south-west and sacristy to north-east	Ballybrack, Greencastle	Inishowen M.D	Regional	AISM
84	40902205	Greencastle Maritime Museum	Terrace of six three-bay two-storey houses with gabled projecting entrance porches with three-bay two-storey gabled break-fronted former coastguard station to centre of terrace built c. 1857; now in use as houses, museum and café	Drumaweer, Greencastle	Inishowen M.D	Regional	AIGPSM
85	40902208	Church of St Pius X	Detached seven-bay single-storey Catholic Church, built 1953, with choir gallery inside with large polygonal lantern over, chancel, sacristy to rear and nun's gallery overlooking altar	Church of St. Pius X, Moville	Inishowen M.D	Local	APM
86	40902209	Carnagarve House	Detached three-bay two-storey over basement house, c.1825, with two-storey canted bay windows to south-west, two-and single-storey additions to rear and side respectively, and gabled two-storey recessed bay to north-east with Tuscan doorcase and fanlight	Carnagarve House, Carnagarve, Moville, Lifford	Inishowen M.D	Regional	AIUSM
87	40902210	St Columb's Church	Detached five-bay single-storey Church of Ireland church with projecting entrance porch to south-east, spire over chancel to north-east, and vestry to northern corner, built 1858	St. Columb's Church, Ballynally, Moville	Inishowen M.D	Regional	APSM
88	40903101	St. Finian's Church	Detached Church of Ireland church built 1850 with transepts and chancel to east, projecting entrance porch to west and vestry to north-east corner	Tullynavin, Redastle	Inishowen M.D	Regional	APM
89	40903103	White Castle	Detached three-bay three-storey house of mid to late 18th c. with canted central full-height bay window, bows to both	Whitecastle, Redcastle	Inishowen M.D	Regional	AA

No.	RPS Ref. Number	Name	Description	Address	Muncipal District	Rating	Importance Value
			ends and canted projecting split-level return to rear, single-storey canted extension to left-hand side				
90	40903104	St. Columba's Church	Detached five-bay single-storey Catholic church built 1871 with polygonal chancel, bellcote to south-west gable and projecting sacristy to northern corner	Drung, Redcastle	Inishowen M.D	Regional	APM
91	40903801	Inch House	Detached seven-bay two-storey over basement house, possibly of the early 18th c. with dormer attic, conservatory and kitchen extensions to south and north respectively, breakfront central bays with stucco doorcase and single-storey extension to rear	Moress, Inch Island	Inishowen M.D	Regional	AIGM
92	40903808	Fahan House	Detached five-bay two-storey over basement house c. 1740 with two-bay two-storey extension to south, five-bay two-storey wing to rear and two-bay single-storey extension to north with projecting conservatory	Carrowmullin, Fahan, Lifford	Inishowen M.D	Regional	AI
93	40903809	Nazareth House Nursing Home	Detached four-bay two-storey former house of marked Scottish character built 1870 with bow windows to front and north-west side, three-storey extension to rear on L-shaped plan, four-bay single-storey extension to south-west and twenty-six bay further extension	Figary, Faughan	Inishowen M.D	Regional	ASM
94	40903905	Kilderry House	Detached five-bay two-storey over basement house with full height bow to front and canted bay windows to rear of c.1770, with two-bay two-storey over basement projecting wings with flanking low screen walls on curved plan to both sides built early 19th century	Kilderry House, Ardmore, Muff	Inishowen M.D	Regional	AIPM
95	40904604	All Saints Church of Ireland	Detached four-bay single-storey church with three-tier tower to south, built c. 1722.	Colehill, Newtowncunningham, Letterkenny.	Inishowen M.D	Local	AHCS
96	40904608	Old Rectory	Detached three-bay two-storey former rectory to Colehill Church built c. 1825 with two-storey extension to northwest.	Colehill, Newtowncunningham, Letterkenny.	Inishowen M.D	I Local	AHCS
97	40904702	St. Aengus Church	Detached Modernist Catholic Church built 1965-67 on circular plan with copper conical roof	Carrownamaddy, Speenogue, Burt	Inishowen M.D	International	AIPDM
98	40904703	Burt Presbyterian Church	Detached five-bay single-storey Presbyterian Church built 1895 with vestry to rear and projecting gabled doorcase to entrance with paired doors to gallery within	Carrownamaddy, Speenogue, Burt	Inishowen M.D	Local	AIM

No.	RPS Ref. Number	Name	Description	Address	Muncipal District	Rating	Importance Value
99	40904705	Burt House	Late 17th c. detached two-storey over basement house with dormer attic on L-shaped plan with two-storey late 18th c. extension to rear and two-storey three- bay late 19th c. extension to front two-storey bow to south	Speenogue, Burt	Inishowen M.D	National	AI
100	40904706	Drumgowan	Detached five-bay two-storey house with dormer attic built 1845 with two-bay single-storey addition to north-east with dormer attic gabled enclosed porch to rear and Tuscan doorcase to frontage	Carrowen, Burt	Inishowen M.D	Regional	ASM
101	40904707	Beech Park	Detached early 19th century three-bay two-storey over basement house with projecting gabled entrance porch on L-shaped plan, with two-bay single-storey extension to left-hand side c.1988	Beech House, Bohullion Lower, Burt	Inishowen M.D	Regional	ASM
102	40904709	Bogay House	Detached early to mid-18th century five-bay two-storey over basement house with dormer attic and single-bay basement extension to east, with projecting porch extension to north c.1890	Bogay House, Bogay Glebe, Newtowncunningham	Inishowen M.D	National	AGSM
103	40904711	Church of All Saints	Detached eight-bay single-storey modern Catholic church with double-glazed interior	Speenogue, Speenogue P.O., Burt	Inishowen M.D	Regional	AIM
104	40905403	Raymoghy Parish Church	Detached Georgian-Gothic Church of Ireland church with three-bay nave and tower to north, built 1792 with chancel and vestry extensions to south built in 1910 and nave re-roofed.	Raymoghy, Ray, Manorcunningham	Inishowen M.D	Regional	AS
105	40905405	First Ray Presbyterian Church	Detached four-bay single-storey Presbyterian church built in 1746 with entrance porch to north, single-storey over basement vestry to south and gallery internally, refurbished and re-roofed c. 1990.	Manorcunningham	Inishowen M.D	Regional	AI
106	40905501	Killea Parish Church	Detached Church of Ireland church with three-bay nave built in 1765, with entrance porch to west and chancel and vestry to east and south-east respectively, built in 1856	Carrigans	Inishowen M.D	Regional	AS
107	40905502	Prospect Hill	Detached three-bay single-storey house built c.1820, with basement and dormer attic, single-storey central entrance porch, added c. 1910, with gablet and dormer window over and two-and single-storey returns to rear	Dunmore, Carrigans	Inishowen M.D	Regional	AS
108	40905503	Dunmore House	Detached five-bay two-storey over basement Georgian house with stair return to rear, built in 1742, with two-bay two-storey over basement extension to east, single-storey	Dunmore, Carrigans	Inishowen M.D	Regional	AISM

No.	RPS Ref. Number	Name	Description	Address	Muncipal District	Rating	Importance Value
			entrance porch built in 1845 and two- and single-storey extensions to rear				
109	40905509	Presbyterian Church	Detached three-bay single-storey Presbyterian Church dated 1783 with porch to north-east and vestry to south-west and gallery internally, with boiler room to basement under vestry	Crossroads, Garshooey, Bogay, Killea	Inishowen M.D	Regional	AGS
110	40905512	Monreagh Presbyterian Church	Detached Presbyterian church on T-shaped plan, originally built 1644, remodelled c.1840 with vestry to rear and half-basement boiler rooms below, extensively renovated internally v. 1880	Monreagh	Inishowen M.D	Regional	AIDOM
111	40905513	Taughboyne Church	Detached Church of Ireland Church, originally built c. 1627, renovated c. 1830 and possibly containing Medieval fabric	Bready, Churchtown, Carrigans	Inishowen M.D	Regional	AIPOFM
112	40905517	Flax Mill	Detached single-bay single-storey former mill, c. 1860 with external waterwheel and single-storey extension downhill	Tullyannan, Carrigans, Lifford	Inishowen M.D	Regional	O
113	40902907	Drift Inn	1860-1865. detached 6 bay, 2 storey former railway station built 1864 with gabled dormers, projecting gabled end-bay to right hand side and entrance bay 3 bay single storey former sheds to left hand side extended by one storey.	Railway Road, Buncrana	Inishowen M.D.	Local	AP
114	40800102	Mill River Bridge	1700-1750. 3 arch road bridge over waterfall built, 1740, with extended westwards twice with rubble stone voussoirs vault abutments and parapets.	Buncrana	Inishowen M.D.	Regional	ASM
115	40902901	Buncrana Castle	1710-1720. Detached 7 bay, 2 storey over basement house built 1718 with projecting roofed pavilions on both sides, 2 bay, 2 storey extension to south left hand side and split level stair return to rear and breakfront to central 3 bays with open pediment.	Swan Park, Buncrana	Inishowen M.D.	National	AGH
116	40902945	Westbrook House	Detached three-bay two-storey house, built c.1840.	Tullyarvan, Buncrana	Inishowen M.D.	Regional	AS
117	40903846	House	The site containing original Scottish Bain house and outbuildings from circa 1604 belonged to and was occupied by the Cresswell family from 1608 till 1970	Moress, Inch Island	Inishowen M.D.	Regional	AS
118	40901830	Dunree Lighthouse	Attached three-bay single-storey lighthouse keeper's house, built 1875, with single-bay lean-to wings to both gables, single-bay entrance porch to front, canted bay to west with polygonal lighthouse.	Dunree, Inishowen	Inishowen M.D.	Regional	AS

Letterkenny Municipal District

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
119	4080012	End-of-terrace house	End-of -terrace three-bay two-storey house built c.1790, with milestone located in front to road edge	Ramelton	Letterkenny M.D..	Regional	AS
120	4080014	Former Weaving House	Detached multiple-bay single-storey rubble stone former weaving house built c. 1800. Presently occupied by the Ramelton Fisheries Company	Ramelton	Letterkenny M.D..	Regional	AS
121	40800202	McCloghan Gunn & Co Solicitors	Terraced three-bay two-storey former house c. 1860, with dormer attic, projecting bays, integral carriageway and two-storey split level toilet return to rear, now in use as offices	The Mall, Ramelton	Letterkenny M.D..	Local	AGSM
122	40800203	The Fish House	Detached three-bay two-storey over basement boathouse, former fish-packing warehouse, now in use as a restaurant since c. 1980	Ramelton	Letterkenny M.D..	Local	S
123	40800204	Mirabaeu Restaurant	Terraced three-bay three-storey Georgian house c. 1820, with three-storey split level to rear, restaurant on ground floor	The Mall, Ramelton	Letterkenny M.D..	Regional	ASM
124	40800206	The Bridge	Three arch road bridge over river Leannan with extension eastwards doubling width c. 1880, with thin squared rubble stone voussoirs, to segmental arches, rubble stone vaults, piers, cutwaters and parapet with soldier course rubble stone	Ramelton	Letterkenny M.D..	Local	S
125	40800213	Garda Station	Terraced seven-bay three- storey house with integral carriageway to central bay, stair return to rear right-hand side and single-storey rear extensions to both sides	The Mall, Ramelton	Letterkenny M.D..	Regional	AGSM
126	40800214	Warehouse	Detached eight-bay three-storey former warehouse with two-storey wings forming courtyard to east, formerly used as a factory, now derelict, with carriageway to rear, with extension to south	The Mall, Ramelton	Letterkenny M.D..	Local	A
127	40800215	Guest House	Terraced pair of two-bay three-storey houses with sanitary accommodation return and single-storey extension to rear, also now in use as a guest house	The Mall, Ramelton	Letterkenny M.D..	Regional	AGSM
128	40800304	St. Mary's Church	Detached five-bay single-storey Catholic Church c. 1890 on cruciform plan with three-bay gabled projecting sacristy to north-west corner and tower to south	Ramelton	Letterkenny M.D..	Local	AIM
129	40800305	The Green, Ramelton	Detached three-bay two-storey house on L-shaped plan of c. 1820 with two-storey split level return and single-storey extension, shell of earlier two-storey house to rear,	Drummonaghan, Ramelton	Letterkenny M.D..	Regional	AGUM

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
			pedimented brick entrance porch to rear and Ionic door case to front				
130	40800308	Claragh	Detached late 19th c. four-bay two-storey house with two-storey two-bay split-level wing and single-storey pantry to right-hand side	Claragh, Ramelton	Letterkenny M.D..	Regional	AIGM
131	40800401	House on the Brae	Terraced four-bay two-storey over basement house with dormer attic with steps up to platform in front of door, in use as restaurant and hall	Castle Street, Ramelton	Letterkenny M.D..	Regional	ASM
132	40800402	Corner Building	End of terrace five-bay two-storey over basement L-shaped plan with facades to three sides and with restaurant to ground floor, former integral carriageway to easternmost bay of south frontage	Gamble's Square, Ramelton	Letterkenny M.D..	Regional	ASM
133	40800403	Methodist Church	End of terrace formerly free-standing three-bay Methodist chapel c. 1880, with enclosed gabled entrance porch to north end	Back Lane, Ramelton	Letterkenny M.D..	Local	AM
134	40800410	Warehouse	Detached four-bay four-storey warehouse with gablet over loophole and with single-storey extension to rear	The Quay, Ramelton	Letterkenny M.D..	Local	AGS
135	40800411	Warehouse (7th from e. end)	Detached four-bay three-storey former warehouse renovated mid- 1980s and now in use as apartments	The Quay, Ramelton	Letterkenny M.D..	Local	AGS
136	40800412	Warehouse (8th from e. end)	Detached three-bay three-story warehouse with gablet over loophole and single-storey extension to rear	The Quay, Ramelton	Letterkenny M.D..	Local	AGS
137	40800413	House	End-of terrace three-bay two-storey over basement house built c. 1800 with single-bay single-storey conservatory extension to left-hand side	Bridge Street, Ramelton	Letterkenny M.D..	Regional	AGSM
138	40800418	House (Cooleen)	Terraced five-bay two-storey house c. 1820 with shops to ground floor and basement below. Fanlight and stone entrance steps to upper floor accommodation	Castle Street, Ramelton	Letterkenny M.D..	Local	ADSM
139	40800420	Pair of Terraced Houses	Terraced pair of four-bay two-storey houses with central opening bisected by party wall, extension to rear of right-hand house	Back Lane, Ramelton	Letterkenny M.D..	Regional	GVSM

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
140	40800421	Former Church	Detached six-bay single-storey former Presbyterian church built 1680 with parallel five-bay single-storey extension to south c. 1830, now in use as Heritage Centre, Library and Hall since mid 1980s restoration, with internal gallery	Back Lane, Ramelton	Letterkenny M.D..	Regional	AHSFM
141	40800422	Former Corn Mill	Detached six-bay single-storey over basement former corn mill with stream below, now a pair of semi-detached houses, with extension to rear	Pound Street, Ramelton	Letterkenny M.D..	Local	SM
142	40800423	A Gamble & Co.	End of terrace five-bay two-storey house with dormer attic and shop to ground floor built c. 1850	Ramelton	Letterkenny M.D..	Regional	ADSM
143	40800424	National Irish Bank	Detached four-bay two-storey bank, recessed centrally located entrance bay beside three-storey gabled bay to right-hand side, with projecting ground floor and with single-bay single-storey passageway to right-hand side giving access to house	The Mall, Ramelton	Letterkenny M.D..	Regional	APSM
144	40800501	Kilreen RC Church	Ruins of former four-bay single-storey Catholic chapel on T-shaped plan with gabled projecting sacristy to south	Kilreen, Ramelton	Letterkenny M.D..	Record Only	A
145	40800503	The Manse	Detached three-bay two-storey house with two-storey bow window to north and three-storey split level return, two-storey double-gabled extension to rear now in use as a Manse, with timber Venetian doorcase to entrance to east, possibly containing original fabric	Mortimer's Lane, Ramelton	Letterkenny M.D..	Regional	AIM
146	40800504	Frist Ramelton Presbyterian Church	Detached five-bay single-storey Presbyterian church with off-set steeple to right-hand side, stair to left-hand side, projecting chapel to south and two-storey over basement to rear, with internal gallery, built 1906	Church Street, Ramelton	Letterkenny M.D..	Regional	APSM
147	40800505	St Paul's Church	Detached six-bay single-storey Church of Ireland church built 1822-26 with tower to west and chancel and vestry to east	Church Street, Ramelton	Letterkenny M.D..	Local	APM
148	40800506	Mill House	Formerly detached three-bay three-storey house c. 1820 with two-storey split-level sanitary return with single-storey extension to rear	Ramelton	Letterkenny M.D..	Regional	ASM
149	40800508	Plantation Corner House	End-of terrace four-bay two-storey house, two-storey extension to rear, with take-away restaurant on ground floor	Ramelton	Letterkenny M.D..	Local	HS

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
150	40800509	Milestone	Free-standing milestone to roadside built c. 1850, with the distance from Ramelton to Dunfanaghy inscribed on it	Ramelton	Letterkenny M.D..	Regional	S
151	40823039	Old Barracks	End terrace two-storey over basement three-bay former barracks with two-storey extension to rear.	The Mall, Ramelton.	Letterkenny M.D..	Regional	AH
152	40800510	Rubble Stone Buildings (3 No)	Collection of rubble stone buildings adjacent to former Shambles. Building closest to the road is earliest c. 1750. Other two are c. 1840	Rear of "Stewart Arms Hotel", Ramelton	Letterkenny M.D..	Regional	AS
153	40900701	Tranarossan House	Detached four-bay single-storey former house with dormer attic; three-bay single-storey with dormer attic extension to south-east with link walkway and veranda to south and east with single-storey extension c. 1970	Dundoan, Lower Carrigart	Letterkenny M.D..	Regional	APS
154	40900702	Stone Cottage	Detached single-storey two-bay stone part rendered cottage with attached outbuilding.	Glenoory, Downings, Letterkenny.	Letterkenny M.D..	Local	AHS
155	40900901	Fanad Lighthouse	Detached seven-bay single-storey lighthouse keeper's house, c. 1817, with two-bay gabled projections to both ends and gabled central entrance bay and two-bay recessed wing to north with three-storey cylindrical lighthouse with corbelled walkway	Arryheernabin, Ballylar, Fanad, Letterkenny	Letterkenny M.D..	Regional	APS
156	40901604	RC Church	Detached three-bay single-storey Catholic church built c. 1954 with projecting sacristy to south and extension to north	Maghrabeg, Rosguill, Carrigart	Letterkenny M.D..	Regional	AIS
157	40901605	Church of St. John the Baptist	Detached seven-bay single-storey Catholic church, built between 1868 and 1886 on a cruciform plan with gabled entrance porch, c.1985, with lean-to sacristy and plant room to both sides of chancel	Umlagh, Carrigart	Letterkenny M.D..	Regional	AIM
158	40901701	Church of Christ the Redeemer	Detached four-bay single-storey Church of Ireland church, built 1693, with entrance porch to south-west and toilet to west with choir gallery internally; renovated externally c. 1990	Rosnakill, Fanad	Letterkenny M.D..	Regional	AIF
159	40901703	Massmount Church	Detached five-bay single-storey Catholic church possibly of 1785 with internal choir gallery, projecting bell bellcote central bay and gabled entrance porch to south side; sacristy extension to north side; renovated c. 1890	Croaghan, Fanad	Letterkenny M.D..	Regional	AHS

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
160	40901705	Fanad Glebe House	Detached three-bay two- storey over basement former Rectory with dormer attic, built c.1795, with six-bay two-storey return with integral carriageway to rear	Carrowkeel Glebe, Fanad	Letterkenny M.D..	Regional	AIGSM
161	40901708	Holy Trinity Church	Detached five-bay single-storey Church of Ireland church built 1895 with two-bay chancel and sacristy to east, aisle and offset tower with cylindrical projecting stair to north, gabled projecting entrance porch to south and plant room to basement below vestry	Carrigart	Letterkenny M.D..	Regional	APSM
162	40901710	Carrigart Presbyterian Church	Detached four-bay single-storey Presbyterian church, built 1806, with projecting porch and steeple, c. 1896, to east and vestry to west	Carrigart	Letterkenny M.D..	Local	A
163	40901712	Mulroy House	Detached four-bay two-storey over basement house c.1866 with three-bay over basement extension with dormer attic to south c.1867. Single-bay single-storey extensions to either side, with projecting enclosed porch to entrance front	Rawros, Carrigart	Letterkenny M.D..	Regional	AIGPM
164	40901715	Carrigart Hotel	Detached four-bay three-storey Victorian Hotel with dormer windows with elaborate carved detailing to their surrounds. Later extensions to east and west	Tirloughan, Carrigart	Letterkenny M.D..	Regional	A
165	40901801	Knockalla Fort	Detached two-storey ovoid Martello Tower built early 19th century with defensive walls to seaward side and dry moat landwards	Knockalla Fort, Bunnaton, Portsalon, Letterkenny	Letterkenny M.D..	Regional	AHG
166	40901802	Carrablagh House	Detached late-Georgian house, renovated c.1990	Carrablagh, Fanad	Letterkenny M.D..	Regional	AP
167	40901806	Greenfort	Detached five-bay two-storey late Georgian house with dormer attic; single-storey single-bay and four-bay extensions to left- and right-hand sides respectively, two-bay two-storey wing with two-storey bow to right-hand side, conservatories to rear	Greenfort Demesne, Portsalon	Letterkenny M.D..	Regional	AIGSM
168	40902801	Macamish Fort	Detached three-storey ovoid Martello Tower, built c.1802, with corbelled machiolation over first floor door, extension to south	Saltpans, Rathmullan	Letterkenny M.D..	Regional	AHS
169	40819027	Rathmullan abbey & Graveyard	Rathmullan Abbey built in 1516. The building is fragmentary and complex. The original friary was standard; a long church almost 80ft by 21ft wide, with side altars in a S transept, and the living quarters to the north on a line with the side of the chancel.	Main Street, Rathmullan	Letterkenny M.D.	Regional	AAHS

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
170	40903601	St. Peter's Church	Detached three-bay single-storey Catholic church built 1961, internal gallery with sanctuary to east and porch to west, hexagonal sacristy to south-east corner and prayer chapel, extension to north, 1990; with plant room to north-west corner	Milford	Letterkenny M.D..	Regional	AGPD
171	40904301	Glenveagh Castle & Estate Buildings	Detached single-bay five-storey castellated house with two-bay two-storey wing to north-east and three- storey cylindrical tower beyond, with various two-and three-storey wings and additions to south-east built 1865-70, now in use as a museum, renovated early twentieth century	Gartan Mountain, Churchill	Letterkenny M.D..	National	ATIS
172	40904402	Glebe House & Gallery	Detached three- bay two-storey former Glebe house built 1828 with cast-iron conservatory of c.1840 to south added c.1953	Gartan, Churchill	Letterkenny M.D..	National	AIP
173	40904404	Whitehall	Detached five-bay two-storey house built c. 1820 with single-storey catslide extension to west and lean-to shed to south	Whitehall, Carrowtrasna, Gartan	Letterkenny M.D..	Regional	OSM
174	40904501	Church of St Finians & St Mark	Detached five-bay single-storey Church of Ireland church built 1846 with chancel to east, steeple and gabled entrance porch to south-west, vestry to north-west	Kilconnell, Kilmacrennan	Letterkenny M.D..	Regional	AIPM
175	40822005	Kilmacrenan Old Church and Graveyard	Remains of former Church of Ireland Church, Built c. 1530 and altered c.1733 and c.1760, having remains of three-storey tower (on square plan) to the south-west end, added c 1760.	Kilmacrenan	Letterkenny M.D.	Regional	AAS
176	40904516	Aghnagaddy House	Detached late 18th century eight-bay two-storey house with wings to both sides and outhouses forming courtyard to rear, renovated c. 1992 following fire which destroyed part of interior, single-storey extension and former conservatory to yard to rear	Aghnagaddy, Glebe, Ramelton	Letterkenny M.D..	Regional	AIGM
177	40904523	Old Claragh House	Detached nine-bay two-storey possibly mid-17th c. former planter's house with attic storey and with two-storey extension to rear c.1890, containing diesel-powered generator and mill workings	Old Claragh House, Ramelton, Letterkenny	Letterkenny M.D..	National	HOF
178	40904524	Ballyarr House	Detached two-storey over basement three-bay property with triple-pitched roof and various additions to the rear and side. Substantial plot with gardens to front and side (including walled garden) and rear courtyard.	Ballyarr, Ramelton, Letterkenny.	Letterkenny M.D..	Regional	AHS
179	40904525	Farmstead	Two-storey four-bay farmhouse forming north side of a substantial rectangular farmstead courtyard consisting of two-storey stone stables and barns with arches.	Carnisk, Ramelton, Letterkenny.	Letterkenny M.D..	Regional	AHS

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
180	40904601	Fort Stewart	Detached seven-bay three-storey house built c. 1760 with two-bay two-storey wings to both sides, projecting Ionic entrance porch and single-storey extension to rear, renovated with internal redecoration c. 1825, gablet to frontage of north-east wing	Killydonnell, Ramelton	Letterkenny M.D..	Regional	AIGSM
181	40904602	Old Ferry House	Detached seven-bay two-storey house with gabled enclosed porch, lean-to extension to side and split-level first floor to rear	Killydonnell, Ramelton	Letterkenny M.D..	Regional	ASM
182	40905201	Barrack Bridge	Double arch rubble stone road bridge over river Leannan built c.1800 with rubble stone voussoirs to semi-circular arches and rubble stone triangular cutwater and abutments; cast iron tie plates; coral stones for arch centring at springing	Druncavanny, Trentagh	Letterkenny M.D..	Regional	AT
183	40905202	Railway Bridge	Group of three railway bridges over road, river and right of way, built c. 1900, with cut granite segmental arches and abutments	Drumcavanny, Trentagh	Letterkenny M.D..	Regional	AHTS
184	40905204	Rashedoge Bridge	Single-span segmental-arched road bridge over river Swilly built c.1800 with long rubble stone voussoirs, rubble stone abutments and parapets	Foxhall, Newmills	Letterkenny M.D..	Regional	AT
185	40905207	St Columba's Church	Detached seven-bay Catholic church built 1841 with two-storey sacristy to south, re-roofed c. 1890, renovated 1994	Kilphea, Newmills	Letterkenny M.D..	Regional	AIS
186	40905208	Wilkin's Bar/Church Hill PO	Terrace of two-storey buildings with post-office and public house now at ground floor, built c. 1830 with two-storey outbuildings at rear	Churchill, Letterkenny	Letterkenny M.D..	Regional	AS
187	40905209	St. Columba's Church	Detached late- Georgian Church of Ireland Church with three-stage tower to west and three-bay nave built in 1819, with aisle to north, chancel and vestry over basement crypt added and church re-roofed c. 1895	Churchill, Letterkenny	Letterkenny M.D..	Regional	AS
188	40905401	Raymoghy National School	Detached four- bay two- storey over basement National School built in 1740 as a Charter with two-bay return to north-west c. 1880 and single-bay extension to south-west	Labbadish, Manorcunningham	Letterkenny M.D..	Regional	AHS
189	40905409	Castlegrove	Detached four-bay two-storey late-Georgian house built c. 1825 with two-storey wings to north-east and north-west, two-storey extension to west and single-storey extension to north-east and courtyard formed to north-west with two-storey outbuildings possibly	Eighterross, Ballymaleel	Letterkenny M.D..	Regional	AISM

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
190	40906001	Corn Mill	Detached five-bay two-storey corn mill built c. 1860, with external water wheel to east and projecting coach house over basement, restored c. 1990, now in use as a museum. Originally two-bay with extension to w.c. 1905	Milltown, Newmills	Letterkenny M.D..	Regional	TIGOS
191	40906102	Rockhill House	Detached five-bay two-storey neo-classical house built c. 1853 incorporating fabric of earlier c.1760 house within and three-storey over-basement c. 1825, extension with full height bow to rear to south-west and triple-height hall within.	Rockhill Demesne, Letterkenny.	Letterkenny M.D..	Regional	AIPS
192	40906204	Leslie Hill	Detached three-bay two-storey house built c. 1820 with two-storey split-level extension to rear and projecting enclosed entrance porch c. 1860	Leslie Hill, Manorcunningham	Letterkenny M.D..	Regional	AISM
193	40905334	Oak Park	Detached five-bay two-storey house, built c. 1800 and altered c. 1870, having two-storey canted projection to the centre of the front elevation (south), single-storey open veranda to the front, added c. 1870, now enclosed to the eastern half with modern windows and doors, three-bay two-storey return to the rear (north) at the west corner, and with two-storey return with lean-to roof attached to the east end of the rear elevation.	Roughpark (Castlewray), Letterkenny	Letterkenny M.D.	Regional	A
194	40501170	1 Mount Southwell Place	End-of-terrace, 3 bay, 1865-1870. 2 Storey over basement house.	Mount Southwell Mews	Letterkenny M.D.	Regional	AG
195	40501171	2 Mount Southwell Place	Terraced 3 bay, 2 storey over basement house. 1865-1870	2 Mount Southwell Place	Letterkenny M.D.	Regional	AGP
196	40503163	Mount Southwell Mews	End-of-terrace, 3-bay, 1865-1870 2 storey over basement house.	Mount Southwell Mews	Letterkenny M.D.	Regional	AG
197	40504072	Rosemount House	Detached 4-bay, 2 storey house. Pre 1858.		Letterkenny M.D.	Regional	A
198	40500012	St. Conal's Psychiatric Hospital	Mid Victorian. 2-storey. Central section, 1860-1890 3-storey additions.	Kilmacrennan Road	Letterkenny M.D.	Regional	AGP
199	40501090	St. Eunan's College	3-Storey, symmetrically planned school building. 1900-1910.	College Road	Letterkenny M.D.	Regional	AIGUD

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
200	40504052	Bank of Ireland	Detached, 4-bay, 2-storey former house. 1875-1880.	Upper Main Street	Letterkenny M.D.	Regional	AP
201	40502279	Courthouse	Detached, 3-bay, 2-storey over basement, 1825-1830 neo-Classical courthouse.	Upper Main Street	Letterkenny M.D.	Regional	A
202	40502086	Bank	End-of-terrace, 3 bay, 2-storey bank. 1900-1910.	Upper Main Street	Letterkenny M.D.	Regional	G
203	40501167	Conwal Church	Church of Ireland Parish Church. 1750-1790	Church Lane	Letterkenny M.D.	Regional	AP
204	40501168	Cathedral of Saints Eunan & Columba	French Neo Gothic cruciform plan Cathedral. 1890-1905.	Sentry Hill Road	Letterkenny M.D.	Regional	APD
205	40501199	Conwal Church	Conwal Parish Church graveyard. 1650-1940.	Church Lane	Letterkenny M.D.	Regional	HD
206	40504036	Ernest Speer	Terraced 3-bay, 1875-1880. 2 storey shop retaining period shop front and interior.	Lower Main Street	Letterkenny M.D.	Regional	AIG
207	40503214	Oldtown Bridge	Triple-arch road bridge over River Swilly 1700-1740.	Oldtown	Letterkenny M.D.	Regional	D
208	40503215	Bridge	Disused single-span plated lattice-truss Railway Bridge. 1900-1905.	Oldtown	Letterkenny M.D.	Regional	HTD
209	40501164	Ardenaun	Detached six-bay, c.1900. Three-storey over-basement Bishop's Palace.	Cathedral Road	Letterkenny M.D.	Regional	A
210	40502222	Donegal County Museum	Detached Five-bay, c. 1845, two-storey former workhouse and infirmary.	High Road	Letterkenny M.D.	Regional	A
211	40501130	House	Single Storey stone wash cottage with thatch roof.	New line Road	Letterkenny M.D.	Regional	A

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
212	40905303	Ballymacool House	Detached, five-bay three-storey over basement built c.1825	Ballymacool	Letterkenny M.D.	Regional	AH
213	40904655	Kildonnell church and Graveyard	The Friary was founded in 1471 by the O'Donnells, ruling clan of Donegal, for the Franciscan Friars on the site of an older church, possibly 10th Century. It was completed in the early 16th Century by Calvagh O'Donnell. In 1603, with the Plantation of Ulster, the land was given to Captain Basil Brooke who closed down the Friary. It has remained a burial ground for the local community since closing.	Ramelton	Letterkenny M.D.	Regional	AAS
214	40819002	Rathmullan coastal Battery	Former coastal battery, built c. 1813, comprising a two-storey blockhouse or 'bombproof barrack' on five-sided plan with mildly battered walls flanked by single-storey rubble stone curtain walls to the north and south. Enclosure surrounded by dry moat with steep grass glacis to north-west.	Main Street, Rathmullan	Letterkenny M.D.	Regional	AH
215	40823112	House	Terrace of three single-bay two-storey houses, built c. 1820 and extended\rebuilt c. 1860, comprising single-bay single-storey house to the south-west , built c. 1820, and two single-bay single-storey houses to the north-east, built c. 1860. Single-bay single-storey lean-to addition to south-west gable of house to the south-west.	Back Lane, Ramelton	Letterkenny M.D.	Regional	A
216	40800409	Swilly Bottling Stores	Attached corner-sited three-bay four-storey former warehouse\store having attic level, built c. 1830, having single-bay two-storey addition to the rear (east), added c. 1900, with single-bay single-storey addition to the east, added c. 1930.	The Quay Ramelton	Letterkenny M.D.	Regional	AT
217	40800416	Guild Hall	Attached six-bay three-storey building, erected c. 1840, having two-storey return to the rear at the south-west corner. Possibly originally a store\warehouse or weaving facility. Later apparently in use as a guild hall, and section to the south-west apparently formerly in use as a courthouse.	Castle Street, Ramelton	Letterkenny M.D.	Regional	AHS

Stranorlar Municipal District

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
218	40800701	St. Eunan's Cathedral	Free-standing Church of Ireland cathedral with early 17th c. nave, late 17th c. porch, largely rebuilt between 1700-20 and tower added 1737, restored and remodelled in 1892	Raphoe Townparks, Raphoe	Stranorlar M.D..	National	AHIPDFM
219	40800702	Former Presbyterian Church	Detached Victorian neo-classical Presbyterian church built 1860 with Ionic pedimented façade and tetra-style portico in antis, last used as a badminton hall	Raphoe Townparks, Raphoe	Stranorlar M.D..	Regional	ASM
220	40800704	Old Royal School	Detached seven-bay three-storey school built 1737 with projecting end-bays and single-storey extension to south-east	Raphoe Demesne, Raphoe	Stranorlar M.D..	Regional	AHS
221	40800705	Bishop's Palace	Detached five-bay three-storey over basement (four storey over basement to north) former bishop's palace, built c. 1636-37 and altered c. 1695, c. 1740 and c. 1822, having full-height salient towers (on square-plan) to each of the four corners having bartizan projections to parapets of outer corners towers to the north-east and south-east towers having corbelled cut sandstone bases	Raphoe Townparks, Raphoe	Stranorlar M.D..	Regional	AAH
222	40800708	David Wilson & Co. Solicitors	End-of-terrace four-bay two-storey house built c. 1790 with attic, timber sash windows and round-headed doorcase with webbed fanlight	Raphoe Townparks, Raphoe	Stranorlar M.D..	Regional	ADSM
223	40800709	Raphoe Branch Library	Mid-terrace five-bay two-storey house built c. 1750 with attic, timber sash windows, and round headed doorcase with webbed fanlight	Raphoe Townparks, Raphoe	Stranorlar M.D..	Regional	AISM
224	40800710	Diamond House	End terrace two-bay two-storey property with attic accommodation. Two-storey and single-storey rear extensions and two-storey outbuilding and former coach house building to the rear.	The Diamond, Raphoe Townparks, Raphoe,	Stranorlar M.D..	Local	AH
225	40800711	The Diamond	End-of-terrace three-bay two-storey house built c. 1875 with dormer attic, stair return and split level extension to rear	Raphoe Townparks, Raphoe	Stranorlar M.D..	Regional	AGSM
226	40800712	The Diamond	Mid-terrace three-bay two-storey house built c. 1875 with dormer attic stair return, single-storey extension, and split level extension to rear, with former shop-front to ground floor c. 1980	Raphoe Townparks, Raphoe	Stranorlar M.D..	Regional	AGSM
227	40800713	Central Hotel	Mid –terrace five-bay three-storey hotel built c. 1750 with integral carriageway, projecting glazed entrance porch c. 1975 and single-storey extension to rear	Raphoe Townparks, Raphoe	Stranorlar M.D..	Regional	AIS

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
228	40800714	The Volt House	End-of-terrace three-bay three-storey house built 1752 with three-storey stair return to rear	Raphoe Townparks, Raphoe	Stranorlar M.D..	Regional	AHSM
229	40800716	Raphoe Presbyterian Church	Detached three-bay single-storey over basement neo-classical Presbyterian church built 1876 with recessed entrance under pediment, single-storey extension at basement level to east side	Raphoe Townparks, Raphoe	Stranorlar M.D..	Regional	ASM
230	40800717	Catholic Church of St. Eunan	Freestanding Catholic church, built 1877-8, comprising five-bay nave, semi-circular apse to the north-east, single-bay single-storey gable-fronted former sacristy or porch to the east end of the south-east side of nave, and with offset round four-stage tower belfry attached to the north end of the entrance gable to the west.	Raphoe Townparks, Raphoe	Stranorlar M.D..	Regional	AIGPM
231	40800801	Church of St. Lugadius	Detached Gothic-Revival Church of Ireland church built c. 1620 with three-storey tower added to west end c. 1800, and vestry to north-east corner, with aisle extension to north built 1863 and interior remodelled	Lifford	Stranorlar M.D..	National	AHIPFM
232	40800802	Church Hall	Detached four-bay Gothic-Revival Church Hall with projecting gabled entrance porch, built 1863	Lifford	Stranorlar M.D..	Regional	AISM
233	40800806	Old Courthouse Visitors Centre	Detached eight-bay single-storey over basement former Courthouse and County Goal built 1746 with Gibbsian pedimented doorcase with carved coat-of arms over, renovated c. 1985, now in use as a museum with internal mezzanine	The Diamond, Lifford	Stranorlar M.D..	National	APSM
234	40800810	Garda Station	Terraced three-bay three-storey gable-fronted Tudor-revival Garda Station with two-storey gabled projection to centre, built c. 1850	Lifford	Stranorlar M.D..	Regional	ASM
235	40800812	Bridge Street House	Terraced five-bay three-storey over basement house c. 1750 with two-storey over basement extensions to side and rear, now also used as opthalmologist's consulting rooms, originally one of a pair	Lifford	Stranorlar M.D..	Local	ASM
236	40800813	Rehab Hostel	Detached three-bay two-storey former rectory built c. 1910 with gable to front and canted corner and box bay single-storey windows and two-storey returns to rear, now in use as a residential hostel	The Diamond, Lifford	Stranorlar M.D..	Regional	AIS
237	40800814	Ballyduff house	Detached five-bay two-storey house built c. 1800 with projecting entrance porch to east, c. 1950, two-bay single-	Lifford	Stranorlar M.D..	Regional	AGSM

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
			storey extension to north, dormer attic and two- storey return to rear				
238	40800901	St Mary's Church	Detached Gothic-Revival Catholic church, c.1860, with aisles, chancel with offset tower built 1897 to south-east, with additions c. 1990	Stranorlar	Stranorlar M.D..	Regional	APSM
239	40800907	Ballybofey Bridge	Road bridge over river Finn built c. 1800 of three segmental arches with Ashlar voussoirs dressed rubble stone abutments and parapets, Ashlar cutwaters and nap render decorative voussoirs and coating to vault, with two segmental arches, c. 1880, to south-west	Stranorlar	Stranorlar M.D..	Regional	ATS
240	40800911	Rockfield House	Detached five-bay two-storey Georgian house built c. 1810 with basement below and single-storey extension to rear, Tuscan columns to doorcase and webbed fanlight	Dreenan, Stranorlar	Stranorlar M.D..	Regional	AISM
241	40800912	Reformed Presbyterian Church	Detached four-bay single-storey gable-fronted Reformed Presbyterian church built 1877 with internal gallery and single-storey extension to rear	Stranorlar	Stranorlar M.D..	Regional	ASM
242	40800913	House	End-of –terrace five-bay three-storey house built c. 1800, formerly with shop to ground floor with projecting stair return to rear	Main Street, Stranorlar	Stranorlar M.D..	Regional	ADSM
243	40800914	House	Terraced three-bay two-storey building built c. 1900, now in use as a dwelling and shop, with single-storey extension to rear, ground floor remodelled as shop c. 1970	Main Street, Stranorlar	Stranorlar M.D..	Local	AS
244	40838001	Drumboe Martyrs Memorial	Freestanding memorial monument, erected c. 1958, comprising ashlar limestone Celtic high cross-style monument with Celtic interlacing motifs to front face (south) set on two-stage ashlar limestone plinth (on square-plan).	Drumboe Lower, Stranorlar.	Stranorlar M.D.	Regional	AHS
245	40838010	Allied Irish Bank	Attached two-bay three-storey bank building with bank manager's accommodation over, built c. 1897, having projecting box-bays to upper floors, half-dormer attic level, bank front at ground floor level, and with three-storey return and gabled stair return to the rear (south).	Main Street, Ballybofey.	Stranorlar M.D.	Regional	AAS
246	40838019	Victor's Restaurant (Former Market House)	Attached three-bay two-storey former market house, built 1862, having central shallow full-height single-bay breakfront, projecting full-height pilasters (on square-plan) to the corners of the main elevation (north), and with screen walls to either	Main Street, Ballybofey.	Stranorlar M.D.	Regional	AHS

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
			side (east and west) of the main elevation having integral round-headed carriage-arches with ashlar sandstone surrounds.				
247	40838025	House	Detached three-bay two-storey house, built c. 1910, having projecting single-bay flat-roofed porch to the centre of the main elevation (south-west).	Drumboe Avenue, Stranorlar.	Stranorlar M.D.	Regional	A
248	40838026	House	Semi-detached two-bay two-storey house, built 1935, having gabled-fronted full-height canted bay window to the north-east end of the main elevation (south-east).	Main Street, Stranorlar.	Stranorlar M.D.	Regional	A
249	40838027	The Haven	Semi-detached two-bay two-storey house, built 1935, having gabled-fronted full-height canted bay window to the south-west end of the main elevation (south-east).	Main Street, Stranorlar.	Stranorlar M.D.	Regional	A
250	40838042	Former Stranorlar Presbyterian Manse	Detached three-bay two-storey former Presbyterian manse, built c. 1881, having single-bay canted bay windows with hipped slate roofs over to either end of the main elevation (east\south-east) with central shallow projecting porch between having cast-iron railings over, and with two-storey return to the rear (west\north-west).	Meeting House Lane, Stranorlar.	Stranorlar M.D.	Regional	AS
251	40838047	Drumboe Castle	Remains of detached multiple-bay three-storey former outbuilding and coach house associated with Drumboe Castle (now demolished, 1945), built c. 1770.	Drumboe Lower, Stranorlar.	Stranorlar M.D.	Regional	AH
252	40838048	Stranorlar Catholic Graveyard	Graveyard (on irregular-plan), originally laid out c. 1820. Formerly also the site of Stranorlar Catholic church, built c. 1820, and demolished c. 1870	Chapel Lane, Stranorlar.	Stranorlar M.D.	Regional	AS
253	40907834	House	Detached three-bay single-storey vernacular house, built c. 1780, having canted windbreak porch to the south-west end of the front elevation (south-east), bed out-shot to the rear (north-west), single-bay two-bay byre\ outbuilding attached to the north-east gable end with water trough projection, and with two single-storey outbuildings to the south-west. Section of rubble stone walling adjacent to porch.	Drumboe, Stranorlar.	Stranorlar M.D.	Regional	A
254	40907836	Graveyard	Former union workhouse graveyard on rectangular-plan, in use c. 1845 - 51 and into twentieth century, containing unmarked graves of victims of the Great Famine. Originally associated with Stranorlar Union Workhouse, demolished sometime during the mid-twentieth century.	Mullindrait, Stranorlar.	Stranorlar E.A..	Regional	HS
255	40801002	Castlefinn Bridge	Five-arch road bridge over river built c. 1770 with four dry arches to north and four to south, with rubble stone. Ashlar and	Castlefinn, Stranorlar	Stranorlar M.D.	Regional	ATS

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
			nap rendered, lined and ruled cutwaters to both sides and rubble stone arches and rubble stone soldier course to parapet				
256	40801003	House	End of terrace five-bay three-storey house built c.1800 with extension to right-hand side, now in use as two houses, with two-and single-storey extensions to rear. One of an original terrace of four	The Diamond, Castlefinn	Stranorlar M.D..	Regional	AGS
257	40801004	House	Mid-terrace five-bay three-storey house built c. 1800 with two- and single-storey extension to rear and formerly with shop to ground floor. One of an original terrace of four	The Diamond, Castlefinn	Stranorlar M.D..	Regional	AGS
258	40801005	House	Mid-terrace five-bay three-storey house built c. 1800. One of an original terrace of four	The Diamond, Castlefinn	Stranorlar M.D..	Regional	AGS
259	40801006	House	End of terrace five-bay three-storey house built c.1800 with two-storey extension to rear and shop to ground floor. One of an original terrace of four	The Diamond, Castlefinn	Stranorlar M.D..	Regional	AGS
260	40801007	Donaghmore Parochial Hall	Detached four-bay single-storey former school built c. 1860 with central chimney and paired projecting entrance porches to end-bays, now in use as a parochial hall	Donaghmore Glebe, Castlefinn	Stranorlar M.D..	Regional	ASM
261	40801008	St Mary's Church	Detached single-storey cruciform Catholic church built in 1822 with transepts and sacristy added	Castlefinn, Stranorlar	Stranorlar M.D..	Regional	ADSM
262	40801009	Congregational Church	Detached Congregationalist Church built c. 1870 with vestry to rear and gabled breakfront to entrance façade	Castlefinn, Stranorlar	Stranorlar M.D..	Regional	ASM
263	40801012	Donaghmore House	Detached three-bay two-storey house with dormer attic built c.1885 with single-storey canted bay windows to both sides of projecting central bay surmounted by canted bay window	Donaghmore Glebe, Castlefinn	Stranorlar M.D..	Regional	AIOM
264	40905515	Corn Mill	Detached three-bay single-storey over basement former mill built c. 1825 with external waterwheel and single-storey extensions to south, now disused	Clashygowan, St. Johnson	Stranorlar M.D..	Regional	IO
265	40906201	Oakfield House	Detached five-bay two-storey over basement deanery built 1739 with dormer attic and single-storey extension to west, under restoration in 1997	Oakfield Demesne, Raphoe	Stranorlar M.D..	National	ASM
266	40906203	Annie Tourish	Detached three- bay two-storey thatched house built c. 1825 with six-bay single-storey outhouses to right-hand side, two-bay single- storey extension to left-hand side and extension to rear, c. 1985, now a public house	Whitecross, Drumbeg, Raphoe	Stranorlar M.D..	Regional	VM
267	40906301	St Baithin's Church	Detached Gothic Revival Roman Catholic church built 1857-60 on cruciform plan with projecting gabled entrance porch	St.Johnston	Stranorlar M.D..	Regional	AIP

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
			to south-east and sacristy to north-west with single-storey two- bay external renovations c.1965				
268	40906302	St Johnston Presbyterian Church	Detached late Georgian Gothic-style Presbyterian church built 1849 with gallery internally, vestry to rear and three stage tower to east front built 1859, refurbished in 1982-4	St. Johnston	Stranorlar M.D..	Regional	AIOS
269	40906303	Chapel of Ease of St Columba	Detached Gothic-Revival Church of Ireland Church built c.1830 with three-bay single-storey house to west having dormer attic, with polygonal apsidal east end and projecting gabled entrance porch with bellcote	Chapel of Ease, Craigdooish	Stranorlar M.D..	Regional	AIM
270	40906304	Castletown	Detached five-bay two-storey over basement house with attic built c. 1740 with single-storey over basement scullery to rear	Castletown, St. Johnstown	Stranorlar M.D..	Regional	AISM
271	40906305	Old Castletown	Detached four-bay single-storey thatched farmhouse c. 1840 with attic and single-bay addition to west and enclosed porch to north rear	Old Castletown, Castletown, St. Johnstown	Stranorlar M.D..	Regional	IVDM
272	40906801	Cloghan Lodge	Detached five-bay two-storey Tudor-Revival house built c. 1925 with gabled projecting end-bays and central recessed Doric loggia with projecting central bay with dormer attic, and various extensions to rear	Cloghan Lodge, Cloghan	Stranorlar M.D..	Regional	AISM
273	40906901	Convoy Reformed Presbyterian Church	Detached six-bay single-storey Presbyterian church built 1805 with single-storey boiler and vestry lean-to extension to south-east	Convoy	Stranorlar M.D..	Regional	AIS
274	40906904	Convoy House	Detached nine-bay two-storey over basement house with three-bay full-height bowed windows to both ends of front elevation, built 1806, damaged by fire in 1971, re-roofed c. 1990.	Convoy	Stranorlar M.D..	Regional	AGSM
275	40906905	Convoy House, Gates & Lodge	Gothic-style castellated entrance gateway and gate lodge to Convoy House, dated 1878	Convoy	Stranorlar M.D..	Regional	AGSM
276	40906906	Convoy Enterprise Centre	Detached eight-bay three-storey former woollen mills built 1883 with five-storey brick tower with boiler house to side, ten-bay extension to north, eight-bay extension to west, twelve-bay extension to north-west and frontage building to east	Convoy	Stranorlar M.D..	Regional	AD
277	40906908	Mullaghagarry Tower	Detached observation tower built c. 1810 with stone stair on circular plan in square rubble stone tower	Mullaghagarry, Killygordon	Stranorlar M.D..	Regional	AGS

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
278	40906915	Farm House	Detached three-bay two-storey cottage with projecting porch built in c. 1920.	Magheracorn, Convoy	Stranorlar M.D..	Local	AH
279	40907019	Drumineney House	Detached three- bay two-storey Georgian country house with two storey to west and single- storey extension to south, c. 1800, with three-bay two-storey Victorian addition to front built c. 1865 with two-storey canted bay windows	Drumineney House, Raphoe	Stranorlar M.D..	Regional	AIS
280	40907020	St. Patrick's Church	Detached Catholic Church on cruciform plan built 1963 with detached bell-tower and covered walkway to west, two-storey accommodation to south, bell-tower of previous church c. 1820 is retained on the site	Murlough, Ballindrait	Stranorlar M.D..	Regional	AIPS
281	40907022	Green Hills	Detached five-bay two-storey over basement house built c. 1750, renovated c.1850	Maghreahee, Castlefinn	Stranorlar M.D..	Regional	AIDSM
282	40907023	Carnone Presbyterian house	Detached three-bay four-storey gable-fronted neo-classical Presbyterian Church built 1868 with vestry to rear	Carnowen, Raphoe, Lifford	Stranorlar M.D..	Regional	AGSM
283	40907025	Ardvarnock House	Detached three-bay two-storey late Georgian house on L-shaped plan built c. 1820 with two-storey extension to rear c. 1980	Ardvarnock House, Convoy	Stranorlar M.D..	Regional	AIGSM
284	40907026	Cavanacor House	Detached five-bay two-storey mid-Georgian House, c. 1750 possibly containing fabric of earlier house c. 1610, porch added c. 1850, reusing doorcase of c. 1820	Cavancor, Ballindrait	Stranorlar M.D..	National	AHIGPSM
285	40907113	Port Hall	Detached five-bay two-storey over basement mid-Georgian house built in 1746 with dormer attic with Diocletian windows to gables to entrance and rear facades	Port Hall, Lifford	Stranorlar M.D..	National	AIGPS
286	40907120	Lodge, Clonleigh House	Detached three-bay single-storey Gothic –Revival former gate lodge built c. 1860 on T-shaped plan with projecting gabled entrance porch and box bay window to south-east end	Clonleigh House, Clonleigh, Lifford	Stranorlar M.D..	Regional	ASM
287	40907702	St. John's Church	Detached Gothic-Revival Church of Ireland church built 1877-79 with single-bay chancel, vestry and extension to east end and offset tower with broach spire to south-west	Glenmore, Ballybofey	Stranorlar M.D..	Regional	ASM
288	40907703	Donaldson Memorial Hall	Detached four-bay single-storey parish hall built 1901, with projecting gabled porch, gabled central window to east side, single-storey extension to west, c. 1980	Glenmore, Ballybofey	Stranorlar M.D..	Local	AIM
289	40907813	Edenmore House	Detached three-bay two-storey house built c. 1780 with full-height canted entrance bay, screen walls to both sides linking to single-bay pavilions with canted frontages, with attic storey and three-storey split level return to rear	Edenore House, Killygordon	Stranorlar M.D..	Regional	ASM

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
290	40907816	Stranorlar Church	Free-standing Georgian Gothic Church of Ireland church built c. 1730 with chancel and transepts added 1863 with tower to west end, porch to west of north transept and vestry over basement to east	Stranorlar	Stranorlar M.D..	Regional	APM
291	40907818	Killygordon Bridge	Seven-arch road bridge over river built in 1782 with rubble stone voussoirs vaults, abutments, cutwaters, with refuges and parapets, concrete casings to base of piers	Killygordan	Stranorlar M.D..	Regional	ATS
292	40907819	Killygordon House	Detached five-bay two-storey house built c. 1780 with full height canted central projection bay to frontage and two-storey extensions and adjoining single-storey sheds to rear	Killygordan	Stranorlar M.D..	Regional	AIGFM
293	40907821	St Patrick's Church	Detached Gothic-Revival Catholic Church c. 1893-5, with aisles to both sides of nave, gabled projecting sacristy to south and steeples to north-west corner, and internal choir gallery with projecting cylindrical stair tower to west as access	St. Patrick's Church, Crossroads, Killygordan	Stranorlar M.D..	Regional	AIPDSM
294	40907832	Stranorlar County House	Detached three-bay two-storey 'L'-shaped house built late c. 1820.	Letterkenny Road, Stranorlar	Stranorlar M.D..	Regional	A
295	40907914	Clady Bridge	Nine-arch road bridge over river built c.1775, partly reconstructed in 1832 with rubble stone voussoirs vaults, cutwaters, abutments and parapet and with refuges over cutwaters and concrete casings to cutwater bases	Castlefinn, Lifford	Stranorlar M.D..	Regional	ATS
296	40907915	St Columba's Church	Detached Gothic-Revival Catholic Church built in 1867 on cruciform plan with apsidal chancel, gabled side chapels to both sides, lean-to sacristy to east corner and steeple with octagonal spire to south built in 1891, with gabled porch to south end of nave	Donnyloop, Castlefinn	Stranorlar M.D..	Regional	AIPSM
297	40907916	Alt Presbyterian Church	Detached four-bay single-storey Presbyterian Church built in 1834, Doric pedimented portico with projecting vestry to south	Alt Presbyterian Church, Castlefinn	Stranorlar M.D..	Regional	AGSM
298	40907919	Liscooly Bridge	Seven-arch humpbacked bridge carrying road over the River Finn, built c. 1801, having five arches over river and two dry arches to the south end.	Liscooley, Killygordan	Stranorlar M.D..	Regional	ATS
299	40907921	Magherycallaghan House	Detached two-storey three-bay over-basement property set on spacious plot. Various extensions to the rear and side.	Magherycallaghan, Castlefin, Lifford.	Stranorlar M.D..	Regional	AH

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
			Part of large farmstead connected to the property survives in close proximity.				
300	40832013	Mannie's Bar	Detached corner-sited six-bay single-storey public house and dwelling with attic level, built c. 1860, having three-bay public house to the east end and three-bay dwelling to the west end. Various modern single- and two-storey extensions to the rear (south) and to the south-east.	Main Street, Convoy	Stranorlar M.D..	Regional	AST

Donegal Municipal District

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
301	40801102	Methodist Church	Detached four-bay single-storey over basement Methodist church with neo-Norman façade surmounted by bell cote	Donegal	Donegal M.D..	Regional	ADSM
302	40801105	Eske Bridge	Three arch road bridge over river Eske built C, 1840 with Ashlar voussoirs to segmental arches, cutwaters, piers, vaults and parapets, with footpath extension downstream to west having concrete beam spans and concrete block supports, c. 1975.	Donegal	Donegal M.D	Regional	ATS
303	40801107	Presbyterian Church	Detached three-bay single-storey T-plan Presbyterian church with bellcote to entrance gable built 1866	Donegal	Donegal M.D	Regional	ASM
304	40801108	Court House	Detached four-bay single-storey courthouse, built c. 1835 with two-storey over basement offices and former cells to rear and projecting bay to north street, with split-level two-storey extension and single-storey porch c. 1890, now also used as a Chamber of Commerce	Tyrconnell St. Donegal	Donegal M.D	Regional	AISM
305	40801109	Donegal Parish Church	Detached late-Georgian Gothic-style Church Of Ireland church with tower to south-west built 1825-8; with chancel added to north-east c. 1890, with internal gallery and transept to north side	Tyrconnell Street, Donegal	Donegal M.D	Regional	AIPSM
306	40801110	AIB Bank	Terraced five-bay two-storey bank built c.1860 with Ashlar balcony over central entrance door	The Diamond, Donegal	Donegal M.D	Regional	ASM
307	40801202	Templecarne Parish Church	Detached Neo-Norman style Church of Ireland church built 1838 with chancel to south and gabled porches and vestibule to north with bellcote cover	Pettigo, Donegal	Donegal M.D	Regional	AGSM
308	40801203	Former Market House	Detached four-bay two-storey gable fronted former Market House and dispensary built c. 1835 with external stairs to left-hand side	Pettigo, Donegal	Donegal M.D	Regional	AHSM
309	40801205	Bank House	End of terrace pair of single-bay three-storey houses built c. 1820, with two-storey split-level extension to rear and bank formerly to ground floors, retaining timber sash windows and early glass	Pettigo, Donegal	Donegal M.D	Regional	AIGDSM
310	40801206	Former semi-detached house	Formerly semi-detached, now in mid-terrace, two-bay three-storey house built c. 1820, with two-storey split-	Pettigo, Donegal	Donegal M.D	Regional	AIGDSM

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
			level extension and wing to rear with integral carriageway				
311	40801207	Former semi-detached house	Formerly semi-detached, now in terraced two-bay three-storey house built c. 1820, with single-bay two-storey extension to right-hand side and two-storey split-level extension to rear	Pettigo, Donegal	Donegal M.D	Regional	AIGSM
312	40801208	Memorial	Carved limestone and pink granite World War 1 Memorial mounted on boundary wall	Pettigo, Donegal	Donegal M.D	Regional	AS
313	40850001	Pettigo Corn and Saw Mill	Complex of former corn and saw mill buildings, built c. 1820 and extended in 1851, comprising main eight-bay two- and storey building to building to the north and three-bay three-storey building to the south. Later also in use as a power generation station c. 1930 - 1962.	Ardnaglass, Pettigoe	Donegal M.D.	Regional	AHT
314	40801401	Assaroe Bridge	Road bridge over river in two irregular segmental arches, rubble stone voussoirs and abutments and cutwater upstream to central pier and rubble stone vaults, built c. 1650	Abbey Island, Ballyshannon	Donegal M.D	Regional	ATS
315	40801404	Former Corn Mill	Detached three-storey over-basement corn mill built c.1860 with two-storey lean-to extensions to south-east and north-west and two-bay single-storey addition beyond to north-west at first floor level	Abbey Island, Ballyshannon	Donegal M.D	Regional	TGOS
316	40801410	Dorrian's Thatched Pub	Terraced three-bay three-storey public house with thatched roof c. 1850 as house, with three-bay single-storey extension on L-shaped plan to right-hand side	Bishop Street, Townparks, Ballyshannon	Donegal M.D	Regional	VSM
317	40801501	Erne Carpets & Furniture	Detached six-bay two-storey over basement former barracks built 1700 with projecting ground floor shop to right-hand side four-bay wing to rear and lantern rooflight, now in use as shops, pub, offices and dwelling	Townparks, Ballyshannon	Donegal M.D	National	AHIPSM
318	40801502	End-of-terrace house	End-of-terrace five-bay three-storey over basement Georgian house built c.1780 with Gibbsian doorcase with ground floor partly remodelled as shop	Ballyshannon	Donegal M.D	Regional	AGS
319	40801503	J Mulligan & Sons Ltd	Detached six-bay four-storey warehouse built c. 1860 on T-shaped plan with single-storey covered area to north built c. 1970	The Mall, Townparks, Ballyshannon	Donegal M.D	Regional	AS

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
320	40801504	Veterinary Clinic	Detached gable-fronted Gothic-Revival two-bay former Methodist meetinghouse built with single-bay single-storey porch to right-hand side	The Mall, Ballyshannon	Donegal M.D	Regional	AGPS
321	40801505	Lia Fall	Detached three-bay two-storey house with attic built c. 1815 with two-storey extension to rear	The Mall, Ballyshannon	Donegal M.D	Regional	AIDSM
322	40801506	Courthouse	Detached three-bay gable-fronted courthouse built 1880 with single-storey recessed wings to both sides	The Mall, Townparks, Ballyshannon	Donegal M.D	Regional	ASM
323	40801507	Ballyshannon Presbyterian Church	Detached Presbyterian Church built c. 1840 with single-bay gabled Gothic-Revival extension to east with projecting gabled entrance porch and entire building re-roofed c. 1885	The Mall, Ballyshannon	Donegal M.D	Regional	AGSM
324	40801508	House	Terrace of three two-storey Victorian houses built c. 1890, consisting of two two-bay houses and one three-bay house incorporating an arched carriageway	Upper Main Street, Ballyshannon	Donegal M.D	Regional	AGDSM
325	40801510	House	End-of terrace three-bay two-storey house built c. 1820 with projecting entrance bay and tripartite stone doorcase, with attic and stair return to rear. Refurbished c, 1990	The Mall, Ballyshannon	Donegal M.D	Regional	AS
326	40801511	Toner's Pharmacy	Terraced three-bay three-storey former house built c. 1860 with two-storey single-bay gabled stair return to rear with ground floor remodelled as shopfront c. 1920	Townparks, Ballyshannon	Donegal M.D	Regional	ADSM
327	40801512	The Condon Property	Detached five-bay two-storey over basement with attic late-Georgian house built c. 1810 with Doric doorcase, now semi-derelict and disused	Townparks, Ballyshannon	Donegal M.D	Regional	AIGDSM
328	40801513	Dungravenan Promontory Fort	Site of Dunraven Promontory Fort, C.?, with defensive ditch to north-east and cavities containing possible entrances to cave or souterrain on both sides of promontory	Dungravenan Townparks, Ballyshannon	Donegal M.D	National	F
329	40801514	St Joseph's Church	Detached church with tower to east built 1886 and old and new projecting sacristies to south, with choir gallery within	Carrickboy, Ballyshannon	Donegal M.D	Regional	AIPSM
330	40801515	Inis Samer	Detached three-bay two-storey house built c.1885 with projecting entrance porch to south, veranda and oriel window to east, two- and single-storey extensions to rear	Ballyshannon	Donegal M.D	Regional	AISM

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
331	40801517	Rock Home	Detached seventeen-bay two-storey Tudor-Revival workhouse built 1842 on H-shaped plan with two-bay three-storey gabled projecting pavilions to both ends and four-storey towers, with various subsequent additions and alterations, now in use as a retirement home	Carrickboy, Ballyshannon	Donegal M.D	Regional	AHIGPM
332	40801518	Work House/Masters House	Detached five-bay two-storey Tudor-Revival Workhouse Infirmary built on L-shaped plan with gabled end-bays and gablets over central bays, now in use as County Council and Urban District Council Offices	The Rock, Ballyshannon	Donegal M.D	Regional	AHGPM
333	40801521	Gallogley's Jewellers	Detached two-bay four-storey Scottish Baronial style former bank built 1878 with basement below, tall two-storey clock and bell tower rising from crow-stepped gables to projection to street, with single-storey projection to rear, now in use as a shop	Main Street, Townparks, Ballyshannon	Donegal M.D	Regional	ASM
334	40801523	AIB Bank	Terraced two-bay single-storey neo-classical bank cash office with pedimented composite doorcase in symmetrical composition to façade, with arch to right-hand side to car park to rear built c. 1885, with single-storey extension to rear	Townparks, Ballyshannon	Donegal M.D	Regional	AIPSM
335	40801524	House	End –of-terrace three-bay two-storey former Georgian house with basement and attic built c. 1783, with two-bay two-storey return to rear and outhouses, now in use as offices	Upper Main Street, Ballyshannon	Donegal M.D	Regional	ASM
336	40801526	Castle Hardware & DIY	Mid-terrace five-bay three-storey former house built c. 1170 with Doric pedimented doorcase, incorporating arched carriageway, ground floor partly remodelled with shopfront, c. 1890, façade enriched c. 1925	Castle Street, Townparks, Ballyshannon	Donegal M.D	Regional	AIDSM
337	40801527	St Patrick's Church	Detached Romanesque-Revival Catholic church built in 1842, with steeple to north and two-storey over basement sacristy to south built with chancel apse to east and entrance porch to west added c. 1860, with single-storey crying chapel extension to south	Townparks, Ballyshannon	Donegal M.D	Regional	AIPM
338	40801529	St. Catherine's Convent	Detached nine-bay three storey convent, c. 1880 with projecting gabled end-bays, recessed entrance, projecting accommodation sanitary and stair wings to south	Townparks, Ballyshannon	Donegal M.D	Regional	AIPSM

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
339	40801531	Portnason House	Detached three-bay two-storey over basement late-Georgian house built c. 1820 with two-bay two-storey over basement extension on square plan to rear built c. 1860, with projecting composite order entrance porch, added c. 1860, remodelled to rear c. 1990	Portnason, Ballyshannon	Donegal M.D	Regional	AIGSM
340	40852003	House	Semi-detached three-bay single-storey house, built c. 1920, having single-bay gabled projections to the west-end bay and veranda to entrance front (north).	Abbeylands, Ballyshannon	Donegal M.D.	Regional	A
341	40852004	Catsby Cave	Former mass rock, in use from c. 1695 to c. 1750, comprising a flat projecting area of rock c. 2 metres x c. 0.5 metres traditional known as an 'altar'. Set in natural cave in a depression surrounded on three sides by natural rock walls (former quarry?) on the north bank of the Abbey River.	Abbey Island, Ballyshannon	Donegal M.D.	Regional	AS
342	40852008	House (Thatched Cottage)	Detached three-bay single-storey vernacular house, built c. 1800, having single-storey lean-to extension/outbuilding attached to the north-west gable end.	Bishop Street, Rossnowlagh Road, Ballyshannon	Donegal M.D.	Regional	AT
343	40852016	St. Anne's Church of Ireland Church	Freestanding five-bay Church of Ireland church, built 1735 or 1745 and extensively rebuilt 1839 - 42, having shallow single-bay chancel to the east adjoined to the south side by single-bay vestry, 1839 - 42, and three-stage tower built (on square-plan) to the west gable (slightly offset to the south side of centre), built c. 1735 or 1745 and altered c. 1903, having Irish-style crenellations over to the parapet corners. 'Repairs' carried out in 1899.	Townparks, Ballyshannon	Donegal M.D.	Regional	AAAHS
344	40852017	House	Attached end-of-terrace five-bay three-storey over basement house, built c. 1785, having single-storey extension attached to the north gable, c. 1920 and returns to the rear (west).	Main Street, Church Lane, Ballyshannon	Donegal M.D.	Regional	A
345	40852018	House	Attached two-bay three-bay house, built c. 1860. Formerly in use as a customs office/post c. 1900, and later as a retail outlet from c. 1930 to c. 1970.	Upper Main Street, Ballyshannon	Donegal M.D.	Regional	AS
346	40852020	House	Terraced four-bay three-storey house, built c. 1820, having former shopfront, c. 1920, to the south end of the main elevation (east).	Market Street, Ballyshannon	Donegal M.D.	Regional	A

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
347	40852021	The Market House	Attached three-bay two-storey public house, built c. 1860, altered c. 1980.	Market Street, Ballyshannon	Donegal M.D.	Regional	A
348	40852023	Kelly's Pharmacy	Mid-terraced attached two-bay three-storey house and retail outlet, built c. 1850, having shopfront to ground floor, c. 1950.	Main Street, Ballyshannon	Donegal M.D.	Regional	A
349	40852024	Dorrian's Pharmacy	Corner-sited multiple-bay three-storey commercial building with accommodation over. , built c. 1910. having canted corner and façade that follows line of Castle Street. Shopfront to the canted corner and to west and south elevations adjacent.	Main Street/ Castle Street, Ballyshannon	Donegal M.D.	Regional	A
350	40852026	McIntyre's Saloon Bar	Terraced three-bay two-storey public house, built c. 1875, having dormer attic level and with shopfront to ground floor.	The Mall, Ballyshannon	Donegal M.D.	Regional	A
351	40852028	House	Attached end-of-terrace four-bay three-storey house, built c. 1860, having modern extension and conservatory to rear (south).	The Mall, Ballyshannon	Donegal M.D.	Regional	A
352	40852029	House	Terraced two-bay two-storey house, built c. 1810. Two-storey return to the rear (south). One of a terrace of three along with neighbours to the west.	The Mall, Townparks, Ballyshannon	Donegal M.D.	Regional	A
353	40852030	House	Terraced two-bay two-storey house, built c. 1810. One of a terrace of three along with neighbours to either side.	The Mall, Ballyshannon	Donegal M.D.	Regional	A
354	40852031	House	Terraced two-bay two-storey house, built c. 1810. Having two-storey return to the rear (south). One of a terrace of three along with neighbours to the east.	The Mall, Ballyshannon	Donegal M.D.	Regional	ACS
355	40852039	Epworth	Detached three-bay two-storey former Methodist manse, built c. 1900, having projecting central entrance bay surmounted by canted bow at first floor level.	The Mall, Townparks, Ballyshannon	Donegal M.D.	Regional	AH
356	40852043	The Mall Quay	Pier and quay on roughly rectangular-plan, built c. 1775 and altered c. 1835 and 1880. Possibly containing pre-1700 fabric.	Townparks, Ballyshannon	Donegal M.D.	Regional	HST
357	40852047	St Patrick's Catholic Presbytery	Detached three-bay two-storey presbytery or parochial house, built c. 1900, having gable-fronted bay to the west end of the front elevation (south) with two-storey canted bay window, shallow projecting flat-roofed porch to the central bay of the main elevation, single-storey canted bay to the east end of the main elevation, and having two-	College Street, Ballyshannon	Donegal M.D.	Regional	AS

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
			storey return to the rear (north). Extended to rear, c. 2000, with two-storey extension to north end of return; single-bay entrance porches to the east gable end of original building and to east elevation of extension.				
358	40852048	House	End-of-terrace two-bay two-storey house with attic level, built c. 1885. One of a group of three houses along with its neighbours to the east.	18 College Street, Ballyshannon	Donegal M.D.	Regional	AA
359	40852049	House	Mid-terrace two-bay two-storey house with attic level, built c. 1885, possibly with basement level to rear (south). One of a group of three houses along with its neighbours to the west and the east.	College Street, Ballyshannon	Donegal M.D.	Regional	AA
360	40852050	House	End-of-terrace attached three-bay two-storey house with attic level, built c. 1885. One of a group of three houses along with its neighbours to the west (see 40852048 and 40852049).	College Street, Ballyshannon	Donegal M.D.	Regional	AA
361	40852053	House	Terrace of three two-bay three-storey houses with half-dormer attic levels, built c. 1885, having various modern extensions to the rear (north).	College Street, Ballyshannon	Donegal M.D.	Regional	A
362	40852055	House (Former school)	Detached three-bay two-storey house or former national school, built c. 1870, having single-bay lean-to extension attached to the west gable end.	College Road, Ballyshannon	Donegal M.D.	Regional	AS
363	40852057	Sheil Hospital	Detached eleven-bay two-storey over basement hospital with attic storey, dated 1894, having central single-bay three-storey gable-fronted breakfront to the main elevation (north), projecting three-bay three-storey gable-fronted breakfronts to the penultimate bay to either end (east and west) of entrance elevation (north) and rear elevation (south), and with canted two-storey projection to the centre of the rear elevation (south). Altered in 1932.	College Road, Ballyshannon	Donegal M.D.	Regional	AS
364	40852064	Ballyshannon Bridge	Single-span road bridge carrying road over River Erne/tailrace of Cathleen's Falls Hydroelectric Power Station (40852084), built 1946-7. Possibly incorporating some fabric of earlier bridge to the south end (arches now infilled), built c. 1680.	Ballyshannon	Donegal M.D.	Regional	AT

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
365	40852069	Erne Mills	Detached multiple-bay four-story over two-storey basement level to north former mill and distillery, built c. 1825 and extended c. 1840, having two-storey building attached to the east of building, possibly reduced in height. Site slopes away to the north creating six-bay elevation to north (River Erne) elevation).	West Port, Ballyshannon	Donegal M.D.	Regional	AH
366	40852077	The Rock Barracks	Sections of boundary wall on irregular-plan surrounding site of former Rock Barracks, erected c. 1798. Barracks now demolished, formerly on D-shaped plan extending to the south of the present sites.	West Rock, Ballyshannon	Donegal M.D.	Regional	AH
367	40852078	Ordnance stone/marker	Cut stone post on square-plan having pyramidal-head, erected c. 1835, having Ordnance Survey benchmark and incised letter.	West Rock, Ballyshannon	Donegal M.D.	Regional	HST
368	40852080	Post box	Wall-mounted cast-iron post box, erected c. 1935, having 'Post Office' in raised lettering over letter flap and 'Carron Company Stirlingshire' foundry mark to the base. Set into modern pier at crossroad site immediately to the south of Ballyshannon Bridge, and to the south of the town centre. Moved to its present location from another site, c. 2000.	Carrickboy, Ballyshannon	Donegal M.D.	Regional	ST
369	40852087	Post box	Wall-mounted cast-iron post box, c. 1915, with ' G.R.' royal cipher and raised crown motif. Raised 'Post Office' lettering to letter flap and foundry name to the base (not read). Set into rubble stone wall to the south-east of Ballyshannon town centre	East Port, Ballyshannon	Donegal M.D.	Regional	HST
370	40852089	Post box	Wall-mounted cast-iron post box, c. 1905, with ' ER VII.' royal cipher and raised crown motif. Raised 'Post Office' lettering to letter flap and foundry name to the base (not read). Set into rubble stone wall to the south-west of Ballyshannon town centre, at main entrance to the former distillery and industrial complex.	West Port, Ballyshannon	Donegal M.D.	Regional	HST
371	40852090	Paupers Graveyard	Former union workhouse graveyard on irregular-plan, used between c. 1830 and c. 1855, containing unmarked graves of victims of the Great Famine.	Church Lane, Ballyshannon	Donegal M.D.	Regional	HS
372	40852092	Allingham Memorial	Carved stone memorial commemorating the poet William Allingham to centre of east parapet of Ballyshannon Bridge, erected c. 1895, comprising rectangular marble plaque with inscribed text to centre flanked to either side	Ballyshannon Bridge, Ballyshannon	Donegal M.D.	Regional	AH

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
			(south and north) by carved stone inverted console brackets, and having carved stone pediment over with Irish harp and shamrock motifs in bas-relief to tympanum.				
373	40910752	House	Detached three-bay single-storey vernacular house, built c. 1860, having projecting porch to centre bay, single-bay single-storey extension to the west elevation, c. 1900, and lean-to single-storey extension to east gable c. 1950.	Abbeylands, Ballyshannon	Donegal M.D.	Regional	AT
374	40908001	Glen Tower	Detached two-storey coastguard tower built c. 1810 with machiolations to both corners and to centre of west elevation		Donegal M.D	Regional	AHGS
375	40908004	The Dwellings	Terrace of four-bay two-storey houses built c. 1910 with projecting single-storey porches, having large tanks on each porch roof, with single-bay single-storey extension to west and projecting glazed gabled rear porches	Glencolumbkille	Donegal M.D	Local	AGSM
376	40908901	Malin Beg Tower	Detached three-storey coastguard watchtower built c. 1810 with machiolations to both eastern corners and to centre of western seaward elevation	Malinbeg, Glencolmcille	Donegal M.D	Regional	AHGSM
377	40909001	Carrick Lodge Gate Lodge	Detached three-bay two-storey former gate lodge built c.1865 with single-storey wings to south-east projecting entrance porch to north-west and rusticated crow-stepped gables and quoins	Carrick Lower, Carrick, Glencolmkille	Donegal M.D	Regional	AGSM
378	40909003	St Columba's Church	Detached Gothic- Revival Catholic church built c. 1850 with tower to west, chancel to east, projecting gabled entrance porch to south and sacristy to north; tower completed c. 1910	Carrick Upper, Glencolumkille	Donegal M.D	Regional	AIPDSM
379	40909201	Corn Mill	Detached two-bay three-storey corn mill built c. 1870 with single-bay two-storey extension to west, with external waterwheel to north	Milltown, Newmills	Donegal M.D	Regional	HOS
380	40909204	Inver National School	Detached three-bay two-storey school building with Arts & Craft design set within it's own grounds	Drumbeg, Inver	Donegal M.D	Regional	
381	40909205	Thatched Cottage	Detached single-storey four-bay whitewashed thatched cottage.	Tievedooly, Inver.	Donegal M.D	Regional	AHS
382	40909206	Creamery Managers House	Detached three-storey two-bay former creamery Managers House built c. 1916 with hipped roof.	Drumduff, Inver.	Donegal M.D	Local	AHCS

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
383	40909303	St Mary's Church	Detached Gothic-style Catholic Church built in 1858 with tower added c. 1890, sacristy with galleries internally and central altar	Haugh, Donegal	Donegal M.D	Regional	ASM
384	40909304	Killymard Church	Detached three-bay Church of Ireland c. 1830 with chancel and vestry to north, c.1860 gabled porch and bell cote to south with toilet extension and boiler room to south-west corner	Ballydevitt, Co. Donegal	Donegal M.D	Regional	APSM
385	40909305	Killymard house	Detached five-bay two-storey over basement former rectory built in 1817, with projecting half-hipped entrance porch, with two-bay two-storey over basement extension to right-hand side, c.1860, with stair return, two- and single-storey over basement extensions	Eddrim Glebe, Mountcharles	Donegal M.D	Regional	ADSM
386	40909306	Eddrim Bridge	Double arched rubble railway bridge spanning road and river built c. 1850.	Dromore, Mountcharles	Donegal M.D	Local	AHC
387	40909401	Lough Eske Castle	Detached multiple-bay two- and three-storey over basement castellated country house/castle on complex irregular plan, built between 1859 - 61 and extended in 1914. Castle destroyed by fire in 1939 and unoccupied and derelict until c. 2007. Now rebuilt (2007) and in use as a hotel with multiple modern extensions to the rear (north-west) and to the south-west elevation.	Lough Eske Demesne, Barnesmore, Donegal	Donegal M.D	Regional	AGPDSFM
388	40909402	Christ Church	Detached Georgian-Gothic style Church of Ireland church built c. 1840 with chancel and vestry, tower to south, c.1870 and internal gallery	Lougheske Demesne, Barnesmore	Donegal M.D	Regional	AIGSM
389	40909403	Mill	Detached three-bay two-storey saw mill built c. 1870 with extensions uphill, turbine to north gable wall replacing mill wheel with lean-to housing, formerly with single-storey shed to east. Now demolished	Lough Eske Demesne, Barnesmore, Donegal	Donegal M.D	Local	O
390	40909405	Donegal District Hospital	Formerly detached five-bay two-storey Tudor-style workhouse infirmary built c. 1842 with projecting gabled end-bays and gablets to central bays, now annexed to hospital built c. 1970	Donegal District Hospital, Donegal	Donegal M.D	Regional	APM
391	40843006	Donegal Town Masonic Lodge	Detached corner-sited gable-fronted three-bay two-storey Masonic lodge, built c. 1880 and altered c. 1911, having single-storey lean-to addition attached to the rear (north).	1 Waterloo Place, New Row, Donegal Town	Donegal M.D.	Regional	AHS
392	40843012	The Scots Man's Bar	Terraced three-bay two-storey with dormer attic public house, built c. 1860, having integral carriage-arch to the	Bridge Street, Donegal Town	Donegal M.D.	Regional	AS

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
			south-east end of the main elevation (north-east) and two-storey return to rear (south-west).				
393	40843014	Hamiltons Yard	Attached nine-bay five-storey former warehouse/store, built c. 1830, having projecting single-bay gable-fronted block attached to the rear elevation (west) at the north end, and with full-height series of vertically-aligned loading bays/doors to the centre of the front elevation (east) having projecting gable-fronted canopy over formerly housing winch/hoist mechanism.	The Diamond, Donegal Town	Donegal M.D.	Regional	A
394	40843015	Shop/ retail outlet	Attached three-bay three-storey house, built c. 1830 with modern shopfront to the ground floor and integral segmental-headed/basket-arched carriage-arch to the north end of the front elevation (east).	The Diamond, Donegal Town	Donegal M.D.	Regional	A
395	40843016	Four Masters Memorial	Freestanding four-sided obelisk/memorial, erected 1938, having cruciform-plan capping/finials to top with gabled/triangular projection to the centre of each face. Constructed of ashlar sandstone and set on ashlar sandstone plinth with chamfered ashlar sandstone coping over.	The Diamond, Donegal Town	Donegal M.D.	Regional	AA
396	40843018	Simple Simon's	Attached two-bay three-storey house, built c. 1840, having retail outlet with modern shopfront to ground floor. One of a pair with the building adjacent to the east	The Diamond, Donegal Town	Donegal M.D.	Regional	A
397	40843019	The Shoe Box	Attached end-of-terrace two-bay three-storey house, built c. 1840, having retail outlet with modern shopfront to ground floor. One of a pair with the building adjacent to the west	The Diamond, Donegal Town	Donegal M.D.	Regional	A
398	40843028	Post Box	Wall-mounted cast-iron post box, erected between 1924 - 46, having 'P&T' monogram in Gaelic script to head and with 'Jessop Davis', Enniscorthy, foundry mark to base.	Upper Main Street, Donegal Town	Donegal M.D.	Regional	ST
399	40843029	Church of the Four Masters	Freestanding Catholic church on complex-plan, built between 1930/1 - 35, having gable-fronted entrance elevation, side aisles (gable-fronted to the south of the entrance gable), double gable-fronted transepts to the side elevations (north and south), projecting gable-fronted porch projections to the north and south side elevations (between transepts), three-bay single-storey sacristy to the north-east corner having stepped parapet hiding flat	Upper Main Street, Donegal Town	Donegal M.D.	Regional	AAS

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
			roof, and with offset slightly battered/tapered five-stage 'round tower' belfry with feathered conical stone roof attached to the north-west corner.				
400	40843030	Milestone	Freestanding granite milestone on rectangular-plan, erected c. 1780, having pyramidal head. Inscriptions to the east and west faces now illegible.	Upper Main Street, Donegal Town	Donegal M.D.	Regional	HS
401	40843034	Bridge	Single-arch bridge carrying small access road over the Drummeeny River, built c. 1800. Roughly dressed sandstone voussoirs to arch; squared rubble sandstone masonry to arch barrel. Random rubble stone construction to spandrels and to parapet. Tarmacadam to carriageway.	Ardeskin, Donegal Town	Donegal M.D.	Regional	AT
402	40843035	Gates/railings	Gateway serving house (not in survey), erected c. 1880, comprising three cast-iron gate posts (on square-plan) having projecting plinth blocks to base and moulded capping with pyramidal finials over supporting decorative wrought-iron vehicular and pedestrian gates having decorative scrollwork to heads and cast-iron rosette motif to centres.	Glebe, Donegal Town	Donegal M.D.	Regional	AT
403	40843039	House	Attached terraced two-bay two-storey house, built c. 1910, having modern gable-fronted dormer opening at attic level. One of a group of three along with the buildings to either side	3 Eske Terrace, Castle Street, Donegal Town	Donegal M.D.	Regional	A
404	40843040	House	Attached terraced two-bay two-storey house, built c. 1910, having modern gable-fronted dormer opening at attic level. One of a group of three along with the buildings adjoining to the east side.	3 Eske Terrace, Castle Street, Donegal Town	Donegal M.D.	Regional	A
405	40843043	House	Terraced (mid-terrace) four-bay two-storey with half-dormer attic house, built c. 1910. Two gabled half-dormers to attic. One of a terrace of four buildings along with its neighbours to either side.	Tirchonaill Street, Milltown, Donegal Town	Donegal M.D.	Regional	A
406	40843047	House	Terraced two-bay three-storey house, built c. 1910, having two gablets over second floor window openings at roof level and flat-roofed single-storey canted window to the south-west end of the main elevation (south-east).	Tirchonaill Street, Mullans, Donegal Town	Donegal M.D.	Regional	A
407	40843048	House	Terraced two-bay three-storey house, built c. 1910, having two gablets over second floor window openings at roof level and flat-roofed single-storey canted window to the	Tirchonaill Street, Donegal Town	Donegal M.D.	Regional	A

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
			south-west end of the main elevation (south-east). Two-storey return and modern flat-roofed extension to the rear (north-west). One of a terrace of six.				
408	40843049	House	Terraced two-bay three-storey house, built c. 1910, having two gablets over second floor window openings at roof level and flat-roofed single-storey canted window to the south-west end of the main elevation (south-east). Two-storey return to the rear (north-west). One of a terrace of six.	Tirchonaill Street, Donegal Town	Donegal M.D.	Regional	A
409	40909317	House	Detached three-bay single-storey house with dormer attic former house, built c. 1890, having single gable-fronted dormer window opening to the centre of the main elevation (north).	Drumark Hill, Drumstevlin, Donegal Town	Donegal M.D.	Regional	A
410	40909946	Magherabeg House	Detached four-bay two-storey house on complex-plan), built c. 1870 and altered c. 1910, having advanced single-bay gable-fronted breakfront to the south-west end of the main elevation (south-west), later advanced single-bay gable-fronted breakfront to the north-east end of the main elevation (south-west), open canopy porch to the centre bays between gabled projections, and with multiple-bay two-storey return to the rear (north-west),	Lurganboy, Donegal Town	Donegal M.D.	Regional	A
411	40909602	Old Church	Ruins of former Church of Ireland Church built c. 1640	Kilcar, Donegal	Donegal M.D	Regional	F
412	40909603	Cottage	Detached four-bay single-storey thatched cottage built 1898 with extension to rear	Kilcar, Donegal	Donegal M.D	Regional	VM
413	40909604	St Cartha's Church	Detached Romanesque-style Catholic church built 1903/4 with aisles to both sides and sacristy to north-west	Keenaghan, Kilcar	Donegal M.D	Regional	AIPDSM
414	40909605	Corn Mill	Detached four-bay two-storey corn mill built c. 1825 with external waterwheel and perpendicular addition c. 1860	Leiter, Kilcar	Donegal M.D	Regional	AHIGOS
415	40909606	St. Matthew's Church of Ireland.	Detached single storey two-bay church hall with 2 tiers remaining on the west tower built c. 1828.	New Town Glebe, Kilcar.	Donegal M.D	Local	HCS
416	40909701	St John's Church	Detached Church of Ireland Church built in 1829 with polygonal chancel added to the south and steeple completed 1856-62; projecting gabled vestry to east	St. John's Church, Killybegs	Donegal M.D	Regional	AIPSM

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
417	40909702	St Mary of the Visitation	Detached Gothic-Revival Catholic Church c. 1840 with gabled three-bay transepts, sacristy to north and tower to south west and crying chapel extension to eastern corner	St. Mary of the Visitation, Killybegs	Donegal M.D	Regional	AIPSFM
418	40909703	Coastguards Station	Detached six-bay two-storey former coastguard station built in 1866 with single-bay three-storey tower to south-west with oriel machiolated windows to three sides and projecting single-storey entrance porches to rear, still in use as housing	Coastguards Station, Killybegs	Donegal M.D	Regional	AGPSM
419	40909704	The Old Rectory	Detached three-bay two-storey former Glebe House built c. 1830 with two-storey return to rear, conservatory to south and single-storey porch to frontage, c. 1910, bow windows to south east	Killybegs	Donegal M.D	Regional	AISM
420	40909705	National School	Detached nine-bay single- storey former national school built 1850 with two-storey gabled two- storey projecting end-bays with canted bay windows, gabled projecting central entrance bay with bellcote over and gabled entrance porches facing each other	Corporation, Killybegs	Donegal M.D	Regional	AISM
421	40909707	Fintragh House Stables	Detached nine-bay single-storey former stables with courtyards to rear with two-storey grooms and hands accommodation, built1896 with three-storey clock tower to centre of frontage with large coved eaves cornice, all now in ruins	Fintra House Stables, Killybegs	Donegal M.D	Regional	AGDM
422	40909715	Lighthouse	Detached five-bay single-storey lighthouse-keepers house built c.1837-8	Rotten Island, Carntullagh, Bruckless	Donegal M.D	Regional	APS
423	40909717	Lighthouse & Cottages	Detached cylindrical two-storey lighthouse built c.1830 with corbelled walkway and granite base to metal-framed light room, single-storey offices and dwelling forming courtyard to north-east	St. John's Point	Donegal M.D	Regional	AIGPSM
424	40909719	Robinson School	Detached 2-storey three-bay former school providing teachers accommodation below built c. 1838.	St. Catherine's Road, Killybegs.	Donegal M.D	Local	HCS
425	40845002	Killybegs Maritime and Heritage Centre	Detached former carpet factory, dated 1900, comprising single-storey with attic level and two-storey former factory with three-bay two-storey office/administration block to the north-west corner. Various multi-period and modern extensions (including apartments) to the rear (south).	Fintra Road, Killybegs	Donegal M.D.	Regional	AH

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
426	40845003	Water Pump	Freestanding cast-iron water hydrant, erected c. 1910, comprising fluted shaft on moulded base surmounted by fluted domed capping, and having lion's head motif to spout. Cast-iron bucket pedestal to base. Foundry mark 'Glenfield & Kennedy Ltd, Kilmarnock' to shaft.	New Row, Killybegs	Donegal M.D.	Regional	ST
427	40845005	Water Pump	Freestanding cast-iron water hydrant, erected c. 1910, comprising fluted shaft on moulded base surmounted by fluted domed capping with acorn finial over, and having moulded spout. Foundry mark 'Glenfield & Kennedy Ltd, Kilmarnock' to shaft, and 'Glenfield' to base.	Stoney Batter, Killybegs	Donegal M.D.	Regional	ST
428	40845006	Post Box	Wall-mounted cast-iron post box, erected c. 1925, having 'Post Office' in raised lettering over projecting letter flap and 'Carron Company Stirlingshire' foundry mark to the base.	Main St., Conlin Road, Killybegs	Donegal M.D.	Regional	ST
429	40845008	Bank of Ireland	Attached four-bay two-storey bank with dormer attic, built c. 1870, having single-storey extension, c. 1920, attached to the north-east (see record 40845009). Possibly originally in use as a house/hotel and converted to new use c. 1920. Single- and two-storey extensions to the rear (north-west).	Main St., Killybegs	Donegal M.D.	Regional	AS
430	40845009	Bank of Ireland	Attached three-bay single-storey extension to bank (see 40845008), built c. 1921, having slightly advanced bay to the north-east end of the main elevation (south-east). Roof hidden behind raised sandstone parapet with sandstone coping over, and pronounced sandstone cornice at eaves level.	Main St., Killybegs	Donegal M.D.	Regional	AS
431	40845011	House	End-of-terrace three-bay single-storey house, built c.1820. One of a group of four. Pitched natural slate roof with felt covering in places having raised render verge to the north gable end, smooth rendered chimneystacks to either end (chimneystack to the south shared with building to the south), cast-iron rooflights, and with some surviving sections of cast-iron rainwater goods.	Bridge St., Killybegs	Donegal M.D.	Regional	A
432	40845013	Water Pump	Freestanding cast-iron water hydrant, erected c. 1900, comprising fluted shaft on moulded base surmounted by fluted domed capping with acorn finial over, and having lion's head motif to spout. Cast-iron bucket pedestal to	The Hill, Killybegs	Donegal M.D.	Regional	ST

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
			base. Foundry mark 'Glenfield & Kennedy Ltd, Kilmarnock' to shaft.				
433	40845015	Ulster Bank	Detached four-bay three-storey bank, built c. 1900, having single-bay single-storey extension to west (c. 1925), and modern two-storey (split-level) and single-storey extensions to rear (north).	Main St., Killybegs	Donegal M.D.	Regional	AS
434	40909801	Church of St Joseph & Conall	Detached Romanesque-style Catholic Church built 1913 with two-bay transepts and free-standing round tower belfry	Bruckless, Dunkineely, Donegal	Donegal M.D	Regional	AIPSM
435	40909802	Bruckless House	Detached three-bay two-storey house c. 1760 with two-storey extension to rear projecting enclosed porch to south and two-storey extension to rear, single-storey porch to rear of return	Bruckless, Dunkineely, Donegal	Donegal M.D	Regional	AIGSM
436	40909809	Drumbeg Retirement Home	Detached three-bay two-storey over basement former house built c.1800 with projecting enclosed entrance porch, four-bay three- storey over basement bedroom extension to south c. 1910 and single- and two-storey extensions to east and three-storey over basement	Drumbeg Retirement Home, Inver	Donegal M.D	Regional	AIM
437	40909905	Church of the Sacred Heart	Detached Gothic-revival Catholic church built c. 1870, with polygonal chancel and gabled entrance porch, five-bay nave and sacristy to north-west	Mountcharles	Donegal M.D	Regional	AISM
438	40909906	Christ Church	Detached Gothic-Revival Church of Ireland church built c. 1861 with three-bay nave gabled entrance porch to south-east chancel and vestry extension to north-east	Mountcharles	Donegal M.D	Regional	AISM
439	40909907	The Hall	Detached five-bay three-storey over basement mid-Georgian house built c. 1750with projecting open glazed wrought iron porch to north-west added c. 1810 and having limewashed rubble stone farm buildings to rear	The Hall, Mountcharles	Donegal M.D	Regional	AIGDSM
440	40909909	Salt Hill House	Detached five-bay two-storey over basement house with projecting gabled central bay with arched attic window built c. 1780 with return to rear and five-bay single-storey sheds to north-east and two-bay single-storey sheds to south-west	Salt Hill House, Mountcharles	Donegal M.D	Regional	AGSM
441	40909912	Paddy Kelly's Cottage	Detached two-bay single-storey thatched cottage built c. 1850 with bed outshot to rear, restored 1992	Mountcharles	Donegal M.D	Regional	UV

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
442	40909913	Coxtown	Detached five- bay two-storey late-Regency house built c.1840 with pedimented breakfront central entrance bay and two-storey return on L-shaped plan to rear built c. 1800, plastic windows recently inserted, outbuildings and coach house to rear	Bridgetown, Ballintra	Donegal M.D	Regional	AIGSM
443	40909915	Corn Mill	Detached six-bay four-storey ruined mill built c. 1860 with external waterwheel with downstream shed over tailings and grain-bagging store to south	Killgole, Bridgetown, Ballintra	Donegal M.D	Local	AGOS
444	40909917	Pedestrian Bridge	Single-span pedestrian bridge over millrace built c. 1850 with dressed rubble stone voussoirs and rubble stone haunching and parapet	Bridgetown	Donegal M.D	Regional	ATS
445	40909919	St. Ernan's	Detached five-bay two-storey house built c. 1829 with attic with c. 1826 house to rear, three-storey over basement extension to rear right-hand side, c. 1880, with two-storey extension to rear left-hand side c. 1990, with single-storey over basement	St. Ernan's Island, Donegal	Donegal M.D	Regional	AISFM
446	40910002	Laghey Bridge	Arched road bridge over river built c.1800, with dressed rubble stone voussoirs to segmental arches, rubble stone haunching and low parapets, thin Ashlar cutwaters and piers	Laghey, Donegal	Donegal M.D	Regional	ATS
447	40910003	Laghey Parish Church	Detached late Georgian Gothic-style Church of Ireland church built c. 1837 with vestry to south with chancel to east, transept to north and porch to west, façade renovated 1911-9 with bell cote	Laghey, Donegal	Donegal M.D	Regional	AISM
448	40910004	Rathneeny Presbyterian Church	Detached three-bay single-storey Presbyterian church built c. 1800 with porch 358ingle358y to west	Laghey, Donegal	Donegal M.D	Regional	AISM
449	40910101	St. Patrick's Bascilica	Detached Romanesque-Revival octagonal basilica with transepts, chancel and projecting entrance porch with internal galleries, with arcaded open porches outside doors, built c. 1925	Station Island, Lough Derg, Pettigo	Donegal M.D	Regional	APSM
450	40910102	St. Mary's Church	Detached six-bay single-storey Catholic church built c. 1870 with confessional outshoots and gabled projecting porch	Station Island, Lough Derg, Pettigo	Donegal M.D	Regional	ADSM
451	40910201	Church of Ireland Church	Detached three-bay single-storey Church of Ireland chapel of ease built c. 1810 with gabled enclosed entrance porch and bell cote to south-west gable, re-	Cashelenny, Lettercran, Tievemore	Donegal M.D	Regional	ASM

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
			roofed c. 1985; retaining original sash windows with switch track glazing bars				
452	40910303	St. John's Church	Detached late-Georgian Gothic Church of Ireland church built c. 1830 with bell cote to west, projecting gabled and buttressed entrance porch and vestry to rear and shallow chancel recess, refurbished c.1990	Rossnowlagh	Donegal M.D	Regional	AGSM
453	40910304	St Bridget's Church	Detached late-Georgian Gothic-style Catholic church with tower to west, built 1845, with five-bay single-storey former dwelling with attic accommodation to north	Ballintra	Donegal M.D	Regional	AIPSM
454	40910306	Glebe House	Detached three-bay single-storey over basement former Glebe house built 1792 with dormer attic and two-storey split-level return to rear, projecting open porch added c.1900, having recessed octagonal panels to door and webbed fanlight	Glebe House, Ballintra	Donegal M.D	Regional	AGSM
455	40910401	Old Brown Hall	Detached eight-bay two-storey house built c. 1700, with wide-gabled return and two-storey adjacent outhouses to rear forming courtyard	Ballintra, Donegal	Donegal M.D	National	AIGPFM
456	40910402	Brown Hall	Detached four-bay three-storey Georgian house built c. 1780, with three-bay projecting porch to central entrance added c. 1810	Ballintra, Donegal	Donegal M.D	Regional	AIGPSM
457	40910404	Cottage	Detached single-storey three-bay cottage with two groups of outbuildings in close proximity.	Ballynakillew Mountain, Ballintra.	Donegal M.D	Regional	RHS
458	40901509	Hunting Lodge	Detached two-storey two-bay cottage with walled courtyard and two-storey outbuilding to rear built c. 1890.	Longhultan, Pettigo.	Donegal M.D	Local	AHS
459	40910621	Thatched Cottage	Terraced four-bay single-storey thatched cottage with bed outshoot to rear built c. 1820, now in use as outhouse and semi-derelict.	Kildoney Glebe, Ballyshannon	Donegal M.D	Regional	VSM
460	40910707	Wardstown House	Detached five-bay three-storey over basement house with attic storey built c. 1740, with bowed bays to centre and both ends and to centre of rear elevation, now a ruin	Ballymacaward, Ballyshannon	Donegal M.D	Regional	AIGSM

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
461	40910708	Wardstown House Outbuildings	Detached four-bay two-storey outbuilding built c. 1780, formerly on L-shaped plan with northern part demolished	Ballymacaward, Ballyshannon	Donegal M.D	Regional	AGS
462	40910746	Cavangarden Farmyard	Detached single-bay two-storey former farm office built c. 1825 with Georgian-Gothic façade surmounted by bellcote	Cavengarden, Donegal	Donegal M.D	Regional	AGSM
463	40910748	Gates of Camlin house	Castellated tower gate-lodge and entrance screen to Camlin House, c. 1840; house now demolished but some outbuildings survive	Camlin, Ballyshannon	Donegal M.D	Regional	AGP
464	40910748	Camlin House	Castellated tower gate-lodge and entrance screen to Camlin House, c. 1840; house now demolished but some outbuildings survive	Camlin, Ballyshannon	Donegal M.D	Regional	AGP
465	40910749	Sminver Bridge	GNR railway bridge c 1866	Carrickboy, Ballyshannon	Donegal M.D	Local	AH
466	40851034	Sisters of Mercy/ Villa Nova	Two storey Georgian detached house with 2 storey hipped roof and rear projection.	Bundoran	Donegal M.D.	Local	S
467	40851035	Sisters of Mercy	Single storey Georgian gate lodge with hipped roof	Bundoran	Donegal M.D.	Local	S
468	40801308	Presbyterian Church	Detached over gable fronted disused Presbyterian Church with spire to facade built 1865, with ruins of vestry to rear.	Bundoran	Donegal M.D.	Regional	GS
469	40851027	Ulster Tourist House	Two storey 6 bay house with attractive fanlight	Bundoran	Donegal M.D.	Regional	A
470	40801310	Bayview Terrace	Row of nine 2 bay 3 storey Victorian house C. 1890 with 2 storey canted bay window and cantilevered balcony and gables to front and 2 storey returns to rear.	Bundoran	Donegal M.D.	Regional	AGSM
471	40851028	Church of Ireland Episcopal Church	Detached church of Ireland Episcopal Church.	Bundoran	Donegal M.D.	Regional	AS
472	40801306	St. Louise's Convent	Detached 7 bay, 2 storey Gothic revival convent on L-shaped plan with gabled single storey entrance porch with bell cote to gabled projecting central bay behind, built c. 1890, with 2 storey split level and single storey split level and single storey extensions to rear.	Bundoran	Donegal M.D.	Local	AIGPS
473	40801312	M. Phillips, The Bookies (Shell House)	Terraced 3 bay, 2 storey house built c. 1870, with frontage clad with shells and crockery mosaic c. 1930 with 2 storey return and single storey extension to rear.	Bundoran	Donegal M.D.	Local	V
474	40801302	Kitchen Bake Cake and Coffee Shop	Detached 5 bay single storey former Methodist Chapel with entrance porch to east built 1888 with extensions to NE and mezzanine inserted c. 1980 on conversion to coffee shop, with glazed porch to street.	Bundoran	Donegal M.D.	Regional	APSM

No.	RPS Ref. Number	Name	Description	Address	Municipal District	Rating	Importance Value
475	40801305	AIB Bank	Formerly mid-terrace 3 bay, 3 storey Italianate bank built c. 1875 with 2 storey return and single storey over basement extension to rear.	Bundoran	Donegal M.D.	Local	ASM
476	40801311	Thatched House	Terraced 3 bay storey, thatched cottage built c. 1830	Bundoran	Donegal M.D.	Local	V
477	40801314	Railway Bar	End of Terrace corner 3 bay, 2 storey former house built c.1875 with 2 storey return and single storey over basement extension to rear.	Bundoran	Donegal M.D.	Regional	A
478	40852041	House	Detached three-bay two-storey house, built c. 1910, having full-height canted projections to the outer bays of the main elevation (west) and with two-storey return to rear (east).	The Mall, Ballyshannon	Donegal M.D.	Regional	A
479	40909108	Lough Head Bridge	Single-arch road bridge over Bungostee River, built c. 1860. Round-headed arch having dressed stone voussoirs; squared coursed rubble stone construction to arch barrel with projecting cut stone stringcourses at arch springing point.	Killybegs	Donegal M.D.	Regional	AT
480	40909101	Lough Head Bridge	Single-arch road bridge over Bungostee River, built c. 1770. Now out of use and overgrown with vegetation. Round-headed arch having roughly squared rubble stone voussoirs; rubble stone construction to arch barrel	Killybegs	Donegal M.D.	Regional	AT

Appendix B: Map 9.2.1 Wind Energy Sieve Mapping Analysis

Methodology used for construction of Wind Energy Map 9.2.1

The Wind Energy Guidelines (2006) set out a step-by-step sieve mapping analysis methodology to inform the identification of the suitability of areas for wind energy development by means of a "sieve mapping" analysis applying key environmental, landscape and technical criteria. This methodology was used as a basis for constructing Map 9.2.1: 'Wind Energy'.

Map 9.2.1divides the county into three wind energy designations: 'Not Normally Permissible', 'Acceptable in Principle' and 'Open to Consideration'. The method for arriving at each designation is set out in detail below.

'Not Normally Permissible' Areas

These areas were constructed using the sieve mapping analysis set out in the Wind Energy Guidelines (2006) by overlaying spatial layers of the highest environmental, scenic and cultural quality including: Natura 2000 sites, areas of European and national protected habitats and species; defined settlements frameworks in the CDP and a 500m buffer around them; Natural Heritage Areas; areas of Especially High Scenic Amenity as designated in the CDP; Glenveagh National Park; Areas of High Landslide Susceptibility; a key landslide event at Meenbog; Ancient Woodlands; Natures Reserves; Freshwater Pearl Mussel Catchments; Ramsar Sites and 'Moderately High Landslides Susceptibility' and 'Moderately Low Landslide Susceptibility' areas.

'Open to Consideration' Areas

Development within these areas is not precluded, but may be constrained by one or more environmental or aeronautical considerations that require detailed investigation at the project level. These areas have been identified by overlaying spatial layers that include proposed Natural Heritage Areas; Donegal Airport, City of Derry Airport and Finner Camp's flying constraints; Geological Heritage Sites; Peat Bogs (outside of Natura sites); Natura 2000 site buffers; High Status Objective Catchment Areas and High Scenic Amenity areas.

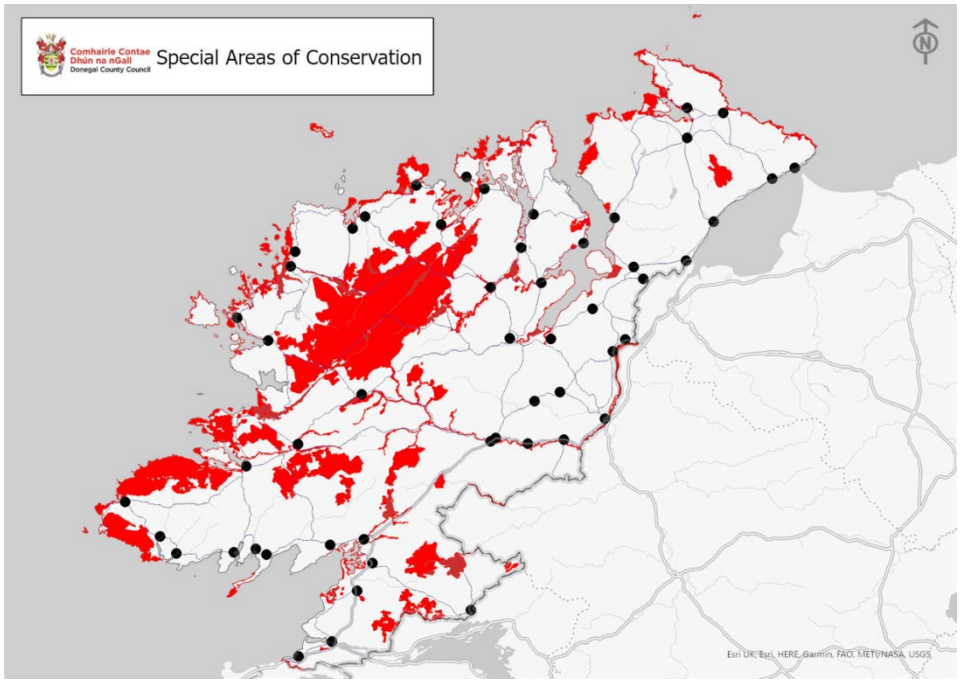
'Acceptable in Principle' Areas

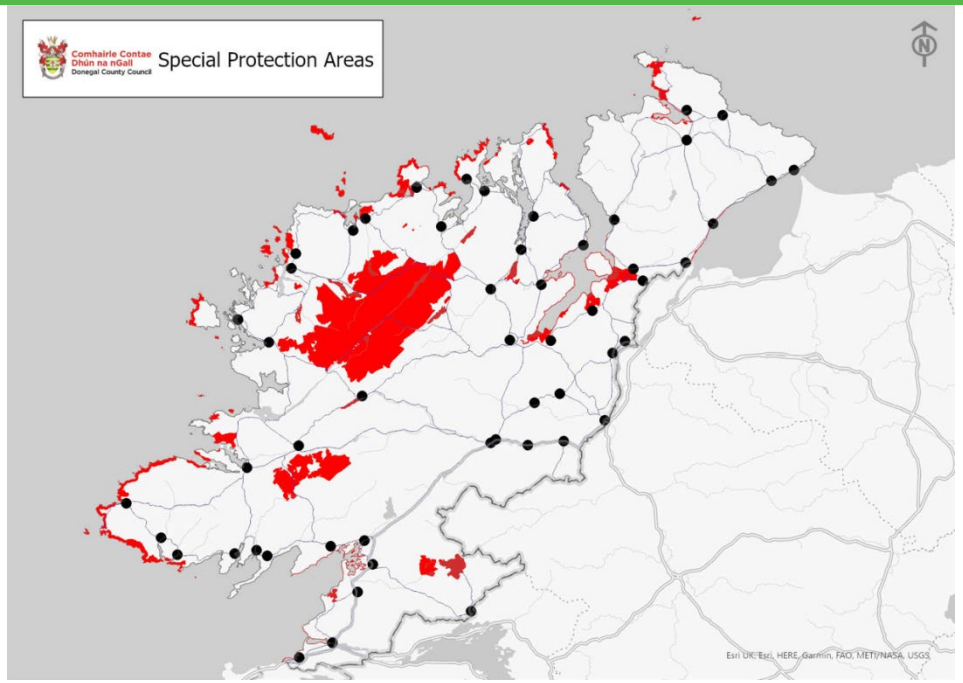
These areas are comprised of those that do not fall within any of the aforementioned constraints spatial layers used in the 'sieve-mapping-analysis'. In the absence of such substantive constraints, these areas are considered to be acceptable in principle for windfarm development, subject to compliance with all other objectives and policies contained within this Plan.

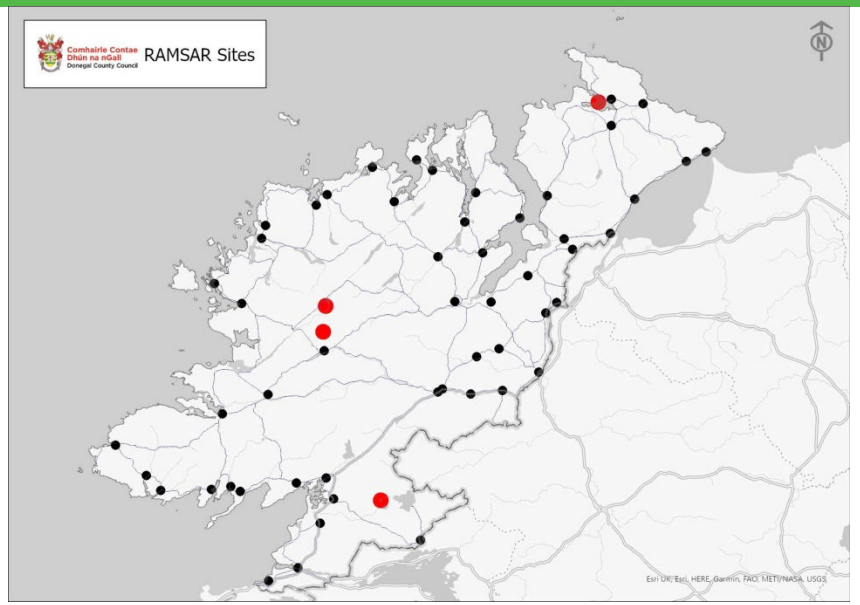
Spatial Data Used for the Sieve-Analysis

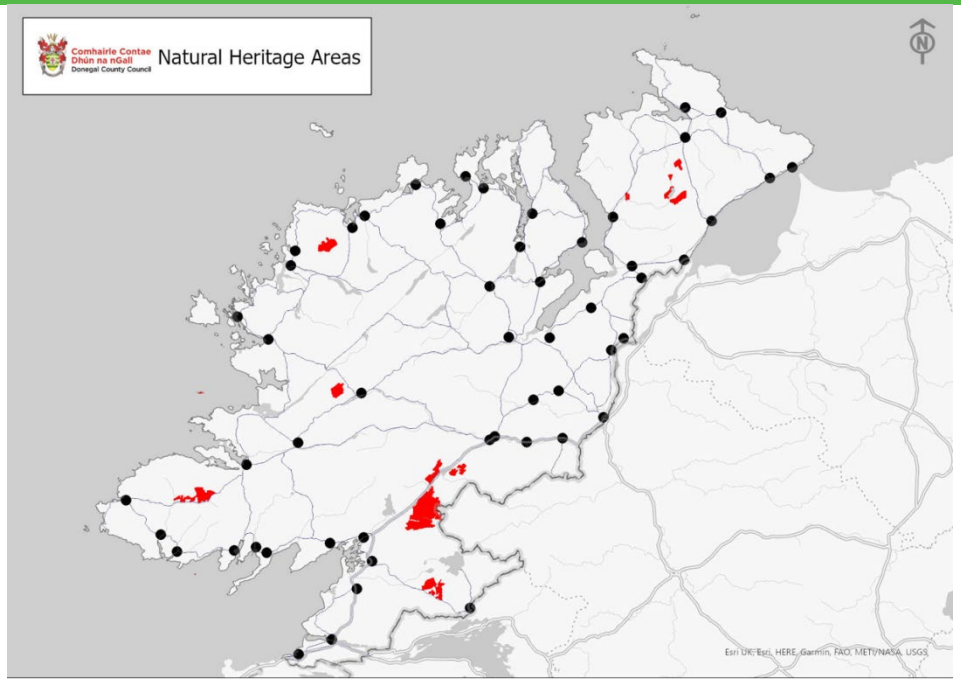
Detailed below are the specific layers of spatial data were overlaid using the objective mapping methodology set out in the Guidelines to arrive at the Wind Energy designations contained within Map 9.2.1 of the Plan. Tables 1 and 2 below show the spatial data layers used in the construction of the 'Not Normally Permissible', 'Open to Consideration' and, consequently, the 'Acceptable in Principle' designations.

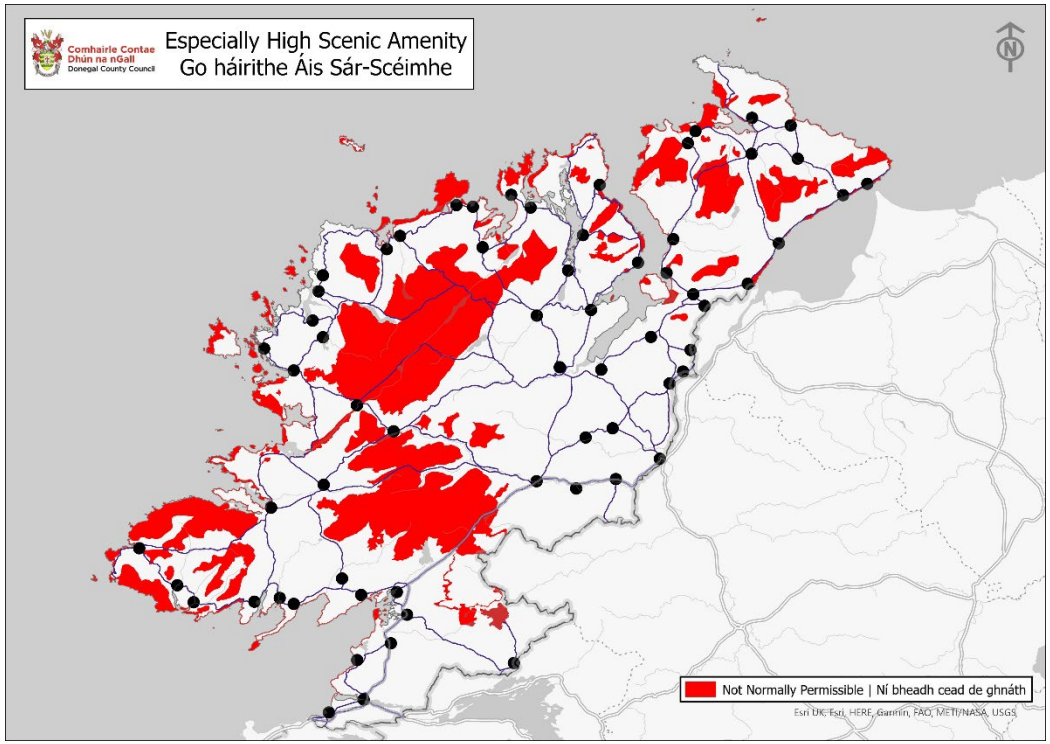
Table 1: Individual Spatial Data Layers Used In The Construction of 'Not Normally Permissible' Areas.

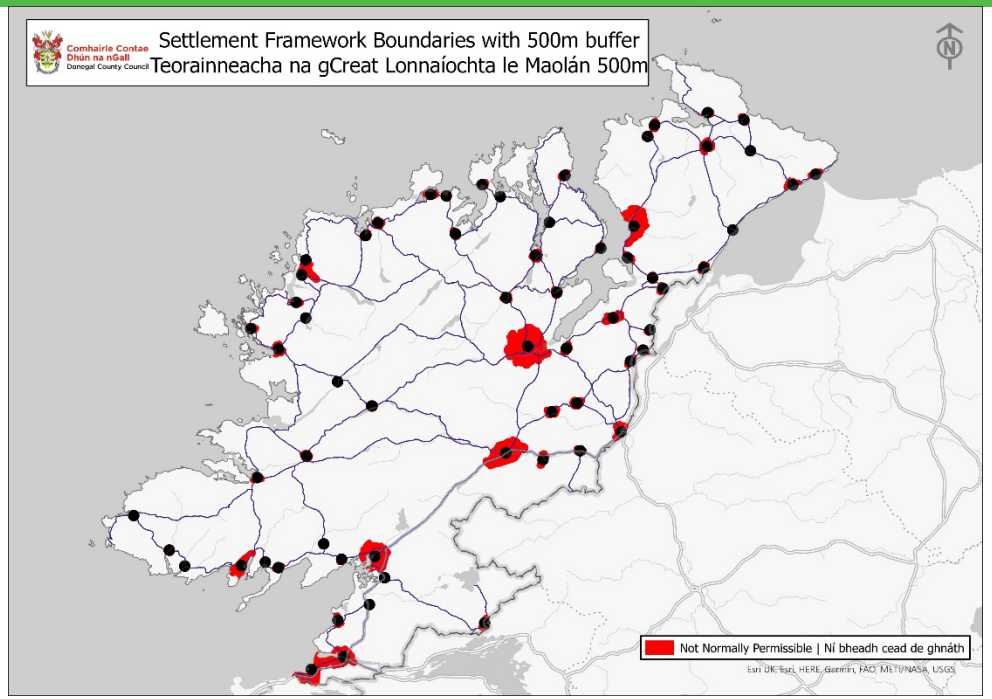
Ref	Brief Description of Spatial Data	Image of Spatial Layer
1&2	Natura 2000 sites are European designated sites protected under both the EU Habitats Directive and EU Birds Directive, and also under the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011, as amended by S.I. No. 499 of 2013 and S.I. No. 355 of 2015). Natura sites consist of both Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). Member States are required to establish the Natura 2000 network through the designation of these sites, and have an obligation to protect and conserve threatened habitats and species listed under both the Habitats Directive and Birds Directive.	

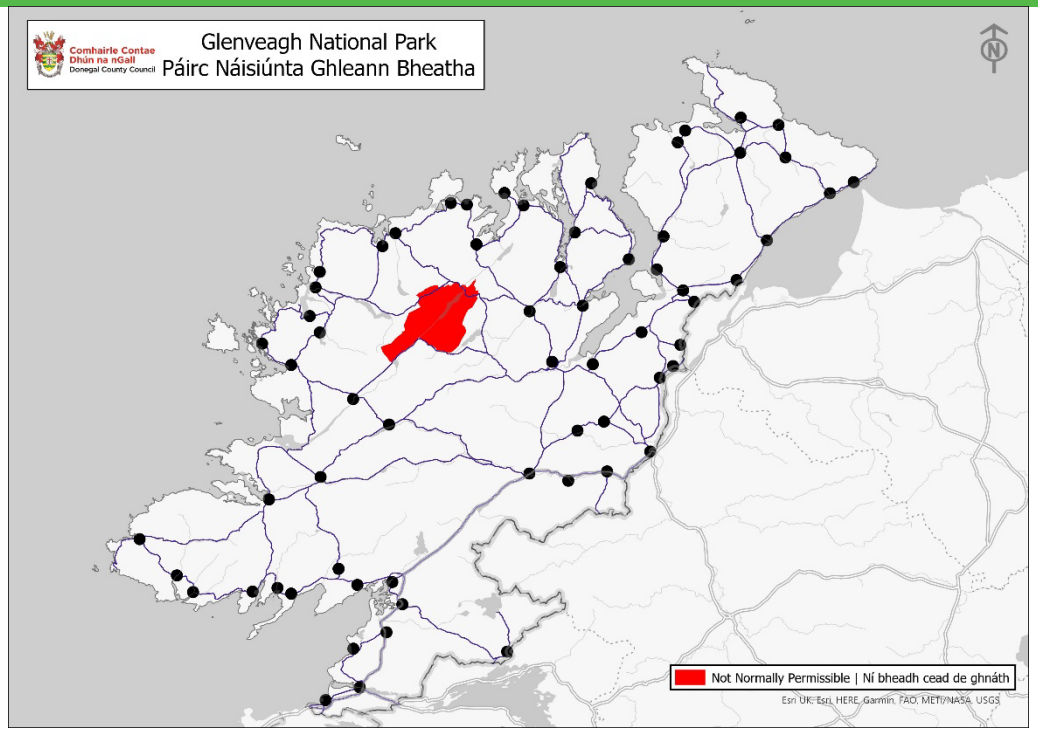
Ref	Brief Description of Spatial Data	Image of Spatial Layer
		

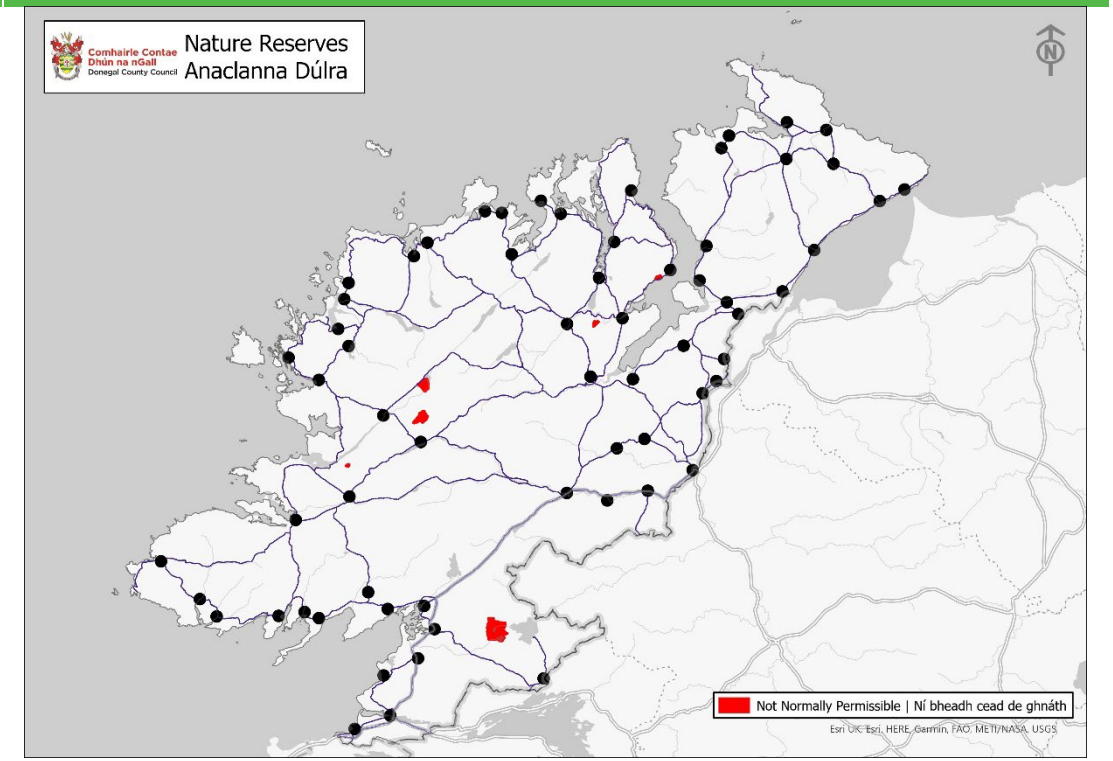
Ref	Brief Description of Spatial Data	Image of Spatial Layer
3	Ramsar sites are wetland areas of significant value to waterfowl, and are statutorily protected under the Convention on Wetlands of International Importance (Ramsar) 1971 (as amended 1982 and 1987), and are therefore offered national protection.	

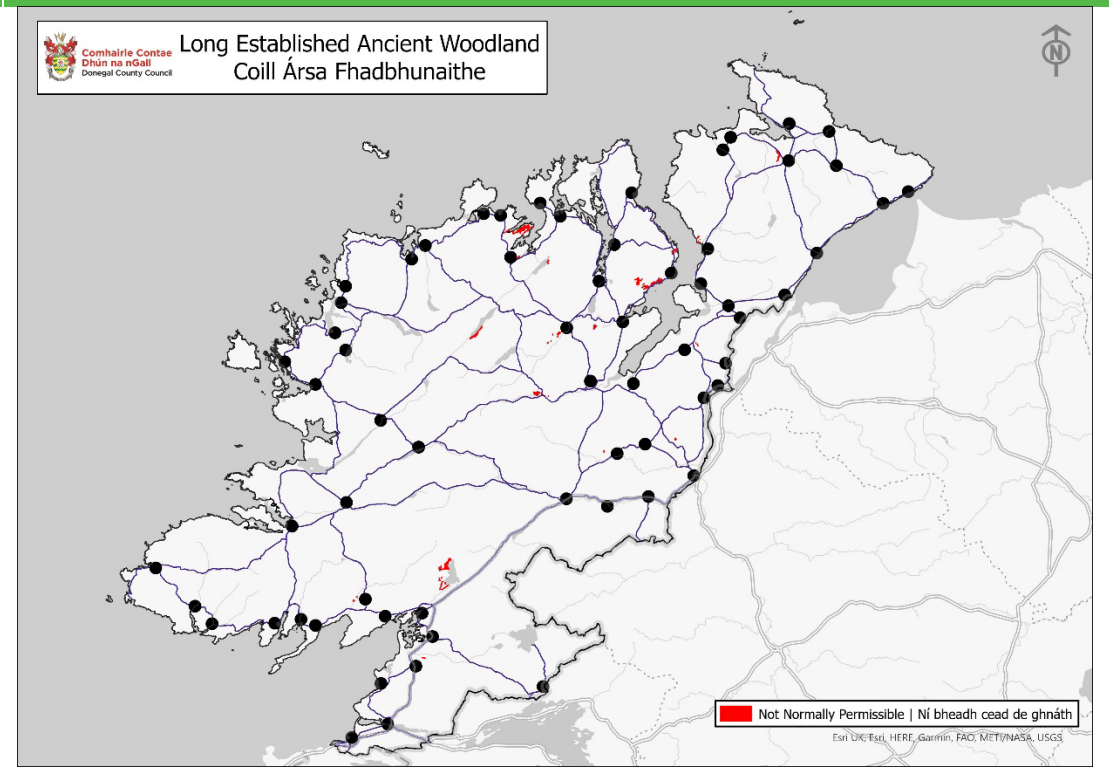
Ref	Brief Description of Spatial Data	Image of Spatial Layer
4	Natural Heritage Areas (NHAs) are a national network of wildlife sites designated by Ministerial order to conserve and protect environmentally important landforms, species, communities and habitats; they are statutorily protected under the Wildlife Amendment Act 2000 (as amended), of national importance, and thereby offered national protection.	

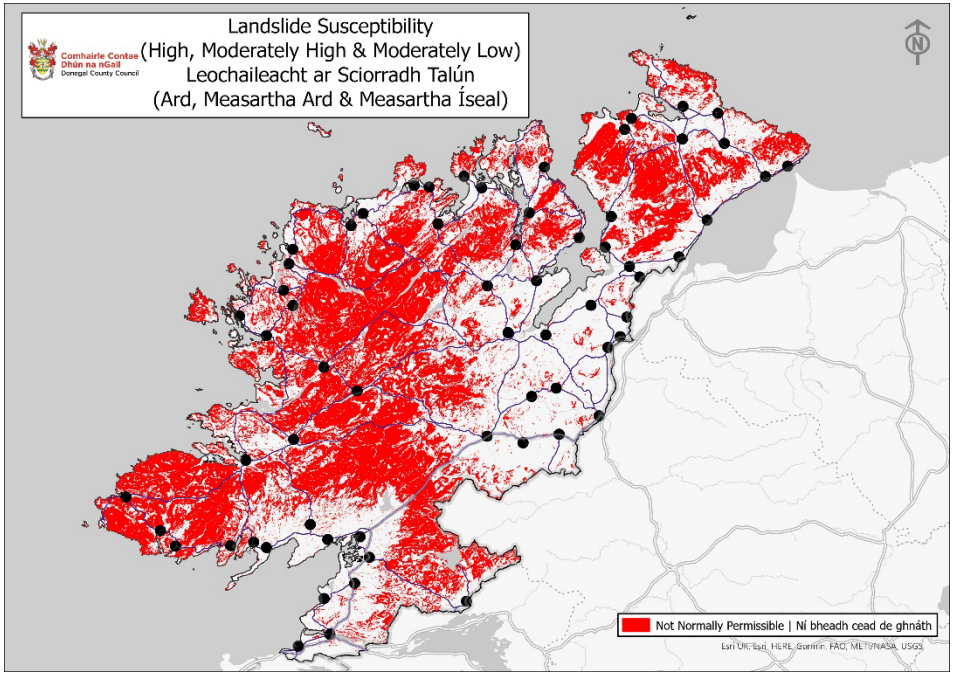
Ref	Brief Description of Spatial Data	Image of Spatial Layer
5	Scenic Amenity Map 7.1.1 of the CDP identifies three landscape designations for the County. The most valuable of these is 'Areas of Especially High Amenity' (EHSA). Objective NH-O-4 and Policy NH-P-6 of the CDP provides protection of these areas. These areas are considered to be "sublime natural landscapes of the highest quality that are synonymous with the identity of County Donegal' and as having 'extremely limited capacity to assimilate additional development.'	

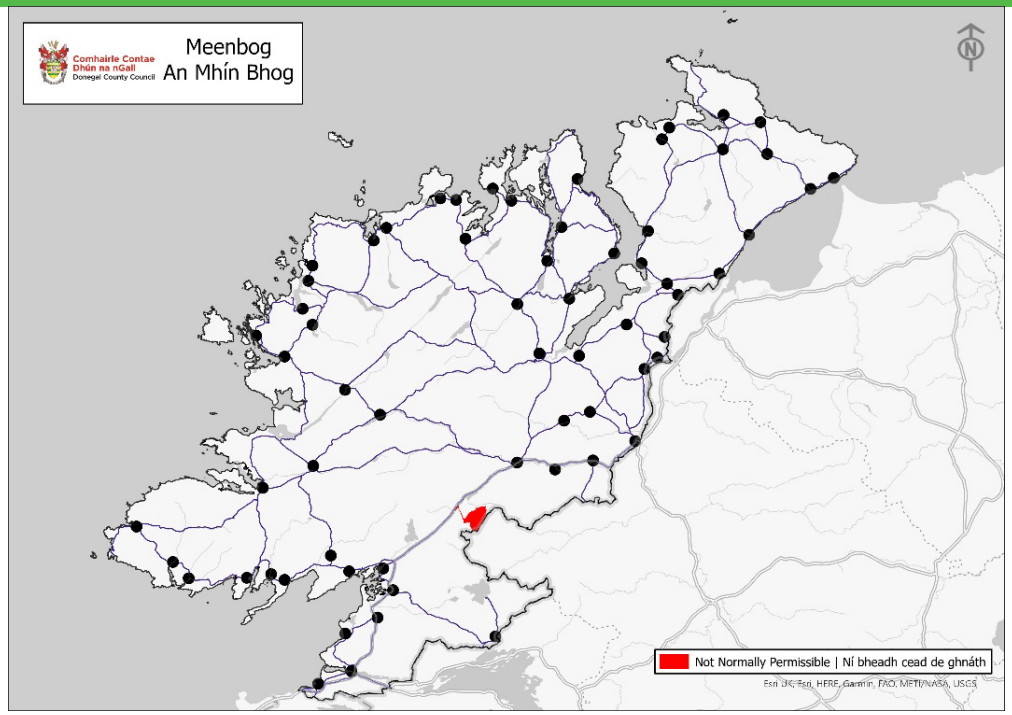
Ref	Brief Description of Spatial Data	Image of Spatial Layer
6	Settlement frameworks identified in the CDP and a buffer of 500m around each such settlement framework boundary have been identified as areas not suitable for windfarm development consistent with the guidance set out in section 3.6 of the Draft Wind Energy Guidelines (2019). The Settlement Framework Boundaries are those contained within Part C of the CDP.	

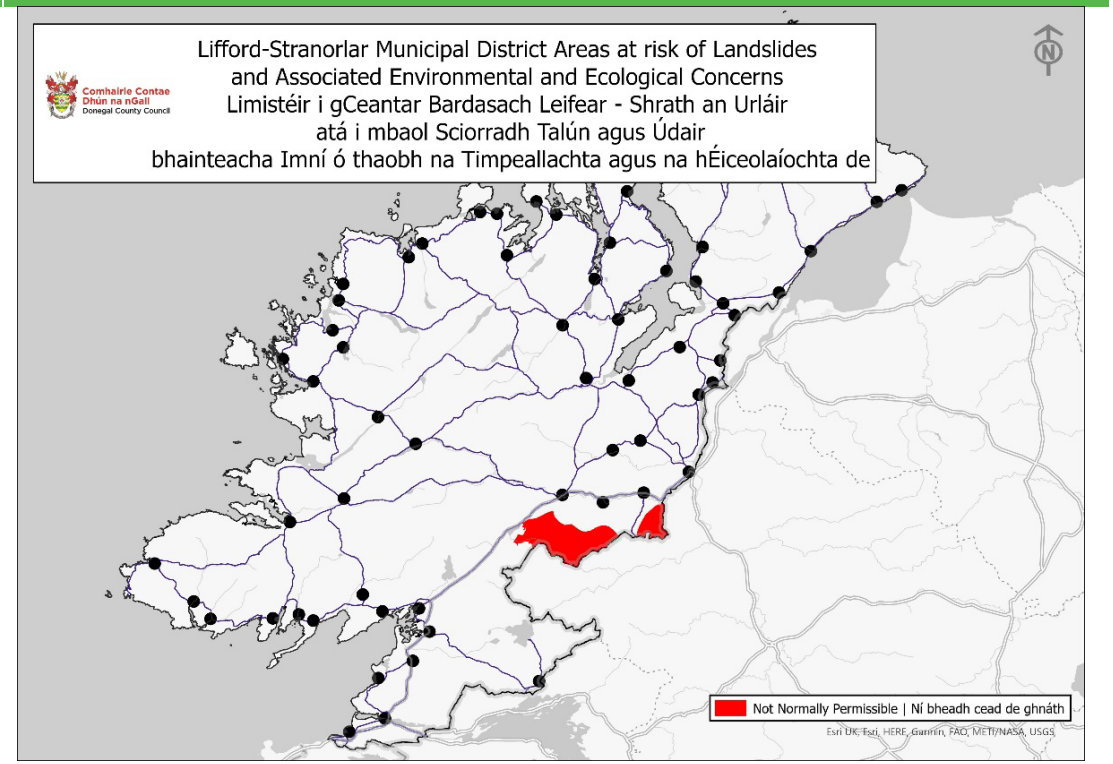
Ref	Brief Description of Spatial Data	Image of Spatial Layer
7	Glenveagh National Park is the county's only National Park, and is protected through European and National legislation. The International Union for the Conservation of Nature (IUCN) provides the legal basis under which National Parks are protected and Member States are obligated to abide by the criteria set out by the IUCN.	

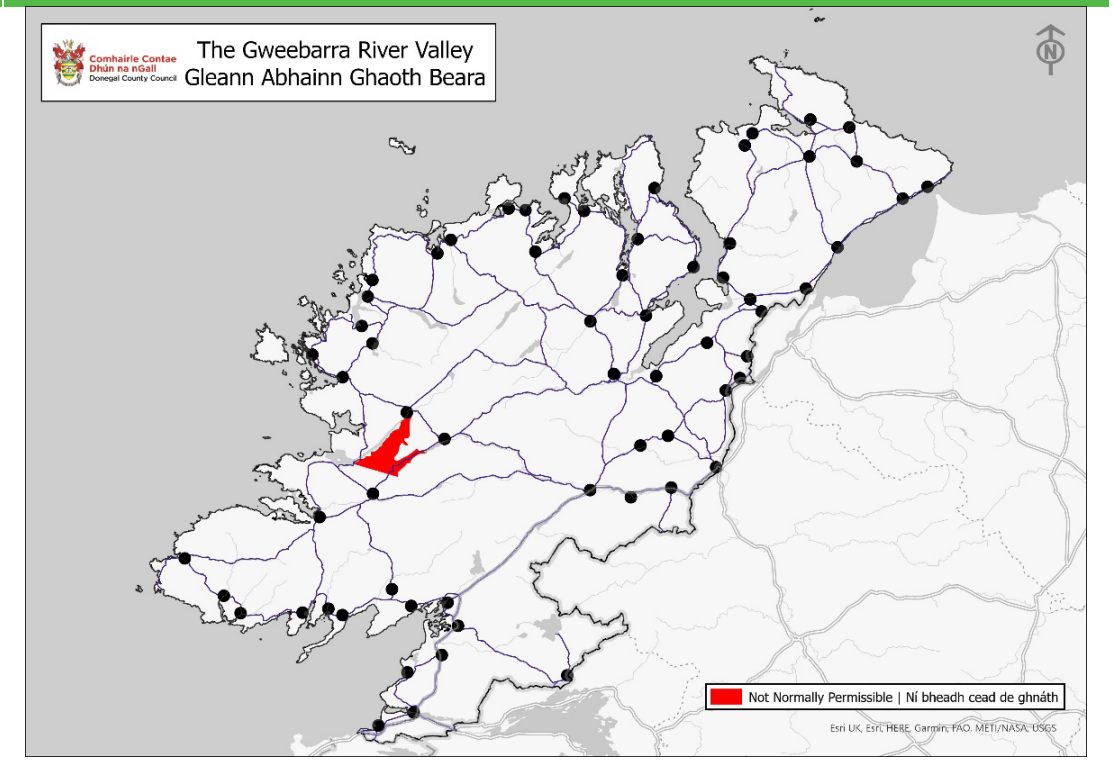
Ref	Brief Description of Spatial Data	Image of Spatial Layer
8	Nature Reserves are identified as areas of National importance to wildlife, and are offered statutory protection under both Ministerial Orders and under the Wildlife Acts 1976-2021. Reflecting the importance of the nature reserves, the CDP Policy NH-P-1, supports the protection of these sites.	

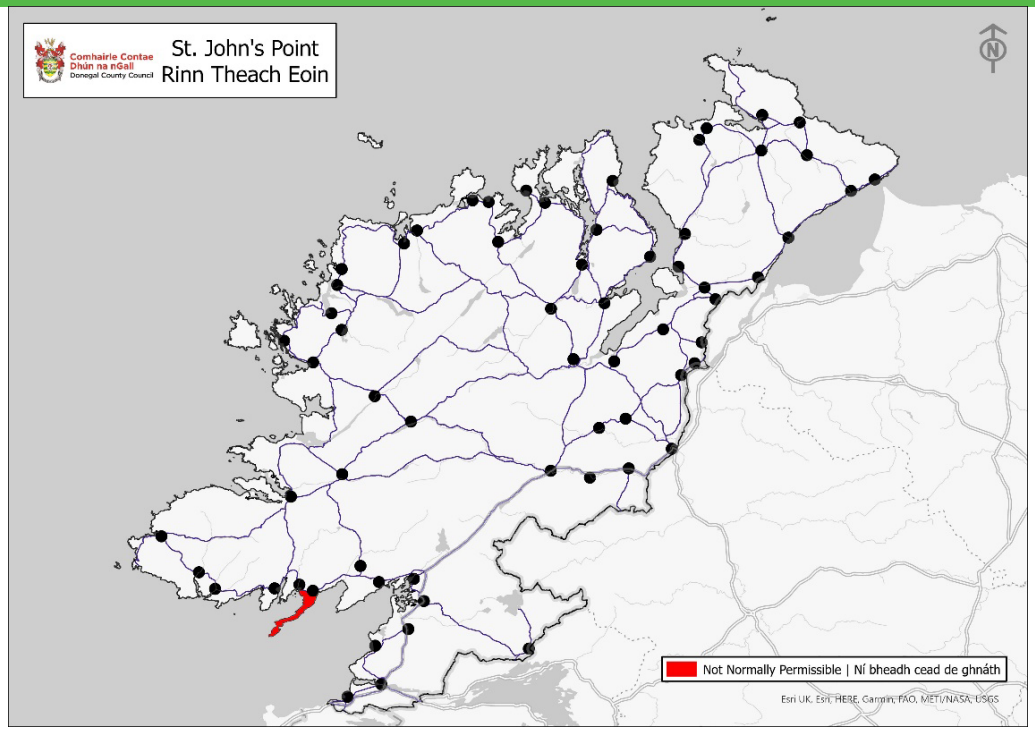
Ref	Brief Description of Spatial Data	Image of Spatial Layer
9	Ancient and Long Established Woodlands are statutorily protected under Article 17 of the Habitats Directive. Member States are obligated to monitor and assess the conservation status of Annex I habitats, including woodlands. Ancient Woodlands are identified by the NPWS as areas which have been continuously wooded since 1660.	

Ref	Brief Description of Spatial Data	Image of Spatial Layer
10	The Geological Survey Ireland (GSI) identifies areas of 'High', 'Moderately High', 'Moderately Low', and 'Low' Landslide Susceptibility on a national basis having regard to a specified set of conditions (e.g. slope, terrain) that cumulatively inform areas where landslides could occur. GSI officials were consulted during the preparation of the Proposed Variation.	

Ref	Brief Description of Spatial Data	Image of Spatial Layer
11	Meenbog has been included in the area designated 'Not Normally Permissible' owing to the exceptional landslide event that occurred here in November, 2020 and on the basis of the precautionary approach. The site is one of three sites that are the subject of a detailed study being carried out by Geological Survey Ireland.	

Ref	Brief Description of Spatial Data	Image of Spatial Layer
12	Included in the 'Not Normally Permissible' designation due to the landslide event at the adjacent Meenbog windfarm site (an eventuality forewarned by an eminent Civil and Structural Engineer in a submission to the relevant planning application) and having regard to: ➢ the presence of identified 'Moderately High' and Moderately Low' landslide susceptibility areas; and ➢ the ecological and environmental sensitivities of the area, including the strategic Lough Mourne public water supply reservoir and associated known tributaries and unknown underground feeder supplies, and to the consequent imperative need to protect the catchment area by adopting a precautionary approach to this specific area.	

Ref	Brief Description of Spatial Data	Image of Spatial Layer
12A	The Gweebarra River Valley Whilst much of the river valley was already included in the 'Not Normally Permissible' areas, this proposal consolidates the 'Not Normally Permissible' designation having regard to the fact that the area joins two specific EHSA's - The Gweebarra River and Lough Finne. Within the mapped area there are spectacular views of both EHSA's, Gweebarra River and Lough Finne. Considering the vast environmental assets in the area – Meenmore West Bog; Coolvoy Bog; vast mature forestry; Lettermacaward Water Treatment Plant; there is potential for this area of the County to potentially play a leading role offsetting carbon omissions as well as its proximity to one of Irelands leading Salmon Fisheries. It should also be noted that this mapping change is reflected in the Gweebarra River Basin being added to the list of areas protected under Policy E-P-23 (Amendment Item No. 14 refers).	

Ref	Brief Description of Spatial Data	Image of Spatial Layer
12B	St. John's Point It should also be noted that this mapping change is reflected in St. John's Point being added to the list of areas protected under Policy E-P-23 (Amendment Item No. 14 refers).	

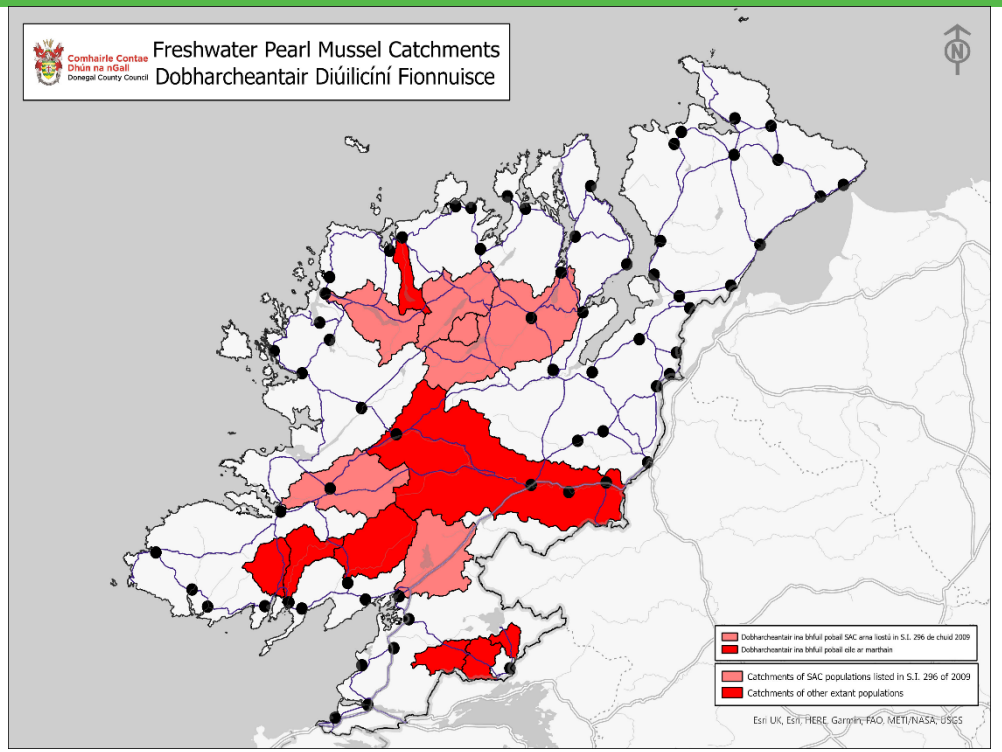
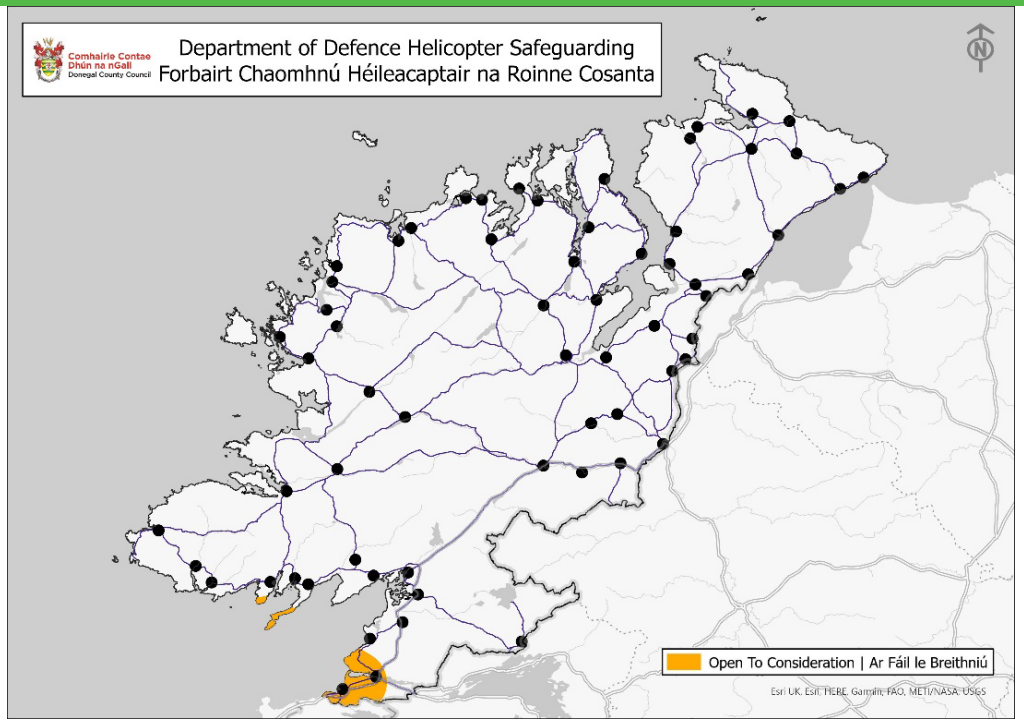
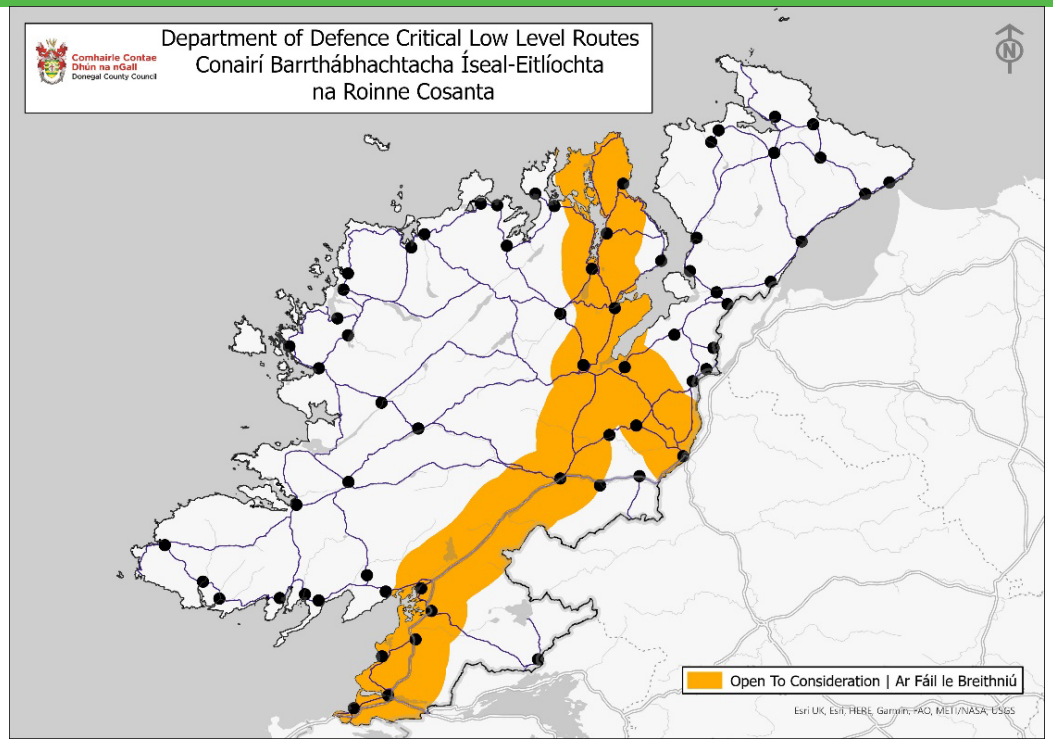
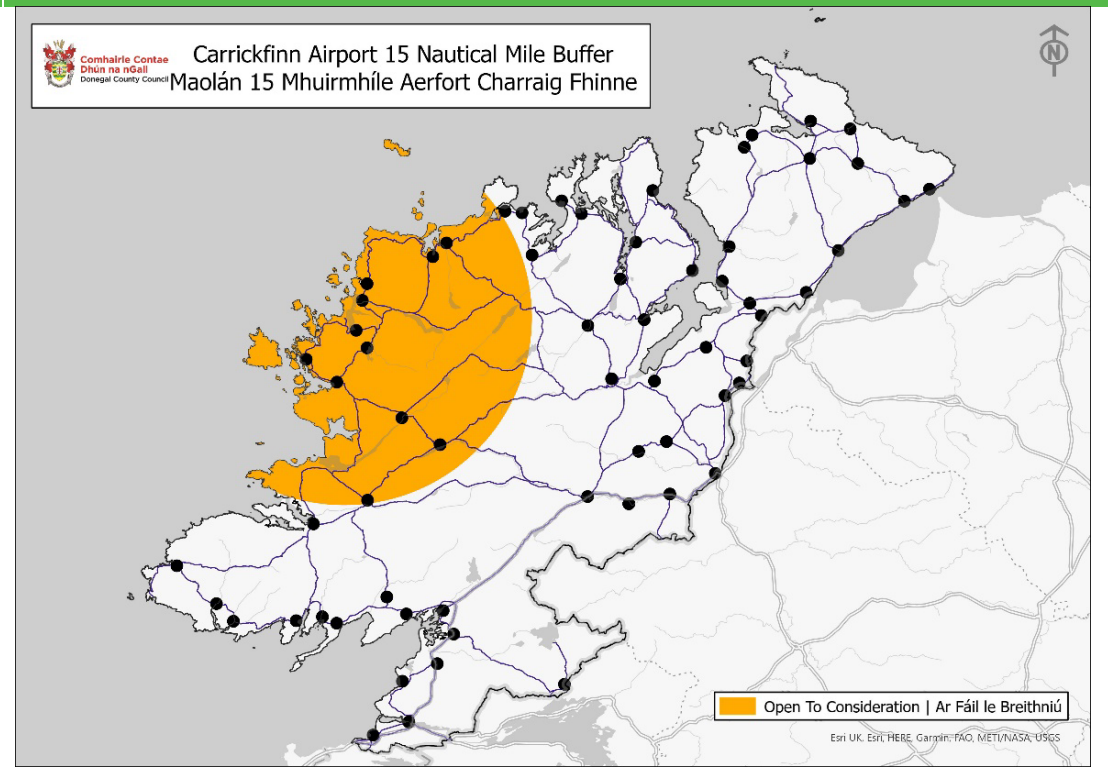
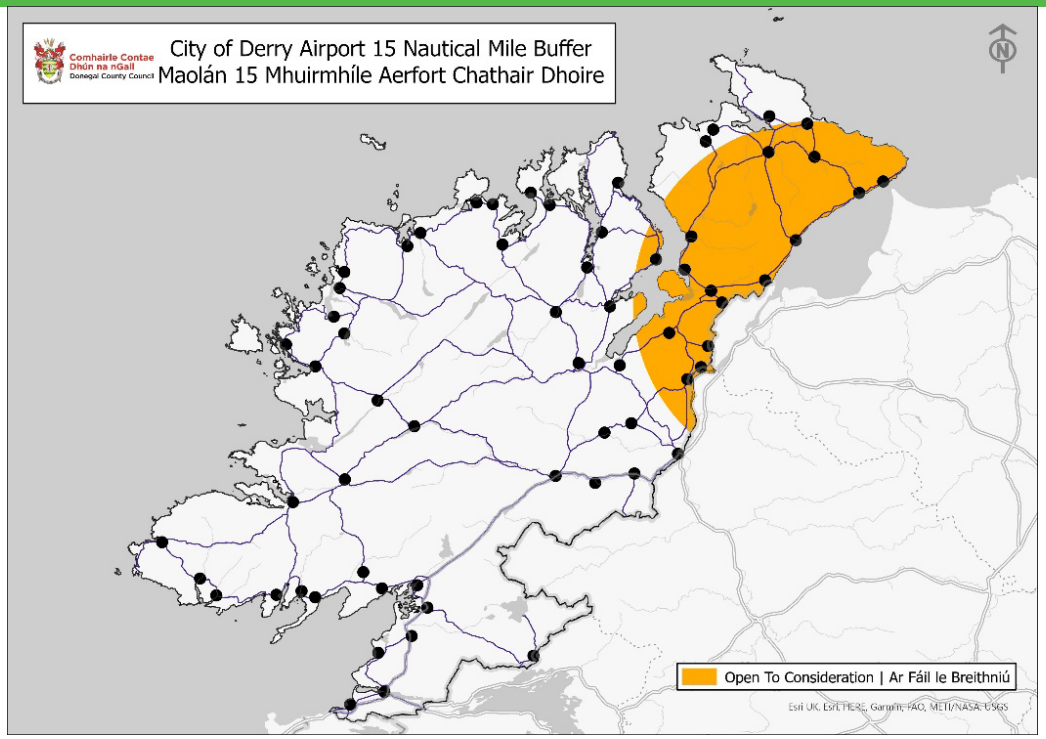
Ref	Brief Description of Spatial Data	Image of Spatial Layer
12C	Freshwater Pearl Mussel Catchment The EPA in its submission to the SEA Environmental Report– Scoping exercise observed that the 'Water Framework Directive protected areas (Salmon rivers, nutrient sensitive rivers, freshwater pearl mussel rivers etc.) and high status water bodies should be afforded particular protection in implementing the Variation. Considering this submission, the five river valleys of the Freshwater Pearl Mussel are included so that the highest level of protection can be afforded to the designation which strengthens and responds to the submission made by the EPA. It should also be noted that these mapping changes are reflected in the Freshwater Pearl Mussel Catchment being added to the list of areas protected under Policy E-P-23 (Amendment Item No. 14 refers).	

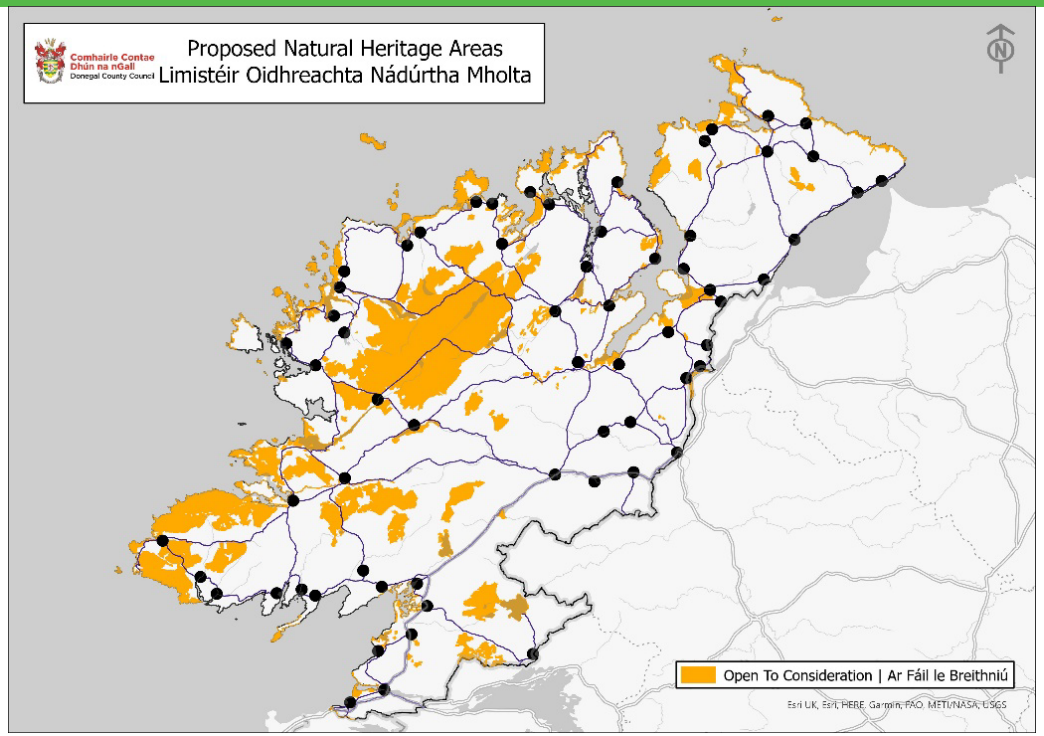
Table 2: Individual Spatial Data Layers Used In the Construction of 'Open to Consideration' Areas

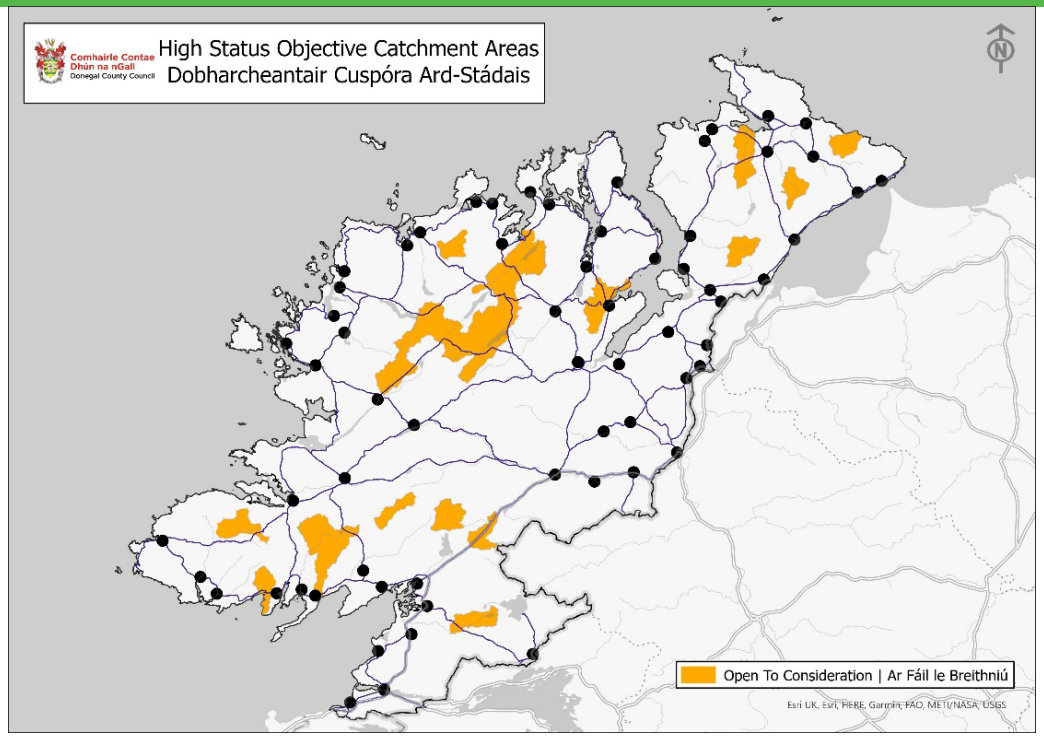
Ref	Brief Description of Spatial Data	Image of Spatial Data Layer
13	The Minister for Defense is responsible for the regulation of military aviation including the safeguarding of Finner Camp to protect current and future aircraft operations. This image shows areas identified for helicopter safeguarding for approaches to Finner Camp along with a 5km buffer subsequent to instruction from the Department of Defense. Proposed windfarm projects may impact on safety and the inclusion of this buffer within the Open to Consideration area alerts all stakeholders to the potential of an issue arising.	

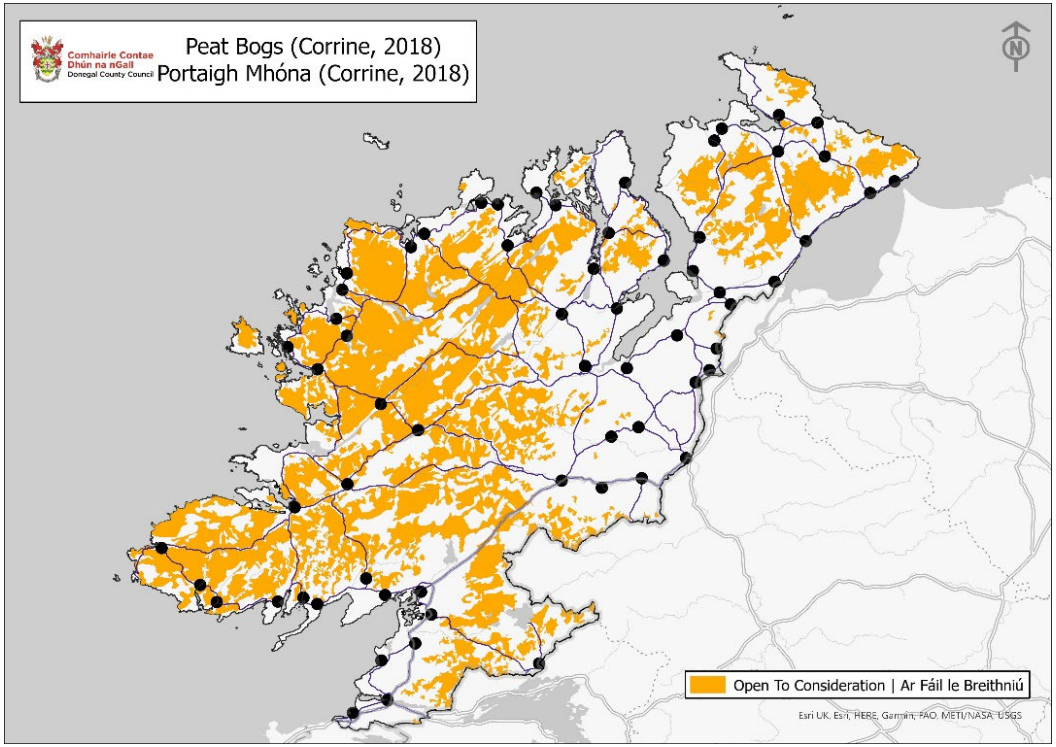
Ref	Brief Description of Spatial Data	Image of Spatial Data Layer
14	The Minister for Defense is responsible for the regulation of military aviation to protect current and future aircraft operations. Air Corps aircraft including Garda Air Support Unit (GASU), helicopter air ambulance and aircraft operating on security taskings use Critical low level routes (3NM buffer). These routes have been identified by the Department of Defense. Proposed windfarm projects **may** impact on safety and the inclusion of this buffer within the Open to Consideration area alerts all stakeholders to the potential of an issue arising.	

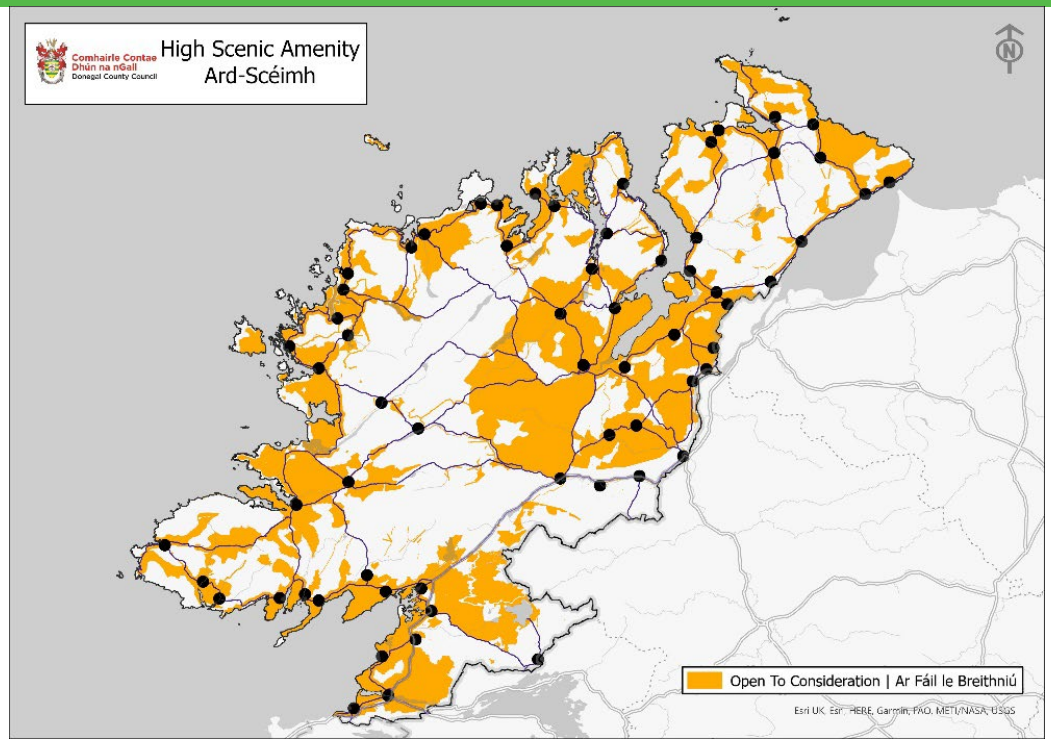
Ref	Brief Description of Spatial Data	Image of Spatial Data Layer
15	Carrickfinn Airport has identified a land buffer of 15 NM around the airport within which windfarm developments could potentially prejudice aviation safety. Proposed windfarm projects within this area **may** impact on safety and the inclusion of this buffer within the Open to Consideration area alerts all stakeholders to the potential of an issue arising. This approach is consistent with Policies T-P-16, T-P-17 and T-P-18 of the CDP.	

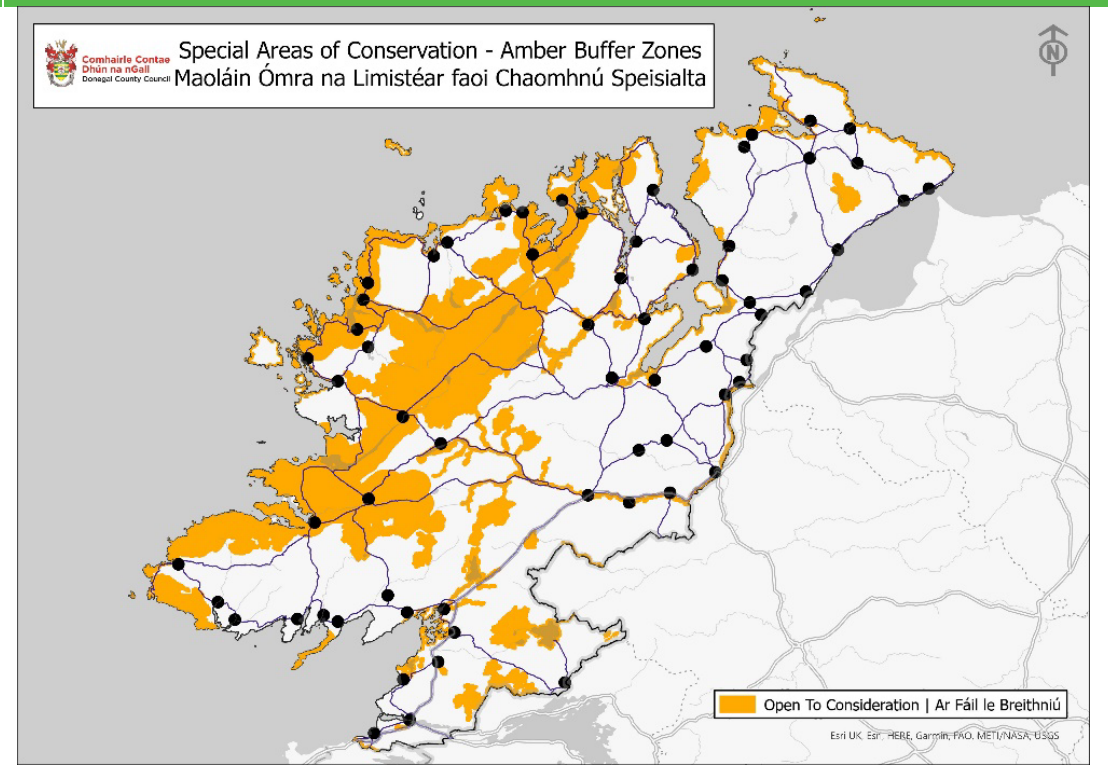
Ref	Brief Description of Spatial Data	Image of Spatial Data Layer
16	City of Derry Airport authorities have identified a land buffer of 15 NM around the airport, The areas that fall within County Donegal (only) are illustrated on this map. Proposed windfarm projects in this area **may** impact on safety and the inclusion of this buffer within the Open to Consideration area alerts all stakeholders to the potential of an issue arising. Protection is also offered to these areas through Policy T-P-19 of the CDP.	

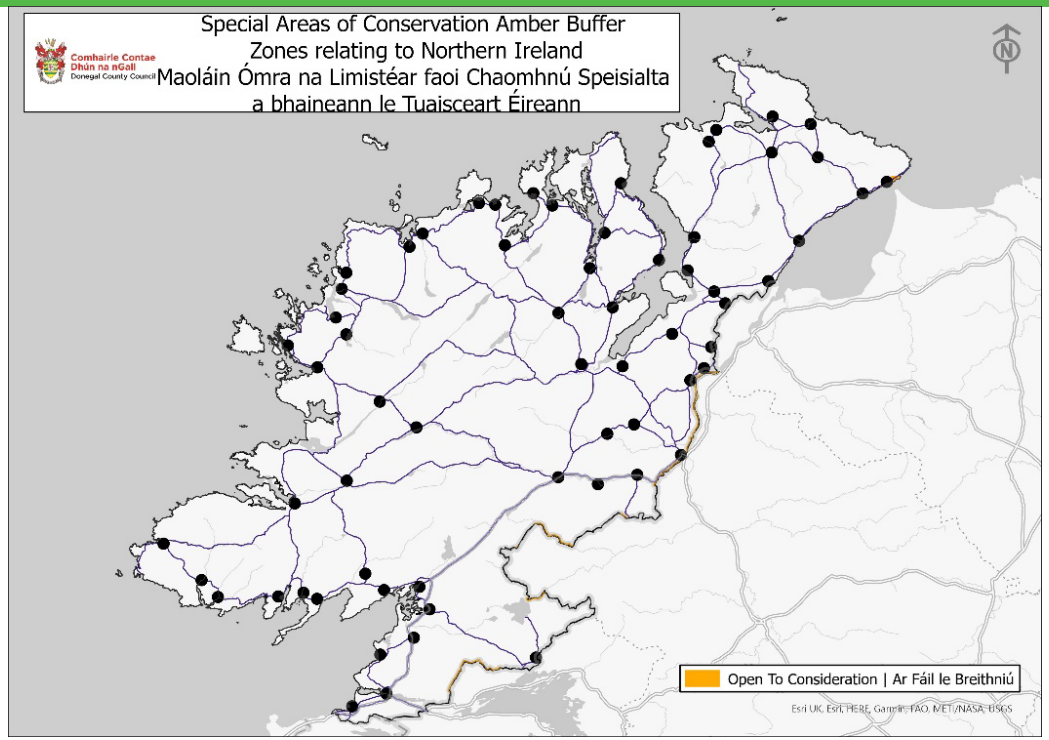
Ref	Brief Description of Spatial Data	Image of Spatial Data Layer
17	Proposed Natural Heritage Areas (pNHAs) are national sites of significance for wildlife and habitats that have been published on a non-statutory basis and are not yet statutorily proposed or designated to NHA status. Notwithstanding the absence of any statutory confirmation, it is considered reasonable to alert all stakeholders to the existence of these areas and the potential wildlife therein and that such issues may be a material consideration in the assessment of any planning application.	

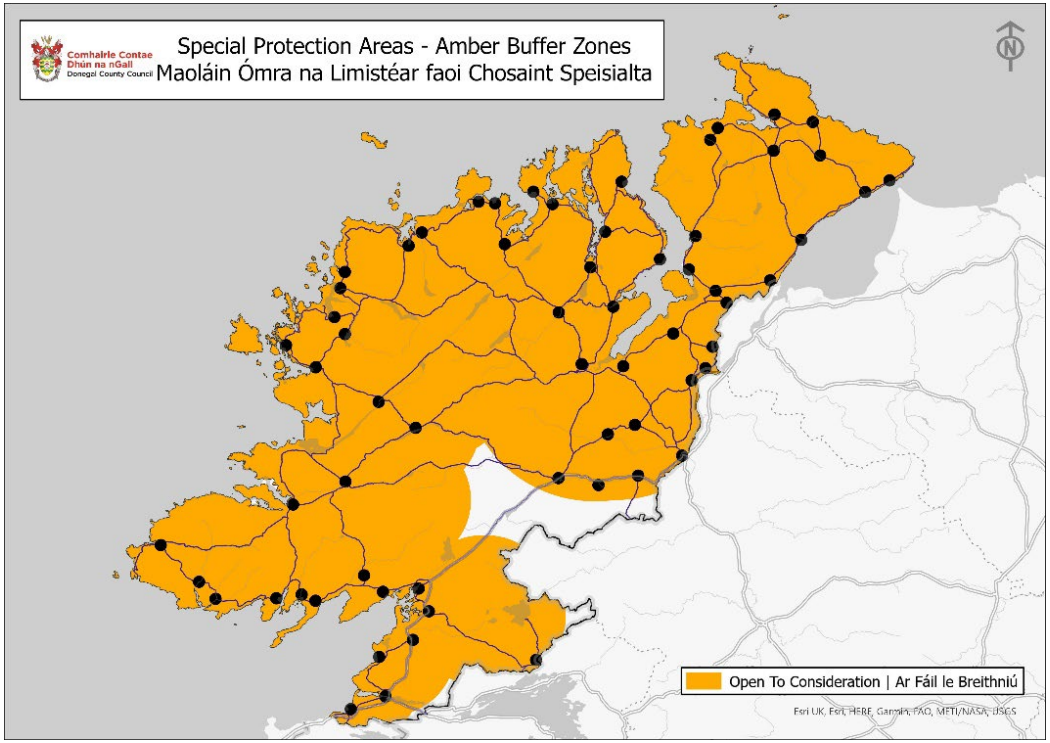
Ref	Brief Description of Spatial Data	Image of Spatial Data Layer
18	High Status Objective Water Bodies are coastal, transitional, river and lake water bodies that have been identified as having a pristine or high status objective under the Water Framework Directive and the River Basin Management Plan 2018-2021 (RMBP). The RMBP sets out the targets and measures to meet the objectives of the WFD including the protection and restoration of these waterbodies.	

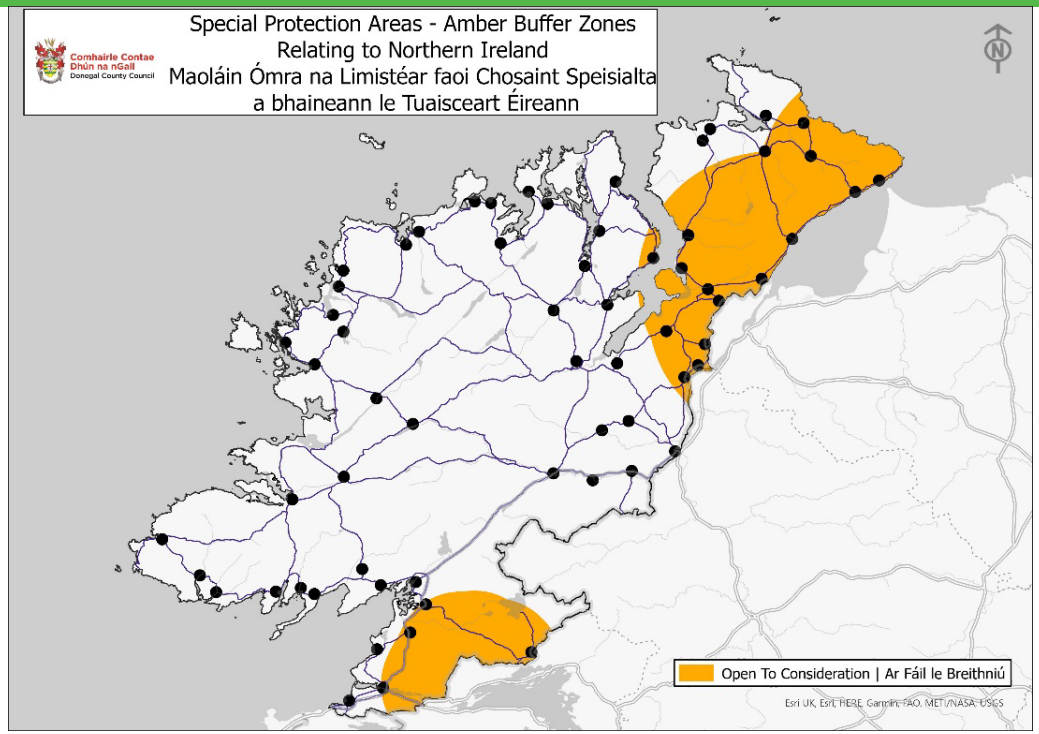
Ref	Brief Description of Spatial Data	Image of Spatial Data Layer
19	A significant amount of the land cover of the County is Peat Bog, the majority of which are in upland areas, as identified on this map. Whilst the most substantive parts of this resource are contained within Natura 2000 sites, other more localized, smaller-scale sites are to be found around the County within broader peat bog areas. Peat is an important carbon sink, and an important wetland ecosystem and natural habitat. The National Peatlands Strategy 2015 gives direction on peatland management to 2025 and the Draft Wind Energy Guidelines (Appendix 4) sets out detailed best practice for development on peatlands. Objective NH-O-11 of the CDP 2018-2024 also relates to the management and conservation of peatlands.	

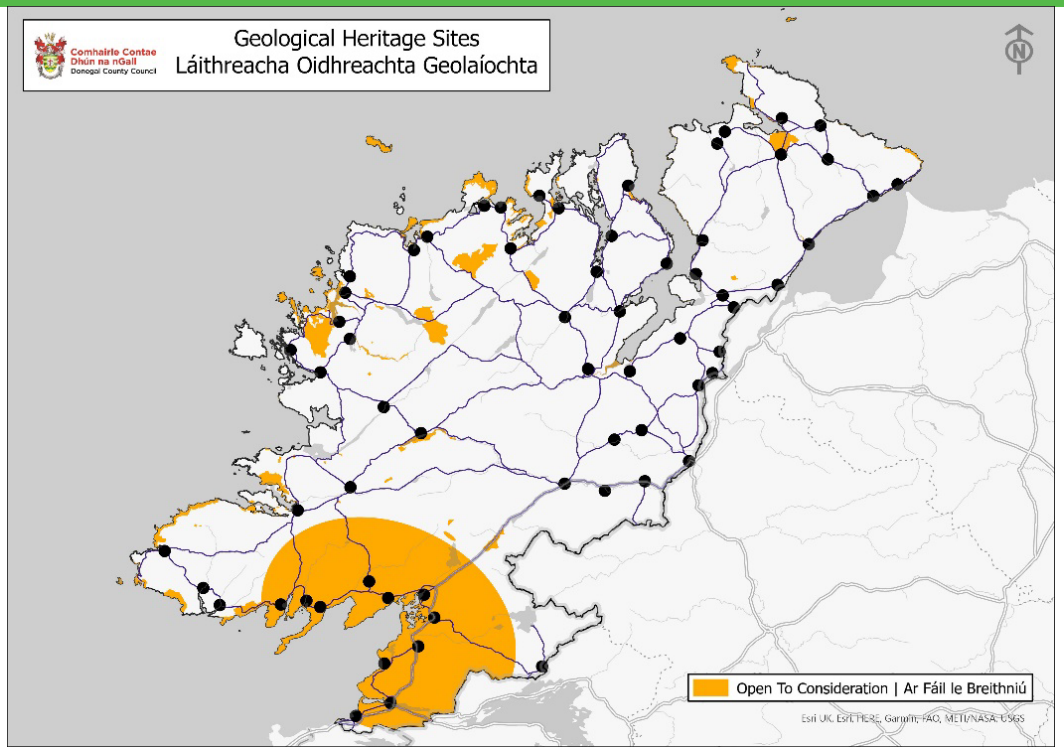
Ref	Brief Description of Spatial Data	Image of Spatial Data Layer
20	Scenic Amenity Map 7.1.1 of the CDP identifies three landscape designations for the County. The middle ranked of these is 'Areas of High Scenic Amenity' (HSA). These areas are identified as "landscapes of significant aesthetic, cultural, heritage and environmental quality that are unique to their locality and are a fundamental element of the landscape and identity of County Donegal. The CDP describes these areas as having: the capacity to absorb sensitively located development of a scale, design and use that will enable assimilation into the receiving landscape and which does not detract from the quality of the landscape. Thus it follows that windfarm developments **may** present challenges in terms of visual impact.	

Ref	Brief Description of Spatial Data	Image of Spatial Data Layer
21	Specialist ecological consultants procured for this Variation project advised that it would be good practice to define specific, tailored buffer zones around all of the Natura 2000 sites within the County and adjoining authorities inclusive of trans-boundary sites. Each buffer has been identified having regard to the qualifying interests of the (pertaining) Natura site and the characteristics of the adjoining grounds and their importance for the designated area in terms of habitat and species. This image illustrates the extent of SAC buffers within the Republic of Ireland.	

Ref	Brief Description of Spatial Data	Image of Spatial Data Layer
22	Specialist ecological consultants advised that it would be good practice to define specific, tailored buffer zones around all of the Natura 2000 sites within the County and adjoining authorities inclusive of trans-boundary sites. Each buffer has been identified having regard to the qualifying interests of the (pertaining) Natura site and the characteristics of the adjoining grounds and their importance for the designated area in terms of habitat and species. This image illustrates the extent of the buffers of Northern Ireland SACs that fall within the jurisdiction of Donegal County Council.	

Ref	Brief Description of Spatial Data	Image of Spatial Data Layer
23	Specialist ecological consultants advised that it would be good practice to define specific, tailored buffer zones around all of the Natura 2000 sites within the County and adjoining authorities inclusive of trans-boundary sites. Each buffer has been identified having regard to the qualifying interests of the (pertaining) Natura site and the characteristics of the adjoining grounds and their importance for the designated area in terms of habitat and species. This image illustrates the extent of SPA buffers within the Republic of Ireland.	

Ref	Brief Description of Spatial Data	Image of Spatial Data Layer
24	Specialist ecological consultants advised that it would be good practice to define specific, tailored buffer zones around all of the Natura 2000 sites within the County and adjoining authorities inclusive of trans-boundary sites. Each buffer has been identified having regard to the qualifying interests of the (pertaining) Natura site and the characteristics of the adjoining grounds and their importance for the designated area in terms of habitat and species. This image illustrates the extent of the buffers of Northern Ireland SPAs that fall within the jurisdiction of Donegal County Council.	

Ref	Brief Description of Spatial Data	Image of Spatial Data Layer
25	County Geological Sites (CGS) have been identified in the Geological Heritage Audit of Donegal, 2019 (prepared By Geological Survey Ireland and supported by the Heritage Council and Donegal County Council). The Audit identifies a total of 102 CGS, 22 of which have been recommended as NHAs. The CGSs identified are the most important geological sites in the County, and some are identified as having national importance.	

Appendix C: Section 28 Statement

Section 28 of the Planning and Development Act 2000 (As Amended) requires the appending of a statement to the Plan to include information which demonstrates:

1. *How the Planning Authority has implemented the policies and objectives of the Minister contained in Guidelines issued to the Planning Authorities by the Minister regarding any of their functions under the Planning and Development Acts when considering their application to the area, or part of the area, of the Development Plan and the Development Plan, or;*

2. *If applicable, that the Planning Authority has formed the opinion that it is not possible, because of the nature and characteristics of the area or part of the area of the Development Plan, to implement certain policies and objectives of the Minister contained in the Guidelines when considering the application of those policies in the area or part of the area of the Development Plan and shall give reasons for the forming of the opinion and why the policies and objectives of the Minister have not been so implemented*.

The table below addresses these requirements.

Guidelines	**Comment on Implementation**
Development Plan Guidelines for Planning Authorities, June 2022	The Plan has been prepared having full regard to the key elements of the Guidelines. In particular, careful attention was paid to aligning the Plan in terms of: the Core Strategy (refer to the Settlement Strategy, overall housing allocations, and recognition at the national and regional level of Letterkenny as a Regional Centre; Sustainable development and regeneration (refer in particular Chap. 3 Core Strategy, Chap. 4 Climate Change, Chap. 5 Towns and Villages, Chap. 6.2 Urban Housing, and Chap. 7 Economic Development); Climate change (refer Chap. 3 Core Strategy, Chap. 4 Climate Change, Chap 9 Natural Resources Development, and Chap. 11.1 Biodiversity); Heritage and landscape (refer Chap 11 Natural and Built Heritage).
Sustainable Rural Housing Development Guidelines, April 2005	Having regard to the more up-to-date strategic rural housing guidance contained in the NPF, the Plan (refer Chap. 6.3: 'Rural Housing' was prepared to align with the provisions of the national document.
Retail Planning Guidelines, April 2012	The retail policies contained in Chap. 7.6 are generally in line with the key elements of the generic policy framework set out in the Guidelines in terms of, inter alia: preserving the vitality and viability of centres; proportionality of development to settlements in the context of the Core Strategy; and the requirement for retail impact assessment where justified.
Childcare Facilities Guidelines, June 2001	Chapter 12.2: 'Childcare' has been prepared having regard to the Guidelines in relation to the optimum location for new childcare facilities to facilitate localised provision, accessibility and sustainable development (Policy CC-P-3 refers).
Wind Energy Development Guidelines, 2006; & Interim Guidelines for Planning Authorities on Statutory	Chapter 9: 'Natural Resources Development' is generally consistent with the broad support for renewable energy development contained in these Guidelines. The first paragraphs also note the additional

Guidelines	Comment on Implementation
Plans, Renewable Energy and Climate Change, 2017.	national policy context as contained in NSO8 and NPO55 of the NPF.
Sustainable Residential Development in Urban Areas-Guidelines for Planning Authorities, May 2009 and; Best Practice Urban Design Manual, May 2009	Addressed in general terms (refer Policy UB-P-7, inclusive of footnote).
Sustainable Urban Housing: Design Standards for New Apartments, July 2022	Addressed in general terms (refer Policy UB-P-7, inclusive of footnote).
The Planning System and Flood Risk Management-Guidelines to Planning Authorities, November 2009	Chapter 8.4: 'Flooding' has been prepared having full regard to the guidelines. A Strategic Flood Risk Assessment was prepared by specialist consultants. The SFRA has had a significant 'precautionary' influence on the three Area Plans and Settlement Frameworks contained in the Plan. The precautionary approach is also reflected in the general policy framework contained in Objective F-O-1 and policies F-P-1 to F-P-4.
The Provision of Schools and the Planning System-Code of Practice for Planning Authorities	Chapter 13.3: 'Primary, Post-Primary and Third Level Education' directly references these Guidelines and includes policies arising (refer Policies CC-P-1, CC-P-2, CC-P-4 and CC-P-5).
Spatial Planning and National Roads Guidelines, January 2012	A key policy matter contained in these Guidelines of particular significance for Donegal is that of the general presumption against the formation of new accesses, or the intensification of existing accesses, on lands adjoining National Roads to which speed limits greater than 60 kmh apply (as contained in Section 2.5 of the Guidelines). The relevant Plan policy is Policy T-P-12 that provides for possible derogation for the development of one-off rural houses impacting on the National Secondary Road within the section of the N56 National Secondary Road between the Five Points Junction (Killybegs) and the Mountain Top Letterkenny. **(T-P-12 policy is the subject of Draft Ministerial Direction to delete some of the policy and amend policy - for more information refer to www.donegaldevplan.ie or consult.donegal.ie.)**
Quarries and Ancillary Activities, 2004	Chapter 9.2: 'Extractive Industries' has been prepared having regard to the Guidelines. Refer in particular to Policy EX-P-2.
Strategic Environmental Assessment Guidelines for Regional Assemblies and Planning Authorities, 2022	Section 1.2 of the Environmental Report notes the requirement for adherence to these Guidelines and e.g. confirms adherence to the key steps in the SEA process inclusive of scoping. The Authority would

Guidelines	Comment on Implementation
	emphasise that significant resources have been devoted to the preparation of the Environmental Report.
Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas Water Sensitive Urban Design Best Practice Interim Guidance Document	Due regard given. Refer Policy F-P-2 in Section 8.4: 'Flooding.

County Donegal Development Plan 2024-2030 (As Varied)

- Part B: Area Plans
- Part C: Settlement Frameworks

June 2024



Incorporating Variation No.1

Part B

Area Plans

Contents for Part B and C

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		21. An Clochán Liath Area Plan	**513**
		22. Ballyshannon Area Plan	**543**
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		24. Carndonagh Area Plan	**603**
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PART B

Chapter 17 – General Introduction to Area Plans New

17.1 Introduction to the Area Plans for An Clochán Liath, Bealach Féich – Srath an Urláir (Ballybofey/Stranorlar), Béal Átha Seanaidh (Ballyshannon), Ceann an Droichid (Bridgend), Bun Cranncha (Buncrana), Bun Dobhráin (Bundoran), Carn Domhnach (Carndonagh), Baile Dhún na nGall (Donegal town) and Na Cealla Beaga (Killybegs)

This Part of the Plan contains detailed Area Plans for An Clochán Liath, Bealach Féich–Srath an Urláir (Ballybofey/Stranorlar), Béal Átha Seanaidh (Ballyshannon), Ceann an Droichid (Bridgend), Bun Cranncha (Buncrana), Bun Dobhráin (Bundoran), Carn Domhnach (Carndonagh), Baile Dhún na nGall (Donegal town) and Na Cealla Beaga (Killybegs). These nine Area Plans are contained within the County Development Plan (CDP) 2024-2030 but provide detailed planning policies that address the specific challenges and opportunities arising in the towns. The Area Plans must be read in tandem with and as part of the overall CDP document, as relevant policies, objectives, standards and guidance contained within the CDP are applicable to all of the area plan settlements.

17.2 The Purpose of These Plans

The purpose of these plans is to guide planning and future public investment decisions for each town. In practical terms, such Plans can help to achieve this aim by: ensuring a sufficient range of housing in accessible and socially inclusive locations close to jobs, schools and community services, enabling new pedestrian and cycling infrastructure, reserving lands for strategic and local access roads projects, facilitating urban regeneration including public realm improvements and tackling vacancy and dereliction, protecting key environmental assets, managing flood risk and allocating lands for economic development at commercially viable and strategic locations.

The Plans must also be consistent with National Planning Framework and the Regional Spatial and Economic Strategy for the Northern and Western Region and are otherwise guided by Ministerial Planning guidelines on specific planning issues (e.g. flood risk management, retail development).

17.3 Overall Development Management Approach

Ensuring specific development is situated in appropriate locations is crucial in providing adequate lands for new housing, ensuring compact growth, enabling sustainable mobility and new transport infrastructure, protecting residential and visual amenities and environmental assets, providing new community/recreational infrastructure, and managing flood risk etc. Consequently, specific lands have been zoned for specific purposes within the Plans and development proposals in the nine towns will be considered in the context of:

- their compliance with the zoning objectives as set out in Table 17.1 below and the corresponding zones identified on the Zoning Maps;
- the zoning matrix and the wider policy framework contained in each Plan; and
- the policy framework within the wider CDP, where relevant.

Policy GEN-DM-1:	It is a policy of the Council to support the principle of development proposals that are: (a.) Generally consistent with the zoning objectives as set out in Table 17.1 below and the corresponding zones identified on • Map 18.1 entitled 'Buncrana Land Use Zoning Map' • Map 19.1 entitled 'Ballybofey/Stranorlar Land Use Zoning Map' • Map 20.1 entitled 'Bundoran Land Use Zoning Map' • Map 21.1 entitled 'An Clochán Liath Land Use Zoning Map', • Map 22.1 entitled 'Béal Átha Seanaidh (Ballyshannon) Land Use Zoning Map • Map 23.1 entitled Ceann an Droichid (Bridgend) Land Use Zoning Map • Map 24.1 entitled 'Carn Domhnach (Carndonagh) Land Use Zoning Map' • Map 25.1 entitled 'Baile Dhún nan Gall (Donegal Town) Land Use Zoning Map'; and • Map 26.1 entitled 'Na Cealla Beaga (Na Cealla Beaga (Killybegs)) Land Use Zoning Map'. (b.) Supported in the zoning matrix contained in the relevant Area Plan. Such proposals will also be considered against the wider policy framework contained in both the Area Plans and the CDP, and relevant guidelines. Proposals for land-uses that are not specifically identified on the zoning matrices may also be considered where the proposed use does not materially contravene the relevant zoning objective, subject to compliance with the wider policy framework contained in the Area Plans and the CDP where relevant, and relevant guidelines.

Table 17.1: Land Use Zoning Objectives

Name	Objective	Colour/RGB Colour
General		
Established Development 1	To conserve and enhance the quality and character of the area, to protect residential amenity and allow for development appropriate to the sustainable growth of the settlement, including new residential and commercial development, subject to all relevant material planning considerations, all the policies of this Plan, relevant national/regional policy/guidance including environmental designations and subject to the proper planning and sustainable development of the area.	
Established Development 2	To conserve and enhance the quality and character of the area, to protect residential amenity and only support applications for minor developments, such as small extensions to houses, and most changes of use of existing buildings and / or extensions and additions to existing commercial and industrial enterprises.	
New Residential (Phase 1)	Provide for new residential development in tandem with the provision of the necessary social and physical infrastructure.	

New Residential (Phase 2)	Provide for new residential development in tandem with the provision of the necessary social and physical infrastructure on a phased basis that provides for the sequential development of settlements from the centre out.	
Strategic Residential Reserve	To reserve a quantum of land primarily for residential development as a long term strategic landbank	
Urban Core	Provide for the development and enhancement of urban core uses including retail, residential, commercial, civic and other uses	
Community Infrastructure	Provide for and protect civic, religious, community, health care, educational and social infrastructure	
Open Space and Recreation	Preserve and provide for open space, biodiversity and recreational amenities.	
Regeneration	Provide for public realm, civic, community, enterprise and/or residential led regeneration	
Opportunity Site	To reserve lands for specific development opportunities that are appropriate in terms of mix of use and compatibility with the wider area (See Specific Opportunity Site Policies)	
Business/Enterprise	Provide opportunities for general enterprise and business development	
Local Environment 1	To provide for limited development only ensuring no significant negative impact on the landscape setting or the biodiversity quality of the area.	
Local Environment 2	Protect and improve rural amenity and only support applications for minor agricultural, residential and commercial developments, such as small extensions to existing buildings.	
Tourism	Provide for tourism Related facilities and amenities	
Transport and Utilities Infrastructure	Provide for transport and utilities infrastructure	
Caravan Park	To allow for the development of new caravan parks, the enhancement and appropriate expansion of existing caravan parks and development of associated tourist facilities.	
High Amenity	Protect and enhance high amenity areas	
Ballybofey/Stranorlar Specific		
TEN-T PRIPD/ Established Development	To conserve and enhance the quality and character of the area, to protect residential amenity and allow for development appropriate to the sustainable growth of the settlement, including new residential and commercial development, subject to all relevant material planning considerations, all the policies of this Plan, relevant national/regional policy/guidance including environmental designations and subject to the proper planning and sustainable development of the area and to provide for the development of the TEN-T Priority Route Improvement Project, Donegal.	
TEN-T PRIPD/ Opportunity Site	To reserve lands for specific development opportunities that are appropriate in terms of mix of use and compatibility with the wider area (See Specific Opportunity Site Policies) and to provide for the development of the TEN-T Priority Route Improvement Project, Donegal.	

TEN-T PRIPD/ Local Environment	Protect and improve rural amenity, provide for the development of agriculture and to provide for the development of the TEN-T Priority Route Improvement Project, Donegal.	
TEN-T PRIPD/Open Space and Recreation	Preserve and provide for open space and recreational amenities and to provide for the development of the TEN-T Priority Route Improvement Project, Donegal.	
Buncrana Specific		
Settlement Consolidation Sites	To deliver sustainable compact growth that is strategic in nature and scale.	
Bundoran Specific		
Coastal Management Zone	To ensure that this area remains free from development but facilitates access as an important local amenity.	
Na Cealla Beaga (Killybegs) Specific		
Port/Harbour Related	To retain and enhance the port/harbour related function for proposals for appropriate new commercial/industrial/harbour-related/tourism related developments	
An Clochán Liath Specific		
Marina	To facilitate the development of a marina use and other water based recreational activity.	

17.4 Housing

The current housing crisis is well documented and is manifested locally in rising house[33] and rent[34] prices, high residential vacancy and dereliction rates, local social housing waiting lists and the severe shortage of new housing completions in many urban areas over the last decade particularly on zoned residential lands.

The Planning Authority has had regard to, inter alia, the following related national policy frameworks and guidelines when planning new residential development:

- **National Planning Framework** which emphasises the need to achieve compact growth, focus 30% of new housing within existing built-up footprints on brownfield and infill sites and vacant buildings, ensure efficient land use, co-ordinate zoning and services using a tiered approach and enable sustainability mobility (e.g. walking cycling and public transport).
- **Urban Design Manual** which highlights the need to ensure that new residential developments respond to their context, are well connected, inclusive, promote a variety of uses, make efficient use of resources including land, create a sense of place, and have safe secure and enjoyable public realm.
- **Housing For All** which priorities increased social housing provision, new land activation measures (e.g. Residential Zoned Land Tax), and tackling vacancy (e.g. via the Croi Conaithe (Towns) Fund and Town Centre First Initiative).
- **Development Plan Guidelines** which recommends:
    - **Applying** the **core strategy** requirements to each settlement.
    - **Adopting** a **sequential approach** for residential zoning prioritising centrally-located serviced lands.
    - Conducting a detailed **assessment** of existing and proposed residential zonings.
    - **Not de-zoning existing serviced and developable** zoned land **where there is a surplus of same but taking a phased approach** where there is a sound planning

[33] 16.8% Annual Increase Daft House Price Report Q3 2022.
[34] 19.0% Annual Increase Daft Rental Price Report Q3 2022.

rationale. (although phasing may not be necessary if zoned and serviced sites are of broadly equivalent merit).
- **Dezoning** or examining alternatives for residential lands which have remained **undeveloped and are unserviced.**
- Ensure **sufficient flexibility** in zoning to allow sufficient residential sites to come forward if residential development does not proceed on one or more sites.

Consequently, the Plans are intended to facilitate an adequate supply, range and mix of high-quality housing at serviced, sustainable, accessible, and socially-inclusive locations by:

- Providing adequate zoned residential land at appropriate compact, accessible and serviced locations with a focus on town centre regeneration, brownfield and infill and sequential development sites in accordance with the core strategy allocation for each town in the first instance.
- Ensuring sufficient flexibility in terms of the overall amount of zoned land including through the retention of pre-existing zoned serviced and developable residential zonings on a phased basis.
- Ensuring quality, inclusive, well-connected housing which respond to it's local context by requiring adherence to national residential development guidelines and implementing site specific housing policies to capitalise on local opportunities and address local deficiencies.
- Supporting the refurbishment of vacant and derelict housing stock within the urban cores .
- Supporting proposals for single dwellings on lands zoned 'Local Environment 1' in limited circumstances provided that they would integrate with the landscape.

To this end the following approach was taken in identifying land for residential development:
- The formulation and provision of a core strategy allocation for each town.
- An examination of extant planning permissions which could facilitate the delivery of the core strategy allocation.
- An assessment and ranking of all potential residential sites (including both pre-existing residential zonings and other potential residential sites) in accordance with the sequential test in Section 6.2.3 of the Development Plan Guidelines and other planning guidelines including the following criteria - compact growth, active travel, availability of water and wastewater networks, roads, footpath, public lighting, surface water, flooding, natura 2000 sites, national roads policy (where relevant), infrastructure corridors, environmental amenities and the identification of sufficient residential lands to meet the core strategy allocation based on the above ranking.
- The retention of certain serviced and developable residential zonings , to be delivered on a phased basis in accordance with Section 4.4.1 of the Development Plan Guidelines.

Generic Objective and Policies Applicable to All Settlements

Housing

Objective

GEN-H-O-1	Facilitate an adequate supply, range and mix of high-quality housing at serviced, sustainable, accessible, and socially inclusive locations to meet anticipated housing need.

Policies

GEN-H-P-1	It is a policy of the Council to secure an adequate supply of strategic landbanks for the purposes of housing provision beyond the life of this plan through the identification of lands as 'New Residential Phase 2' and/or 'Strategic Residential Reserve'. The Council will examine and manage the appropriate release of such

	lands on the basis of a continued assessment of need and levels of supply and subject to the provisions of policy GEN-H-3.
GEN-H-P-2	In areas zoned as 'Local Environment 1' it is a policy of the Council to consider proposals for single dwellings in circumstances where: • the land in question is in family ownership and where the applicant/s can demonstrate a genuine need to reside on the subject site; and • it can be demonstrated that the proposal would integrate harmoniously with the local landscape, utilising and retaining key landscape features such as trees and hedgerows and would not have an adverse impact on the existing character of the area or the residential amenity of adjoining properties. Proposals for multiple housing developments (i.e. 2 or more dwellings) will not be considered. Access to lands which adjoin or extend along the National road network outside locations subject to a reduced 50-60kph urban speed limit should conform to the requirements of the DoECLG Spatial Planning and National roads Guidelines concerning the general restriction on access to national roads and Policy T-P-12 (a) of the Plan. **(T-P-12 policy is the subject of Draft Ministerial Direction to delete some of the policy and amend policy - for more information refer to www.donegaldevplan.ie or consult.donegal.ie.)**
GEN-H-P-3	The planning authority will only consider the phased release of New Residential Phase 2 and/or Strategic Residential Reserve lands in limited cases and exceptional circumstances, where all of the following conditions are met – a) A minimum of 50% of the New Residential Phase 1 lands have been developed and/or are committed to development by way of a live planning permission. b) Evidence is provided that further Phase 1 lands will not be developed for residential development within the plan period and thus the release of Phase 2 lands should be considered in order to meet Core Strategy targets. c) The Phase 2 lands being considered for development will provide for the sequential and compact growth of the settlement from the centre out and will provide for vehicular and active travel linkages that connect with existing infrastructure and allow for connectivity to the urban core of the settlement. d) The Phase 2 lands being considered for development have access to all necessary utilities to deliver residential development. (NB - This policy does not apply to Bridgend due to the servicing constraints in that settlement. In Bridgend, Phase 2 lands will be rezoned to Phase 1 when the utilities and infrastructure required to deliver residential development are put in place).
GEN-H-P-4	Ensure that the design of new multiple residential developments provide for connectivity to adjacent and backland (developed or undeveloped) land parcels including: • Access to adjoining undeveloped backlands.

	• Safe, coherent, direct, attractive, and comfortable active travel linkages to adjoining undeveloped backlands and, where appropriate, adjoining existing developments.
GEN-H-P-5	Proposals for single dwellings will only be permitted on lands zoned for residential purposes (including lands zoned 'New Residential Phase 1', 'New Residential Phase 2', 'Strategic Residential Reserve' and Opportunity Sites facilitating residential development) where it can be clearly demonstrated that: • The location and layout of the dwelling would not compromise the ability of the subject land zoning to facilitate the provision of comprehensive integrated and quality residential development(s) utilizing the entire land zoning. • The location and layout of the dwelling would not compromise the provision of any relief road, strategic, or active travel infrastructure identified in the Area Plans. • The proposal would not be detrimental to neighbouring residential amenities or the general character of the surrounding area.
GEN-H-P-6	• Ensure that the design of new residential proposals positively contribute to the creation of an integrated hierarchy of public open spaces and corridors across the overall urban area to meet the needs of the planned population. • Seek to secure the simultaneous creation of ecological corridors, use of native plant species, and use of biodiversity friendly interventions in new residential developments.

17.5 Economic Development

Objective

GEN-ED-O-1	Only support the provision of professional services, where the services proposed are provided principally to visiting members of the public, within land zoned as 'Urban Core' and within established neighbourhood centres. (Professional services includes dentists, solicitors, beauty therapists/hairdressers, physiotherapists etc.).

17.6 Transport

Objectives

GEN-T-O-1	Facilitate a significant increase in sustainable mobility through the provision of a compact permeable urban form, new and enhanced active travel infrastructure (walking and cycling), and public transport services and associated infrastructure.
GEN-T-0-2	Improve strategic transport connectivity, traffic safety and local traffic flow and accessibility (including through the delivery of the TEN-T PRIPD strategic roads project in the case of Bealach Féich – Srath an Urláir / Ballybofey/Stranorlar), the provision of new local access links and the implementation of appropriate safety, parking/traffic management solutions.

Policies

GEN-T-P-1	1. Implement, deliver and/or facilitate all projects/actions outlined in the Local Transport Plan, Land Use/Transportation Strategies and associated maps, as appropriate for each settlement, subject to the completion and findings of all necessary technical assessments required to support such projects/actions and subject to the necessary planning consents being obtained. 2. a) Ensure that any new developments do not prejudice the development/implementation of transport projects/links identified in the Local Transport Plans. b) Protect the corridors or routes associated with said transport projects/links. 3. Ensure that all new transport and green infrastructure projects, inclusive of those referenced in the Plan, be subject to individual environmental assessments inclusive of local environmental factors. Such assessments must, inter alia: a) Prepare a feasibility assessment b) consider environmental constraints including those related to habitats along with potential impacts (e.g. disturbance from lighting) c) address sustainable mobility in accordance with the relevant objectives contained elsewhere in this Plan. d) Include implementation measures to minimize river crossings, avoid sensitive habitats, not increase barriers to flood waters and employ sustainable design and construction techniques. e) Undertake a corridor and route selection process where appropriate f) demonstrate that any proposed interventions are consistent with all relevant legislative requirements.
GEN-T-P-2	Ensure that new development proposals preserve the key access points to undeveloped or existing adjoining lands identified in the Area Plan Land Use Zoning Maps.
GEN-T-P-3	Require, where feasible, that new developments are sited and designed in a manner which prioritises, and provides safe, direct, and attractive access for pedestrians and cyclists.
GEN-T-P-4	Facilitate the re-allocation of existing road space to provide enhanced, pedestrian and cycling infrastructure.
GEN-T-P-5	Support and facilitate the provision of local public transport services and associated infrastructure (e.g. bus stops/shelters, laybys, and bus prioritisation measures) in collaboration with the NTA.
GEN-T-P-6	Facilitate the provision of electric vehicle charging points at public off-street locations.
GEN-T-P-7	Only consider vehicle parking proposals within areas zoned Urban Core in the following exceptional circumstances: a) The provision of secure and attractive parking for residential developments, including disabled and age friendly parking, in accordance with the guidance set out in the Urban Design Manual (DoHLGH 2009) or any subsequent related publication where such parking cannot otherwise be catered for by existing capacity in adjacent on-street or publicly accessible parking spaces.

	b) For commercial/community developments where such parking is essential to ensure the viability of the development and cannot otherwise be catered for by existing spare capacity in adjacent on-street or publicly accessible parking spaces, and would accord with the town centre objectives of this plan. c) Publicly accessible disabled and age friendly parking spaces and public transport facilities. d) As part of urban regeneration projects/proposals where the proposal would involve the reconfiguration of existing parking and/or would not otherwise hinder the creation of a vibrant, compact and pedestrian friendly urban form.
GEN-T-P-8	Support the development of parking management strategies (including an assessment of the quantum, location and cost of parking) in settlements where the need arises.

17.7 Urban Core / Town Centre

Objective

TC-G-0-1	Create vibrant, multifunctional, attractive, and accessible town centres, including through the reduction of the overall level of Vacancy and Dereliction.

Policies

TC-G-P-1	Facilitate a variety of developments and uses within the urban cores / town centres including residential, retail, day and night-time hospitality, professional services, tourism and cultural development which accord with the urban design policies of the development plan and otherwise do not detract from the visual, residential or environmental amenities of the area or cause adverse impact traffic impacts.
TC-G-P-2	Positively facilitate sensitive proposals for the refurbishment and reuse of vacant and derelict buildings including proposals for the amalgamation and extension of existing properties for town centre compatible uses (e.g. commercial, retail and residential) in accordance with the urban design policies of this plan.
TC-G-P-3	Positively support proposals for infill and backland residential and commercial developments where they would: • Not have a significant adverse effect on existing residential and visual amenities. • Respect the existing character, scale and setting of the local built environment.
TC-G-P-4	Consider proposals for food take-away units, bookmakers, amusement arcades, and casinos within the 'Urban Core' zoning provided that they: a) Are not located within or abutting premises consisting of residential accommodation, schools or religious institutions. b) Do not contribute to the over concentration of such uses in a given area which would result in excessive noise, litter and anti-social hours of operation; and c) Do not detract from the streetscape, vitality and viability of the area.

17.8 Recreation, Community and Natural Heritage

Objectives

RCNH-G-O-1	Create a high-quality integrated network of recreational and amenity spaces, linkages and infrastructure which provide an optimal quality of life and visually attractive environment and satisfy the requirements of the Habitats Directive regarding potential impacts on European sites.

17.9 Flooding

Policies

GEN-F-P-1	a) Within areas zoned as 'Established Development 2', only minor developments (e.g., small extensions to houses, most changes of use of existing buildings and/or extensions and additions to existing commercial and industrial enterprises) will be supported, where it can be demonstrated that they will not obstruct important flow paths, introduce a significant additional number of people into flood risk areas or entail the storage of hazardous substances). b) Such applications shall be accompanied by a commensurate assessment of the risks of flooding to demonstrate that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities. Such proposals shall follow best practice in the management of health and safety for users and residents of the proposal.
GEN-F-P-2	a) Within areas zoned as 'Local Environment 2', only minor developments (e.g., small extensions to existing agricultural, residential or commercial buildings or other developments of limited scale) or water compatible developments will be supported, where it can be demonstrated that they will not obstruct important flow paths, introduce a significant additional number of people into flood risk areas or entail the storage of hazardous substances). b) Such applications shall be accompanied by a commensurate assessment of the risks of flooding to demonstrate that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities. Such proposals shall follow best practice in the management of health and safety for users and residents of the proposal.

Chapter 18 – Buncrana Area Plan 2024-2030



Comhairle Contae
Dhún na nGall
Donegal County Council

Chapter 18 – Buncrana Area Plan

18.1 Introduction

The second largest town by population in the County (recorded as 6,875 in the 2016 census [CSO, 2016]), Buncrana is a coastal seaside town strategically located on the eastern shores of the Inishowen peninsula in the North-West of the county.





The town currently functions as a tourism destination (identified in the RSES as a 'Key Destination Town' on the Wild Atlantic Way), and as a service town for large parts of the Inishowen Peninsula. Buncrana serves as a gateway to Inishowen including the most northerly Signature Point on the Wild Atlantic Way at Malin Head. Buncrana is one of the 4 strategic nodes in the North-West City Region (NWCR), along with Derry, Letterkenny and Strabane. The town's seaside location, natural and heritage resource, proximity to, and cross border connections with Derry are among its key strategic assets.

18.1.1 'Strategic Strengths and Future Direction Study', (ICLRD, August 2020)

In 2020, Donegal County Council (DCC) commissioned the International Centre for Local and Regional Development (ICLRD) to prepare a strategic report on potential key sectors for the future development of the town[35]. The study identified evidence of a need for a co-ordinated place-based approach to driving the future development of Buncrana based on extensive public engagement and consultation. The key findings of the Report are set out below and have informed the development of this Plan:

- The overall economic performance of Buncrana is not reflective of its status within the county (in terms of population size): relatively low total of jobs; one of the lowest jobs ratios (local jobs: resident workers) in the county; high overall unemployment level despite significant out-commuting to employment in Derry and Letterkenny.
- Buncrana's current and future development is shaped, influenced, and governed by policy documents and statutory frameworks that are currently in place at a county level. These include the County Donegal Development Plan, Local Economic and Community Plan and Local Development Strategy, which are closely aligned and give effect to several complementary objectives for Buncrana:
- Maintaining and furthering cross-border linkages and collaboration;
- Harnessing the opportunities associated with the NWCR and the linked metropolitan area;

[35] Strategic Strengths and Future Direction Study, ICLRD, August 2020

- Promoting an attractive, accessible and liveable town, based on sequential development and focusing on compact growth and utilising the existing town core;
- Fostering local economic development and entrepreneurship;
- Supporting the 'Repowering Buncrana' project.
- Development of a Night -Time economy within the town (NTE)[36] ;
- Investing in green transport and active travel (walking and cycling), associated with environmental and public health;
- Supporting the provision of greenway infrastructure, associated with economic diversification (tourism), public transport, enhanced connectivity and the promotion of active travel;
- Protecting biodiversity and harnessing natural resources, including the marine;
- Emphasising quality-of-life, stemming from investments in enhanced community amenities and infrastructure, particularly those associated with outdoor activities and accessing the natural environment;
- Increasing citizen participation in local decision making, with particular focus on youth and the third age; and
- Ensuring that the public realm and built environment are conducive to social well-being, community health, social inclusion and vibrant places.
  Buncrana's geographic location and role within the County's Core Strategy settlement hierarchy as a County Growth Driver positions it to become a strong employment centre, with a particular focus on tourism and opportunities to attract investment from the IT, pharmaceuticals, biotechnology, food processing and electrical/electronics sectors. The focus on tourism development can be achieved through:
- the reservation of land for recreation and amenity,
- continued investment in recreation and amenity infrastructure,
- protection and enhancement of the built heritage of the town,
- development of the night time economy[37],
- appropriate marketing and promotion and,
- cross-border cooperation on mutually beneficial cross sector projects.

18.1.2 Core Strategy

The Core Strategy sets out an overall settlement hierarchy including population and housing targets and associated residential land zonings allocations for settlements (or groups of settlements) within the county. The Core Strategy identifies Buncrana as a second-tier 'County Growth Driver' and allocates 566 units or 7.3% of the overall housing target in the county to the town. On the basis of a residential density of 35 units per ha this means that overall 16.2ha of zoned land is required to fulfil the core strategy housing targets for Buncrana.

18.1.3 Zoning Matrix

As specified in Policy GEN-DM-1 in the General Introduction (see Section 17.3), development proposals in Buncrana will be considered in the context of their compliance with the zoning objectives as set out in Table 17.1, the corresponding zones identified on Map 18.1 entitled 'Buncrana Land Use Zoning Map', and the zoning matrix contained in Table 18.2 below. The wider policy framework contained in both this Plan and the CDP will also be applied where relevant.

[36] Funded by Dept of Tourism, Culture, Arts, Gaeltacht, Sport and Media in 2022 to establish Night-Time Economy Advisor and Night-Time Economy Committee(s).

Table 18.1: Buncrana Land Use Zoning Matrix.

The Zoning Matrix illustrates a range of land uses together with an indication of their broad acceptability in each of the land use zones.

Please note that the broad acceptability of uses on designated Opportunity Sites and Settlement Consolidation Sites is set out in specific policies contained in Chapter 18 of this Plan.

Y= Acceptable in Principle; O=Open for consideration; N= Not acceptable

Land Use Zoning	**New Residential (Phase 1)**	**New Residential (Phase 2)**	**Urban Core**	**Established Development 1**	**Established Development 2**	**Strategic Residential Reserve**	**Open Space & Recreation**	**Business & Enterprise.**	**Local Environment 1**	**Local Environment 2**	**Community Infrastructure**	**High Amenity**
Amusement Arcade/Casinos	N	N	O[1]	N	N	N	N	N	N	N	N	N
Agricultural Buildings	N	O	N	O	O[19]	O[2]	N	N	O	O[20]	N	O
Car Park (other than ancillary)	N	N	O[3]	N	O[19]	N	N	N	N	O[20]	N	N
Betting Office	N	N	O[4]	O[4]	N	N	N	N	N	N	N	N
Cafe	N	N	O	O	O[19]	N	O	O	N	O[20]	N	N
Cemetery	N	N	N	N	O[19]	N	N	N	O	O[20]	Y	N
Cinema	N	N	Y	N	O[19]	N	N	N	N	O[20]	N	N
Community/ Recreational /Sports	O	N	O	O	O[19]	O	O	O	O	O[20]	Y	N
Creche/Playschool	O	N	Y	O	O[19]	N	N	O	N	O[20]	Y	N
Cultural Uses/Library	O	N	Y	O	O[19]	N	N	N	N	O[20]	Y	N
Dancehall/Disco	N	N	Y[5]	N	O[19]	N	N	N	N	O[20]	N	N
Data Centre	N	N	N	N	O[19]	N	N	O	N	O[20]	N	N
Funeral Home	N	N	Y	O	O[19]	N	N	O	N	O[20]	O	N
Garage/Car Repair	N	N	Y	O[7]	N	N	N	O	N	O[20]	N	N

Land Use Zoning	**New Residential (Phase 1)**	**New Residential (Phase 2)**	**Urban Core**	**Established Development 1**	**Established Development 2**	**Strategic Residential Reserve**	**Open Space & Recreation**	**Business & Enterprise.**	**Local Environment 1**	**Local Environment 2**	**Community Infrastructure**	**High Amenity**
Guesthouse /Hotel/ Hostel	N	N	Y	O	O[19]	N	N	N	N	O[18]	N	N
Hot Food Takeaway	N	N	Y		N	N	N	N	N	N	N	N
Industry (light)	N	N	Y	O[6]	O[19]	N	N	O	N	O[18]	N	N
Industry (General)	N	N	N	O[8]	O[21]	N	N	Y	N	O[18]	N	N
Medical Consultancy/Health care	N	N	Y	O	O[21]	N	N	O	N	O[18]	O	N
Motor Sales	N	N	N	O	O[19]	N	N	O	N	O[18]	N	N
Nursing Home	N	N	Y	O	O[19]	N	N	N	N	O[18]	Y	N
Offices	N	N	Y	O[9]	O[19]	N	N	Y[9]	N	O[18]	O[9]	N
Park/Playground	O	O	O	O	O[19]	N	Y	N	O	O[18]	Y	N
Petrol Station	N	N	O	O	O[19]	N	N	O	N	O[18]	N	N
Place of Worship	O	N	Y	O	O[19]	N	N	O	N	O[18]	Y	N
Playing Fields	O	O	O	O	O[19]	O	O	N	O	O[18]	O	N
Pub	N	N	Y	O	O[19]	N	N	N	N	O[18]	N	N
Restaurant	N	N	Y	O	O[19]	N	N	O	N	O[18]	N	N
Residential	Y	Y	Y	Y	O[19]	O[10]	N	N	O[20]	O[18]	N	N
Retail	N	N	Y	O[11]	O[19]	N	N	O[16]	O[17]	O[18]	N	N
School/Education	N	O	Y	O	O[19]	N	N	N	N	O[18]	Y	N
Solar Energy Generation (other than exempted dev. or microgeneration[19])	N	N	O	O	O[19]	O[14]	N	O	O[15]	O[18]	N	N
Tourist Related Facilities	N	N	Y	O	O[19]	N	N	N	N	O[18]	N	N
Warehouse/Store/ Depot	N	N	O	O	O[19]	N	N	O	N	O[18]	N	N

Land Use Zoning	**New Residential (Phase 1)**	**New Residential (Phase 2)**	**Urban Core**	**Established Development 1**	**Established Development 2**	**Strategic Residential Reserve**	**Open Space & Recreation**	**Business & Enterprise.**	**Local Environment 1**	**Local Environment 2**	**Community Infrastructure**	**High Amenity**
Water/ Wastewater Services	O	O	O	O	O	O	O	O	O	O	O	O

Please refer to **Settlement Capacity Audit/Infrastructural Assessment for Residential Related Sites: Ch 18 Appendix A.**

Area Plan Appendix A for Settlement Capacity Audit/Infrastructural Assessment prepared having regard to the provisions of the *National Planning Framework* and the *Development Plan Guidelines*.

Footnotes to accompany land-use zoning matrix

1 Refer to Chapter 17, Policy TC-G-P-4.
2 Proposals for agricultural buildings within lands zoned as Strategic Residential Reserve (SRR) must be designed and located so as not to compromise the future residential development potential of the SRR zoned lands.
3 Refer to specific policies on car parking as set out in Policy GEN-T-P-7.
4 Betting offices will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
5 Dancehalls/discos will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
6 Light industry will not be permitted where it is considered that the proposal may have a detrimental impact on the established character or residential amenities of an area.
7 Garages/car repair will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
8 Developers are advised to have regard to, inter alia, the economic development policies of the County Development Plan.
9 Developers are advised to note that professional services, where the services proposed are provided principally to visiting members of the public, will generally be directed to the defined urban core.

10 Proposals for multiple (i.e. 2 or more) residential units will not be considered on Strategic Residential Reserve lands. Proposals for single dwellings may be considered where they accord with the Councils housing policies and where they are located and designed so as not to compromise the future residential development potential of the SRR zoned lands.

11 Developers are advised to note that proposals for retail development in areas zoned Established Development 1 shall be assessed in accordance with the provisions of the Retail Strategy as set out in the County Development Plan.

12 Proposals for retail development on lands zoned as Strategic Residential Reserve shall only be considered where they comprise proposals for a farm shop selling goods that are produced on the subject landholding. Other types of retail shall not be permitted at these locations.

13 Proposals for microgeneration shall be dealt with on a case-by-case basis having regard to all relevant policy provisions of this Plan, the County Development Plan and other statutory guidance.

14 Proposals for solar energy generation on lands zoned Strategic Residential Reserve may be considered where, inter alia, such proposals are located and designed so as not to compromise the future residential development potential of the SRR zoned lands.

15 Proposals for solar energy generation on lands zoned Local Environment 1. may be considered where, inter alia, it can be definitively demonstrated that such proposals would have no significant negative impact on the landscape setting or the biodiversity quality of the area.

16 Proposals for retail development on lands zoned as Business and Enterprise shall only be considered where the retail element of the proposal is clearly ancillary to the parent/main use of the site, comprises a maximum of 10% of the total floor area of the subject development, and where the goods being sold are a product of that 'main use'. Notwithstanding the foregoing, proposals for retail uses on General Employment lands shall not be permitted if such use would be detrimental to the retail function of the town centre; these matters will be assessed on a case by case basis in accordance with the provisions of the Council's Retail Strategy

17 Proposals for retail development on lands zoned as Local Environment 1. shall only be considered where they comprise proposals for a farm shop selling goods that are produced on the subject landholding. Other types of retail shall not be permitted at these locations.

18 Only proposals for minor agricultural, residential and commercial buildings such as small extensions to existing buildings will be considered in **'Local Environment 2'** in accordance with Policy Gen-F-P-2.

19 Only proposals for minor developments such as small extensions to houses and most changes of use to existing buildings and/or extensions and additions to existing commercial and industrial enterprises shall be considered within land use zoning **'Established Development 2'** in accordance with Policy Gen-F-P-1.

20 Only proposals for single dwellings will be considered on lands zoned Local Environment 1 in accordance with GEN-H-P-2.

18.2 Shorefront

Buncrana's shorefront location and existing associated green infrastructure is one off its key assets. The town is within close proximity to several beaches and to Fahan marina (a large privately-operated marina, located to the south of the town providing berthing for up to 250 leisure craft). The coastal location is a valuable recreational asset facilitating swimming, sailing, angling/fishing, boat touring and other water-based activities. There are six piers and slipways providing access to the sea but these are concentrated in the heart of the town where parking and launching is very difficult. The main pier provides berthing for the Lough Swilly Ferry, a number of small fishing boats and for the RNLI search and rescue boat. All of these services are vital for the commercial and economic growth of the area.

18.2.1: RRDF - 'Repowering Buncrana'

The 'Repowering Buncrana' Rural Regeneration and Development project includes a series of measures that will work in an integrated way to strengthen the shorefront, enhance walking and cycling, provide quality shore front amenities, integrate art and biodiversity into our urban landscape and critically work to counter the disconnect between Main Street and the shore front. The project funded under the Government's Rural Regeneration Development Fund (RRDF)[1] will also seek to reuse a vacant town centre building to accommodate new job creation bringing much needed employment opportunities to Buncrana, increasing the number of people in the town centre ~~resulting in~~ delivering increased footfall, additional business spin offs and economic spend. The project was successful in securing funding or project development work under the third call of the RRDF for Category 2 applications. The funding secured will enable the progression of the project through the statutory approval and detailed design stages to a highly developed status as a shovel ready capital works project and onwards delivery.

The project includes the following interventions:

1. A new iconic pedestrian bridge over the Mill River connecting the Inishowen Greenway Project and Amazing Grace Park to a transformed harbour/pier environment,
2. The creation of a high performance promenade and Shore Front Green including enhanced walkways, beach access, public realm & festival gathering space and development of a new bespoke public/civic shore green users building,
3. Enhanced connectivity between the new Shore Front Green environment and the Main Street and commercial core of the town with targeted public realm improvements,
4. Enhanced Shore Front walkway and promenade along the Fishing Green, with dramatic re-imaging of the Amazing Grace viewing point,
5. Onwards connection of the promenade to Swan Park, Buncrana Castle and Cockhill Road, and
6. The repurposing and extension of a vacant heritage building to create bespoke office accommodation.

These interventions were identified as '*Place Standard Priorities*' and '*Key Spatial Recommendations*' in the 'Strategic Strengths and Future Strategic Direction' study and the Repowering Buncrana Project now proposes to give effect to their delivery.

[1] gov.ie - Rural Regeneration and Development Fund (www.gov.ie)



Fig. 18.1 – The Six Place Standard Priorities of the Repowering Buncrana - A North West Place Standard Project.



Fig 18.2 – A spatial and conceptual representation of the six interventions proposed by the Repowering Buncrana – A North West Place Standard Project.

Objectives and Policies.

BC-S-O-1:	To protect and enhance the character, setting and natural heritage of the shorefront in Buncrana, which is identified as an area of 'Open Space and Recreation' on the Buncrana Land-Use Zoning Map, in order to secure its existing and future amenity, and tourism and ecological value.
BC-S-0-2:	To support the progress and implementation of the 'Re-powering Buncrana' – A North West Place Standard Project as funded by the Department of Rural and Community Development (DRCD) and to support any future subsequent phases of the project that provides for strategic regeneration and development of the town in accordance with the Six Place Standard Priorities of the Project.
BC-S-P-1:	To support the principle of the following development proposals within the shorefront '*Open Space and Recreation*' zoning, subject to compliance with all other relevant polices of this Plan and the County Development Plan: a. Development ancillary to existing established uses that support the tourism product in Buncrana. b. Public realm and active travel interventions that serve to enhance the amenity value of the area. c. Community-based recreation projects. d. The development of marinas, jetties, facilities for outdoor water-based activities and harbour facilities for maritime leisure developments. Proposals shall only be permitted where they: i. would not significantly impact on the visual amenities, character and environmental quality of the area. ii. would not intrude significantly on seaward views. iii. are of a scale and character appropriate to the host environment and are of an enduring high-quality design.
BC-S-P-2:	To protect the coastal walkways in Buncrana as important tourism, recreation and amenity resources for the town
BC-S-P-3:	To ensure that development proposals that would have a negative impact on the use of Buncrana Pier shall not be permitted.
BC-S-P-4:	To support the principle of the development of a flagship tourism project, such as a Marine Discovery Centre, in Buncrana subject to all material planning considerations, national and regional guidelines, all relevant policies of this Plan and having regard to environmental and conservation designations including the requirements of Article 6 of the Habitats Directive.

18.3 Town Centre/Urban Core

The original town centre of Buncrana was concentrated around Upper and Lower Main Street. The centre now extends eastwards from Lower Main Street into the extended town centre area at Ardaravan Square. The retailing offer in the town is diverse and is characterised by a mix of both independent businesses and a number of larger footprint national stores. The Strategic Study findings noted strong public support for the current town centre focused retail offer and a desire that this pattern would be maintained and supported through land use policy. In addition to ensuring greater commercial life and vibrancy in the town centre, the Strategic Study concluded that the town needs further consolidation, and that an enhanced retail offering is key to ensuring this happens.

Proposals for retail development in the town centre will be governed by the County Retail Strategy as set out in Chapter 7.

18.3.1 Car Parking

The town centre is already served by a large supply of public car-parking. There is a total of approx. 800 on-street and public car-parks spaces. The previous practice of new development proposals having to provide for onsite car parking can have a negative impact upon the ability to deliver an appropriate high quality development proposal within an urban context and thus the preference in this Plan is for developments to utilise public parking facilities where surplus car parking is available within easy walking distance or where public parking facilities are to be delivered at a location that will facilitate the development. In those circumstances it will be necessary for the developer to make a financial contribution towards the provision of those facilities.

18.3.2 Vacancy, Derelict Sites and Regeneration Opportunities

Vacant and derelict properties in the town centre have become increasingly unattractive. Analysis published by the Northern and Western Regional Assembly[38] identifies the increase in the scale of the issue affecting the town.

Table 18.1: Vacant and Derelict commercial stock, (NWRA, Regional Vacancy and Dereliction Analysis, 2022).

Vacant commercial stock 2015	Vacant commercial stock 2020	Absolute change (2015-2020)	% Change (2015-2020)	Commercial Vacancy Rate (2020).
Buncrana 44	61	17	38.6%	14.8%

Unsurprisingly, the Strategic Study identified the importance of encouraging brownfield infill development and promoting the re-use/re-purposing of vacant premises in the urban core thus driving the vibrancy of the urban core and making it more attractive to future investors.

18.3.3 Backland Development

While most development has occurred along Main Street, the development of Ardaravan Square demonstrated how underutilised and/or landlocked back lands can achieve compact development within the Town Centre. The Health Service Executive's Primary Care Centre development opened during 2022 was also developed on a centrally-located brownfield site. The figure below identifies a further five town centre brownfield opportunity sites.

[38] Regional Vacancy and Dereliction Analysis (January 2022), Northern and Western Regional Assembly

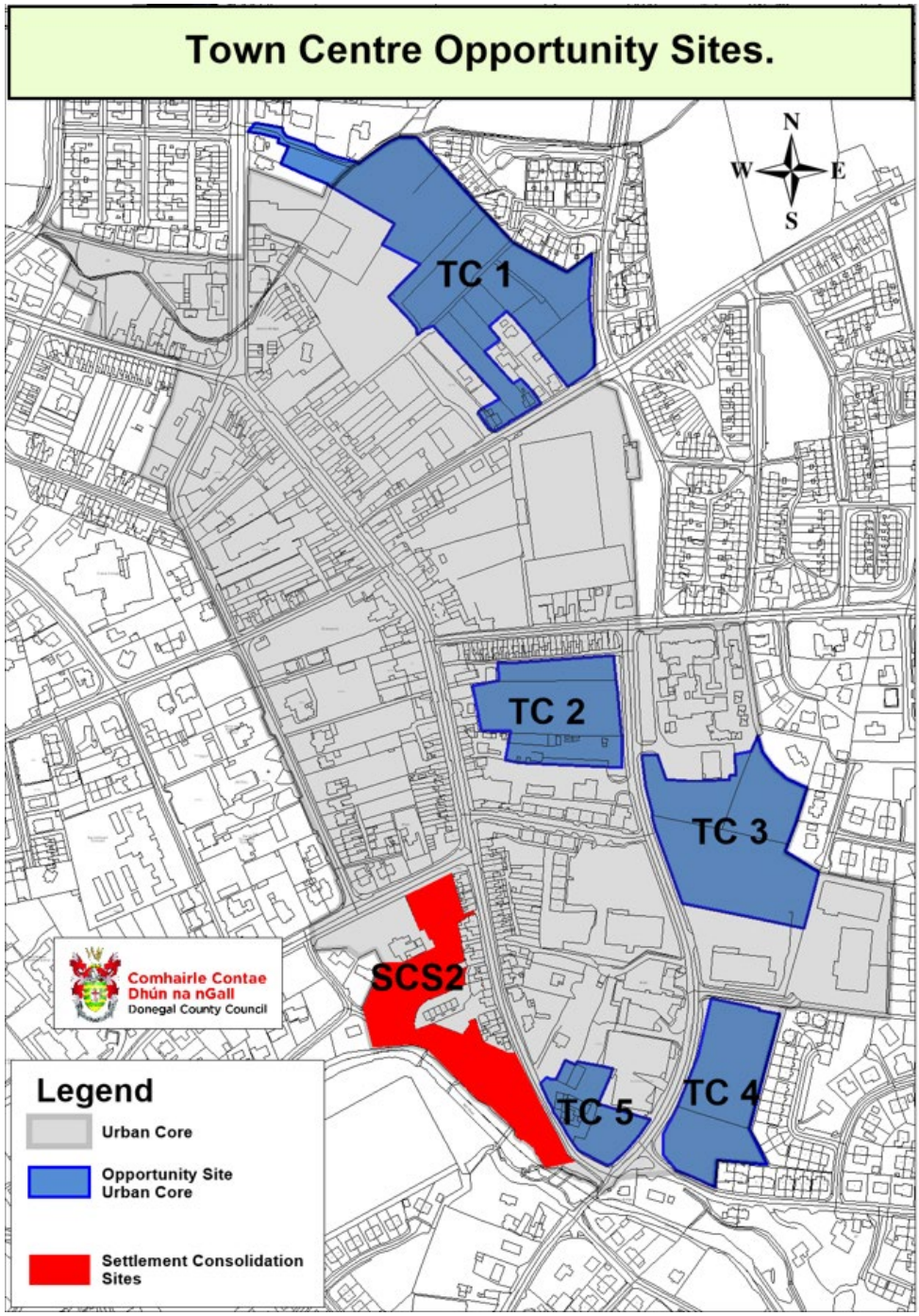


Fig.18.3 - Town Centre Opportunity Sites

18.3.4 The Development of a Night-Time Economy

The Chamber of Commerce has sought to introduce measures and initiatives to help encourage and develop the evening and night-time economy in Buncrana especially during major festivals such as Halloween, Christmas and, in 2022, the Pride festival. The collaborative sharing of the Halloween festival between DCC and Derry City & Strabane District Council (DC&SDC) in 2021 and again in 2022 is another such example.

The Council's Economic Development Directorate has been exploring the opportunities presented in a pilot programme from the City & County Managers Association's 'Business, Enterprise, Innovation, Urban/Town Economic Renewal' (BEIUER) Committee to develop and create a vibrant night-time economy (NTE) in Buncrana. This opportunity for funding emerged from the 2020 Taskforce on the NTE and as a priority within the current programme for Government. A new two-year post of a night-time economy advisor is being created to engage with the community, businesses, venues and artists to "stimulate the night-time economy", tailoring plans for a more vibrant and safe night-life for the area.

18.3.5 Urban Design Quality

Buncrana's Urban Core contains a range of uses including restaurants and takeaways, accommodation, amusement arcades, and comparison and convenience retailing common to many relatively small-scale towns. This presents challenges in terms of facilitating such proposals in design terms, whilst seeking to maintain a sense of pride in the streetscape. The objective of the Planning Authority must be to strike the appropriate balance in this regard.

Objectives

BC-TC-O-1	To sustain and enhance the role of Buncrana as the retail and services hub of the Inishowen peninsula.
BC-TC-O-2	To strike the appropriate balance between facilitating the continued contribution of the Main Street commercial sectors to the town's retail and services offering with the need for the further enhancement of the streetscape and public realm.
BC-TC-O-3	To secure the development of the brownfield 'Town Centre Opportunity Sites' identified on Fig 18.3.
BC-TC-O-4	To revitalise the public realm and built environment of the Market Square.

Policy

BC-TC-P-1:	To require the incorporation of strong street frontage into the design of developments located adjacent to the Inner Relief Road within the town centre.

18.4 Regeneration

18.4.1 Settlement Consolidation Sites

The Development Plan Guidelines for Planning Authorities (DHLGH, June 2022) provides for the identification of key town centre and edge of town core sites which are of particular strategic scale and importance as 'Settlement Consolidation Sites'. Such sites should be located within the existing built-up area such that they have a critical role to play in achieving the Core Strategy and the NPF policy objective for consolidation and compact growth. Having regard to the town's industrial heritage and the downturn in the textile manufacturing industry within Buncrana, 2 no. significant brownfield sites are identified on Fig. 18.4 below. These are the former Fruit of the Loom sites labelled 'SCS 1a'

and 'SCS 1b'. A third site is located within the town core and is the site of a now vacant large former shirt factory known as 'Clubman'. This site offers potential for brownfield town core regeneration and reuse of a strategically located building and site. The development of the 3no. SCS sites could assist in the wider regeneration of the existing built-up area with the potential to deliver significant housing provision or commercial, employment and or mixed use development.

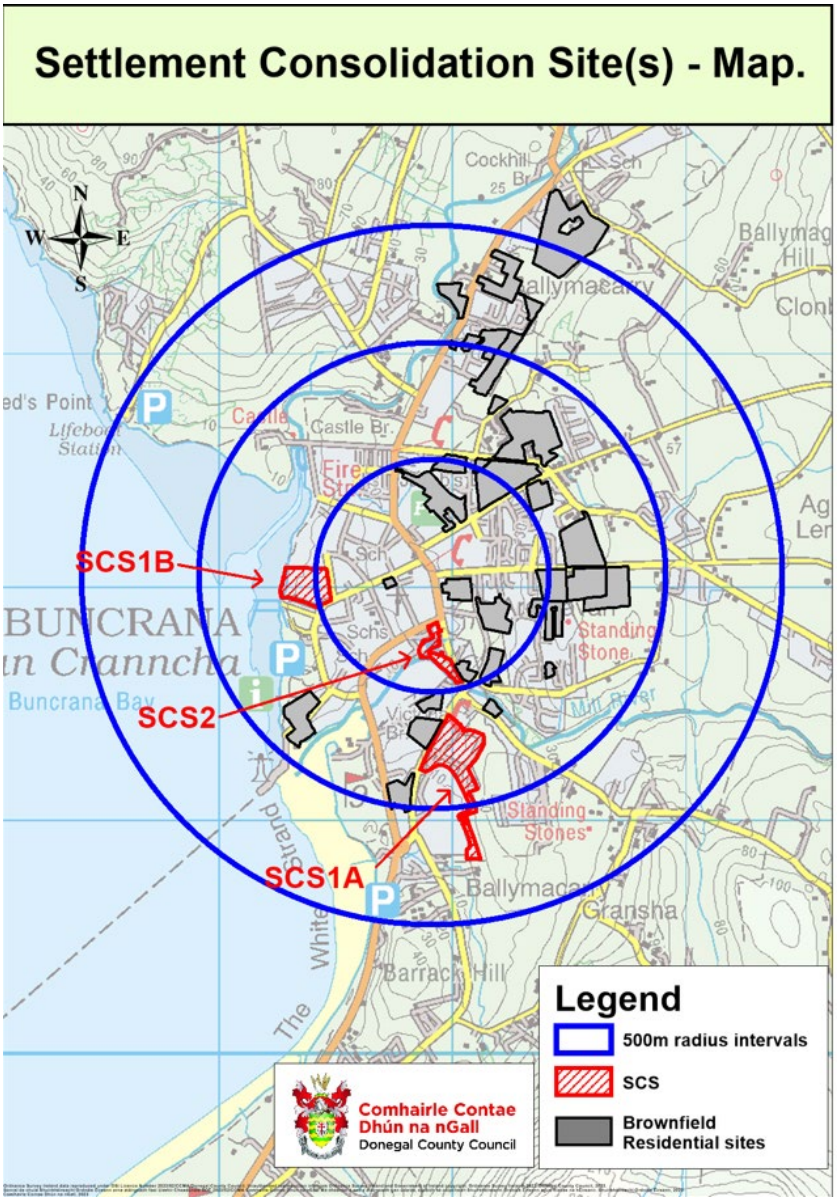


Fig. 18.4: Settlement Consolidation Sites

Objective

BC-RG-O-1:	To secure the development of the brownfield 'Settlement Consolidation Sites' and Opportunity Site 4 as referred to below and identified on Fig 18.4 above.

Settlement Consolidation Site SCS1A – Ballymacarry: This site (5.2Ha) originally contained the former Fruit of the Loom factory. Approximately half of the site is currently occupied by a large-scale

industrial coal cleaning and distribution operation. Adjacent uses are industry/enterprise and residential. The site benefits from key access on the southern side of the town to the Letterkenny – Derry economic corridor and also benefits from proximity to the Inner Relief Road. The remainder of this site may be appropriate for a mix of uses within the overall site including residential, light industrial, commercial and bulky goods retail. Developments should have regard to the existing adjacent road network and the residential amenities of adjoining properties. There are potential flooding issues associated within this large site arising from the steep hill to the east therefore any proposal will be required to comply with the Flood Risk Objectives and Policies of this Plan.

Policies

BC-SCS-P-1A:	Support the principle of the significant redevelopment of the site to provide for housing, commercial (subject to the retail policies of this Plan), or employment uses and/or a mixed-use development of the aforementioned uses. Such significant redevelopment proposals shall require the agreement with the Planning Authority of a comprehensive masterplan.

Settlement Consolidation Site SCS1B This brownfield site (2.4ha) located on the shorefront was the former Fruit of the Loom dyeing plant but is currently an unoccupied vacant commercial /industrial building of substantial size and scale. This site is prominent, coastal and is situated between low-density residential lands to the north and east and a large public amenity area to the south. The western side forms part of a coastal walk. This site could lend itself to a mixed-use development of high architectural design that may include appropriate commercial, residential, retail and leisure uses that should harness the amenity, coastal and tourism elements at this prime location. Any proposed development will be required to integrate with and protect the amenity shore walk and the Lough Swilly Special Area of Conservation (SAC) and Lough Swilly Special Protection Area (SPA). Any proposal shall be of a massing and scale that respects the sensitive location, and the scale and massing of any surrounding properties. Any proposal may also be considered on a phased basis subject to proper planning and sustainable development of the area.

BC-SCS-P-1B:	Support the principle of the significant redevelopment of the site to provide for housing, commercial (subject to the retail policies of this Plan), or employment uses and/or a mixed-use development of the aforementioned uses. Such significant redevelopment proposals shall require the agreement with the Planning Authority of a comprehensive masterplan.

Settlement Consolidation Site SCS2

BC-SCS-P-2:	Support the principle of the significant redevelopment of the site to provide for housing, commercial (subject to the retail policies of this Plan), or employment uses and/or a mixed-use development of the aforementioned uses. Such significant redevelopment proposals shall require the agreement with the Planning Authority of a comprehensive masterplan.

Swilly Road (Opp Site 4): This brownfield site housed the former Swilly Hotel. The photograph below shows the disused hotel in 2009 having fallen into disrepair and just prior to its demolition. This is a locally prominent site highly visible from various parts of the town and surrounding

hinterland. The site is close to the town centre and existing public amenity areas and the shorefront and would therefore be suitable for residential, leisure, tourism, marine or a mixed-use development. Any development must be of a high architectural and environmental quality having regard to the coastal, prominent location adjoining an SAC and SPA.

BC-OPP-P-4:	Support residential, leisure, tourism, or marine uses. Proposals shall be required to: a. ensure any development does not materially detract from any aspect to/from the shorefront and/or from any of the approach roads into/out of the town; b. ensure any development reflects and respects the characteristics of the site as one of the most important and prominent sites within the town; c. respect neighbouring building heights and orientation; and d. include permeability to and from the site for active travel. Any application for development must be accompanied by an appropriately detailed site-specific flood risk assessment.

18.5 Zoned Employment Lands

Whilst the traditional large-scale manufacturing operations (Fruit of the Loom, Clubman Shirt Factory) are no longer present in the town, the skills and industrial tradition are still very evident in the local hinterland as evidenced by the presence of a strong 'Indigenous Engineering cluster' in the hinterland of Buncrana inclusive of:

- E&I Engineering: established close to the Derry border in Bridgend and approx. 10km from Buncrana; and
- Inishowen Engineering: located in Drumfries, around 10km north of Buncrana.

While it is estimated that almost 80% of E&I Staff come from the Derry City and Strabane District Council area, both employers offer significant opportunities in establishing the town and the wider North West as a cutting-edge engineering centre of excellence. The skills-needs of such a proposition, however, need to be further investigated. Notably this is a strong concluding recommendation from the ICLRDs Strategic report.

It is noted that the majority (combined Lands at Milltown Industrial estate and Lisfannon Industrial estate totals 21.6 ha) of lands currently zoned for 'General Employment' use are at this current time largely developed with limited capacity to accommodate future development. This has necessitated the review of current zoning for GE purposes to provide for the growth and employment ambitions of the town and region into the future. Arising from this review, this Plan identifies an appropriate mix of lands that will have sufficient capacity to accommodate new economic developments. In doing so, regard has been had to infrastructural capacity in relation to water and waste-water, environmental and conservation designations, vehicular access, opportunities for the clustering of economic developments, the capacity of the town centre and the capacity for new economic activity on brownfield or infill sites, in addition to the requirement to ensure compact growth and sustainable mobility.

The Cockhill area located to the north-east of the town is an established community containing significant areas of housing, St. Mary's Chapel, St. Oran's National School, a filling station and shop, beauty studio and Crana College. Having regard to the scale of development and the distance from

the town centre, the principle of further small-scale neighbourhood development is considered acceptable (please refer to Policy GEN-ED-1, Chapter 17).

In general terms and subject to the proper planning and sustainable development of the area, provision has been made for Economic Development on lands zoned:

(a) Business/Enterprise;
(b) Within the Town Centre 'Opportunity Sites';
(c) At 4 no. identified 'Opportunity Sites'; and
(d) Additional greenfield 'Business /Enterprise' lands to the south-east of the town and located just north of the existing Lisfannon Industrial estate.
(e) At 3 no. Settlement Consolidation sites.

(The referenced site is the subject of Draft Ministerial Direction to rezone so as not to allow for Business /Enterprise - for more information refer to www.donegaldevplan.ie or consult.donegal.ie)

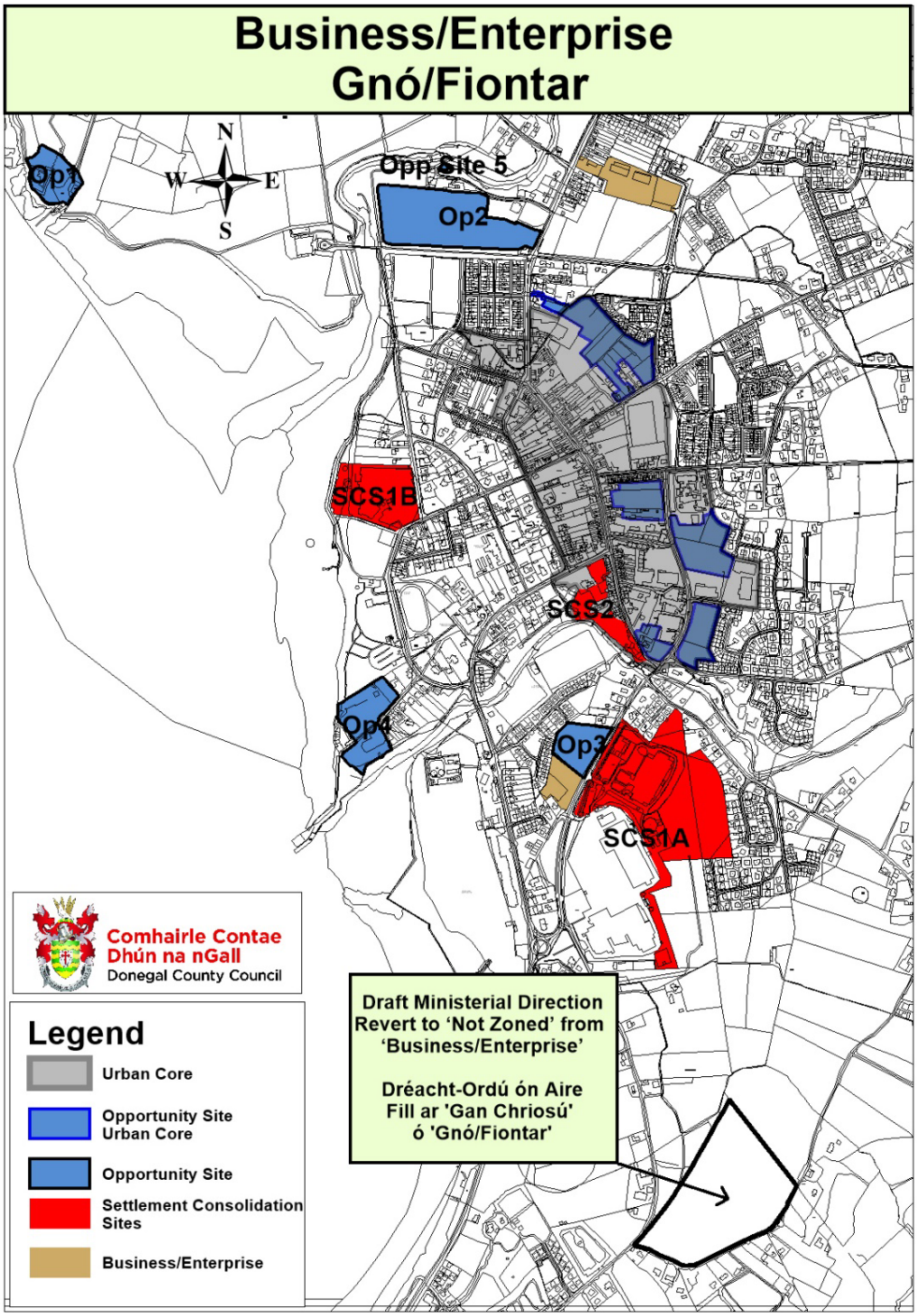


Fig 18.5 Business / Enterprise Zonings

Objective

BC-ZEL-O-1:	To grow the industrial and office-based sectors in Buncrana inclusive of ensuring that there is sufficient zoned and appropriately located lands to attract such uses.

18.6 Active Travel, Permeability and Connectivity

18.6.1 Sustainable Mobility

Chapter 8.1 sets out the national and regional policy context for this active travel, permeability and connectivity section of the Buncrana Plan.

As well as the benefits to the environment and the population by reducing pollution, noise and traffic congestion and contributing to healthy more active lifestyles, in the case of Buncrana active travel facilities can also be considered as tourism assets to the town. Buncrana has a significant advantage in this regard as there is already a strong network of popular cycle/walkways which extend along the Shore Front into Swan Park and along the Crana River. It also extends along the shores of Lough Swilly to Ned's Point/Fr Hegarty's Rock and beyond to Stragill Strand.

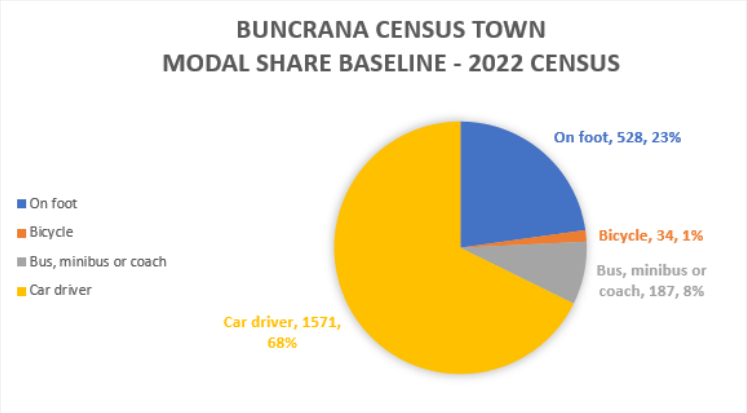


This Plan identifies additional walking and cycling 'Active Travel' schemes to further influence movement around the town by way of creating choice and options (see Fig:18.8 below). In this regard, there exists considerable scope for the development of additional walkways along natural corridors between the town centre and the suburbs. Examples include (see Fig 18.7):

- Along the Owenkillew River – on both sides – from Victoria Bridge to the Old Mill with a spur to St Mary's Road (via St Oran's Drive);
- Along the Crana River – northwards from the Tullyarvan Mill - parallel to the Cockhill Road; and
- Extending Swan Park to the Castle Bridge (along the southern bank of the Crana River).

These green corridors will enable more pedestrian access to and from the town centre, thereby enhancing mobility and assisting in desire lines and accessibility to town centre businesses. Further development in active travel outside of the town could see the extension of the coastal path for walking and cycling to Fort Dunree and completing the Greenway loop around Inishowen.

The current baseline data indicates pedestrian and bus transport modes share of 23% and 8% respectively, (CSO 2022).



An increase in this modal share by active/sustainable travel modes will not only require the implementation of the transport/sustainable mobility projects detailed in the plan but also additional local public transport services and other measures to encourage sustainable mobility. The Local Transport Plan is the most appropriate mechanism to carry out adequate evidence-based research into this issue and to identify the extent of such services and any additional measures necessary to increase modal share. As such it is considered premature to indicate a modal share target for Buncrana prior to the preparation of said detailed transport plan.

National Transport Authority's (NTA) National Cycle Connect Network.

Cycle Connect is Ireland's National Cycle Network which aims to identify a National network for cycling to improve sustainable travel by providing the potential for more trips on a safe, accessible and convenient cycling network, connecting more people to more places. Proposals for cycling links in key cities, towns and villages in each county are included in the plan, in addition to connections between the larger towns, villages and settlements. The plan also incorporates existing and planned cycle routes such as Greenways and Blueways. The draft proposals envisage an extensive cycling network across the country to create an overall comprehensive cycle network for Ireland and includes identified networks within 2 urban centres in Donegal one of which is Buncrana. This network is identified on the NTAs Cycle Connect network within Buncrana.

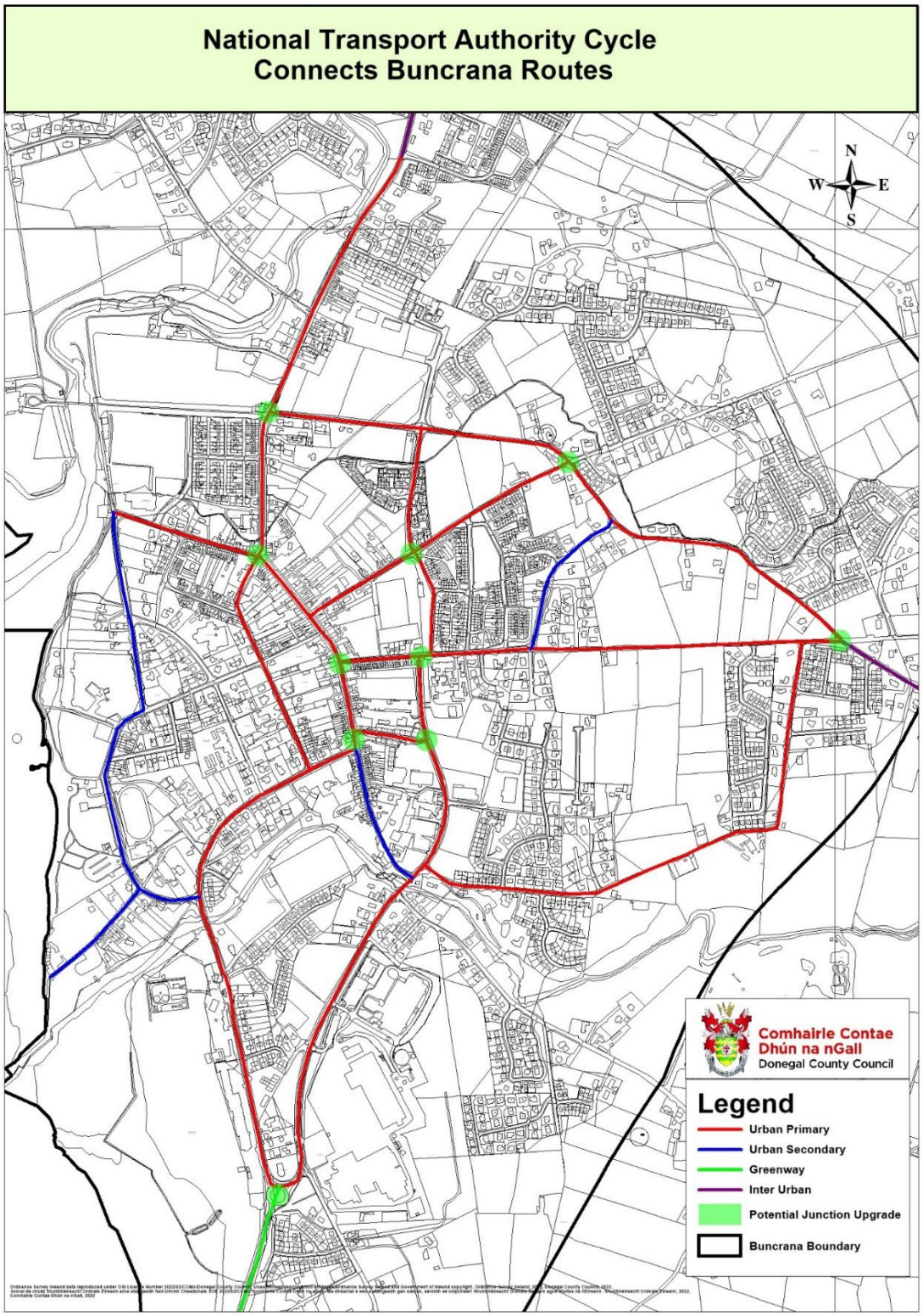


Figure 18.6 NTA Cycle Network within Buncrana

Fig 18.7: Potential for Future Active Travel Infrastructure.

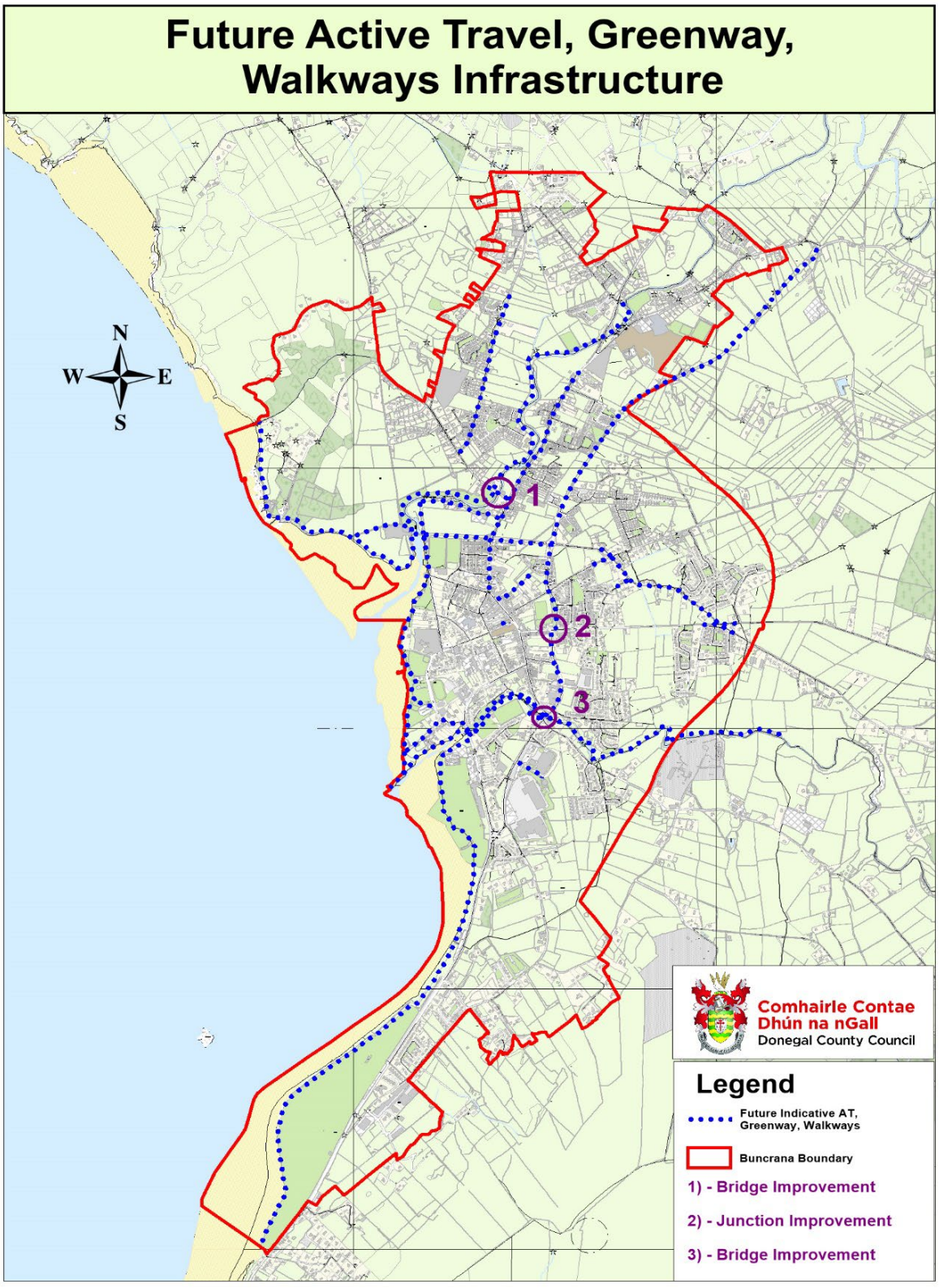


Fig 18.8: Future Potential Buncrana Active Travel Schemes Transport/Sustainable Mobility Strategy for Buncrana		
Location/Name	**Nature of Scheme**	**Key benefits**
Aghilly Road Scheme – leading to Hillhead Road.	Currently included in Specific Improvement Programme. Scheme currently at design stage, Part 8 consent Complete and CPO initiated.	Narrow carriageway, widened footpath. General overall network improvements for walking and cycling.
Slavery Road Scheme	Currently underway as an Active travel scheme (Funded by National Transport Authority.)	Footpath extensions and improvements due to gaps in network. Safety and essential network improvement scheme.
Westbrook Bridge (Fig 18.7 No.1.)	New Pedestrian Bridge connecting to Slavery active travel Scheme.	Safety and improvement scheme. A new pedestrian bridge would facilitate improved pedestrian segregation at an existing substandard dangerous junction.
Buncrana Inner Relief Road.	Included in the county's Specific Improvement programme. Department of Transport funding achieved for partial redesign of exiting junctions. (Maginn Av/Mc Carter	Development of a multi modal corridor for redistributing traffic and provision of walking, cycling and multi modal infrastructure.
Mill Bridge (Fig 18.7, No .2.)	Proposed pedestrian bridge which is an aspect of wider Buncrana Inner Relief scheme, which is included in the Specific Improvement programme for the town.	Current narrow carriageway with restricted footpath width, with 2-way traffic giving way on bridge. It would be proposed that the footpath would be removed to increase carriageway widths on what is a protected structure. In turn it would be proposed to introduce a Pedestrian Bridge along the outside of Mill bridge, which will require land negotiations and procurement.
Mill River Link (Fig 18.7, No. 3).	Creation of river walk along Mill rover and connecting to the amenity with Amazing Grace Park and onwards to the new pedestrian bridge connection to the Pier.	Mill River alongside GAA grounds linking to the R238 and onwards Provision of NW Greenway connectivity from south of the town to the shorefront, Swan Park and future potential Greenway schemes. wider shorefront network and onward network connections for walking and cycling Funded through Repowering Buncrana RRDF Project.
Cockhill Road	Network improvement to include reduction in carriageway widths, reallocation of road space, removal of on-street parking and active travel	The current carriageway has sufficient widths for the introduction of wide footpaths/Cycleways from the upper main street towards Westbrook bridge. This proposal would require the removal of existing on street parking. Benefits include creation of network connectivity for pedestrian/cycling between Slavery area and town centre, as well

	infrastructure for walking and cycling.	as creating further network improvements for the schools campus link towards Aghilly and the three schools site.
Causeway Road	Network improvements for Walking and Cycling infrastructure to create greater connected network.	

18.6.2 The Inishowen Greenway



The Inishowen Greenway (formerly known as the 'NW Greenway') project is a major regional North-West and cross border infrastructure project. Providing active travel Infrastructure through the development and delivery of 46.5km of cross-border greenway across a number of individual routes. One route connects Buncrana with Derry City with a spur to Newtowncunningham, incorporating the local villages Bridgend, Burnfoot, Fahan and Lisfannon and extending to 28.7km. The longer-term overall infrastructure ambition is the development of a regional 'Inishowen Greenway' through Inishowen with further routes connecting, Buncrana with Carndonagh, Moville, Quigleys Point and Muff. Chapter 8.1 and Table 8.2 of County Development Plan sets this out in more detail.

The public consultation conducted during the preparation of the 'Strategic Strengths and Future Strategic Direction of Buncrana', identified an extremely enthusiastic local attitude to the delivery of the Greenway to the town and a strong desire for its extension to the Shore-green, to the Town Centre, and onwards spurs to Carndonagh and Malin Head.



BC-AT-O-1 [CC]	**Deliver the projects listed in Table entitled 'Transport/Sustainable Mobility Strategy for Buncrana' Fig 18.8.**
BC-AT-O-1A [CC]	To prepare a detailed Local Transport Plan for Buncrana during the lifetime of the plan in accordance with the NTAs/TIIs Area Based Transport Assessment manual
BC-AT-0-2:	To continue to work with Transport Infrastructure Ireland to progress and ultimately carry out and develop the Inishowen Greenway network and to further support future potential extension of the Network in Buncrana and to onward destinations within the Inishowen peninsula to create a Regional Network of Greenway infrastructure.

BC-AT-P-1: CC	To require that development proposals: a. provide for suitable connectivity and permeability (for walking, wheeling, cycling and/or vehicular as appropriate) between adjoining land parcels; and b. have due regard to the 'indicative walking routes' identified on the Buncrana Land-Use Zoning Map and to the active transport/sustainable mobility projects identified on Fig 18.8 titled 'Transport/Sustainable Mobility Strategy for Buncrana', and reserve corridors for the required routes and/or construct sections of the required routes, in consultation with the Council's Roads Department Proposals that fail to provide for adequate connectivity and permeability or fail to have due regard to the indicative access routes identified on map 18.7 shall not be permitted.

18.7 Housing

18.7.1. Population and Housing Targets

The housing targets and consequent zoning provisions of the Core Strategy targets the delivery of units for Buncrana over the life of the Plan.

18.7.2 Background and Core Strategy Requirements

There has been a severe shortage of new housing completions in the Buncrana area over the last decade particularly on zoned residential lands[39]. There is also a considerable local social housing waiting list. The CDP Core Strategy has set an ambitious gross target of 681 units and an associated zoned land requirement of 19.46ha for Buncrana over the plan period 2024-2030. In line with the Development Plan Guidelines, the Authority has calculated the potential yield from brownfield sites as being of the order of 176 units. As also required in the Guidelines, this estimated brownfield yield must be deducted from the gross greenfield housing target. The nett required housing target is therefore 505 units (681 minus 176) resulting in an adjusted greenfield/nett housing land requirement of 14.42 hectares as set out in the table below.

Table 18.2: Summary of Core Strategy Target Allocation for Buncrana Adjusted for Brownfield Capacity

Gross Housing Target	681 Units
Minus Potential yield from brownfield sites.	176 units
Adjusted /Nett Housing Target	505 Units
Housing Land Allocation (greenfield) @ 35 Units per ha.	14.42 Ha

Overall, there is a need to facilitate an adequate supply, range and mix of high-quality housing at compact, serviced, sustainable, accessible, and socially inclusive locations in Buncrana. The approach has therefore been to identify new residential land use zonings to achieve this objective. In this regard, these residential zonings exceed the Core Strategy zoning requirement in order both to allow sufficient flexibility to allow residential sites to come forward and to retain pre-existing residential zonings on a phased basis in accordance with the Development Plan Guidelines. The site areas are set out in the table below.

[39] There were no housing completions on zoned residential lands during the period 2018-2024.

Table 18.3: Greenfield Residential Zonings and Associated Site Area

Site Ref	Zoned as 'New Residential Phase 1' or 'Opportunity Site' (with Residential Potential)	Site Area (ha)
NR 1.1	New Residential Phase 1	2.84
NR 1.2	New Residential Phase 1	4.60
NR 1.3	New Residential Phase 1	0.92
NR 1.4	New Residential Phase 1	1.86
NR 1.5	New Residential Phase 1	1.03
NR 1.6	New Residential Phase 1	2.92
NR 1.7	New Residential Phase 1	1.56
NR 1.8 (formerly Site NR 2.16)	New Residential Phase 1	6.04
NR 1.9	New Residential Phase 1	1.33
NR 1.10	New Residential Phase 1	0.59
NR 1.11	New Residential Phase 1	2.23
NR 1.11 Portion subject to Draft Ministerial Direction)	New Residential Phase 1	1.19
(This site is the subject of Draft Ministerial Direction to part rezone the site i.e. the subject land reverts to not zoned from New Residential (Phase 1) - for more information refer to www.donegaldevplan.ie or consult.donegal.ie)		
NR 1.12	New Residential Phase 1	3.88
NR 1.13	New Residential Phase 1	1.47
NR 1.14	New Residential Phase 1	1.03
NR 1.15	New Residential Phase 1	1.86
NR 1.16	New Residential Phase 1	0.31
NR 1.17	New Residential Phase 1	0.48
NR 1.18	New Residential Phase 1	1.86
NR 1.19	New Residential Phase 1	0.60
NR 1.20	New Residential Phase 1	0.46
NR 1.21	New residential Phase 1	7.39
NR 1.22	New Residential Phase 1	0.79
NR 1.23	New Residential Phase 1	1.22
NR 1.24	New Residential Phase 1	0.25
NR 1.25	New Residential Phase 1	0.39
NR 1.26	New Residential Phase 1	0.63
NR 1.27	New Residential Phase 1	1.69
NR 1.28	New Residential Phase 1	1.96
NR 1.29	New Residential Phase 1	0.52
(Sites NR 1.12, 1.23, 1.24, 1.25, 1.27 and 1.28 are the subject of Draft Ministerial Direction to rezone so as to not to allow for New Residential Phase 1 - for more information refer to www.donegaldevplan.ie or consult.donegal.ie)		
Sub-total	(Not including any lands whose removal is subject to the Draft Ministerial Direction)	**43.31**

Opp 2	Opportunity Site (50% Weighting)	**2.26**
Opp 3	Opportunity Site (50% Weighting)	**0.59**
Sub-total	(As per weighted site area)	**2.84**
	Total Greenfield Lands Zoned as 'New Residential Phase 1' or 'Opportunity Site' (With Residential Potential)	**46.16** **(This total does not include sites subject to Draft Ministerial Direction)**

Footnotes to accompany Table 18.1: Greenfield Residential Zonings and Associated Site Area

1. Site ref. NR 1.18 is part brownfield/part greenfield; area of brownfield excluded from identified site area.
2. Site refs. NR 1.16 and NR 1.26 omitted from the table as they are brownfield. Opp Site 4, SCS1A, SCS1B, TC1, TC2, TC3, TC4 and TC5 are brownfield Sites located within the Urban Core/Established Development Zonings and therefore are also not included in the above table. However, the housing yield from said sites has been accounted for in the potential yield from brownfield sites (176 units) detailed in Table 18.2 above.
3. Relevant site-specific policies allow for other potential uses on site Opp 2 (refer Policy BC-OPP-P-2) and Opp 3 (refer Policy BC-OPP-3) and thus a 50% weighting has been applied.
4. The totals at the bottom of the table do not include any lands/sites whose removal is currently the subject of the Draft Ministerial Direction on the CDP 2024-2030

Please refer to Buncrana Area Plan Appendix A for Infrastructural Assessment prepared having regard to the provisions of the *National Planning Framework* and the *Development Plan Guidelines*)

Approach taken in Review of Buncrana LAP as mandated (Development Plan Guidelines 2022):

1. Apply Core Strategy requirements – 14.4ha;
2. Due regard to adopting a sequential approach and prioritizing centrally located serviced lands;
3. Infrastructural assessment and scoring on all sites existing and proposed;
4. Avoid de-zoning serviced lands;
5. Adopt phasing approach where a surplus exists and where there is a sound planning rationale for doing so.

In addition to the identification of residential zonings, a range of site-specific housing policies were also formulated in order to: respond to local challenges and opportunities, ensure high quality properly serviced, well connected, residential development, provide important transport link and safeguard environmental amenities (See housing policies below and site-specific policies for Opp. Site 2 and 3).

BC-H-P-1	(1.) a. Require that proposals for the development of Sites NR1.1, NR 1.2, 1.13, 1.19 and 1.23 are accompanied by a site-specific flood risk assessment, unless otherwise agreed with the Planning Authority; b. Require that proposed layouts for the development of all NR sites provide sufficiently for separate modes for walking and cycling including active travel permeability throughout and onwards beyond the sites; c. Require that layout proposals for the development of site NR1.4, NR 1.5, Nr 1.6, and 1.7 provide for vehicular, pedestrian and cycle connectivity to the public roads located within the vicinity of said sites with suitable provision of safe active travel along the entire northern and southern site frontages of NR 1.6, 1.7 and 1.27.
	(2.) Require that any proposed layout for the development of site NR1.6 and NR 1.7 incorporates: active travel (pedestrians and cycling) facilities westwards towards the town centre along the Hillhead Road, and eastwards to the existing footpath network; and the realignment of the public road to ensure safe site vehicular access and egress.
	(3.) Require that any proposed layout for the development of site NR1.15, 1.16 and 1.17: a. preserves the proposed Buncrana Inner Relief Road Corridor; b. provides for vehicular access to the site NR 1.15 from the Cockhill Road; and c. incorporates active travel facilities in all directions including to the future Inner Relief Road.
	(4.) Require that proposals for the development of site NR 1.18 and NR 2.16: a. preserves the proposed Buncrana Inner Relief Road and Outer Relief Road corridors; and b. provides for active travel (pedestrian and cycling) access from the site to: the established neighbourhood services in Cockhill to the north of the site; and the proposed Inishowen Greenway to the east.
	(5.) a. Require that developers of site NR1.13 shall engage with the Roads service of the Council in the relation to the provision of pedestrian footpaths and the realignment/reconfiguration of the junction with the Westbrook Road, including the achievement of the necessary vision lines. b. Design to provide for future pedestrian and cyclist permeability through lands to the south-west of the site connecting onto the Westbrook Road. c. Surface water management details shall be required to ensure that the risk of pluvial flooding is not increased as a result of the development.

18.8 Opportunity Sites

The Opportunity Sites identified hereunder present a wide range of development opportunities by reason of their strategic location, scale, nature and/or current use. The text and associated policies below provide guidance as to the types of development that the Planning Authority would deem appropriate on each site.

Ned's Point (Opp Site 1): This scenic coastal site comprises a battery and ordnance ground with stone revetments, ditches and a low tower dating from 1812, a small pier, a deep-sea diving centre and RNLI lifeboat station and slipway within a small clearing in a wooded area on the shores of Lough Swilly. Part of the site is a Special Area of Conservation (SAC) and a proposed Natural Heritage Area (pNHA). The Fort is historically and architecturally important (NIAH)

BC–OPP–P-1	Facilitate a sensitive, heritage-led regeneration and development project for tourism purposes. Proposals shall be required to incorporate: a. the sensitive reuse/refurbishment of the existing structure; b. a massing and scale that respects the sensitive coastal location of the site; c. measures to ensure that there is no damage to the natural environment; and d. measures to protect the existing coastal walk as a public amenity and as a direct linkage to the town core.

Cockhill Road (Opp Site 2): This is an 'Edge of Town Centre' site located beside high quality community and recreational facilities. A portion of the site is currently occupied and in use by the owners of the site, McGonagle Bus company for their depot base, overnight parking and maintenance. The site is also close to Swan Park and the historic access to Buncrana Castle (a Protected Structure)

BC–OPP–P-2	Support light industry, residential, employment or economic development uses. Proposals shall be required to a. respect and harness the context and setting of the Buncrana Castle Protected Structure and wider local context; b. retain and integrate existing mature trees within the site. Any application for development must be accompanied by an appropriately detailed site-specific flood risk assessment.

Greenfield Site, McCarter Road (Op Site 3): This site occupies 1.4 ha and currently benefits from excellent road access directly fronting onto Looking Glass Brae, the completed section of the inner relief road. This site is adjoined by an existing light industrial use comprising builders merchant and hardware store with predominantly established medium density residential immediately surrounding. The lands have remained undeveloped as PR for a considerable number of years and their suitable future development potential, having regard to residential amenities of adjoining properties is suitable for either solely residential or solely light industrial.

BC–OPP–P-3:	Support either solely comparison retail/light industry, or solely residential uses.

Swans Park Opportunity Site

BC-OPP-P-5	Support a small-scale commercial outlet at the Opportunity Site located adjacent to the entrance to Swans Park (at the 'Eye of the Bridge') as identified on the Map 18.1: 'Buncrana Zoning Map'. Use of the site shall be limited to serving the visiting public to the Park.

Opportunity Site 6: This triangular shaped greenfield site of approximately 0.58Ha lies 150m north of the Buncrana/Letterkenny Road on the Looking Glass Brae/Ballymacarry Road. It is within walking distance of the urban core. The site consists of an area overgrown with mature trees and planting. The site has the benefits of road frontage and continuous footpath and public lighting along the

entire site frontage. The adjacent site to the north is zoned for Business/Enterprise and immediately adjacent to that lies OPP Site 3. East of the site is an area zoned as a Settlement Consolidation Site.

BA-OPP-P-6	To consider proposals for the development of light Industrial/commercial, or tourism-related uses; or for development providing for a combination of some, or all, of the aforementioned uses on Opportunity Site 6 subject to compliance with the undernoted criteria, subject to all other relevant policies of this Plan and compliance with the proper planning and sustainable development of the area. Proposals for retail development will not be favourably considered unless it can be demonstrated that the proposal would comply with the sequential approach to retail development and retail impact assessment requirements as set out in the County Retail Strategy. Any commercial or tourism development shall provide adequate landscaping/screening proposals between said uses and any residential development on adjoining lands. Any future development within this site shall not prejudice the delivery of the proposed Inner Relief Road

18.9 Roads

Section 18.6: 'Active Travel, Permeability and Connectivity' sets out this Authority's commitment to developing further the active travel offering in Buncrana. Notwithstanding, this Plan also retains longstanding road projects as contained in previous plans for Buncrana, namely the Inner Relief Road and the Outer Relief Road. The Inner Relief Road has been developed incrementally but is not yet complete. The Outer Relief Road is a more long-term solution that could in time alleviate traffic pressures in the town and thereby provide further opportunities for reimaging the town centre.

In addition to the general transportation objectives and policies of this Plan as contained in Chapter 8.1, the Transportation objectives and policies that are specific to Buncrana are set out below:

Objective

BC-R-O-1:	To protect the corridors and routes and acquire the lands necessary for transportation improvement and projects as identified on the Land Use Zoning Map', subject to all other objectives and policies contained within this Plan.

Policy

BC-R-P-1:	New development affected by the proposed Inner Relief Road and Outer Relief Road corridors shall be designed to anticipate and mitigate the operational and environmental impacts of the road, including noise impact. New individual accesses (excluding farm access) will not be permitted direct access onto these roads. A noise impact assessment report may be required in the assessment of any planning application and the setback requirement that will be required will be informed by that assessment.

18.10 Water and Wastewater



There are currently two strategic Wastewater investment and improvement projects underway for Buncrana:

1. Buncrana Wastewater Treatment Plant upgrade project:
   The proposed works at Buncrana Waste-water Treatment Plant (WWTP) include upgrading to a 17,700 PE with a 25 year design horizon to provide secondary treatment of effluent for the town including the environs of Ludden and Fahan. These works are proposed on the site of the existing waste-water treatment plant located within the town. Currently at detailed design stage it is anticipated that this project will commence construction in 2024.

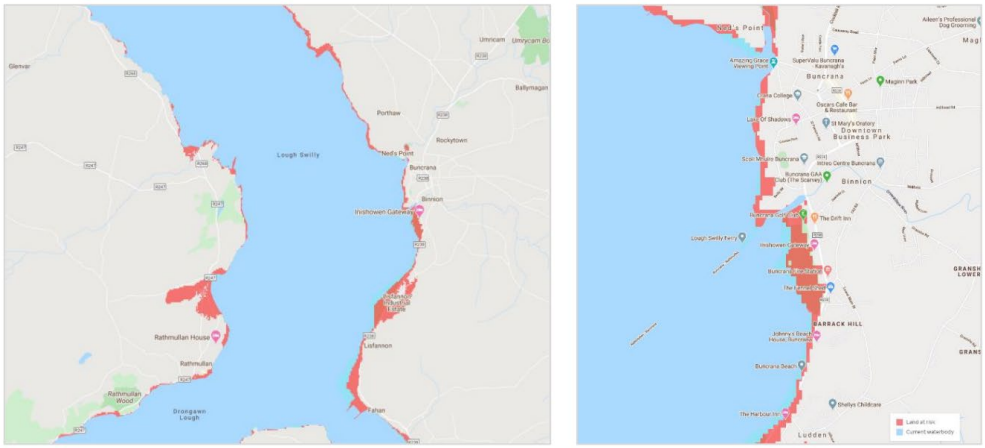
2. Uisce Éireann, working in partnership with Donegal County Council, plans to deliver the Buncrana Sewerage Scheme. This scheme includes upgrades to the sewer network in order to address flooding, overflow and capacity deficiencies. Stormwater storage holding tanks will be provided to reduce the risk of overflows during storms and the scheme will result in improved water quality in the receiving waters. Other benefits will be ensuring compliance with Urban Wastewater Treatment Regulations 2001 and the EPA Wastewater Discharge Licencing and to provide for growth and development in Buncrana and the surrounding areas. This project is due to commence construction during 2023.

18.11 Surface Water and Flooding

The objectives and the policies of the Council in relation to Flooding are contained in Chapter 8.4 of the County Development Plan and developments will be assessed against the policies contained therein.

The ICLRD Strategic Study reports that coastal communities, such as Buncrana are particularly vulnerable in the face of climate change and rising sea levels. The maps below, supplied by MaREI, (SFI, Research Centre for Energy, Climate and Marine Research and Innovation) clearly illustrates Buncrana's susceptibility to inundation. Buncrana's soft coastline makes it more vulnerable than other parts of Inishowen, and the south of the town – from the mouth of the Owenkillew and along the southern beaches – is likely to endure the greatest impacts.

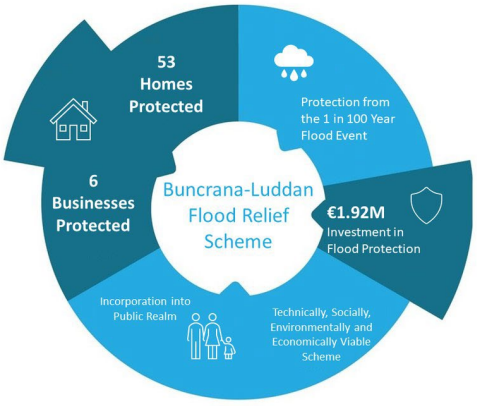
Fig 18.9: Lands anticipated to be below annual flood level in 2050 (Source: MaREI, 2020).



The Office of Public Works' (OPW) Catchment and Flood Risk Management (CFRAM) study identified Buncrana as a flood risk area. The Plan also set out the measures and policies to be pursued in order to achieve the most cost effective and sustainable management of flood risk. There is a history of coastal and fluvial (river) flooding at Buncrana and Luddan with a recent significant event recorded in August 2017.

As part of the Government's National Development Plan 2018-2027, €1 billion has been committed to the development of flood relief measures across Ireland. As part of this commitment, a steering group was established between the Office of Public Works (OPW) and Donegal County Council to progress a flood relief scheme to alleviate the risk of flooding for Buncrana and Luddan. In Spring 2021, Consultants were appointed to develop a scheme that is technically, socially, environmentally, and economically acceptable, to alleviate the risk of flooding to the communities of Buncrana and Luddan.

The process will continue to identify appropriate flood risk relief measures and prepare detailed design, drawings and documents to facilitate submission of a planning application as per the Planning and Development Act (2000), the Planning and Development Regulations (2001) and subsequent construction of the scheme[40].



Objective

BC-F-O-1:	To support and facilitate the implementation of the Buncrana-Luddan Flood Relief Scheme subject to the requirements of the Habitats Directive.

[40] Buncrana-Ludden Flood Relief Scheme, Office of Public works, 2022.

18.12 Natural & Built Heritage

18.12.1 Natural Heritage



Buncrana and its environs contain a number of important natural heritage resources including those given a formal designation, woodland areas, the shorefront, tree lined rivers and parkland. These resources are important environmental assets in the town and contribute to the quality of life and character of Buncrana, and its attractiveness as a tourism/recreational destination.

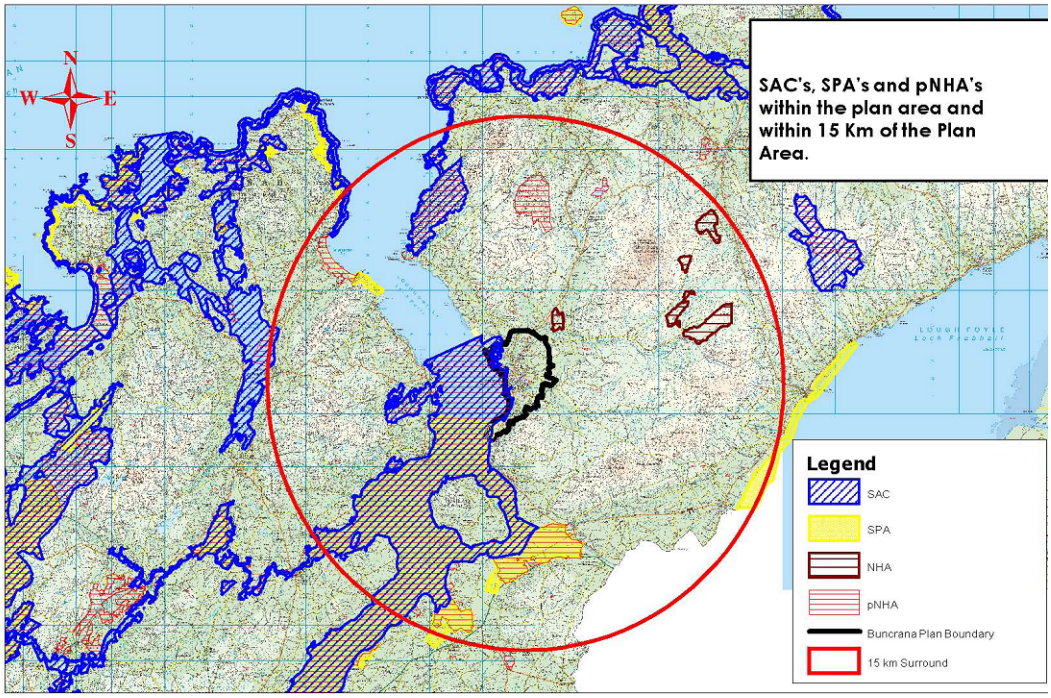
Specifically, EU and national protected sites are set out in the table below. Located on the Lough Swilly SAC and SPA, the protected sites include the wooded valleys that follow the Mill and Crana Rivers into Lough Swilly. Porthaw Glen is also an important natural habitat, which has European protection, i.e. SAC. The Swilly shoreline has a number of important designations, including SAC, SPA and pNHA. It is also a designated shellfish water

Natura 2000 Sites and Natural Heritage Areas.

Site	Code	Name
Special Area of Conservation	002287	Lough Swilly
Proposed Natural Heritage Area	000166	Lough Swilly including Big Isle, Blanket Nook and Inch Lake
Special Protection Area	004075	Lough Swilly

A Strategic Environmental Assessment and an Appropriate Assessment of this Plan have been carried out, in which the protection of the natural heritage of the town is emphasized. The strategy of this Plan in relation to natural heritage ensures that, cumulatively, the objectives and policies of the Plan provide appropriate protection to environmental assets and designated sites and that implementation shall provide adequate mitigation where relevant. Article 6 of the Habitats Directive (92/43/EEC) specifically requires the protection of the designated species and habitats of Natura 2000 sites. Therefore any project with the potential to impact on the conservation objectives of designated sites is required to take appropriate steps to avoid the deterioration of natural habitats and the habitats species as well as significant disturbance of species for which areas have been designated and maybe subject to Appropriate Assessment.

Natura 2000 and NHA designations



Blue and Green Infrastructure is now recognised as an important concept in land use planning and environmental protection. The Buncrana Strategic Study recognises this with recommendations emerging in this key area. This term describes the network of open spaces, parks, green routes, waterways and urban tree lines. They provide environmental, social, economic and physical benefits and give added value where integrated in the development process. These include:

- Climate change adaptation;
- Biodiversity management and enhancement;
- Water management including drainage and flood attenuation;
- Health and well being;
- Visual amenity and sense and pride of place; and,
- Sustainable mobility.

Ensuring the promotion, protection of existing, and creation of new blue and green infrastructure provides an opportunity for all to live and work in proximity to connected areas of green space to enjoy the benefits of a healthy environment. This Plan seeks to ensure protection of these elements and to create new areas of open space which connect the urban fabric.

Natural Heritage Policies Specific to Buncrana

BC-NH-P-1:	To safeguard and enhance the local landscape and natural environment, and coastline, by ensuring any new developments do not detrimentally impact on the character, integrity, distinctiveness or scenic value of the area.

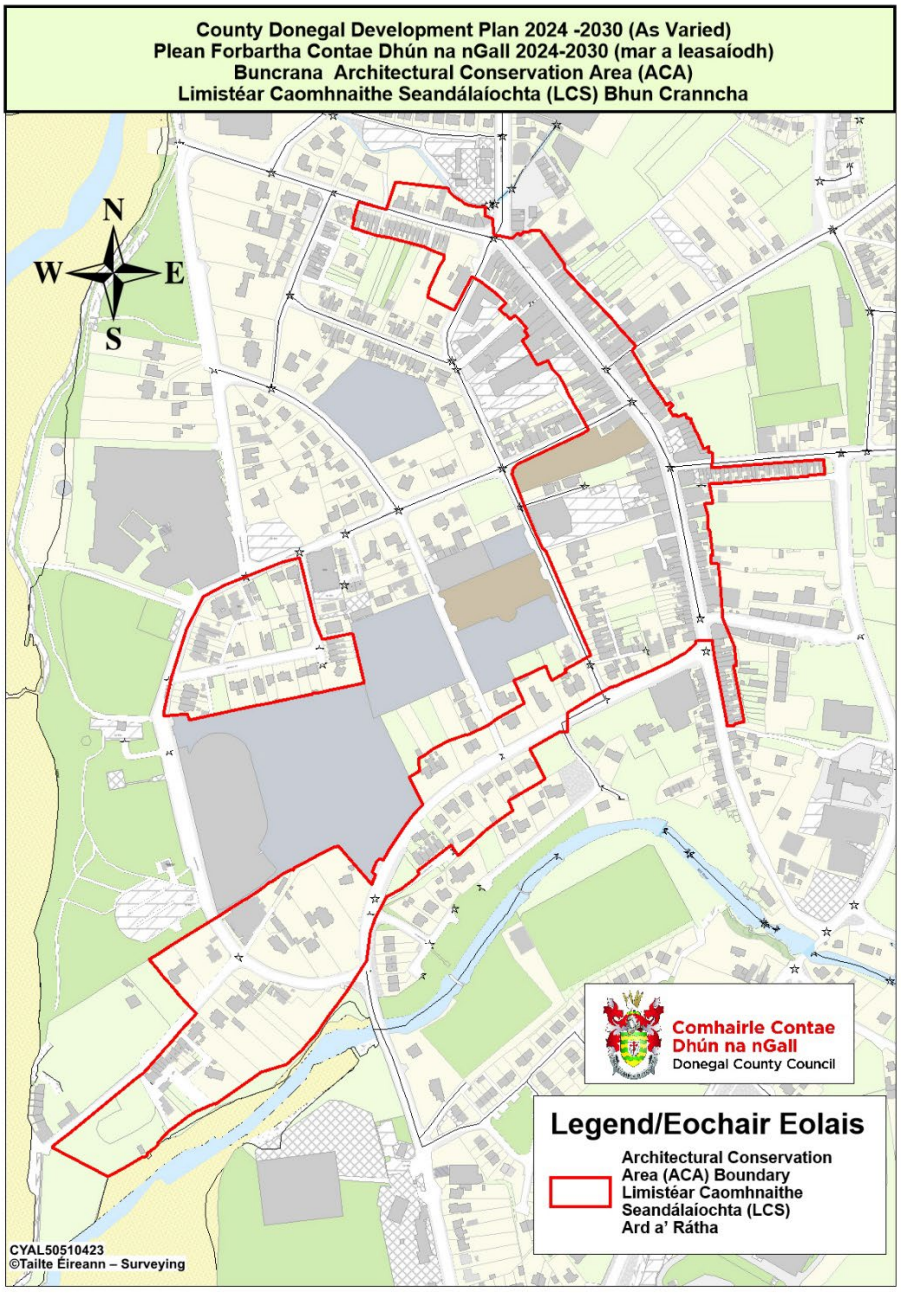
BC-NH-P-2:	It is the policy of the Council to conserve and protect the lands identified as 'High Amenity' on the Zoning Map. Proposals for agricultural or recreational development within the identified area will be considered having regard to all material planning considerations, all other relevant policies of the Plan, National/Regional guidelines and having regard to all environmental and conservation designations.
BC-NH-P-3:	It is the policy of the Council to protect the recreational, environmental and conservation integrity, and the visual quality of all beaches within and adjacent to the Plan area, including Lady's Bay, Buncrana and Lisfannon Beaches.

18.12.2 Built Heritage

The NPF and RSES highlight the importance of incorporating best practice in heritage management into land use planning through the protection of the historic urban fabric, the sensitive reuse of historic properties, the enhancement of places of special cultural or natural significance and the provision of high-quality public realm and recreational spaces. This Plan includes a proposed Architectural Conservation Area (ACA) and Chapter 11. 'Natural and Built Heritage provides objectives and policies in relation to the future sensitive development of all ACAs including retaining the character of the Main Street through traditional shop front design policies, the importance of colour and textures in painting schemes in addition to the importance of correct illumination.

Buncrana is unique in that it has several influences all of which come together and culminate in a scenic coastal and attractive town possessing many built heritage vernacular features and character worthy of protection. These influences are its textile heritage during the 20th century and the importance of its remaining historic features such as O'Dohertys Keep Defence Tower where the town originated from at the mouth of the River Crana. The town has 3 buildings included on the record of Protected structures, including Swan Mill and Buncrana Castle.

Whilst some insensitive shop front additions have occurred in recent times predominately associated with the gaming industry and fast-food takeaways, the character of the Main Street has not been entirely lost. The control of interventions on the Main Street including new shop fronts and modifications to existing fronts will contribute to the achievement of a successful ACA.

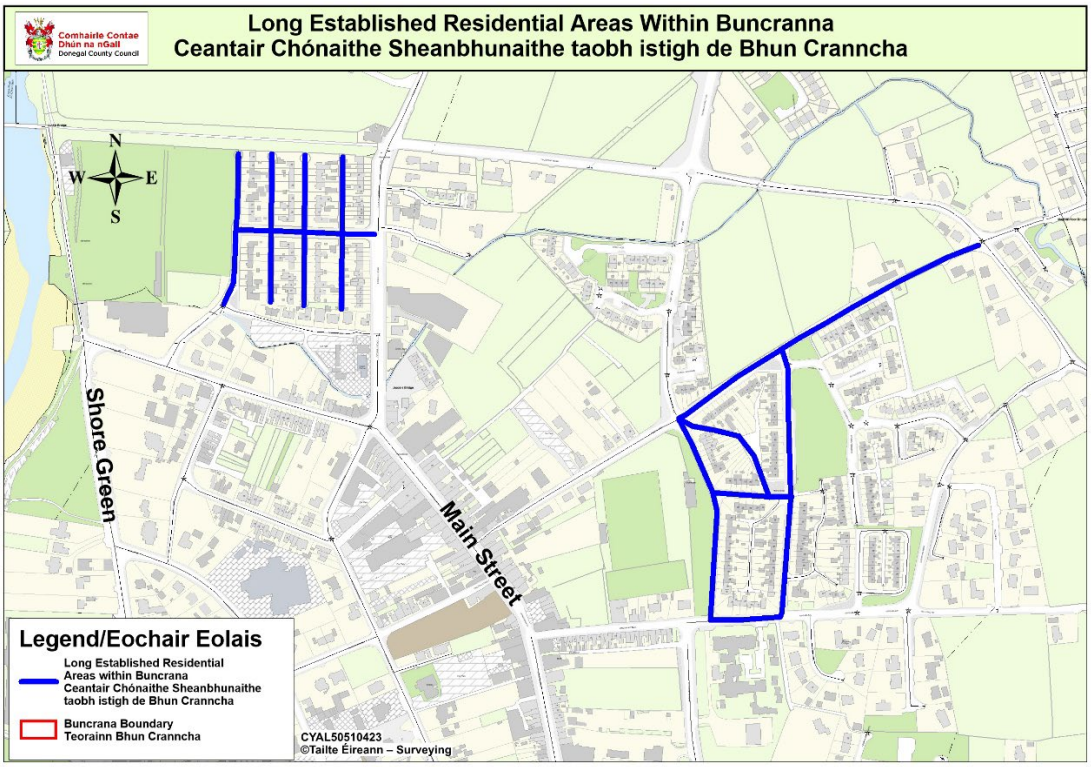


18.13 Long-Established Residential Areas

There are a number of long-established residential areas within the town and it is reasonable to ensure that these communities are protected and not impacted negatively by development activity in and around the town centre. Such areas are to the east of the town core along Ferris Lane, Marian Park and Cluain Mhuire.

Policy

BC-LRA-P-1	To protect the architectural, cultural and historic value of residential communities within and on the edge of the town centre, as identified on the map below entitled 'Long Established Residential Areas within Buncrana'.



18.14 Social, Community & Culture

Buncrana performs as an important service centre in the County where the appropriate level and mix of community, education and health facilities contributes to the capacity of the town to meet the needs of its growing population. Continued support for vibrant and diverse community, education and health sectors within the town is critical in sustaining a good quality of life and in terms of building upon the strategic function of Buncrana as a key service centre. As outlined in the following paragraphs, the type of services established in the town within the community, education and health sectors are of a strategic nature, designed to meet needs at a high level in terms of the hierarchy of service provision and, in a spatial context to service the town as well as a wider geographical catchment within Inishowen.

The Strategic Study makes extremely interesting and pertinent findings and goes on to make several recommendations on community wellbeing and the provision off community facilities.

18.14.2 Education

In recent years the town has faced some key infrastructural challenges including the need for a consolidated multi-school campus. The education needs of the town and the surrounding wider catchment are served by 5 primary schools, 3 secondary schools and an Adult Education and Training Centre. 605 students are currently enrolled at Crana College, while Scoil Mhuire has 850 students enrolled in September 2022.

A number of these schools are currently awaiting the construction of new purpose built facilities to cater for existing students and rising demand. The 3 no. schools listed below are in need of new/improved/ permanent accommodation all of which it is anticipated will be provided for in one consolidated location. The community infrastructure site located along the Causeway Road has been earmarked as the preferred site for the multi-school campus. Identified as a result of collaborative work between by the Department of Education and Donegal County Council leading to acquisition during 2021.

- Crana College (Post Primary). Currently sited on 2.76 acres.
- Gaelscoil Bhun Cranncha (All Irish Primary School), currently located in temporary accommodation at the Buncrana Youth and Community Co. Ltd) - approximately 170 pupils.
- Coláiste Chineal Eoghain (All Irish Post Primary), currently operating in rented accommodation at Tullyarvan Mill Complex.
- The Community site located along the Causeway Road identified a risk of flooding and the following policy refers:

Policy

BC-ED–P–1	It is a policy of the Council to require that: a. Any development vulnerable to flooding on the Community Infrastructure site along the Causeway Road must be located outside of the flood zones as identified in the Strategic Flood risk Assessment prepared to inform this Plan. b. Provision is made for emergency vehicle access to the site, outside of the flood zones. Any application for development must be accompanied by an appropriately detailed site-specific flood risk assessment.

18.14.3: Health

A state of the art HSE Primary Care Centre officially opened in the town centre in 2022 providing facilities to accommodate a range of primary care services within a 'one stop shop'. The centre provides clinical space accommodating a wide range of public services include GP, public health nursing, physiotherapy, occupational therapy, speech and language therapy, audiology and ophthalmology. Children and adult mental health services, early intervention services, TUSLA, and dental services will also be available with future capacity for other additional services.

18.14.4 Childcare

Buncrana urban area is currently served by 12 early childhood services and 4 standalone school aged childcare services in accordance with figures held by Donegal Childcare committee (DCCC). Recent consultation with DCCC suggests that there is current capacity in the town for children aged 1-12 years.

Given the anticipated growth for the town over the plan period it is important that suitable childcare facilities are provided in tandem with new development, and in this regard the Council will require the provision of new facilities in accordance with the standards set out in the Government's 'Childcare Facilities Guidelines for Planning Authorities' (2001), which set a benchmark provision of one childcare facility per 75 dwelling units, but which also allow for revised thresholds, having due regard to the existing geographical distribution of childcare facilities and the emerging demographic profile of areas. The scale and unit mix of proposed development will also be a consideration in terms of determining requirements for childcare facilities. In implementing planning policy with regard to childcare in Buncrana, the Council will actively consult with the Donegal County Childcare Committee in order to determine the extent of childcare needs in given areas.

18.14.5 Universal Design

The urban area of Buncrana must be developed in a manner that acknowledges the diverse abilities of its residents, workers and those visiting the town. Donegal County Council recognises that people should be able to use buildings and places comfortably and safely, as far as possible without special assistance and that, as a basic principle of good design, places should be accessible, convenient and pleasurable for all to use. Policy The policies in Chapter 6.2: 'Urban Housing' require that layouts of new residential developments be designed and constructed having regard to best practice in terms of Universal Design, and that a minimum of 30% of units within new residential developments be constructed to universal design standards.

18.14.6 Buncrana Leisure Centre

The proposed redevelopment of Buncrana Community Leisure Centre continues to be progressed by DCC, in collaboration with the Buncrana Community Leisure Centre Committee. A design team for the project was appointed by the Council in 2021, and comprises of consultants for both the Architect-led Design Team which has now been substantially completed, and the next stage of the Consultants design work programmed to continue in 2023, resulting in the securing of statutory approvals and Environmental assessments for the project.

18.14.7 Community Facilities

The town benefits from a vibrant GAA Club facilitating both Gaelic Football and Hurling, whilst young people are targeted through the work of a youth club (including a youth drop- in centre) and soccer club at Cockhill and Castle Avenue. Other sporting facilities are also provided in a private capacity in the town such as the Buncrana Golf Clubs, Buncrana Angling Club, Parkrun along the shore green and the Deep Sea Diving Centre at Ned's Point. These groups contribute to the community vitality of the town and also make a significant contribution to the economy, particularly in relation to tourism.

Objective

BC-SCC-O-1	To support and facilitate the redevelopment of the Buncrana Community Leisure Centre.

18.15 Infrastructural Assessment

The Buncrana Area Plan 2024 - 2030 has been prepared in accordance with the requirements and provisions of the Planning and Development Act 2000 (as amended).

The NPF provides (see National Policy Objective 72a) that, when making land-use zoning decisions, "planning authorities will be required to apply a standardised, tiered approach to differentiate between i) zoned land that is serviced and ii) zoned land that is serviceable within the life of the plan". Furthermore, National Policy Objective 72b states that, "when considering zoning lands for development purposes that require investment in service infrastructure, planning authorities will make a reasonable estimate of the full cost of delivery of the specified services and prepare a report, detailing the estimated cost at draft and final plan stages". **See Appendix A for Buncrana Area Plan detailed Infrastructure assessment.**

APPENDIX A: BUNCRANA AREA PLAN INFRASTRUCTURE ASSESSMENT MATRIX

The table below contains an assessment of the suitability of zoned sites for residential development having regard to the provisions of the National Government's 'National Planning Framework' (Section 10/2/ *'Co-ordinating Land Use Zoning, Infrastructure and Services'*) and 'Development Plan Guidelines' (Section 4.5.2 and Appendix A

Zoning Reference	Weighted Site Area Ha	Yield	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water Supply	Written Analysis Regarding Tier 1 & Tier 2.	Within CSO Boundar
NR 1.1	2.84	100	Y	Y	Y	Y	Y	Y	All services available. Tier 1	✓
NR 1.2	4.60	161	Y	Y	Y	Y	Y	Y	Tier 2 - Connection to water and wastewater network within urban core achievable, subject to development of the site. Works required to achieve necessary vision lines at junction of Mill Lane and Westbrook Road. Impact of traffic onto Mill bridge may necessitate Bridge improvements as identified in Fig. 18.8.	✓
NR 1.3	0.92	32	Y	Y	Y	Y	Y	Y	All services available. Tier 1 Wastewater: Located approx. 100m away and pumping required. Upgrading of existing WWPS and or localised network upgrades may be required to support the development of this site.	✓
NR 1.4	1.86	65	Y	Y*	Y	Y	Y	Y	All services available. Tier 1 Footpath along site frontage and storm sewer available with no street lighting. To be addressed in the event of the development of the site. Water supply pipe within the site, protection/diversion may be required. Site is located on the northern edge of the town core with connection to urban core footpaths available.	✓
NR 1.5	1.03	36	Y	Y*	Y	Y	Y	Y	All services available. Tier 1 Whilst the site is proximate to NR 1.4 so some of same points apply with the exception of footpath along site frontage connecting to urban core network. This would be subject of developer led application.	✓
NR 1.6	2.92	102	Y	Y	Y	Y	Y	Y	All services available. Tier 1	✓
NR 1.7	1.56	54							All services available. Tier 1	✓

Zoning Reference	Weighted Site Area Ha	Yield	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water Supply	Written Analysis Regarding Tier 1 & Tier 2.	Within CSO Boundar
NR 1.8 (formerly NR2.16)	6.03	211	Y	Y	Y	Y	Y	Y	All services available. Tier 1	
NR 1.9	1.33	46	Y	Y	Y	Y	Y	Y	All services available. Tier 1 Localised wastewater upgrades would be required if all housing is developed on this site.	✓
NR 1.10	0.59	20	Y	Y	Y	Y	Y	Y	All services available. Tier 1	✓
NR 1.11	2.23	78	Y	Y	N	N	N	Y	**Tier 2** **Wastewater:** Long connection as far as the public road would be required for wastewater, though it may be possible for the developer to reach third party agreements to discharge into adjacent estate sewers or to cross third party land. **Roads infrastructure/ footpath/cycle**: Long extensions required to connect to networks in urban core.	✓
(This site is the subject of Draft Ministerial Direction to part rezone the site i.e. the subject land reverts to not zoned from New Residential (Phase 1) - for more information refer to www.donegaldevplan.ie or consult.donegal.ie)										
NR 1.12	3.88	136	Y	Y	N	N	N	Y	**Tier 2** **Water and Wastewater available.** **Roads infrastructure/ footpath/cycle**: Extensions required to connect to networks in urban core.	✓
NR 1.13	1.47	51	Y	N	N	Y	N	Y	**Tier 2** **Wastewater:** Located approx. 100m away and pumping required. Upgrading of existing WWPS and or localised network upgrades may be required to support the development of this site. **Roads infrastructure/ footpath/ cycle**: No cycle route. Existing footpath network in place but narrow and substandard in places	✓

Zoning Reference	Weighted Site Area Ha	Yield	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water Supply	Written Analysis Regarding Tier 1 & Tier 2.	Within CSO Boundar
NR 1.14	1.03	36	Y	Y	Y	Y	Y	Y	**Tier 1** Sites considered collectively on basis that they are proximate to each other and located in a long-established residential area. Wastewater: All available from existing services in immediate vicinity. Roads infrastructure/ footpath/ cycle: All in place with active travel walking and cycling available and good walkability to the urban core and services therein.	✓
NR 1.15	1.86	65	Y	Y	Y	Y	Y	Y		✓
NR 1.16	0.30	11	Y	Y	Y	Y	Y	Y		✓
NR 1.17	0.48	17	Y	Y	Y	Y	Y	Y		✓
NR 1.18	1.85	63	Y	Y	Y	Y	Y	Y		✓
NR 1.19	0.60	21	Y	Y	Y	Y	Y	Y		✓
NR 1.20	0.46	16	Y	Y	Y	Y	Y	Y		✓
NR 1.21	7.39	259	Y	Y	Y	Y	Y	Y	Tier 2 Vision lines at northern junction achievable but likely to be subject to third party consents. Footpath extensions may be required on Gransha Road (northern) end and may require third party consents. Impact of traffic onto Mill bridge may necessitate Bridge improvements as identified in Fig. 18.8.	✓
NR 1.22	0.79	28	Y	N	N	N	N	Y	**Tier 2:** **Wastewater:** Long connection as far as the public road would be required for wastewater, though it may be possible for the developer to reach third party agreements to discharge into adjacent estate sewers or to cross third party land. Roads infrastructure/ footpath/cycle: Extensions required to connect to footpath network to the south.	✓
NR 1.23	1.22	43	Y	N	N	N	N	Y	**Tier 2.** Wastewater available but only via pumping to Ludden which is close to capacity. Footpath existing along Regional Road to west, save for a short section in immediate vicinity of site frontage. Limited footpath along minor road to east. In particular, large breaks closer to town centre. At peripheral location and would not contribute towards a compact growth or sustainable active travel.	✓

Zoning Reference	Weighted Site Area Ha	Yield	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water Supply	Written Analysis Regarding Tier 1 & Tier 2.	Within CSO Boundar
									Strategic Flood Risk Assessment identified flood risk impacting most of site.	
NR 1.24	0.25	9	Y	N	N	N	N	Y	**Tier 2.** No street lighting, no footpaths, road 5.5m wide, and on edge of built-up area.	✓
NR 1.25	0.39	14	Y	Y	Y	Y	Y	Y	All services available. Tier 1.	x
NR 1.26	0.62	22	Y	Y	Y	Y	Y	Y	All services available. Tier 1	x
NR 1.27	1.69	59	Y	N	N	N	N	Y	**Tier 2. Wastewater:** Available but pumping necessary. No footpaths links to town, on edge of the urban core.	
NR 1.28	1.96	69	Y	N	N	N	N	Y	**Tier 2.** no footpath network along most direct link to town, no cycle networks, poor road alignment.	
(The sites highlighted in yellow are the subject of Draft Ministerial Direction to part rezone the site i.e. the subject land reverts to 'not zoned' from New Residential (Phase 1) - for more information refer to www.donegaldevplan.ie or consult.donegal.ie)										
NR 1.29	0.52	18	Y	Y	Y	Y	Y	Y	Tier 2 - Connection to water and wastewater network within urban core achievable, subject to development of the site. Works required to achieve necessary vision lines at junction of Mill Lane and Westbrook Road. Impact of traffic onto Mill bridge may necessitate Bridge improvements as identified in Fig. 18.8.	✓
Opp Site 2	2.26	18	Y	Y	Y	Y	Y	Y	All services available. Tier 1	✓
Opp Site 3	0.59	21	Y	Y	Y	Y	Y	Y	All services available. Tier 1	✓
Opp Site 4	1.0	35	Y	Y	Y	Y	Y	Y	All services available Tier 1	✓
SCS 1a	2.64	92	Y	Y	Y	Y	Y	Y	All services available. Tier 1	✓
SCS 1b	1.43	50	Y	Y	Y	Y	Y	Y	All services available. Tier 1	✓
SCS 2	0.64	22	Y	Y	Y	Y	Y	Y	All services available. Tier 1	✓

Note: The site area of the above Opportunity Sites have been weighted by the percentage of such sites on which residential development is envisaged (as per Table 18.3

Ballybofey/Stranorlar Area Plan 2024-2030





Comhairle Contae Dhún na nGall
Donegal County Council

Chapter 19 – Ballybofey Stranorlar Area Plan

19.1 Introduction

Ballybofey/Stranorlar is the 3rd largest settlement in Donegal with a population of 4,852, occupies a strategically important location on the Atlantic Economic Corridor between Letterkenny/Derry and Sligo at the junction of the N13/15, and performs important county and sub-regional level sporting, retail, tourism, education, service, employment functions. The Twin Towns also have a well-developed and relatively compact urban structure, a rich social, community, and sporting base, key environmental assets (e.g. Drumboe woods), and adequate environmental infrastructure to facilitate further growth. The completion of the TEN-T Strategic roads project in the coming years will also bring key benefits including enhanced strategic access, reduced traffic congestion, enhanced safety and sustainability mobility options, improved quality of life and air quality benefits. Whilst the high levels of vacancy and dereliction and lack of housing completions remain problematic, government funding initiatives to tackle these issues and the availability of good quality housing lands in close proximity to the urban core can provide part of the solution. It is therefore considered that with the aid of a suitable planning policy and spatial development framework, Ballybofey/Stranorlar can capitalise on existing key functions and assets to develop as a sustainable, economically prosperous, socially vibrant, accessible, and attractive place with a high quality of life.

19.2 Key Planning Issues for the Ballybofey/Stranorlar Local Area Plan

On the basis of public consultation, engagement with key stakeholders, and on the ground and desktop research, the following key planning related issues for the Local Area Plan are apparent:

- **Housing:** The provision of a mix of new housing units (including social housing) at accessible and socially inclusive locations. In this regard CSO data indicates a very low level of housing completions over the last decade and none of the zoned residential in the previous Local Area Plan has been developed during the lifetime of the plan.

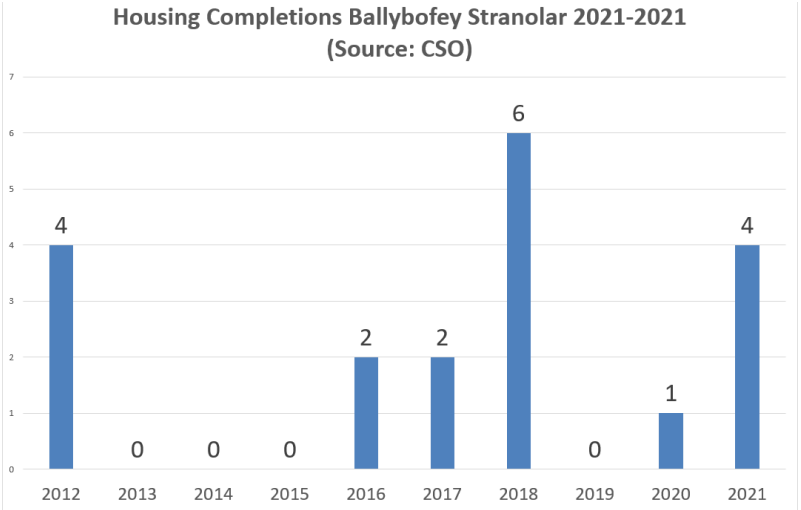


Figure 19.1 Housing Completions in Ballybofey/Stranorlar 2021-2021

- **Urban Regeneration:** The physical regeneration of key urban spaces and the tackling of vacancy and dereliction. In this regard Ballybofey/Stranorlar had a commercial building vacancy rate of 30.2% in Q2 2022[41] and a residential vacancy rate of 8.5% in 2020[42].

[41] GeoDirectory Commercial Buildings Report Q2 2022

[42] Regional Vacancy and Dereliction Analysis NWRA January 2022

- **Traffic Congestion/Strategic Roads:** The completion of the TEN-T PRIPD strategic road project, improved local access between the Glenfinn Road and the N15 and other road improvements are required in order to tackle traffic congestion in the Twin Towns.
- **Sustainable Mobility:** The provision of new and enhanced walking and cycling infrastructure including extending the existing footpath network, providing new pedestrian crossings and cycle lanes and off road pedestrian and cycling connections
- **Community/Recreational Infrastructure:** The protection and enhancement of existing community/recreational assets (e.g. Drumboe Woods), the provision of new green spaces and recreational corridors and the completion of the Donegal Community Stadium.
- **Flooding:** The management of development having regard to the flood risk located along the River Finn corridor and tributaries in accordance with the Flood Risk Management Guidelines.
- **Economic:** The need to strengthen and diversify the economic/employment base of the Twin Town's including enabling expansion of existing, and the attraction of new, employment generating activities.

19.3 Core Strategy Population and Housing Targets

The Core Strategy sets out an overall settlement hierarchy including population and housing targets and associated residential land zonings allocations for settlements (or groups of settlements) within the county. It identifies Ballybofey/Stranorlar as a second-tier 'County Growth Driver' which occupies a strategic position in the County, offering both opportunities and services for those living and working locally but also a base for those working elsewhere. It also highlights the benefits that the SEED urban regeneration and the TEN-T PRIPD strategic roads projects will bring to the Twin Towns in terms of both a revitalised town centre and easing traffic congestion.

The relevant Core Strategy data for Ballybofey/Stranorlar is detailed in the Core Strategy. In summary, the Core Strategy allocates 681 units or 7.98% of the overall housing target in the county to the Twin Towns. On the basis of a residential density of 35 units per ha this means that there is a **gross** requirement of 19.46 hectares to fulfil the core strategy housing targets for Ballybofey/Stranorlar.

19.4 Zoning Matrix

As indicated in Section 15.2 development proposals in Ballybofey/Stranorlar will be considered in the context of the Zoning Objectives detailed in Table 15.1, the Ballybofey/Stranorlar specific zoning matrix below, the policy framework in this plan and the policy framework in the wider CDP. The Zoning Matrix illustrates a range of land uses together with an indication of their broad acceptability in each of the land use zones.

Please note that the broad acceptability of uses on designated Opportunity Sites is set out in specific policies contained in Section 17.8 of this Plan
Y= Acceptable in Principle; O=Open for consideration; N= Not acceptable

For Masterplan areas please see relevant masterplan policies.

Table 19.1 - Land Use Zoning Matrix for Ballybofey/Stranorlar

Land Use	Urban Core	New Residential (Phase 1)	New Residential (Phase 2)	Established Development 1	Established Development 2	Opportunity Site	Business/Enterprise	Community Infrastructure	Open Space and Recreation	Local Environment 1	Local Environment 2
Amusement Arcade/Casinos	O[1]	N	N	N	N	N	N	N	N	N	N
Agricultural Buildings	N	N	O[2]	N	O[21]	N	N	N	N	Y	O[22]
Car Park (Standalone)	O[3]	N	N	N	O[21]	N	N	N	O[4]	N	O[22]
Betting Office	O[5]	N	N	N	N	N	N	N	N	N	N
Café	Y	N	N	O	O[21]	N	N	N	N	N	O[22]
Caravan Parks	N	N	N	N	O[21]	N	N	N	N	N	O[22]
Cemetery	N	N	N	N	O[21]	N	N	O	N	N	O[22]
Cinema	Y	N	N	N	O[21]	N	N	N	N	N	O[22]
Community/Recreational /Sports	O	O	O	O	O[21]	O	N	O	O[6]	N	O[22]
Creche/Playschool	Y	O	N	O	O[21]	O	N	O	N	N	O[22]
Cultural Uses/Library	Y	N	N	O	O[21]	N	N	N	N	N	O[22]
Dancehall/Disco	Y[7]	N	N	N	O[21]	N	N	N	N	N	O[22]
Data Centre	N	N	N	N	O[21]	O	Y	N	N	N	O[22]
Funeral Home	Y	N	N	O	O[21]	O	N	O	N	N	O[22]
Garage/Car Repair	O	N	N	O[8]	O[21]	O	Y	N	N	N	O[22]
Guesthouse / Hotel / Hostel	Y	N	N	O	O[21]	N	N	N	N	O[9]	O[22]
Hot Food Takeaway	O[10]	N	N	N	N	N	N	N	N	N	N
Industry (light)	N	N	N	O	O[21]	O[11]	Y	N	N	N	O[22]
Industry (General)	N	N	N	N	O[21]	O[11]	Y	N	N	N	O[22]
Medical/Consultancy/Healthcare	Y	N	N	N	O[21]	N	N	Y	N	N	O[22]
Motor Sales	N	N	N	O	O[21]	O[12]	N	N	N	N	O[22]
Nursing Home	Y	N	N	O	O[21]	O	N	Y	N	N	O[22]
Offices	Y	N	N	O[13]	O[21]	O[13]	O[13]	N	N	N	O[22]
Park/Playground	Y	O	O	O	O[21]	N	N	Y	Y	O	O[22]
Petrol Station	O	N	N	O	O[21]	N	N	N	N	N	O[22]
Place of Worship	Y	N	N	O	O[21]	N	N	Y	N	N	O[22]
Playing Fields	N	O	O	O	O[21]	N	N	Y	N	N	O[22]
Pub	Y	N	N	O	O[21]	N	N	N	N	N	O[22]
Restaurant	Y	N	N	O	O[21]	N	N	N	N	N	O[22]
Residential	Y	Y	Y	O	O[21]	O[14]	N	N	N	O[15]	O[22]
Retail	Y	N	N	O[16]	O[21]	O[17]	N	N	N	O[18]	O[22]
School/Education	Y	N	N	O	O[21]	O	N	Y	N	N	O[22]
Solar Energy Generation (other than exempted dev. or microgeneration[19])	O	N	N	O	O[21]	O	O	N	N	O[20]	O[22]
Tourist Related Facilities	Y	N	N	O	O[21]	N	N	N	N	N	O[22]
Warehouse/Store/Depot	O	N	N	O	O[21]	Y	Y	N	N	N	O[22]
Water/Wastewater Services	O	O	O	O	O	O	O	O	O	O	O

Footnotes to accompany land-use zoning matrix

1 Refer to Policy TC-G-P-4.
2 Proposals for agricultural buildings within lands zoned as New Residential (Phase 2) must be designed and located so as not to compromise the future residential development potential of said lands.
3 Standalone car parks will only be considered in the urban core where they are not contrary to Urban Regeneration and Town Centre objectives of the LAP.
4 Standalone car parks will only be considered in areas zone Open Space and Recreation where they would serve as ancillary infrastructure for recreational amenity.
5 Betting offices will be open to consideration on lands zoned Urban Core in accordance with Policy TC-G-P-4
6 Prospective applicants are advised to have due regard to the flood risk management policies of the wider development plan.
7 Dancehalls/discos will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
8 Garages/car repair will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
9 Guest houses of a limited scale may be considered on existing developed sites within lands zoned Local Environment 1 provided they are compatible with the Local Environment 1 zoning objective.
10 Hot food takeaways will be open to consideration on lands zoned Urban Core in accordance with Policy TC-G-P-4.
11 Motor sales are considered bulky retail and therefore shall be considered on Opp Sites 1 and 2 (See Policies BS-OPP-P-1 and 2).
12 Excluding Opp. Site 3 refer to policy BS-OPP-P-3.
13 Developers are advised to note that professional services which provide services principally to visiting members of the public will be directed to the defined urban core in accordance with Objective GEN-ED-1
14 Excluding Opp. Site 3 refer to policy BS-OPP-P-3.
15 Only proposals for single dwellings will be considered on lands zoned Local Environment 1 in accordance with GEN-H-P-2
16 Proposals for retail development in areas zoned Established Development 1 shall be assessed in accordance with the provisions of the Retail Strategy as set out in the wider County Development Plan.
17 Bulky retail shall be considered on Opp Sites 1 and 2 (See Policies BS-OPP-1 and 2). Otherwise retail developments shall be assessed in accordance with the provisions of the Retail Strategy as set out in the wider County Development Plan.
18 Proposals for retail development on lands zoned as Local Environment 1 shall only be considered where they comprise proposals for a farm shop selling goods that are produced on the subject landholding. Other types of retail shall not be permitted at these locations.
19 Proposals for microgeneration shall be dealt with on a case-by-basis having regard to all relevant policy provisions of this Plan, the CDP and other statutory guidance.
20 Proposals for solar energy generation on lands zoned Local Environment 1 may be considered where, inter alia, it can be definitively demonstrated that such proposals would have no significant negative impact on the landscape setting or the biodiversity quality of the area.
21 Only proposals for minor developments such as small extensions to houses and most changes of use to existing buildings and/or extensions and additions to existing commercial and industrial enterprises shall be considered within land use zoning **'Established Development 2'** in accordance with Policy Gen-F-P1.
22 Only proposals for minor agricultural, residential and commercial buildings such as small extensions to existing buildings will be considered in **'Local Environment 2'** in accordance with Policy Gen-F-P-2.

19.5 Housing

Background and Core Strategy Requirements.
There has been a severe shortage of new housing completions in the Ballybofey/Stranorlar area over the last decade, particularly on zoned residential lands[43]. There is also a considerable local social housing waiting list. The CDP Core Strategy has set an ambitious gross target of 681 units and an associated 'gross' zoned land requirement of 19.46ha for Ballybofey/Stranorlar over the plan period 2024-2030. In line with the Development Plan Guidelines, the Authority has calculated the potential yield from brownfield sites as being of the order of 85 units. As also required in the Guidelines, this estimated brownfield yield must be deducted from the gross greenfield housing target. The nett required housing target is therefore 596 units (681 minus 85) resulting in an adjusted greenfield/nett housing land requirement of 17.02 hectares as set out in the table below.

Table 19.2: Summary of Core Strategy Target Allocation for Ballybofey/Stranorlar Adjusted for Brownfield Capacity

Gross Housing Target	681 Units
Minus potential yield from brownfield sites	85 Units
Adjusted/Nett Housing Target	596 Units
Housing Land Allocation (Greenfield) @ 35 units per Ha	**17.02 Ha**

Overall, there is a need to facilitate an adequate supply, range and mix of high-quality housing at compact, serviced, sustainable, accessible, and socially inclusive locations in the twin towns. The approach has therefore been to identify new residential land use zonings to achieve this objective. In this regard, these residential zonings exceed the Core Strategy zoning requirement in order both to allow sufficient flexibility to allow residential sites to come forward and to retain pre-existing residential zonings on a phased basis in accordance with the Development Plan Guidelines. The site areas are set out in the table below. In this regard Opp Sites 1, 2, 4 and 5 are zoned for a mixture of uses including housing.

[43] There were no housing completions on zoned residential lands during the period 2018-2024.

Table 19.3: Greenfield Residential Zonings And Associated Site Area

Site Ref	Zoned as 'New Residential Phase 1' or 'Opportunity Site' (With Residential Potential)	Site Area (ha)
NR 1.4	New Residential Phase 1	1.466
NR 1.5	New Residential Phase 1	1.095
NR 1.6	New Residential Phase 1	1.335
NR 1.7	New Residential Phase 1	1.114
NR 1.8	New Residential Phase 1	3.402
NR 1.10	New Residential Phase 1	1.503
NR 1.11	New Residential Phase 1	2.131
NR 1.12	New Residential Phase 1	3.402
NR 1.13	New Residential Phase 1	5.279
NR 1.14	New Residential Phase 1	0.113
NR 1.15	New Residential Phase 1	0.763
NR 1.17	New Residential Phase 1	3.32
Subtotal		**21.521**
Opp Site 1	Opportunity Site (30% Weighting)	5.274
Opp Site 2	Opportunity Site (50% Weighting)	5.425
Opp Site 6	Opportunity Site (50% Weighting)	1.701
Opp Site 7	Opportunity Site (100% Weighting)	0.4516
Subtotal		**12.40**
	Total **Greenfield** Lands Zoned as 'New Residential Phase 1' or 'Opportunity Sites' (With Residential Potential') The above Opportunity Sites subtotal and the final total does not include Opp Site 7 which has been suspended pursuant to the Section 63(6) Notice issued by the OPR on the 16th of September 2026	**33.92**

Notes:

1. This table does not include sites NR 1.1, NR 1.2 and NR 1.3, Opp Site 4 and Opp Site 5 as they are brownfield sites. Opp Site 3 does not otherwise facilitate residential development.
2. Relevant site specific policies allow for other uses on Opp Site 1, Opp Site 2 and Opp Site 7 and consequently site weightings of 30% and 50% have been applied to these sites respectively.
3. The total area of Residential Phase 1 zoned lands meets, and is in excess of, the Revised NPF Implementation Housing Growth Requirements Targets, 2025 (including the Additional Provision of up to 50% set out in Policy and Objective 2 of same).

Note: Residential related sites NR 1.1, 1.2 and 1.3 and Opportunity Sites 4 and 5 are Brownfield Sites located within the Urban Core/Established Development Zonings and are therefore not included in the above *Table 19.3 Greenfield Residential Sites and Associated Site Areas.* However, the housing yield from said sites has been accounted for in the potential yield from brownfield sites (85 units) detailed in Table 19.2 above.

Please refer to Ballybofey/Stranorlar Area Plan Appendix A for Settlement Capacity Audit/Infrastructural Assessment prepared having regard to the provisions of the *National Planning Framework* and the *Development Plan Guidelines*)

In addition to the identification of residential zonings, a range of site-specific housing policies were also formulated in order to: respond to local challenges and opportunities, ensure high quality properly serviced, well connected, residential development, provide important transport link and safeguard environmental amenities (See housing policies below and site-specific policies for Opp. Site 1, 2,4 and 5) detailed in the Economic development chapter)

Policies

BS-H-P-1	Facilitate residential development proposals which accord with the district level placemaking objectives and principles set out in Section 5.0 of the Ballybofey/Stranorlar Regeneration Strategy and Action Plan within Districts 1,2 and 4 (inclusive) of said publication.
BS-H-P-2	a. Ensure that the development of sites Opportunity Site 6, NR 1.11, and NR1.12 provides: (i.) Provides high quality, safe, attractive direct and continuous pedestrian and cycling permeability links to both the N13/Letterkenny Road and the local road leading to Ballybofey/Stranorlar Golf Club and Lough Alaan. (ii.) Incorporates, where feasible the pre-existing field boundaries and watercourses as part of the site boundaries for, or within any development. b. Ensure that any residential development of NR 1.3 provides for: high quality, safe, attractive direct and continuous pedestrian and cycling permeability links between the Glenfinn Road and the Donegal Road and otherwise require, or facilitate the provision of, a vehicular link through the site between said roads if the site is selected as the preferred link between Donegal Road and Glenfinn Road. c. Require that any residential development proposals on residential site NR 1.6 provides for vehicular access solely via any proposed Glenfinn Street to Donegal Road Link Road (on Site NR 1.3) in the event that said link is selected as the preferred link option between Donegal Road and Glenfinn Road. d. Ensure any development of NR 1.7 provides for high quality, safe, attractive, direct and continuous pedestrian and cycling permeability links between the L-3044-2 local road to the northwest and the L-2864-2 local road to the east. e. Ensure any development of NR1.10 provides for high quality, safe, attractive direct and pedestrian and cycling permeability links between the Glenfinn road and the railway road/the old railway line to the north of same. f. Ensure that any development proposals of NR 1.4 supports the overall place shaping strategy for District 1 of the Ballybofey Regeneration Strategy and Action Plan. including: (i.) The provision of a significant public open/green space including the retention of existing natural heritage features (e.g. mature trees and built heritage features) therein. (ii.) A direct pedestrian/cycling link between the Woodlawn and Ard McCool residential estates. g) Require that any development proposal on site New Residential 2.2 is accompanied by a detailed site specific flood risk assessment, does not provide for any residential development within any areas identified as High End Future Scenario Flood Zone A or B and does not otherwise exacerbate flood risk on the site or elsewhere. h) Ensure that any residential development on Site NR1.2 is setback at minimum of 100m from the Ballybofey/Stranorlar Wastewater Treatment Plant.

i) Require the provision of safe and continuous pedestrian connectivity (either publicly provided or developer led) between site NR 1.17 and Stranorlar Town Centre prior to the commencement of development on said site.
j) Require the provision of a footpath extension (either publicly provided or developer led) between site NR 1.16 and existing footpath Drumboe Road/L-2784 prior to the commencement of development on said site.

19.6 Economic Development and Employment

Ballybofey/Stranorlar is the 3rd largest urban area (Pop 4,852[44]) and employment centre (total jobs 1,878[45]) in Donegal, occupies a strategic location on the N15/N13 Atlantic Economic Corridor and acts the service hub for the Finn Valley. This strategic location and overall regional accessibility will be significantly enhanced with the completion of the TEN-T PRIPD Strategic Roads Project and associated link roads into the Twin Towns. Furthermore, recent upgrades to the Ballybofey/Stranorlar wastewater treatment plant have increased its overall treatment capacity of 9200 population equivalent which provides significant scope for additional economic development.

McElhinney's Department store acts as a destination retail outlet which attracts shoppers, sustains local employment and creates spin-offs for other hospitality and retail outlets. Mulrines is the twin town's leading manufacturing business and employer producing soft beverages for the retail and foodservice at their Donegal Road facility. The Twin Towns also boasts 3 large hotels, a strong convenience retail offering with both national and local operators, a varied hospitality sector including 3 large hotels, café, restaurants and public houses and a variety of smaller retail outlets and services.

Ballybofey/Stranorlar benefits from having a significant quantum of undeveloped serviced land in accessible locations close to the existing N15/Donegal Road, the future TEN-T PRIPD link road and the N15/Lifford Road which can provide appropriate opportunities for a wide range of new business and enterprise opportunities including: bulky retailing, logistics, light engineering/manufacturing, or larger service based employers. Furthermore, the continued importance of IT and financial services sector and the trend toward remote working presents opportunities to attract employers and employees to Ballybofey/Stranorlar as a highly liveable urban centre with a quality recreational, education, sporting, cultural, and environmental facilities/amenities. In this regard the SEED project aims to provide a new contemporary and flexible enterprise space to the rear of the Ritz cinema building, and the Regeneration Strategy and Action Plan has highlighted the future opportunity for a business innovation park on the Old Railway Station/existing bus depot site.

Nevertheless, the latest Q2 2022 Geodirectory Commercial Building Report highlights that Ballybofey has the highest commercial vacancy rate in Ireland at 30.2% which is an increase of 0.9% from Q2 2022. This high vacancy rate is particularly evident around Glenfinn Street, Navenney Street, and parts of both Stranorlar and Ballybofey Main Streets and detracts from the physical appearance of the town and hinders inward investment. Furthermore, research from the Council's economic development unit indicates that Ballybofey/Stranorlar's ratio of total jobs to resident workers (1.227) actually lags behind smaller urban centres such as Donegal Town, and Carndonagh. Overall, there is also a significant need to strengthen and diversify the economic base of the towns by providing opportunities for existing employers to expand and to attract new employment generating activities to the town. Finally, it is considered that the urban core represents the most sustainable location for new professional services (e.g. financial, legal, architects, estate agents, accountancy) in terms of supporting sustainable mobility, town centre vibrancy and tackling commercial vacancy.

Consequently, to capitalise on these strengths and opportunities, address the above issues and strengthen and diversity the employment base of the Twin towns this plan will:

[44] Census 2016
[45] Economic Development Unit, Donegal County Council.

- Provide a sufficient quantum of serviced and accessibly located lands for a variety of new economic/employment generating/commercial developments (including light engineering/manufacturing, logistics, bulky retailing, or service based enterprises) namely on Opportunity Sites 1-2 and on lands zoned Business/Enterprise (See Policies BS-OPP-P-1 to 2 and BS-ED-P-1).
- Support and facilitate the provision of a social enterprise space to the rear of the Ritz Cinema building as integral part of the SEED Project (See Objective BS-TC-O-2 above).
- Facilitate the future provision of a business innovation park on the Old Railway Station/existing bus depot site in accordance with the District 4 Placemaking Strategy of Ballybofey Regeneration and Action Plan.
- Positively facilitate sensitive proposals for the refurbishment and reuse of vacant and derelict buildings for commercial and retail use (See Policy GEN-TC-P-2).
- Facilitate professional services within lands zoned Urban Core in accordance with Policy GEN-ED-P-1.

Objective

BS-ED-O-1	To strengthen and diversify the economic and employment base of Ballybofey/Stranorlar and capitalise on its strategic economic location.

Policies

BS-ED-P-1	Facilitate business enterprise proposals (including light engineering/manufacturing, logistics/warehousing, service based enterprises) but excluding retail development on lands zoned BE1 which; **(Policy BE 1 is the subject of Draft Ministerial Direction to rezone so as not to allow for Business/Enterprise - for more information refer to www.donegaldevplan.ie or consult.donegal.ie)**
BS-ED-P-2	Facilitate business enterprise proposals (including light engineering/manufacturing, logistics/warehousing, service based enterprises) excluding retail development on lands zoned BE2. • Provide access onto the N15/Donegal Road by means of the access points detailed on the land use zoning map. • Ensure the protection of residential amenity of the adjoining residential areas including the provision of environmental buffers with suitable landscaping/planting between commercial developments and adjoining residential areas.

19.7 Transportation and Sustainable Mobility

19.7.1 Introduction/Key Issues

The provision of a safe, sustainable, functional, and convenient transportation system linking key sources to destinations is fundamental to the creation of an economically robust and socially vibrant town with a high quality of life. Currently transport provision in Ballybofey/Stranorlar is predominately road focused and suffers from a number of issues including:

- Traffic congestion arising from strategic traffic traversing the town along the N15/N13 axes and high levels of car dependency.
- Car dependency and low levels of walking and cycling.

- Absence of pedestrian facilities on Drumboe Avenue and the Golf Course Road.
- Lack of continuous footpaths in certain areas (e.g. Chapel Lane, Letterkenny Road, Trusk Road).
- Inadequate pedestrian crossing facilities at key junctions (e.g. N15/Town View Heights, N15/Glenfinn Road, N15/Chestnut Road and on the Lifford Road east of Millbrae).
- A general lack of dedicated cycle lanes and bike parking.
- Lack of intra urban public transport services.
- Poor connectivity between the Glenfinn Road and Donegal Road and between Back Lane and Ballybofey Main Street.
- Traffic bottlenecks/congestion at the N15/Glenfinn Road, N15/Chestnut road, N15/Drumboe Avenue, McClays Corner and Millbrae particularly at peak/school run times.
- Traffic congestion associated with events at the Mart, and the Finn Valley Centre.
- Lack of car parking in proximity to the north of Ballybofey Main Street.
- Lack of bus parking/drop off facilities in general.
- Lack of pedestrian facilities on Golf Course Road.
- Traffic congestion/inadequate pedestrian cycling facilities and poor permeability within Navenny Road/Trusk Road Area.

19.7.2 TEN-T Priority Route Improvement Project, Donegal (TEN-T PRIPD)

Section 1 of the TEN-T PRIPD strategic roads project will provide a new alignment of the N15/N13 to the NW and NE of the urban area and a link road into Ballybofey/Stranorlar. In doing so it will bring significant benefits including improved strategic and regional connectivity, road safety, removal of strategic traffic/easing of traffic congestion, enhanced opportunities for walking cycling and public transport, a more attractive urban environment and improved quality of life. Consequently, the wider development plan and this town Plan provides the necessary planning policy and spatial framework to support and deliver this vital project including the reservation of the necessary lands.

19.7.3 Sustainable Mobility

Traditionally, transportation planning has focused on road based solutions to transportation issues (e.g. additional traffic lanes, right turning lanes, relief roads etc). However, government policy and best planning practice now proactively supports sustainable mobility and active travel modes (e.g. walking, cycling and public transport) as core transportation solutions. In this regard the NPF identifies sustainable mobility as a National Strategic Outcome and the RSES aims to improve active travel infrastructure, prioritise walking cycling and permeability in town and villages and maximise population in proximity to neighbourhood/district centres and public transport nodes. *Smarter Travel: A Sustainable Transport Future A New Transport Policy for Ireland 2009-2020* emphasises the need to reduce overall travel demand through compact development and supporting walking cycling and public transport. In addition, it is generally acknowledged that to be successful active travel infrastructure must be safe, direct/convenient, legible and attractive and where possible segregated. It is also recognised that a modal shift to sustainable/active travel modes can also bring about tangible environmental (e.g. less noise and traffic pollution), health, social and recreational benefits.

The new River Finn pedestrian bridge and the associated riverside walks demonstrate the potential of such active travel infrastructure. There are also significant new opportunities to sustainably connect sources and destinations (e.g. residential communities with areas of employment, education, retail, services and community/recreational infrastructure and amenities) through new/enhanced active travel infrastructure including the provision of new/enhanced footpaths, new cycling infrastructure, and off road active travel infrastructure, which are set out in the land use/transportation strategy detailed below.

In particular the *Ballybofey/Stranorlar Regeneration Strategy and Action Plan* sets out a masterplan for the creation of interconnected green arteries including: along the old Donegal Town to Ballybofey railway line, part of the Ballybofey/Stranorlar Railway line, along the river corridor and through the Drumboe woods to Finn Valley College and a new pedestrian bridge over the River Finn to Drumboe Woods, which would significantly aid active travel. The 2012 *Ballybofey and Stranorlar Walking and Cycling Strategy* for the twin towns also highlighted the need to: provide a high quality walking and

cycling network linking residents and destinations, improve pedestrian/cycling safety, and encourage more people to walk and cycle.

Furthermore, the Council has appointed consultants to examine the most appropriate option for a new link between the Glenfinn Road and the Donegal Road to enable pedestrian improvements on Glenfinn Street, improve local access between these roads and remove the existing traffic bottleneck at the Glenfinn Street/Donegal Road junction. In the interim the plan will continue to reserve the route of the approved Mulrines Link Project as a means of achieving such a link.

The Council is also currently examining options to improve pedestrian and cycling infrastructure and traffic flow in the Navenny Road/Trusk road area which will improve overall permeability in this area. The necessary planning process have been completed for projects to provide a new footpath, pedestrian crossing and parking arrangements on Millbrae and a new pedestrian bridge and associated connecting footpaths over the Burn Daurnett on Trusk Road.

It is also important that new residential areas provide direct/convenient, legible and attractive connections to adjoining existing and proposed developments and local services and amenities. In this regard future connections have been identified in the transport/sustainable mobility strategy, and on the accompanying land use zoning map for the LAP.

In addition, it is acknowledged that the provision of both electric vehicle charging points for visitors at publicly accessible locations are essential for sustainable private transport and will therefore be supported by the plan.

Notwithstanding the consultation and research undertaken to identify the transport priorities for this Plan the preparation of a more detailed Local Transport Plan for Ballybofey/Stranorlar would provide an additional important evidence based tool to inter alia: understand current travel patterns and services, provide a detailed analysis of key issues and opportunities, establish key transport objectives, identify and assess transport options, and formulate active travel, public transport and roads based strategies interventions to deliver these objectives. It is therefore an objective of this plan to prepare such a plan.

Parking and Other Transport Issues

It is increasingly recognised that the traditional development management approach to new parking provision related to development size/type has often lead to a low density/car dominated development pattern which is detrimental to the creation of compact/consolidated, pedestrian friendly and attractive town centre. It also noted that both Ballybofey and Stranorlar town centres currently benefit from spare capacity in existing publicly accessible car parks and that the centres are generally within walking and cycling distances of existing residential areas. Consequently, this informs a general approach of only considering parking proposal in areas zoned urban core in exceptional circumstances including secure and attractive parking for residential developments in accordance with the Urban Design Manual, and parking for commercial developments where such parking cannot otherwise be catered for by existing spare capacity in adjacent on-street or publicly accessible parking spaces and otherwise accords with the town centre objectives of the plan. Otherwise, outside of the urban core parking will be required for new developments in accordance with Policy T-P-13 of the wider development plan including disabled and cycle parking provision. Finally, as Ballybofey/Stranorlar has a significant quantum of undeveloped back lands in sustainable location the key access points into these lands have been reserved as part of plan (See land use zoning map) to ensure their future developability.

Transport/Sustainable Mobility Strategy for Ballybofey/Stranorlar:

The above context informs the following overall land use/transportation strategy for Ballybofey/Stranorlar in the following table and associated map:

Table 19.4 Transport/Sustainable Mobility Strategy for Ballybofey/Stranorlar.

Map Ref.	Location/ Name	Priority/Project Description	Key Benefits
Strategic Roads			
1.	General	Section 1 of the TEN-T PRIPD including strategic realignment of the N15/N13 and provision of the associated link road	• Improved strategic/regional connectivity. • Reduced traffic congestion and air pollution. • New sustainable mobility opportunities
Sustainable Mobility			
2.	General	A compact development form including locating residential development adjacent to jobs and retail, education and community services.	• Reduced travel demand. • Facilitate modal shift toward walking, cycling and public transport.
3.	Drumboe Avenue	Provision of pedestrian facilities	Enhanced/safer active travel connectivity to/from St Columba's College.
4.	Drumboe Avenue to Drumboe Road	Provision of an active travel link	Enhanced permeability between Drumboe Avenue and Finn Valley College/Drumboe Road.
5.	Millbrae	Shared footpath/cycle path on the eastern side, a pedestrian crossing at the northern end of and new roadside parking arrangements on Millbrae.	Enhanced/safer connectivity for pedestrian and vulnerable road users between residential areas in Stranorlar and St Mary's Primary School and Finn Valley Centre.
6.	Sessiagh (O Neill)	Pedestrian/ cycling connectivity over the Burn Daurnett and associated connecting footpaths (PG 21/04 refers).	Enhanced/safer pedestrian and cycling connectivity between Sessiagh (O Neill) and Ballybofey Town Centre.
7.	Letterkenny Road (N13)	Active travel infrastructure including new sections of footpath on the south eastern side of the Letterkenny road.	• Enable development of compact residential sites NR 1.11 and NR 1.12 • Improved connectivity between Letterkenny Road residential areas and Stranorlar Town centre/Finn Valley Centre/local primary schools.
8.	Chapel Lane	Active travel and parking improvements.	• Enhanced/safer active travel connectivity between the Dunwiley area and Stranorlar Town centre. • Improved parking arrangements.
9.	Dunwiley Road (Southern end)	Footpath Completion	Enhanced/safer active travel connectivity between the Dunwiley Road area and Stranorlar Town centre/Finn Valley Centre/local primary schools.
10.	Old Stranorlar to Strabane Railway Line	Active travel link along the old Stranorlar to Strabane Railway Line Note: Indicative Route Shown. Final route will be determined by a formal Route Selection Process.	• Direct connectivity between residential areas in eastern Stranorlar and St Mary's Primary School/the Finn Valley centre. • Part of future wider greenway network.

Map Ref.	Location/ Name	Priority/Project Description	Key Benefits
11.	Old Stranorlar to Donegal Town Railway Line	Greenway along the old Stranorlar to Donegal Town Railway Line Note: Indicative Route Shown. Final route will be determined by a formal Route Selection Process.	• Direct connectivity between southern residential areas and town centre areas. • Part of future Stranorlar to Donegal Town greenway.
12.	Millbrae-Navenny Road to Ballybofey Town Centre.	Active travel improvements including footpath improvements and cycling facilities.	• Enhanced/safer active travel connectivity between southern residential communities and Ballybofey Town Centre and Finn Valley Centre and Stranorlar Primary Schools. • Enhanced recreational loop around Ballybofey/Stranorlar.
13.	Navenny Road and Trusk Road area	Active travel improvements.	• Enhanced town centre permeability. • Improved Pedestrian/cyclist safety.
14.	River Finn Pedestrian Bridge	Recreational link to Drumboe Woods.	Direct connection between Ballybofey Main Street and Drumboe Woods
15.	General	The provision/improvement as necessary of other network of walkways and cycleways.	Improved connectivity between existing and new residential communities and employment, retail and community/recreational services and amenities and sporting facilities.
16.	Golf Course Road	Footpath Extension	Enhanced pedestrian connectivity to local sporting amenity (Ballybofey Golf Club).
17.	N15 axis through Ballybofey and Stranorlar	General active travel improvements (e.g. provision of additional pedestrian crossings)	Enhanced active travel connectivity permeability and safety.
Sustainable Mobility and Local Roads			
18.	Glenfinn Street And Donegal Road	• Pedestrian improvements on Glenfinn Street. • New enabling link between Glenfinn Street and Donegal Road Note: An Options Selection Process to identify the most optimal solution is currently in progress. In any event, both the approved link alongside the Mulrine's Factory and the Dr Mulrine's House site/adjoining lands represent key opportunities to create said link and have been mapped.	• Enhanced/safer pedestrian and cycling connectivity between Glenfinn road area and the town centre. • Improved overall connectivity between the Glenfinn Road and Donegal Road areas.
19.	Millbrae/N15	Improvements to junction of Millbrae/N15 and reconfiguration of existing parking.	• Enhanced safety, • Improved pedestrian facilities. • Reduced traffic congestion.

Map Ref.	Location/ Name	Priority/Project Description	Key Benefits
20.	Trusk Road to Donegal Road	Developer led connection (including road, footpaths and cycling infrastructure) between Trusk Road and Donegal Road via Opp Site 2.	Improved pedestrian, cycling and vehicular connectivity between Trusk Road and Donegal Road.
21.	Logue's Bridge	Replacement bridge with suitable vehicular, pedestrian and cycling facilities subject to consideration of the finalized Section 1 TEN-T PRIPD design.	Improved/safer local pedestrian, cycling and vehicular connectivity.
Parking/Traffic Management			
22.	N15 (From 80kph speed limit sign at western end of Ballybofey/Stranorlar to Cappry 60kph speed limit sign)	Provision of Active Travel Facilities	Enhanced active travel infrastructure and associated safety benefits.
23.	Back Lane	Off road car parking provision as part of wider placemaking strategy within Ballybofey Stranorlar Regeneration and Action Plan.	• Enhanced traffic management. • Improved pedestrian permeability.
24.	Finn Valley Centre	Additional/overflow Parking to cater for events including via dual use of parking within adjacent existing or future developments.	• Enhanced traffic management. • Reduced traffic congestion.
25.	Bus Parking	Provision of general bus parking area within Ballybofey/Stranorlar.	Alleviate traffic congestion arising from inappropriate parking of buses.
26.	Ballybofey Town Centre	Provision of loading bays.	• Prevent vehicle parking on footpath. • Reduced traffic congestion.

Objectives and policies to address the abovementioned transportation issues, and implement the above land transport/sustainable mobility strategy for Ballybofey/Stranorlar are set out below.

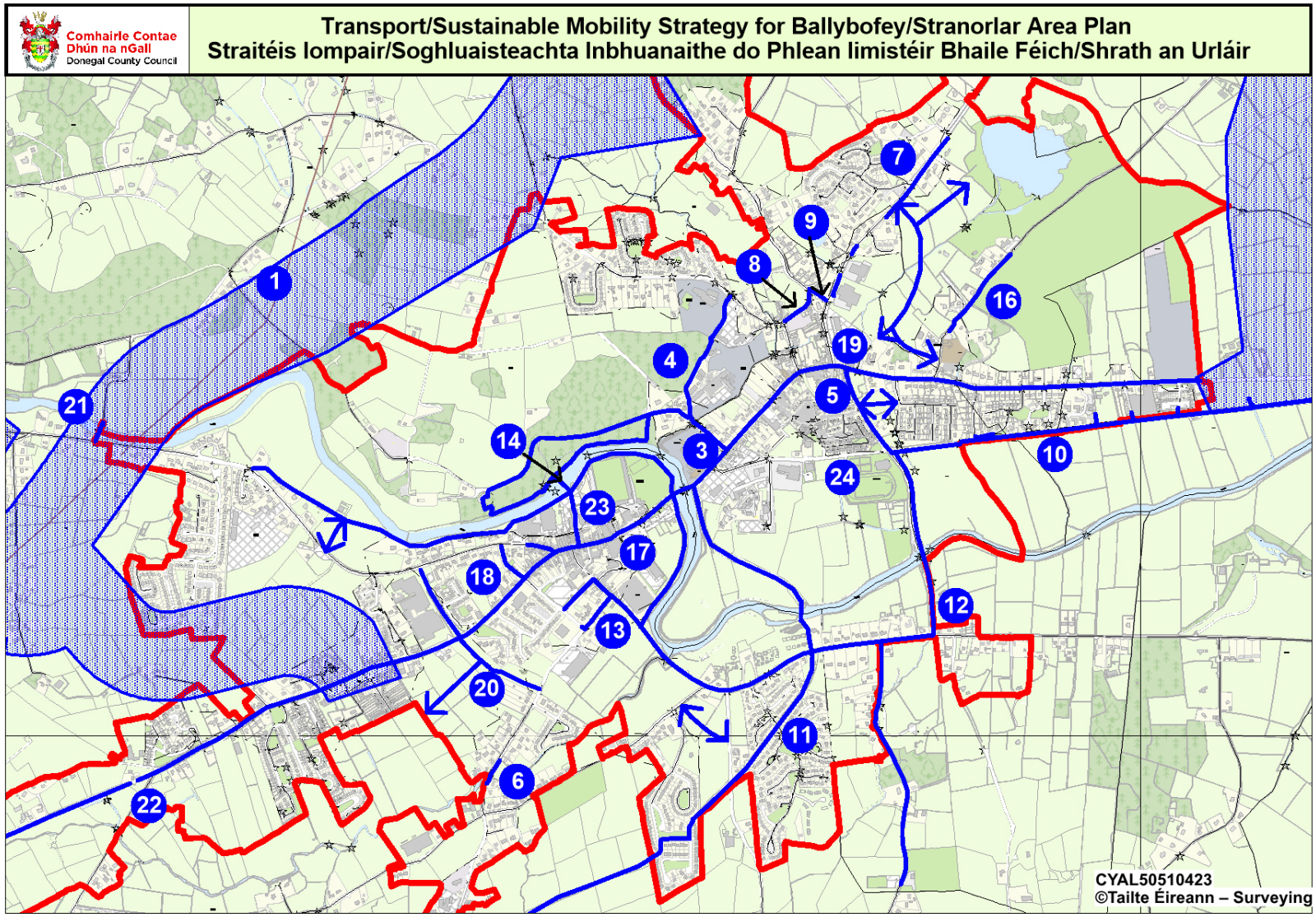
Objectives

BS-T-0-1	Should there be any ostensible or apparent conflict between, on the one hand, the Objectives, Policies and/or provisions of the Local Area Plan herein providing for the development of Section 2 of the TEN-T Priority Route Improvement Project, Donegal (TEN-T PRIPD) and, on the other hand, any other Objectives, Policies and/or provisions of the Local Area Plan, those Objectives, Policies and Provisions which provide for the development of the TEN-T PRIPD shall take priority over all or any other provisions of the Local Area Plan and any such other provisions or Objectives shall be read and construed as subservient to and not in any material

	way contravening so much of the Objectives, Policies and provisions contained within this Plan as provide for the development of the TEN-T PRIPD.
BS-T-O-2 CC	Deliver the projects listed in Table 19.4 the Transport/Sustainable Mobility Strategy above.
BS-T-O-3 CC	Seek to prepare a detailed Local Transport Plan for Ballybofey/Stranorlar during the lifetime of the plan in accordance with relevant National Best Practice Guidance.

Policy

BS-T-P-1	It is a policy of the Council to support and facilitate the appropriate development, extension and improvement of the TEN-T network within the Ballybofey/Stranorlar area subject to environmental, safety and other planning considerations. In this regard it is a specific policy of the Council to: a) Progress and ultimately carry out/implement the TEN-T Priority Route Improvement Project, Donegal within Ballybofey/Stranorlar as one of critical strategic importance to Donegal subject to the granting of the required statutory approvals for same and the terms and conditions of any such approvals (if granted). b) Reserve the preferred route corridor for Section 1 of the TEN-T Priority Route Improvement Project, Donegal within Ballybofey/Stranorlar as shown on the Zoning Map for the purposes of the project and the ancillary facilities to service the same and not to permit other development within those corridors where such development may prejudice the carrying out/implementation of the said project. c) Facilitate any development related to the TEN-T Priority Route Improvement Project, Donegal within Ballybofey/Stranorlar within lands zoned: • TEN-T PRIPD/Established Development 1 and TEN-T PRIPD Established Development 2. • TEN-T PRIPD/Opportunity Site. • TEN-T PRIPD/ Local Environment 1 and TEN-T PRIPD/Local Environment 2. • TEN-T PRIPD/Open Space and Recreation.


Comhairle Contae Dhún na nGall
Donegal County Council
Transport/Sustainable Mobility Strategy for Ballybofey/Stranorlar Area Plan
Straitéis Iompair/Soghluaisteachta Inbhuanaithe do Phlean limistéir Bhaile Féich/Shrath an Urláir
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19.8 Flooding

Ballybofey/Stranorlar lies within the catchment of the River Finn, which flows sinuously west to east through the urban area and is joined by a number of tributaries including notably the Burn Daurnett, the Backless/Kilross and the Mullaghgarry streams.

The OPW's national CFRAMs Programme mapped, and identified measures to manage, flood risk in certain areas including Ballybofey/Stranorlar. The associated mapping available on floodinfo.ie indicates that:

- Flood Zone A (i.e. 1:100 year/1% Annual Exceedance Probability flood risk area) covers a significant portion of the plan area including areas to the south of Railway Road and along the Burn Daurnett.
- Flood Zone B (i.e. 1:1000 year/1% Annual Exceedance Probability flood risk area) covers a significant part of Ballybofey Town Centre.

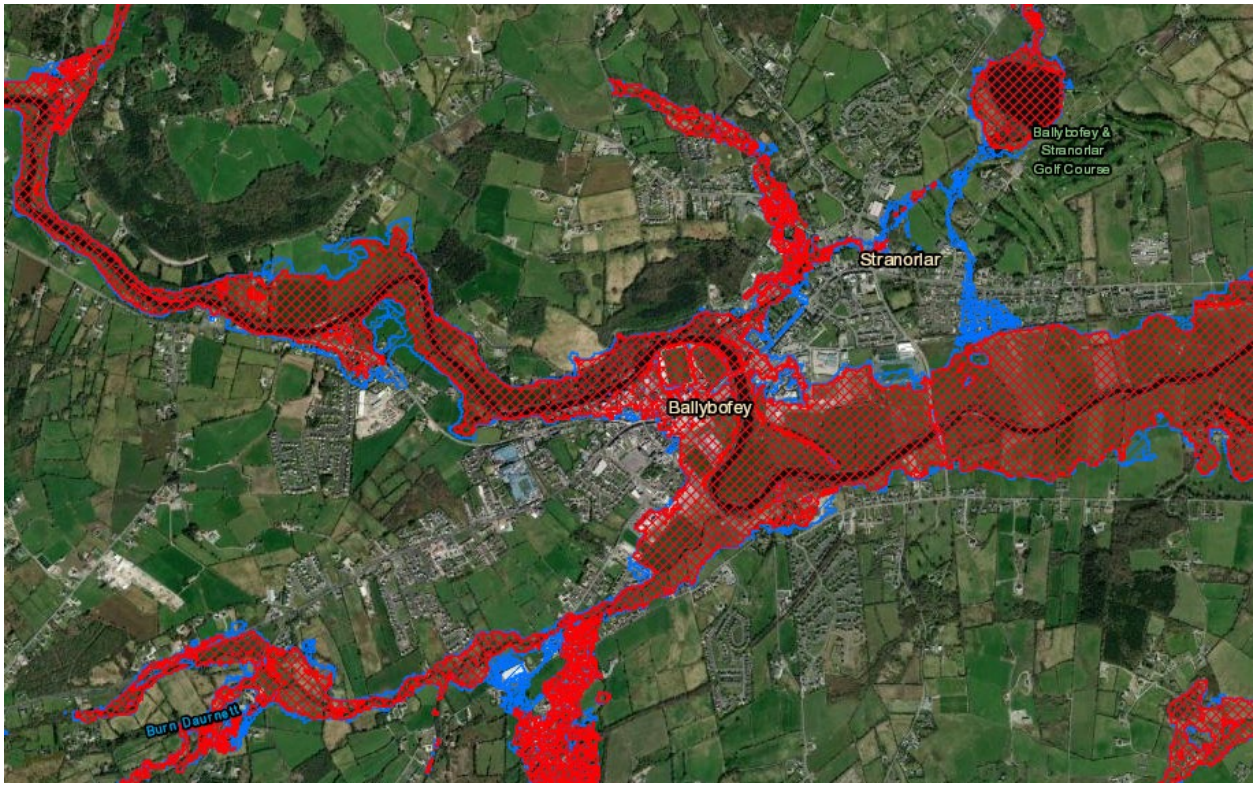


Figure 19.2 High End Future Scenarios Flood Zone A and Flood Zone B

The 2009 Flood Risk Management Guidelines adopts a precautionary approach to flooding and sets out a sequential approach including: avoiding development at risk from flooding, substituting a land use development where avoidance is not possible, justifying a proposed land use in strategic circumstances where avoidance/substitution is not possible and mitigating any residual flood risk. The guidelines identify a hierarchy of flood risk areas and the types of development acceptable in same namely:

- Flood Zone A: Water Compatible Development (e.g. open space, outdoor sports and recreation)
- Flood Zone B: Less Vulnerable Development (e.g. Retail, leisure, warehousing, commercial)
- Flood Zone C: High Vulnerable Development (e.g. Dwellings, Essential infrastructure, Schools)

Chapter 8.4 of the wider Development Plan sets out appropriate flood risk management policies for the entire county including Ballybofey/Stranorlar in accordance with the above Guidelines. Furthermore, in accordance with these guidelines this town Plan specifically:

- Only provides for appropriate water compatible development types in Flood Zone A by zoning these areas Local Environment 2 and Open Space and Recreation.

- Facilitates mixed use town centre development including residential development within Flood Zone B within part of Ballybofey and Stranorlar town centres in accordance with a development plan justification test as part of the Strategic Flood Risk Assessment of the wider development plan as inter alia this area is essential to facilitate the regeneration and expansion of the centre of the urban settlement.

The Ballybofey/Stranorlar Flood Relief Scheme aims to identify, design, and deliver a scheme to alleviate flood risk in the twin towns. The scheme must be technically, socially, environmentally and economically acceptable to the community and also meet the standards of the EU Floods Directive.

The viable scheme identified as part of the national CFRAM study (2018) is currently subject to project level assessment. It comprises mainly of construction of hard defences and associated works in locations within the towns and surrounding areas, chiefly along the banks of the following water bodies: Finn, Burn Daurnett, Goland, Carrickmagrath, Sessiagh, Cooladawson, Treanamullin, Magherapaste, and Lough Alaan as well as its associated watercourses.

The identification of preferred measures is currently ongoing as part of the project level assessment and once complete the relevant planning consents will be sought. The project team have worked proactively with adjacent projects to overcome flood related challenges and realise co-benefits and as the scheme progresses opportunities to develop new and existing public realm interfaces such as bankside walks of the various rivers will be considered, where possible.

Policy

BS-F-P-1	Support and facilitate the implementation of the Ballybofey/Stranorlar Flood Relief Scheme subject to the requirements of the Habitats Directive.

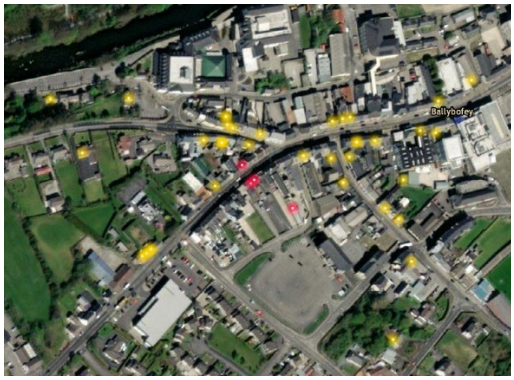
19.9 Urban Regeneration and Town Centre Development

The creation of a socially and economically vibrant, multifunctional, visually attractive, and sustainably accessible urban environment is critical to strengthening the overall capacity of Ballybofey/Stranorlar and fulfilling its role as a |County Growth Driver in the context of the wider development plan.

The Twin Towns currently provides a robust retail, hospitality and service offering for the Finn Valley and beyond including: the iconic McElhinney's Department Store (which provides a destination retail outlet with significant local economic spinoff), national and multinational convenience retail stores, cultural facilities (e.g. the Butt Hall Centre/Balor Arts Centre), 3 large hotels, a number of café's restaurants and public houses, and a variety of smaller retail outlets and services. In addition, Ballybofey Main Street, Navenny Street, and part of Stranorlar Main street, displays a relatively strong urban structure and stout streetscape with a good sense of enclosure with many buildings of a vernacular character. In this regard it is important the that the Plan continues to facilitate retailing, hospitality, service and cultural needs of the town.

However, notwithstanding these key assets, a number of key urban regeneration/town centre challenges and issues are evident namely:

- **Vacancy and Dereliction:** The town centre suffers from a high level of commercial and residential vacancy which is particularly prevalent around Ballybofey Main Street, Navenny Street, Glenfinn Street, the Diner Site on, and the eastern end of, Stranorlar Main Street. This not only detracts from the physical appearance and liveability of the town centre, but also affects the commercial viability of existing developments and deters further investment.





Ballybofey Stranorlar

Figure 19.3 Vacant and Derelict Properties Within Ballybofey/Stranorlar (Source Geodirectory)

- **Traffic Congestion:** The town centre suffers from significant traffic congestion along the N15/13 axes and a key junctions (e.g. Ballybofey Main Street with Glenfinn Street, Navenny Street and Chestnut Road and at McClay's Corner) arising high volumes of strategic traffic and a general over reliance on the car. This negatively impacts on quality of life, the viability of local business and the visual appearance of the town.
- **Vehicle dominated/poor pedestrian urban environment**: Whilst pedestrian infrastructure has improved in recent years a significant portion of the town is vehicle dominated both socially and visually which hinders active travel and detracts from the overall townscape and quality of life.
- **Lack of Central Civic Space/Poor Public Realm:** Both Ballybofey and Stranorlar Town centre lack central civic spaces for people to meet and socially interact in, to host events and act an identifiable and attractive focal point for the town. In addition, whilst Ballybofey Main Street and Stranorlar Main Street benefit from a continuous footpaths and sporadic planting these area would significantly benefit from public realm improvements including: hard and soft landscaping, planting, seating etc.
- **Lack of Urban Green Space:** Public consultation for the Ballybofey/Stranorlar Regeneration Strategy identified the lack of a public park as a significant deficiency. The provision of a high quality green space with passive and active recreation within the urban core would provide an important recreational and visual amenity, enhance the overall liveability of, and attract visitors to, the twin towns.
- **Underutilised Back lands:** Whilst Ballybofey town centre generally has a high density urban core areas along Chestnut Road, to the north of Back lane and also to the rear of Stranorlar Main Street remain relatively underutilised for a town centre location.
- **A lack of direct connectivity Between Ballybofey Town Centre and Drumboe Woods:** Drumboe woods represents invaluable recreational asset and green space in close physical proximity to the Ballybofey Town Centre however its useability is restricted by the lack of a direct physical access across the river Finn.

The SEED Project (led by the Council's Regeneration and Development Team) aims to tackle a significant number of these issues by the delivery of 3 transformative and inter- related urban regeneration interventions in the centre of Ballybofey Town Centre including:

- The provision of new open accessible multiuse Civic space at the heart of the town for people to meet/gather in, to host events, and businesses to spill out onto with a permeable paved surface with landscaping and seating, bespoke canopy, public convenience, a new façade and canopy structure for the Ballybofey shopping arcade and a enhanced link to the replacement car park.
- The restoration and extension of the Old Ritz cinema (a NIAH Structure) including: the restoration of the heritage entrance block, and a new contemporary and a flexible enterprise space to the rear.
- A new 2 no. storey replacement car park with additional capacity on the lands to the Ballybofey shopping centre and associated enhanced pedestrian avenue connecting to the above new civic space.



Figure 19.4: SEED Urban Regeneration Project

In addition, the Council endorsed Ballybofey/Stranorlar and Regeneration Strategy and Action Plan https://www.donegalcoco.ie/media/donegalcountyc/planning/regenerationprojects/ballybofey-stranorlarregenerationstrategy/Ballybofey%20and%20Stranorlar%20Regeneration%20Strategy_April%202022.pdf provides an ambitious, long-term vision and conceptual framework for the regeneration of 7 key urban districts based on local placemaking strategies including many innovative proposals to address town centre issues and capitalise on local regeneration opportunities. These proposals include, for example:

- The provision of a centrally located public park (Pentland Park) adjoining Ballybofey Town Centre (District 5 refers).
- A new mixed-use development on the disused Fire Station/Diner site in Stranorlar including landscaping/public realm works and community led housing (District 2).
- The provision of a multiuse community hub and accessible living accommodation on the site of the Old St Mary's National School (District 3).
- Future pedestrian enhancements on Ballybofey Main Street, Navenny Street and Glenfinn street and improved pedestrian connectivity between Ballybofey Main Street and Back lane (District 6).



Figure 19.5 Ballybofey/Stranorlar Regeneration Strategy and Action Plan Districts

However, it is also recognised that the proposals within the strategy are conceptual in nature and will require further feasibility studies, public consultation with relevant stakeholders, and detailed design refinement. In addition, many of the regeneration proposals are dependent on the completion of other enabling infrastructure projects (e.g. the TEN-T PRIPD, an alternative link between the Glenfinn Road and the Donegal Rd). In this regard the placemaking objectives and principles within the strategy may be achieved either by the proposals outlined in the strategy or by alternative proposals which may emerge from further study, consultation, and design work.

Consequently, this Plan provides a flexible policy framework which accords with the district level placemaking objectives and principles outlined in Section 5.0 of the regeneration strategy (including alternatives to the interventions proposed therein) but also manages new development in a manner which protects the key opportunities identified in the strategy.

In terms of tackling vacancy and dereliction in the urban core there now exists a range of initiatives and supports including the Town Centre First Initiative, the Croi Conaithe Towns Funds, energy retrofit supports, local authority supports (e.g. Buy and Renew, Repair and Lease and the Long terms leasing schemes) to aid the refurbishment and reuse of Vacant and Derelict town centre properties for both residential and commercial purposes. In this regard, based on Geodirectory vacancy and dereliction analysis and field surveys, the following priority areas in need of urban regeneration interventions within Ballybofey Main Street, Navenny Street, Glenfinn Street, and Stranorlar Main Street have been identified as in Figure 17.6 below.

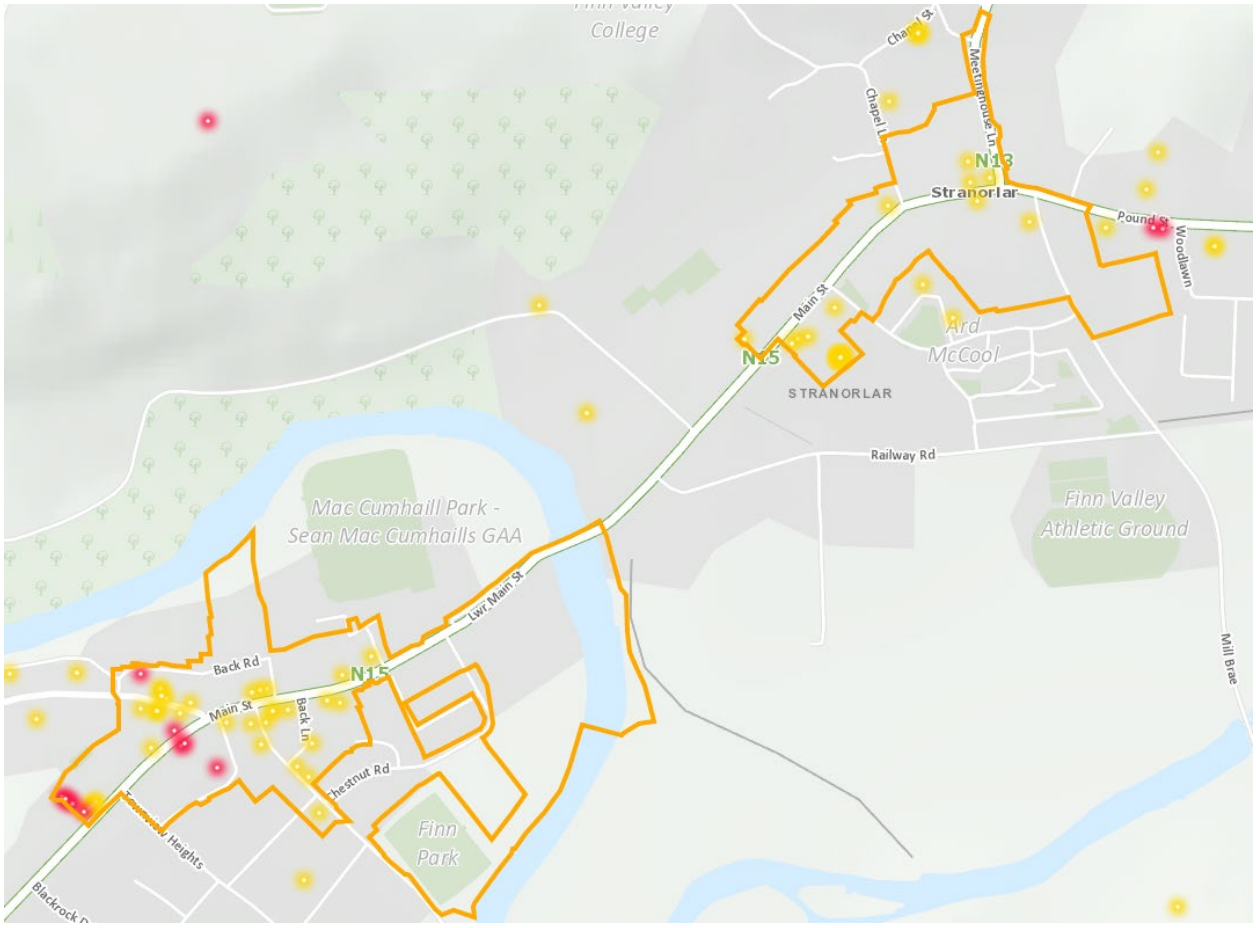


Figure 19.6 Priority Areas in Need of Urban Regeneration Interventions.

In particular it is considered that increasing town centre living can bring significant benefits including enhanced socio-economic vibrancy, facilitation of more accessible and age friendly housing options, higher use of active travel modes (i.e. walking and cycling), and a more sustainable housing solutions through the reuse of existing building stock. Consequently, this plan will support proposals for the sensitive refurbishment and reuse of vacant and derelict town centre properties including the

amalgamation and extension of existing properties and where appropriate the creation of new infill urban housing schemes. Certain uses (e.g. takeaways and bookmakers) can negatively impact on the liveability and visual attractiveness of the town centre if not carefully managed. Consequently GEN-TC-P-4 seeks to avoid the over concentration of such uses and other ensure that they do not impact on residential and visual amenities of the area.

In order to ensure that the town centre continues to function as the retailing, hospitality, service and cultural centre of Finn Valley hinterland it is important that the plan supports a wide variety of retail convenience and comparison retailing, day and night time hospitability, professional services and cultural developments.

In addition in accordance with best practice urban design and placemaking it is considered that new town centre development in Ballybofey/Stranorlar should provide for: buildings of a high architectural quality which contribute to a sense of place, quality public realm, a generally fine grain of development, a strong streetscape/sense of enclosure (including adhering to/extending established buildings lines and providing 2 no. storey developments on street frontages), promote active frontages, and respects the scale, design and character of the adjoining streetscape. In this regard it is considered that the urban design policies contained in Policy TV-P-4 provide an appropriate urban design policy framework to guide developments within Ballybofey/Stranorlar town centre. Furthermore, in order to ensure a more accessible and pedestrian friendly and visually attractive urban environment it is important that new development is sited and designed in a manner which priorities pedestrian and cycling access and reduces the physical and visual dominance of vehicles and Policy GEN-T-P-3 will assist in achieving this aim.

From a heritage perspective the town Centres of Ballybofey and Stranorlar benefit from several buildings on the Record of Protected Structures (e.g. St Mary's Church, Reformed Presbyterian Church, Presbyterian Manse , Stranorlar Church Ballybofey Bridge, Allied Irish Bank, and Market House) and several other buildings on the National Inventory of Architectural Heritage. They also retain much of their original character with a strong streetscape and many buildings of a traditional design (e.g. 2 storey gable ended pitched roof design, a vertical emphasis to fenestration, a narrow plot width and generally a fine grain of development). Collectively, these built heritage assets create a sense of place and identity for the Ballybofey/Stranorlar and therefore require protection and, where appropriate, sensitive reuse and redevelopment. In this regard the Built and Architectural Heritage Policies of the wider development plan provide a suitable framework for the protection, and, where appropriate, the sensitive reuse and redevelopment, of structures on the RPS, NIAH and other vernacular architecture within the Twin Towns.

Urban Regeneration and Town Centre Development related objectives and policies are set out in Section 14.4.4 and below. **Note: The town centre of Ballybofey/Stranorlar has been zoned as Urban Core in the accompanying land use zoning map.**

Objectives

BS-TC-0-1	Sustain and enhance the town centre's role as the retail, hospitality, tourism and cultural hub of the Finn Valley.
BS-TC-O-2	Fully implement the SEED Project including the provision of a new Civic Square, restoration/extension of the Old Ritz cinema, and provision of a new 2 no. storey replacement car park with associated enhanced pedestrian link.
BS-TC-0-3	Implement projects which achieve the placemaking objectives and principles set out in the Ballybofey/Stranorlar Regeneration Strategy and Action Plan in consultation with all key stakeholders and subject to resource availability.

Policy

BS-TC-P-1	• Facilitate and support appropriate development proposals/projects which accord with the district level placemaking objectives and principles set out in Section 5.0 of the Ballybofey/Stranorlar Regeneration and Action Plan including suitable alternatives to the proposals identified in said strategy, subject to compliance with national flood policies and the flood policies of this Plan. • Collaborate with relevant stakeholders and funding agencies to achieve said placemaking objectives. • Ensure that all development proposals do not hinder the achievement of/are not contrary to the abovementioned District Level placemaking objectives and principles.

19.10 Recreation, Community and Natural Heritage

The creation of a liveable, healthy, and sustainable environment which provides a high quality of life to residents, attracts visitors, and protects and enhances biodiversity is crucial to Ballybofey/Stranorlar's future success.

The Twin Towns already command a niche role as Donegal's **primary sporting centre** being home to the MacCumhaill Park (the County's GAA stadium) and Finn Park the home of Finn Harps Football Club. The Finn Valley Leisure Centre and adjoining Finn Valley Athletic Club contains a swimming pool, gym and full athletics track and provide an invaluable recreational asset for the urban and wider area. In addition, the Ballybofey Golf Club and local football clubs provide important local sporting amenities. In this regard Opp. Site 3 and the associated Policy BS-RCNH-P-10 provides for the expansion of the Golf Club.

Moving forward the **Donegal Community Stadium Project** will provide a modern fully enclosed, stadium with a capacity of 6,130 and feature two covered seated stands, two covered terraces (suitable for future seating) as well as state of the art dressing rooms, clubrooms and corporate facilities in an accessible location which will act as the new home for Finn Harp's Senior and underage teams. The project is being funded by Government's Large Scale Sports Infrastructure Fund, the FAI, and Donegal County Council, and will significantly enhance Ballybofey/Stranorlar's sporting and recreational offering. In addition, the Council is also progressing the important Stranorlar **Multi-Use Sports Facility** Project to the south of railway road (including multi-purpose all weather sports pitch, grassed walking/running track, and runoff area) which will considerably enhance the overall sporting and community infrastructure of the twin towns and the site for same has accordingly been zoned Open Space and Recreation. In addition the area to the south of the Finn Valley Centre and the Donegal Community Stadium has been zoned as Open Space and Recreation which will facilitate additional playing pitches or other recreational uses subject to compliance with the Habitat Directive and Flood Risk Management guidelines. Opportunity Site 5 (adjoining the Base) will also provide a suitable location for additional sports/recreational or community facilities or housing.

Furthermore, Policy BS-RCNH-P-9 recognises the need for, and supports the provision of, additional parking facilities for the Finn Valley Centre to cater for both buses and separately additional general parking demand during special events.

The **Drumboe Woods and Environs area** provides a unique, picturesque, and accessible recreational and natural heritage asset within walking and cycling distance of Ballybofey/Stranorlar's urban core. The area includes broadleaf, mixed and coniferous woodlands, agricultural pasture lands, nature trails, and the remains of Drumboe Castle and Drumboe Martyrs Site and more elevated visually vulnerable lands.

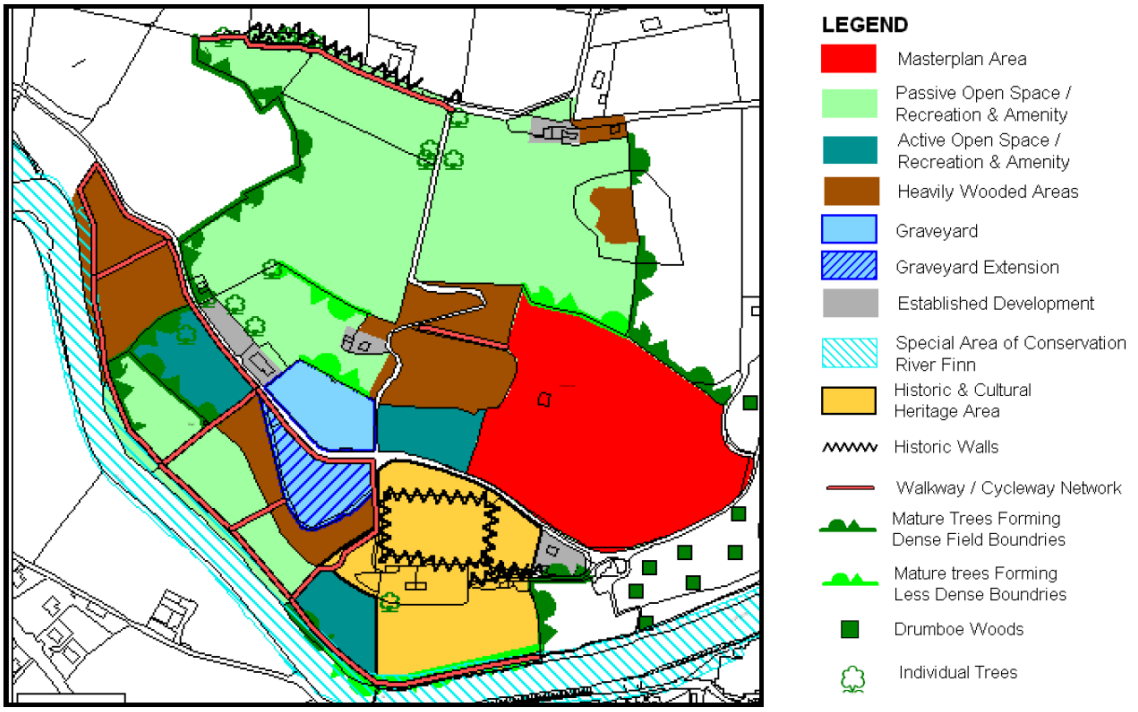


Figure 19.7: Drumboe Castle and Environs Masterplan Area

The 2018 Seven Strategic Town Local Area Plan zoned Drumboe Woods as Recreational and Amenity and set out a detailed localised master plan for Drumboe Castle/Castle Gardens and Drumboe Cemetery area which reserves areas active and passive open space, recreational, amenity and a graveyard extension, provides for new walkways, and protects Drumboe Castle/stables and adjacent areas, and heavily wooded areas. In addition, Part 8 approval (Part 8 PG 19/03 refers) has also been granted for a significant community/recreational/sports facility on the Castle Gardens including public park, playground, walkway, pedestrian crossing carpark, and a multi-use pitch.

The **Drumboe and Environs Feasibility Study** commissioned by BASICC in conjunction with the Council identifies key priorities and options for the sustainable development of a wide area extending from Drumboe Woods to Creggan Woods. The study identified recreational space, environmental focus, exercise opportunities and food/beverage offerings as key priorities for the area from public consultation and highlighted several recreational/tourism related economic opportunities. It sets out a sitewide strategy including: establishing biodiversity corridors, restoring habitats, a network of entrances and linkages, creating convenient car parks, celebrating/utilising heritage assets, managing biodiversity threats, protecting what already exists, connecting with the town, and extending the area's recreational offering. The study

In particular it also identifies site specific opportunities for:

- Area 1: Drumboe Woods including a new footbridge across the River Finn, a new greenway standard pathway linking Drumboe Woods Abbey Woods, Holy Well Woods and Creggan Woods, a new non-denominational graveyard, the re-use of existing Drumboe Castle stables as an equestrian centre, and a Donegal Nature Centre for the Castle Gardens area.
- Area 2: Abbey Woods and the Holy Well Woods: including a staircase from Drumboe Avenue to Drumboe Abbey, a green bridge across the TEN-T strategic road, a Barnes Mor View walk and native woodland extensions.
- Area 3: Creggan Woods and Ironworks: A forest adventure hub including mountain biking trails, ziplining, archery, glamping, kayaking, and parking infrastructure.

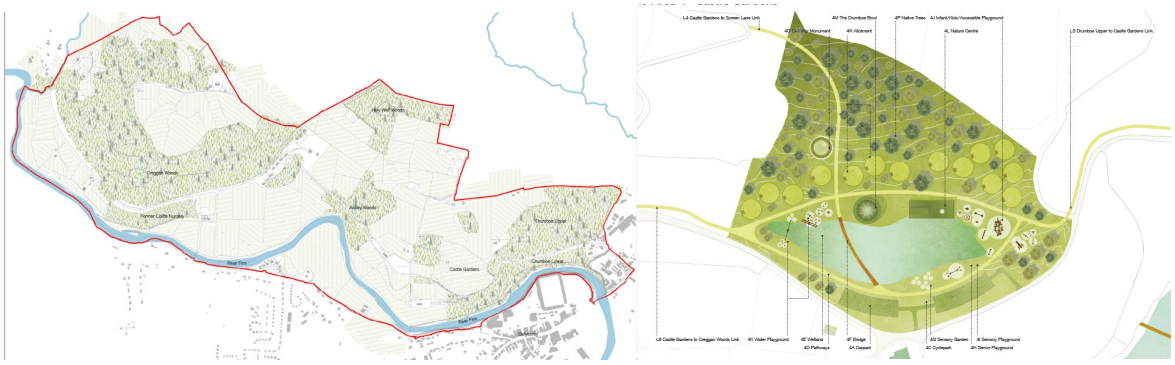


Figure 19.8: Drumboe Woods and Environs Feasibility Study Area (left) and associated proposal for the Castle Gardens Area (right)

It is considered that the abovementioned Feasibility Study, an Open Space and Recreation zoning for Drumboe Woods, and the localised masterplan for Drumboe Castle and Environs (and associated policy requirements) provide a suitable and broadly complimentary planning framework for the sustainable development of the Drumboe Woods and Environs areas based on the principles of protecting the existing natural, historic and community assets, conserving and enhancing biodiversity, and facilitating new recreational/tourism infrastructure and amenities at appropriate locations. However, T-O-1A of the wider development plan requires that the TEN-T PRIPD Strategic Roads Project will take precedence over all other projects. In addition, flexibility may be required in relation to certain opportunities (e.g. the location of a new pedestrian bridge over the River Finn to Drumboe woods). Consequently, this plan:

- Zones Drumboe Woods as Open Space and Recreation.
- Facilitate development proposals which accord the site-specific opportunities identified in the Drumboe Wood and Environs Feasibility Study. **(Policy BS-RCNH-P-4 refers)**
- Otherwise require development proposals to be consistent with the Drumboe Castle and Environs Masterplan and associated specific policy requirements. **(Policy BS-RCNH-P-5 refers)**

As identified in the Regeneration Strategy and Action Plan there is also significant potential to develop a **central urban public park** on lands adjoining the Ballybofey Shopping Arcade and Aldi which would provide a central, accessible, passive and active public amenity space connected to wider green infrastructure linkages for residents and visitors alike. Consequently, this proposal is specifically supported in the relevant Urban Regeneration and Town Centre section.



Figure 19.9: Conceptual Proposal for Pentland Public Park within District 5 of the Regeneration Strategy and Action Plan.

The **River Finn Corridor** sinuously traverses the urban area of Ballybofey/Stranorlar from west to east. In many parts the banks are wooded which significantly adds to their visual character and recreational potential. The existing riverside trails within Drumboe Woods and the new riverside walk from N15 bridge to the western side of MacCumhaill Park demonstrates the recreational value of such infrastructure. Consequently, as highlighted in the Regeneration Strategy and Action Plan (and provided in previous Local Area Plans) there is a significant opportunity to provide new riverside walks and adjoining parkland areas along the River Finn corridor subject to Appropriate Assessment vis-à-vis impact on the River Finn SAC. The development of such green infrastructure is therefore explicitly provided for in plan through both policy and zonings.

Significant sections of both the Stranorlar to Killygordon and the Donegal Town to Stranorlar **historic railway corridors** remain intact and undeveloped within the plan area and also adjoin existing residential developments (e.g. Woodlawn and the Beeches). In many places these corridors are flanked by mature trees or traverse the River Finn Corridor which considerably adds to their visual, recreational and tourism value. The blockage of certain sections of said lines by development since their closure demonstrates the need for robust policy safeguards to prevent further loss. Consequently, these corridors have enormous potential as future recreational and tourism linkages. As such Policy BS-RCNH-P-8 provides for the reuse and redevelopment of these corridors for said uses, requires the provision of appropriate parking and access infrastructure at the end points of such corridors to facilitate such use and also protect the existing lines of mature trees along said corridors.

In terms of Primary **Education** facilities, the twin towns recently benefitted from the completion of the new St Mary's NS on Millbrae consisting of a 24 classroom school, ballcourts and associated play space which caters for 497 pupils (2022/23). Sessiagh O'Neill National School currently caters for 152 pupils (2022/23), recently added a new extension containing a mainstream classroom and learning support room and does not currently require additional facilities. Robertson NS has 94 pupils, and a school extension of 1 classroom, two offices and two Special Education Rooms was completed in 2022. The school has applied for funding for additional accommodation including a mainstream classroom (to replace an onsite prefab), a general-purpose room/PE hall and a homeschool teacher office. The provision of said additional accommodation would necessitate the relocation of the existing ball courts and play area and therefore suitable lands to the north east of the school have been zoned Community Infrastructure to facilitate same. In terms of **secondary** education the town boasts the modern Finn Valley College Campus and a project to improve and expand facilities at St Columba's college, inclusive of 8 no. general classrooms, 18. No. specialist classrooms, a multi-use hall and special needs education suite, and new pedestrian infrastructure on Drumboe Avenue to provide a total capacity of 1,000 students and students is ongoing. Consultations with the Department of Education regarding future pupil enrolments projections does not indicate the need for new primary or secondary schools in Ballybofey/Stranorlar over the lifetime of the plan. Nevertheless, recent inward migration may generate a need to expand existing education facilities which will be positively facilitated in accordance with the education policies of the wider development plan (See Section). In addition, it considered prudent to facilitate new education facilities on Opportunity Site 2 to cater for any future educational demands including 3rd level or further education facilities.

In addition, St Joseph's Community hospital provides important community health services for older people and future expansion of same is facilitated by the Opp. Site 6 zoning and Policy BS-RCNH-P-10.

Consultations with the Donegal **Childcare** Committee indicates that there is a significant shortfall in available ECCE places in existing childcare providers consequently there may be demand for new purpose-built childcare facilities within Ballybofey/Stranorlar during the lifetime of the plan. As such new standalone childcare facilities will be facilitated at sustainable locations within the plan area and may be required in tandem with any new large-scale residential development in accordance with the Childcare policies of the wider development plan and government childcare guidelines.

Ballybofey/Stranorlar benefits from rich **natural heritage** assets including: the River Finn Special Area of Conservation/the River Finn Corridor, the Drumboe Woods, and Environs Area, Lough Alaan,

Dunwiley Woods, treelined historic Railway Corridors and a biodiversity rich rural hinterland including pockets of deciduous woodland, mature field boundaries/hedgerows, water courses and associated aquatic habitats.

The **River Finn Special Area of Conservation (SAC)** is host to a number of Annex 1 habitats and Annex II species including the Atlantic Salmon and the Otter which are likely to be found within the plan area. The SAC site synopsis specifically notes that The River Finn is one's of Ireland's premier salmon waters and is important in an international context in having a stable spring salmon population. It also notes that Otter is widespread thought the system and its habitat includes wet grassland and marsh dominated by rushes. The River Finn SAC and the abovementioned qualifying interests will be protected through the application of Policy BIO-P-1 of the wider development plan which requires all development proposals to comply with the requirements of the habitats directive including undertaking Appropriate Assessment as necessary and by the zoning framework of this LAP which precludes significant development within the SAC.

The environmental amenities of the Drumboe Woods and Environs will be protected and sustainably developed as detailed above. Other key areas of Natural Heritage such as Dunwiley woods, and part of the River Finn Corridor have also been zoned Open Space and Recreation whose zoning objective precludes significant development. Policy BS-RCNH-P-8 below specifically protects existing mature trees along the Railway Corridors. Finally, the natural heritage in the rural hinterland of Ballybofey/Stranorlar will be afforded significant protection by zoning said area as Local Environment whose zoning objective restricts development to limited one off housing and small scale economic development.

Objectives

BS-RCNH-O-1	To support and strengthen Ballybofey/Stranorlar as a sporting centre of excellence including the completion of the Donegal Community Stadium, and the Stranorlar Multi-Use sports facility
BS-RCNH-O-3	To protect, enhance, and, where appropriate, sustainably develop key natural heritage assets in Ballybofey/Stranorlar including: Drumboe Woods and Environs area, the River Finn Corridor and areas of rural local environment within the hinterland of Ballybofey/Stranorlar.
BS-RCNH-O-4	To collaborate with the Ballybofey and Stranorlar Co-op Livestock Mart in their identification of a suitable alternative location.

Policies

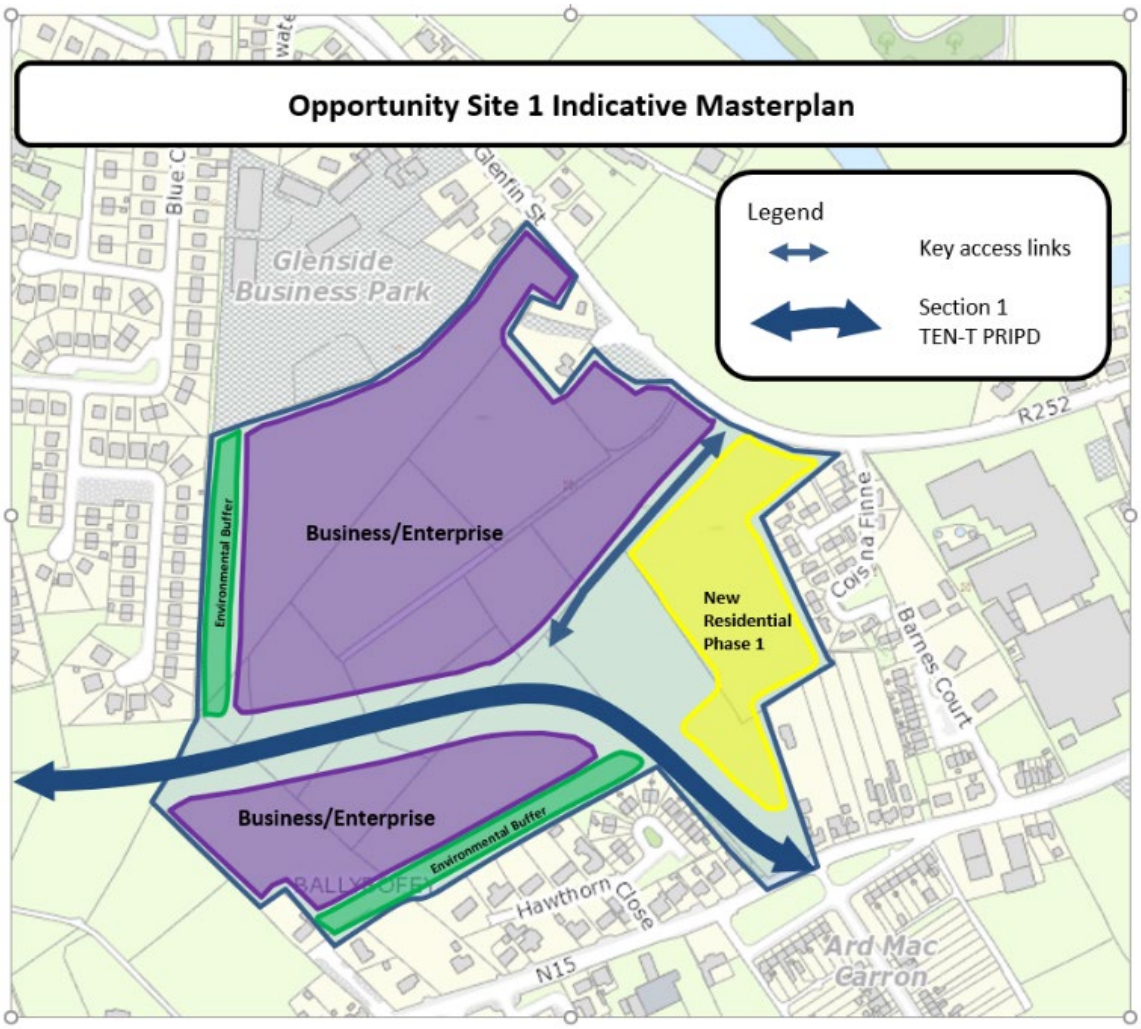
BS-RCNH-P-1	Facilitate development proposals which accord with the proposals in the Drumboe Wood and Environs Feasibility Study including: a) The site specific opportunities identified in said study. b) The entrance and linkages identified therein.
BS-RCNH-P-2	Facilitate development proposals within the **Drumboe Castle and Environs Masterplan Area (See Figure 16.10 refers**) in accordance with the following planning criteria: **1. Castle Gardens** Facilitate proposals for biodiversity enhancement, passive and active recreational use and/or interpretative facilities which accord with the Options for this area in the Drumboe Woods and Environs Feasibility or similar alternative proposals.

	2. Active Open Space, Recreation, Amenity and Tourism Zoning Facilitate active recreational, amenity and tourism related developments proposals including outdoor pursuit centre, bike hire, walkway, cycleway, picnic areas, and ancillary small-scale retail development (e.g. café, craft shop, fishing tackle), which: • Respect the character of the area and does not detract from the unique recreational, historical, cultural, and social value of the area. • Can be sensitively integrated into the host landscape. • Are of the highest architectural quality particularly having regard to scale and the quality of materials. • Retain and incorporate existing site boundaries save where it is necessary to remove same for traffic safety/access reasons and include a detailed landscaping scheme. • Include a detailed landscaping scheme. **3. Passive Open Space, Recreation, Amenity And Tourism Zoning** Facilitate passive recreational developments including walkways, seating, and signage, which do not compromise the character of the area. **4. Historical and Cultural Heritage Area Zoning** Safeguard the existing built, archaeological, and cultural heritage of this area in accordance with the built and archaeological policies of the wider development plan. **5. Graveyard and Graveyard Extension Zoning** Protect the use of this land as an existing graveyard and provide for a graveyard extension. **6. Heavily Wooded Zone** Safeguard the existing woodland and facilitate limited proposals for passive recreational use. **7. Established Development Zone** Conserve and enhance the quality and character of these established areas and ensure the protection of residential amenity therein. **8. Walkways/Cycleways** a) Protect and enhance existing walkways/cycleways. b) Reserve the identified routes for, and facilitate the development of new, walkways/cycleways. **9. Individual Trees, Field Boundaries Historic and Stone Walls** Protect the individual tree, field boundaries, historic walls and stone walls identified on the masterplan map save where a justifiable case is provided for their removal. **10. Roads** Ensure that any road improvements are or a sensitive/subtle design and retain the character and amenity value of the area.
BS-RCNH-P-3	Positively support and facilitate the provision of a central urban public park on the lands to the east of the Ballybofey shopping Arcade which: • Provides high quality, age and disabled friendly and socially inclusive active and passive recreational infrastructure, playground, hard and soft landscaping and planting, a suitable performance space and a community garden. • Incorporates pollinator friendly and biodiversity areas and nature based water management solutions.
BS-RCNH-P-4	Support and facilitate the development of high quality, age and disabled friendly and environmentally sensitive riverside/lakeside recreational walks (including those identified within the Ballybofey/Stranorlar Regeneration Strategy and

	Action Plan) which maximise the retention of existing environmental features subject to the requirements of the EU Habitats Directive.
BS-RCNH-P-5	a. Support and facilitate the reuse/development of historic railway corridors in the plan area as recreational and/or tourism linkages/greenways. b. Require such proposals to provide appropriate access and parking infrastructure at start/end points of said corridors or demonstrate that such infrastructure is already available within close proximity to said points. c. Protect the existing lines of mature trees along the route of historic railway corridors save where their removal is essential for the re-use of the corridors as recreational/tourism/active transport infrastructure.
BS-RCNH-P-6	Facilitate proposals for additional parking facilities to cater for buses serving the Finn Valley Complex.
BS-RCNH-P-7	Facilitation the future expansion of Ballybofey/Stranorlar Golf Club and/or St Joseph's community Hospital on Opp. Site 6
BS-RCNH-P-8	Ensure that any development proposal on the Community Infrastructure Zoning adjoining Robertson National School be accompanied by a detailed site-specific flood risk assessment, only provides for water compatible ancillary educational infrastructure (e.g. outdoor sports and recreational facilities) and does not otherwise exacerbate flood risk on the site or elsewhere.
BS-RCNH-P-9	Ensure that any future development to the west of St Joseph's Hospital provides adequate protections for the residential amenities of the hospital including detailed landscaping/planting proposals as necessary.
BS-RCNH-P-10	Not to permit any development within a 10m safety buffer of the boundary of the Ballybofey/Stranorlar Golf Club.

19.11 Opportunity Sites

A number of Opportunity Sites have been identified which collectively can fulfil a variety of development roles including Business/Enterprise development, bulky retail, multiple residential development, expansion of St Joseph's Community Hospital or Ballybofey and Stranorlar Golf Club and sports/recreation or community development. Site specific policies for these Opportunity Sites are Detailed below. In addition, an indicative Masterplan for Opp. Site 1 is set out below to guide its development.



BS-OPP-P-1 (OPP Site 1)	Facilitate business/enterprise (including light engineering/manufacturing, logistics/warehousing, service-based enterprises) and multiple residential development proposals on Opp. Site 1 which accord with the Opp. Site 1 indicative Masterplan and: • Do not prejudice the delivery, strategic functionality, road safety, and carrying capacity of, the Section 1 TEN-T PRIPD link road. In this regard any multimodal access enabling permeability across and to Opp Site 1 shall be plan led, via a single strategic access point onto said link road located and designed in strict agreement of Donegal County Council and in consultation with TII and also be in accordance the Spatial Planning and National Roads Guidelines (DoECLG 2012) where national roads are impacted. • Facilitate, in conjunction with the aforementioned the provision of safe, quality, and direct local transport links including, public and private vehicular, pedestrian and cycling infrastructure between the Section 1 TEN-T PRIPD Link road and the Glenfinn Road. • Provide for a high-quality active travel friendly design/layout within any retail or service based enterprises which creates strong building frontages along adjoining access roads and priorities pedestrian/cycling access. • Ensure the protection of residential amenity within existing and future residential areas including the provision of a densely-planted environmental buffer along the eastern boundary of the adjoining Blue Cedars estate. • Retain and integrate existing environmental features/mature field boundaries where feasible.

	• Do not prejudice the achievement of BS-TC-O-1 to sustain and enhance the town centre's role as the retail, hospitality, tourism and cultural hub of the Finn Valley.
BS-OPP-P-2 (Opp Site 2)	Facilitate business/enterprise proposals (including light engineering/manufacturing, logistics/warehousing, service based enterprises) multiple residential development and education proposals on Opp Site 2 which: • Provide for a developer led high quality, safe, attractive, and direct local transport link including road, pedestrian and cycling infrastructure and designed in consultation with the DCC Road Design Section between the Donegal Road and the Trusk Road. • Provide for development led high quality, safe, attractive, direct local transport link including road, pedestrian and cycling connectivity between Opp. Site 2 and the undeveloped lands to the south west. • Ensure the protection of residential amenity of the adjoining residential areas including the provision of a densely-planted environmental 10m buffer between commercial developments and adjoining residential areas. • Retain and integrate existing environmental features/mature field boundaries where feasible. • Do not prejudice the achievement of BS-TC-O-1 to sustain and enhance the town centre's role as the retail, hospitality, tourism and cultural hub of the Finn Valley.
BS-OPP-P-3 (Opp Site 3)	Facilitate the expansion of the adjacent golf course or hospital facilities on Opportunity Site 3 which: • Provide access onto the Lifford Road by means of the existing vehicular accesses points detailed on the Zoning Map. • Ensure the protection of the environmental and residential amenities of the adjoining uses including the provision of environmental buffers (minimum 10m) with suitable landscaping/planting between commercial developments and adjoining residential properties/the Ballybofey and Stranorlar Golf Course/St Joseph's Community hospital.
BS-OPP-P-4 (Opp Site 4)	a) Facilitate proposals for the re-development of the existing mart site including multiple residential development or business/enterprise (including light engineering/manufacturing, logistics/warehousing, service-based enterprises but excluding bulky retail) on Opportunity Site 4. b) Ensure that any residential development on Opp Site 4 is setback a minimum of 100m from the Ballybofey/Stranorlar Wastewater Treatment Plant.
BS-OPP-P-5 (Opp Site 5)	Facilitate proposals for multiple residential development, sports/recreational or community facilities on Opportunity Site 5.
BS-OPP-P-6 (Opp Site 6)	Facilitate proposals for a mix of multiple residential development, business/enterprise (including commercial or light industry) and/or community facilities on Opportunity Site 6. The layout of any proposed development shall ensure the developability of the remainder of the site.
BS-OPP-P-7 (Opp Site 7)	Facilitate multiple residential development proposals on Opportunity Site 7

APPENDIX A: BALLYBOFEY/STRANORLAR AREA PLAN INFRASTRUCTURE ASSESSMENT MATRIX

The table below contains an assessment of the suitability of zoned sites for residential development having regard to the provisions of the National Government's 'National Planning Framework' (Section 10/2/*'Co-ordinating Land Use Zoning, Infrastructure and Services'*) and 'Development Plan Guidelines' (Section 4.5.2 and Appendix A

Zoning Reference	Weighted Site Area(ha)*	Housing Yield (Units)	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water Supply	Written Analysis Regarding Tier 1 & Tier 2.	Within CSO Boundary
NR 1.1	0.425	15	Y	Y	Y	Y	Y	Y	All services available. Tier 1	✓
NR 1.2	0.373	13	Y	Y	Y	Y	Y	Y	All services available. Tier 1	✓
NR 1.3	0.402	14	Y	Y	Y	Y	Y	Y	All services available. Tier 1	✓
NR 1.4	1.466	51	Y	Y*	Y	Y	Y	Y	All services available. *Footpath required along site frontage. Tier 1	✓
NR 1.5	1.095	38	Y	Y*	Y	Y	Y	Y	All services available to edge of site. *Footpath required along site frontage and on opposite side of Chapel Lane. Tier 1	✓
NR 1.6	1.335	47	Y	Y	Y	Y	Y	Y	All services available. Tier 1	✓
Opp Site 4	0.655	23	Y	Y	Y	Y	Y	Y	All services available. Tier 1	✓
Opp Site 5	0.312	11	Y	Y*	Y	Y	Y	Y	All services available. *Footpath required along site frontage. Tier 1	✓
Opp Site 2	5.425	190	Y	Y	Y	Y	Y	Y	All services available Tier 1	✓
NR 1.7	1.114	39	Y	Y*	Y	Y	Y	Y	*Pedestrian crossing may be needed. All other services available. Tier 1	✓
Opp Site 1	5.274	185	Y	Y	Y	Y	Y	Y	All Services available. Tier 1	✓
NR 1.13	5.279	185	Y	Y	Y	Y	Y	Y	All Services available. Tier 1	✓
NR 1.10	1.503	53	Y	Y*	Y	Y	Y	Y	*Pedestrian crossing required. Otherwise, all services available. Tier 1	✓
NR 1.11	2.131	75	Y	N	Y	N	Y	Y	Footpath available on opposite side of road. 143.5m sections of footpath required on same side of road. SW gullies required. All other services available. Tier 2	✓
NR 2.1	3.234	113	Y	N	Y	N	Y	Y	67m footpath extension needed on lower Dunwiley Road. No SW gullies. All other services available. Tier 2	✓

Zoning Reference	Weighted Site Area(ha)*	Housing Yield (Units)	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water Supply	Written Analysis Regarding Tier 1 & Tier 2.	Within CSO Boundary
NR 1.12	3.402	119	Y	N	Y	N	Y	Y	Footpath available on opposite side of road. Between 212m and 363m m sections of footpath extension required (depending on which portion/landownership within NR 1.12 is being accessed) on same side of road. No SW gullies. All other services available. Tier 2	✓
NR 1.14	0.1128	4	Y	Y	Y	Y	Y	Y	Roads, footpath, public lighting, surface water, sewer and water supply all available on adjoining Letterkenny Road/N13. Tier 1	✓
NR 1.15	0.7633	27	Y	Y	Y	Y	Y	Y	Roads, footpath, public lighting, surface water, sewer and water supply all available on adjoining L-3044-2 Local Road. Tier 1	✓
NR 1.17	3.234	113	Y	N*	Y	N	Y	Y	Footpath extension needed on lower Dunwiley Road or Chapel Lane . No SW gullies. All other services available. Tier 2	✓
Opp Site 6	1.701	60	Y	Y	Y	Y	N	N	50m watermain extension required. Sewer extension likely required from approximate location of adjoining health centre. All other services available. Tier 2	✓
Opp Site 7	0.4516	16	Y	Y*	Y	Y	Y	Y	Pedestrian crossing needed to opposite side or road. Otherwise road access, public lighting, SW gullies, sewer, and watermains available on adjoining L-3044. Tier 1.	✓
NR 2.2	2.683	94	Y	N	Y	Y	N	Y	90M footpath extension needed. 103m sewer extension needed. All other services available. Tier 2	✓
NR 2.3	2.313	81	Y	N	Y	N	Y	Y	Assessed via proposed access onto Drumboe Road. 102m Footpath extension needed. No SW Gullies. Otherwise road access, public lighting, sewer and water supply available. Tier 2	✓

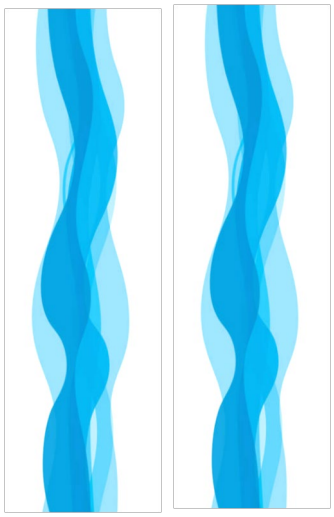
(NR 2.2 & 2.3 are the subject of Draft Ministerial Direction to rezone so as to not to allow for New Residential Phase 2 - for more information refer to www.donegaldevplan.ie or consult.donegal.ie)

Note: The site area of the above Opportunity Sites have been weighted by the percentage of such sites on which residential development is envisaged (as per Table 19.3).

Bundoran Area Plan

2024-2030









Comhairle Contae Dhún na nGall
Donegal County Council

Chapter 20 – Bundoran Area Plan

20.1 Introduction

Bundoran is a key tourism destination located in southwest Donegal. Accessed via National Primary Route N15, Bundoran is the first 'Wild Atlantic Way' discovery point in County Donegal for those travelling north along this national route and is well-positioned as a base for those wishing to explore the north west. The town provides a diverse range of tourist accommodation and entertainment functions, benefits from high quality coastal resources and natural amenities and has been recognised as a Tourism Destination Town by Fáilte Ireland.

The importance of the tourism industry to the economy of Bundoran cannot be overstated. Recent figures show that Bundoran hosts in the order of 1.7 million visitors annually, who in turn spend approximately €94 million in the local economy46. It is clear therefore, that the sustainable development of Bundoran going forward is inextricably linked to the management and improvement of existing tourism assets coupled with the addition of new facilities necessary to support the town as a leading tourism destination. This plan therefore sets out a planning policy framework to ensure that new development in Bundoran supports and enhances the town's special economic function as a tourism centre in an environmentally conscious and sustainable manner. The plan also identifies regeneration opportunities within the town as a means of addressing urban dereliction and stimulating new economic, cultural and residential development.

20.1A Core Strategy Population and Housing Targets

The Core Strategy sets out an overall settlement hierarchy including population and housing targets and associated residential land zonings allocations for settlements (or groups of settlements) within the county. It identifies Bundoran as a Service Town with a specific focus on tourism.

The relevant Core Strategy data for Bundoran is detailed in Chapter 3. In summary, the Core Strategy allocates 172 units or 2.02% of the overall housing target in the county to the town. On the basis of a residential density of 25 units per ha, this means that there is a gross requirement of 6.89 hectares to fulfil the Core Strategy housing targets for Bundoran.

20.2 Zoning Matrix

As specified in Policy GEN-DM-1 in the General Introduction (see Chapter 17), development proposals in Bundoran will be considered in the context of their compliance with the zoning objectives as set out in Table 17.1, the corresponding zones identified on Map 20.1 entitled 'Bundoran Land Use Zoning Map', and the zoning matrix contained in Table 20.1 below. The wider policy framework contained in both this Plan and the CDP will also be applied where relevant.

The Zoning Matrix illustrates a range of land uses together with an indication of their broad acceptability in each of the land use zones.

Please note that the broad acceptability of uses on designated Opportunity Sites is set out in specific policies contained in Section 20.9 of this Plan

[46] Source: Discover Bundoran, Economic Impact of Tourism study (2018)

Y= Acceptable in Principle; O=Open for consideration; N= Not acceptable

Table 20.1 - Land Use Zoning Matrix For Bundoran

Land Use Zoning	Urban Core	New Residential (Phase 1)	New Residential (Phase 2)	Established Development 1	Established Development 2	Open Space and Recreation	Caravan Park	High Amenity	Community Infrastructure	Opportunity Site	Tourism	Regeneration	Local Environment 1	Local Environment 2
Amusement Arcade/Casinos	O[1]	N	N	N	N	N	N	N	N	N	N	N	N	N
Agricultural Buildings	N	N	N	N	O[16]	N	N	N	N	N	N	N	Y	O
Car Park (other than ancillary)	O[2]	N	N	O	O[16]	N	N	N	O	O	O	N	N	N
Betting Office	O[3]	N	N	N	N	N	N	N	N	N	N	O	N	N
Cafe	O	N	N	O	O[16]	N	O	N	N	O	O	O	N	N
Caravan Parks	N	N	N	N	O[16]	N	Y	N	N	N	O	N	N	N
Cemetery	N	N	N	N	O[16]	N	N	N	O	N	N	N	N	N
Cinema	Y	N	N	N	O[16]	N	N	N	N	N	N	N	N	N
Community/Recreational /Sports	O	O	O	O	O[16]	O	O	O	O	O	O	O	N	N
Creche/Playschool	Y	O	O	O	O[16]	N	N	N	O	O	N	O	N	N
Cultural Uses/Library	Y	N	N	O	O[16]	N	N	N	O	O	O	Y	N	N
Dancehall/Disco	Y[4]	N	N	N	O[16]	N	N	N	N	N	N	N	N	N
Data Centre	N	N	N	N	O[16]	N	N	N	N	O	N	N	N	N
Funeral Home	Y	N	N	O	O[16]	N	N	N	O	O	N	N	N	N
Garage/Car Repair	O[5]	N	N	N	O[16]	N	N	N	N	O	N	N	N	N
Guesthouse / Hotel / Hostel	Y	N	N	O	O[16]	N	Y	N	N	N	O	O	N	N
Hot Food Takeaway	O	N	N	N	N	N	N	N	N	N	N	N	N	N
Industry (light)	Y	N	N	O[6]	O[16]	N	N	N	N	O	N	N	N	N
Industry (General)	N	N	N	N	O[16]	N	N	N	N	O[7]	N	N	N	N
Medical Consultancy/Healthcare	Y	N	N	O[8]	O[16]	N	N	N	O[8]	O[8]	N	O[8]	N	N
Motor Sales	N	N	N	N	O[16]	N	N	N	N	O[9]	N	N	N	N
Nursing Home	Y	N	N	O	O[16]	N	O	N	O	O	N	O	N	N
Offices	Y	N	N	O[8]	O[16]	N	N	N	O[8]	Y	N	O[8]	N	N
Park/Playground	O	O	O	O	O[16]	Y	Y	O	Y	O	O	O	N	N
Filling Station	O[10]	N	N	O[10]	O[16]	N	N	N	N	O	N	N	N	N
Place of Worship	Y	N	N	O	O[16]	N	N	N	Y	N	N	O	N	N
Playing Fields	N	O	O	N	O[16]	Y	O	O	O	O	O	N	N	N
Pub	Y	N	N	O	O[16]	N	N	N	N	N	N	O	N	N

Land Use Zoning	Urban Core	New Residential (Phase 1)	New Residential (Phase 2)	Established Development 1	Established Development 2	Open Space and Recreation	Caravan Park	High Amenity	Community Infrastructure	Opportunity Site	Tourism	Regeneration	Local Environment 1	Local Environment 2
Restaurant	Y	N	N	O	O[16]	N	O	N	N	N	O	O	N	N
Residential	Y	Y	Y	O	O[16]	N	O	N	N	N[11]	N	Y	N[17]	N[15]
Retail	Y	N	N	O[12]	O[16]	N	N	N	N	O[13]	N	O	N	N
School/Education	Y	N	N	O	O[16]	N	N	N	Y	N	N	N	N	N
Solar Energy Generation (other than exempted development or microgeneration)[14]	N	N	N	N	O[16]	N	N	N	N	O	N	N	O	O
Tourist Related Facilities	Y	N	N	O	O[16]	O	Y	N	N	N	Y	O	N	N
Warehouse/Store/Depot	O	N	N	O	O[16]	N	N	N	N	O	N	N	N	N
Water/Wastewater Services	O	O	O	O	O	O	O	O	O	O	O	O	O	O

Please refer to **Settlement Capacity Audit/Infrastructural Assessment for Residential Related Sites: Bundoran Area Plan Land Use Zoning Map 20.1** Area Plan Appendix A for Settlement Capacity Audit/Infrastructural Assessment prepared having regard to the provisions of the *National Planning Framework* and the *Development Plan Guidelines*

Footnotes to accompany land-use zoning matrix

1. Refer to Policy TC-G-P-4.
2. Refer to specific policies on car parking as set out in Section 17.6, Policy GEN-T-P-7
3. Betting offices will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
4. Dancehalls/discos will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
5. Garages/car repair will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
6. Light industry will not be permitted where it is considered that the proposal may have a detrimental impact on the established character or residential amenities of an area.
7. Developers are advised to have regard to, inter alia, the economic development policies of the County Development Plan.

8. Developers are advised to note that professional services, where the services proposed are provided principally to visiting members of the public, will generally be directed to the defined urban core.
9. Motor sales will not be considered on Opportunity Site 1, due to the visual exposure of these lands as viewed from the national road network.
10. Developers are advised to have regard to, inter alia, the economic development policies of the County Development Plan.
11. Proposal seeking to resolve the existing, unfinished housing development on Opportunity Site 3 will be considered by the planning authority on their merits and having regard to all other relevant considerations, refer Section 20.9, Policy BN-OPP-P-3.
12. Developers are advised to note that proposals for retail development in areas zoned Established Development shall be assessed in accordance with the provisions of the Retail Strategy as set out in the County Development Plan.
13. Proposals for retail development on Opportunity Sites shall only be considered where the retail element of the proposal is clearly ancillary to the parent/main use of the site, comprises a maximum of 10% of the total floor area of the subject development, and where the goods being sold are a product of that 'main use'. Notwithstanding the foregoing, proposals for retail uses on Opportunity Sites shall not be permitted if such use would be detrimental to the retail function of the town centre; these matters will be assessed on a case by case basis in accordance with the provisions of the Council's Retail Strategy.
14. Proposals for microgeneration shall be dealt with on a case-by-basis having regard to all relevant policy provisions of this Plan, the County Development Plan and other statutory guidance.
15. Only proposals for minor agricultural, residential and commercial buildings such as small extensions to existing buildings will be considered in **'Local Environment 2'** and must be accompanied by a commensurate assessment of the risks of flooding.
16. Only proposals for minor developments such as small extensions to houses and most changes of use to existing buildings and/or extensions and additions to existing commercial and industrial enterprises shall be considered within land use zoning **'Established Development 2'** and must be accompanied by a commensurate assessment of the risks of flooding.
17. Only proposals for single dwellings will be considered on lands zoned "Local Environment" in accordance with Policy GEN-H-2.

20.3 Coastal Zone

The coastal zone at Bundoran (which incorporates both the rugged shoreline adjoining the town boundary on the northern side and the town centre area north of Atlantic Road) is a critical asset, having a local amenity value, a national-level tourism value and an international-level ecological value, being part of the Donegal Bay Special Protection Area (SPA). Dedicated coastal walking routes (the West End Cliff Walk and the Rougey Walk) offer a means of exploring the area and link in with other amenities such as Bundoran's outdoor sea water swimming pools – the Thrupenny Pool and the West End Pool. Further east, the coastal zone also hosts Bundoran's golf course whilst the town centre area north of Atlantic Road is home to amenities such as the 'Waterworld' water park, the 'Bundoran Adventure Park' and kiosks offering refreshments.

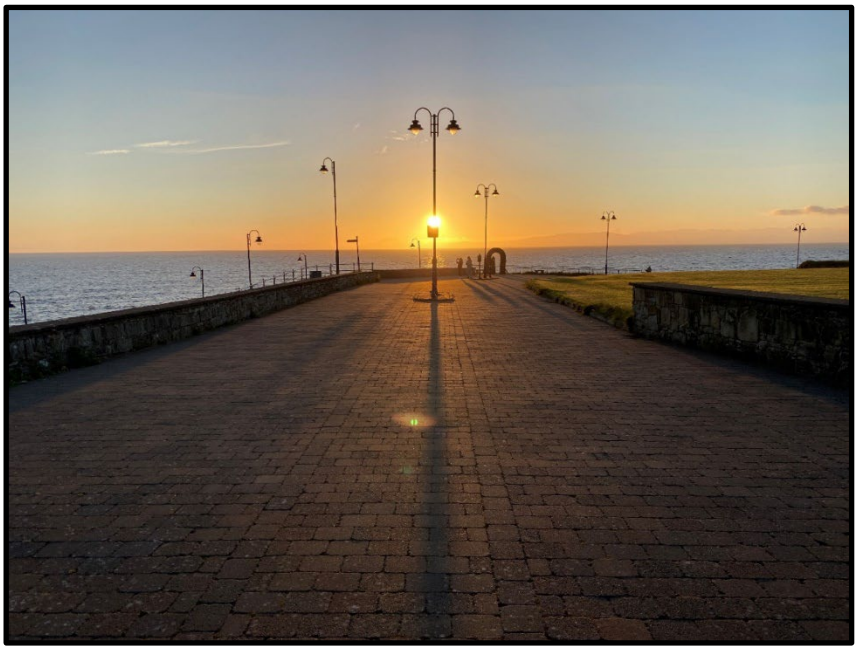


Figure 20.1 - Bundoran Promenade

In terms of the future development of the coastal area at Bundoran, the critical considerations centre on the need to maintain and enhance the quality of the natural and built environment whilst facilitating development that is appropriate in terms of use and designed in such a way that is sensitive to the host environment. In view of these considerations, this Plan designates the entire coastal zone as a High Amenity Area (see map 20.1 – Bundoran Land Use Zoning Map) where the development focus will be on small scale tourism development, the redevelopment of brownfield lands, provision of facilities ancillary to existing uses that support the tourism product in Bundoran and consideration of infrastructural works and water-based development proposals appropriate to the coastal zone (e.g. enhancement of pier facilities, use of pier facility for commercial and recreational purposes, facilities for outdoor water-based activities etc.). With regard to the area north of Atlantic Road, the Council will endeavour to prepare a master plan to guide future development in a manner that appropriately balances environmental, social and economic considerations in this sensitive coastal location.

Objective

BN-CZ-O-1	To protect and enhance the character, setting and natural heritage of the coastal zone in Bundoran, which is identified as a High Amenity Area on the Bundoran Land-Use Zoning Map, in order to secure its existing and future amenity, and tourism and ecological value.

Policies

BN-CZ-P-1	To support the principle of the following development proposals within the High Amenity Area along the seafront, subject to compliance with all other relevant polices of this Plan and the County Development Plan:

	a. The redevelopment of brownfield sites. b. Development ancillary to existing established uses that support the tourism product in Bundoran. c. Small-scale tourism development. d. Public realm interventions that serve to enhance the streetscape/landscape and offer demonstrable amenity value. e. Community-based recreation projects. f. The development of marinas, jetties, facilities for outdoor water-based activities and harbour facilities for maritime leisure developments. Proposals shall only be permitted where they: a. would not significantly impact on the visual amenities, character and environmental quality of the High Amenity Area. b. would not intrude significantly on seaward views. c. are of a scale and character appropriate to the host environment and are of an enduring high-quality design.
BN-CZ-P-2	To protect the coastal walkways in Bundoran as important tourism, recreation and amenity resources for the town.
BN-CZ-P-3	To ensure that development proposals that would have a negative impact on the use of pier facilities by the Bundoran Lifeboat Station shall not be permitted.
BN-CZ-P-4	To ensure that any future development or expansion of the golf course at Bundoran respects the landscape character and visual sensitivity of its coastal location and has due regard to the natural heritage of the area.

Actions

BN-LAP-1	The Council will investigate options to link the West End Cliff Walk and the Rougey Walk in recognition of the potential economic, social and health benefits offered by such coastal walking routes.
BN-LAP-2	To prepare a cohesive masterplan for the shorefront area of Bundoran to guide the future sustainable development of this area.

20.4 Town Centre/Urban Core

20.4.1 Urban Design Quality

Bundoran's Urban Core contains a mix of tourism and entertainment offerings such as restaurants and takeaways, accommodation, amusement arcades, comparison and convenience retailing. This presents challenges in terms of facilitating such proposals in design terms whilst seeking to maintain a sense of pride in the streetscape that was once one of the key attractions of the town. The objective of the Planning Authority must be to strike the appropriate balance in this regard and in so doing, the Planning Authority will be guided by the suite of policies set out under Section 20.4.3 and Chapter 5 of this Plan.



Figure 20.2 - Town Centre Mural

20.4.2 Retail Development

Previous planning policy for retailing in Bundoran made reference to two separate retail cores in the town; one along the Eastend's Main Street that was seen as being primarily focussed on the needs of tourists, and a second in the area around Station Road, which was seen as catering more for the convenience and comparison needs of the local community. However, the need to distinguish between these areas in a retail sense has become less apparent, particularly in the context of the diversification of Bundoran's economic and employment base. As such, this Plan supports retailing generally throughout the town centre area, be it geared towards tourists or residents of the town, and utilises the policy framework set out in the County Retail Strategy (see Chapter 7 of the CDP) to guide the sequential development of retail uses within the Area Plan boundary.

20.4.3 Amusement Arcades

Amusement arcades and similar premises contribute to the entertainment offering of Bundoran; however, the nature of these uses is such that potential exists for conflict with neighbouring uses. Furthermore, such developments can have a detrimental impact on the streetscape as a result of inappropriate signage and lighting or the use of blacked-out or obscured windows, which fail to provide active visual engagement between the users of the street and the buildings that define those streets. The need for a varied entertainment offering in Bundoran is recognised however, and as such the Council will continue to support the principle of developing such entertainment premises within the urban core of Bundoran, subject to certain provisos as set out in Policy TC-G-P-4 the General Introduction section.

Objective

BN-TC-O-1	To strike the appropriate balance between facilitating the continued contribution of the Main Street commercial sectors to the town's tourism offering with the need for the further enhancement of the streetscape and public realm.

20.5 Regeneration

Vacancy and dereliction are issues in many settlements in the County, and indeed throughout the State. Analysis published by the Northern and Western Regional Assembly[47] indicates that Bundoran had 246 vacant or derelict residential properties in 2020 and furthermore had 33 vacant or derelict commercial properties. This represents a significant challenge for the town in terms of its economic and social wellbeing (particularly being a town that is heavily dependent on tourism) but also in terms of delivering sustainable settlement patterns, most notably the compact growth of the settlement.

The West End of Bundoran has a particular issue in terms of the extent of vacancy and dereliction, most notably in the vicinity of the 'Ulster Tourist House' premises. This Plan therefore identifies that particular location as a 'Regeneration Area' on the land-use zoning map (map 20.1) in order to support targeted actions aimed at addressing vacancy and dereliction, inclusive of applications under funding programmes such as the Rural Regeneration and Development Fund (RRDF). The Plan also identifies regeneration opportunities on Opportunity Site 3 (site of the former 'Single Street' service station) whereon proposals will be considered for, inter alia, the resolution of the existing unfinished housing development at that location and/or proposals to re-use or otherwise rehabilitate the site of the former filling station. In addition to the foregoing, the urban core of Bundoran also contains a number of potential regeneration opportunities (e.g. the former Hamilton Hall, the former site of the Astoria Ballroom, the former Council office site) and the zoning objectives for the urban core (refer Table 17.1) allow for the consideration of mixed-use regeneration opportunities at all of these central locations.

In relation to derelict and dangerous buildings the Planning Authority will, where appropriate, use its powers under prevailing legislation in order to address and remedy issues where they arise.

Objective

BN-REGEN-O-1	To seek the development and renewal of areas within Bundoran that are in need of regeneration, and in particular the Regeneration Areas identified on the Bundoran land-use zoning map (map 20.1 refers) in order to prevent (i.) adverse effects on existing amenities in such areas, (ii.) urban blight and decay, (iii.) anti-social behaviour or (iv.) a shortage of habitable houses or of land suitable for residential use or a mixture of residential and other uses.

20.6 Employment and Economy

In 2016, Bundoran had a total of 723 resident workers, giving a 'jobs: resident workers' ratio of 0.813[48], indicating a net outflow of workers from the town. Analysis undertaken by the Western Development Commission[49] showed Bundoran to have the second highest share of people working in hospitality in the western region (21.7% of employees working in hospitality), a sector with a high share of part-time and seasonal jobs[50]. Statistics such as these point to the nature of employment in Bundoran (which is to a large degree focused on a seasonal tourism industry) and support the

[47] Regional Vacancy and Dereliction Analysis (January 2022), Northern and Western Regional Assembly
[48] Source: Project Ireland 2040 National Planning Framework
[49] Accommodation & Food Service Sector in the Western Region (March 2019) Western Development Commission
[50] Across all sectors it has the second lowest average number of hours worked per week at 26.6 hours, nationally. SOLAS and National Skills Council (2018)

proposition that there needs to be support for Bundoran as a 'year round' destination in order to maximise the employment opportunities arising in the tourism sector.

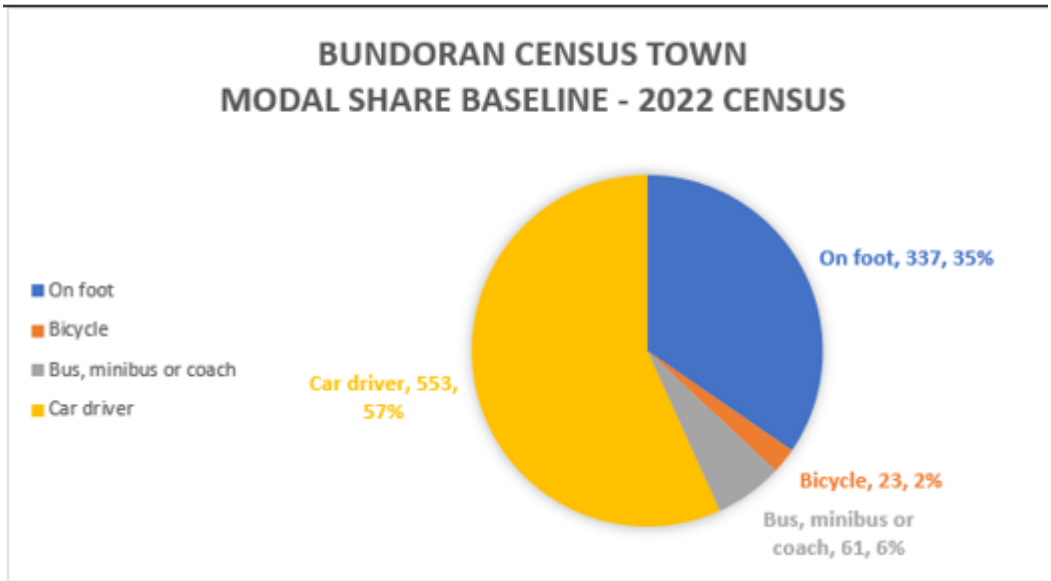
Notwithstanding the clear importance of tourism, diversification of the local employment base could only serve to strengthen the economic future of Bundoran and accordingly, this Plan offers opportunities for other employment-generating opportunities within the town centre and on specifically designated Opportunity Sites within the LAP boundary (refer to Section 20.9 below for detailed policy in relation to identified Opportunity Sites).

Objective

BD-EE-O-1	To diversify the local economic base in Bundoran to contribute towards year-round employment opportunities and increased service provision.

20.7 Active Travel, Permeability and Connectivity

A critical consideration in the future development of Bundoran will be to provide for suitable connectivity and permeability throughout the urban area. The benefits of this would be multi-faceted, facilitating a shift from carbon-intensive journeys to zero-carbon modes such as walking and cycling and also providing convenient and more direct access between residential and employment areas and community facilities. In a Bundoran context, the provision of active travel infrastructure also enables access to some of the magnificent natural assets that the town has to offer; potential examples in this regard include the possibility of connecting the currently separated West End Cliff Walk and Rougey Walk, the potential to develop a riverside path adjacent to the Bradogue River and the potential to provide active travel infrastructure to serve Tullan Strand. Opportunities also exist for linking Bundoran to other settlements via active travel modes, and indeed plans are already advancing for the creation of an active travel scheme linking Bundoran to Ballyshannon.



To the southeast of the town centre, the Bundoran land-use zoning map identifies a number of critical 'indicative access routes' that could connect the Drumacrin Road with Regional Road R280, thereby addressing the pinch points on the road network that currently exist at Drumacrin. The preferred and most direct route for any link road would be to take a spur off the existing roundabout adjacent the cinema in the town centre and travel directly east towards Drumacrin, passing through the Dartry

View Caravan Park and greatly improving connectivity from the town centre. Given the importance of forming a link between Drumacrin and the R280, the Council will seek to ensure that sections of link road are constructed (or appropriate corridors reserved) as part of development proposals along the indicative route corridors. Applicants for development on the lands concerned will be required to consult with the Council's Roads Department in this regard.

Bundoran benefits from relatively good interconnectivity between the Main Street and Atlantic Road via a series of linkages (Promenade Road, Brighton Terrace, Rennison's Lane, Central Lane, Meehan's Lane and Astoria Road) that allow for pedestrian and vehicular movement from the town's commercial core towards the coastal zone of the town. However, from the point of view of making Bundoran town centre a vibrant and attractive place, these linkages are not being used to their full potential and suffer from limited numbers of active frontages; lack of wayfinding signage; lack of appropriate streetlighting, street furniture and a cohesive urban design approach; and inadequate pedestrian paths and cycle facilities.

It is a provision of this Plan to address the aforementioned deficiencies and to support the revitalisation of the existing links between Main Street and Atlantic Road as part of a fully considered regeneration strategy for the town centre; seeking to maximise synergies between the two busiest areas of the town and ensuring that valuable urban space is used to its full potential. To this end, the Council will continue to work with all relevant stakeholders in the town in devising regeneration proposals.

During the peak of the summer tourism season, the town centre area suffers from significant traffic congestion, which in turn impacts negatively on environmental quality, visitor experience and economic activity. The introduction of a one-way traffic system in the town centre area has the potential to greatly enhance the town centre environment, and would facilitate streetscape, public realm and active travel improvements via the reallocation of road space for other uses. It is therefore a provision of this Plan to consider options for the introduction of such a one-way system, in conjunction with active travel measures throughout the town.

Transport/Sustainable Mobility Strategy for Bundoran:

The above context informs the following overall land use/transportation strategy for Bundoran in the following table and associated map:

Table 20.2 Transport/Sustainable Mobility Strategy for Bundoran

Map Ref.	Location/ Name	Priority/Project Description	Key Benefits
Sustainable Mobility			
1.	General	A compact development form including locating residential development adjacent to jobs and retail, education and community services.	• Reduced travel demand. • Facilitate modal shift toward walking, cycling and public transport.
2.	One-way system within the urban core	Re-routing of traffic to allow for a one-way system along the Main Street	• Improved town centre environment • Reallocation of road space to allow for public realm, streetscape and active travel improvements • Provide additional safety for road users

Map Ref.	Location/ Name	Priority/Project Description	Key Benefits
3.	Links between Drumacrin and urban core	Creation of vehicular, pedestrian, wheeling and cycling linkages between the Drumacrin Road and the urban core of Bundoran.	• Enable ease of movement from the urban core towards the eastern side of the town. • Reduce traffic movements on Drumacrin road, which is substandard in terms of width and alignment. • Enable access to future potential development lands
4.	Creation of active travel infrastructure adjacent the Bradoge River	Develop a fully accessible pathway, cycleway adjacent to the banks of the Bradoge River	• Provide a valuable amenity resource for the town. • Facilitate sustainable connectivity between zoned residential lands and the urban core. • Enable access to future potential development lands, via sustainable modes of travel
5.	Links between Main Street and Atlantic Road	Improve linkages between Main Street and Atlantic Road (Promenade Road, Brighton Terrace, Rennison's Lane, Central Lane, Meehan's Lane and Astoria Road), by means of a cohesive urban design approach; fully accessible paths; cycle facilities; wayfinding signage; street furniture; street lighting and a consistent palette of materials. Encourage active frontages along these linkages.	• Improve interconnectivity between the busiest areas of Bundoran • Provide for significant environmental enhancements • Provide additional safety for road users • Provide for security though design (street lighting, passive surveillance).
6.	Delivery of Ballyshannon-Bundoran active travel scheme, with onward connectivity into the urban area of Bundoran	Creation of a cycle route along Regional Road R267	• Provision of a dedicated cycle track between Ballyshannon and Bundoran, with consequent significant improvements in terms of road safety for cyclists. • Provide a valuable amenity and recreational resource for the town.

Objective

BN-AT-O-1 [CC]	To deliver the projects listed in Table 20.2 Transport/Sustainable Mobility Strategy for Bundoran above.

Policies

BN-AT-P-1 [CC]	To require that development proposals: a. provide for suitable connectivity and permeability (for walking, wheeling, cycling and/or vehicular as appropriate) between adjoining land parcels; and b. have due regard to the 'indicative access routes' identified on the Bundoran land-use zoning map (map 20.1) and to the active transport/sustainable mobility projects identified in Table 20.2 and reserve corridors for the required routes and/or construct sections of the required routes, in consultation with the Councils Roads Department Proposals that fail to provide for adequate connectivity and permeability or fail to have due regard to the indicative access routes identified on map 20.1 shall not be permitted.
BN-AT-P-2 [CC]	To require that development proposals adjacent to the Bradogue River provide for the retention of a minimum 10m wide strip from the edge of the river bank to allow for the creation of an active travel route and amenity area.

20.8 Housing

There has been a severe shortage of new housing completions in the Bundoran area over the last decade, particularly on zoned residential lands[1]. There is also a considerable local social housing waiting list. The CDP Core Strategy has set an ambitious gross target of 172 units and an associated zoned land requirement of 6.89ha for Bundoran over the plan period 2024-2030. In line with the Development Plan Guidelines, the Authority has calculated the potential yield from brownfield sites as being of the order of 31 units. As also required in the Guidelines, this estimated brownfield yield must be deducted from the gross greenfield housing target. The nett required housing target is therefore 141 units (172 minus 31) resulting in an adjusted greenfield/nett housing land requirement of 5.64 hectares as set out in the table below.

Table 20.3: Summary of Core Strategy Target Allocation for Bundoran Adjusted for Brownfield Capacity

Gross Housing Target	**172 Units**
Minus potential yield from brownfield sites	**31 Units**
Adjusted/Nett Housing Target	**141 Units**
Housing Land Allocation (Greenfield) @ 25 units per Ha	**5.64Ha**

Overall, there is a need to facilitate an adequate supply, range and mix of high-quality housing at compact, serviced, sustainable, accessible, and socially inclusive locations in Bundoran. The approach has therefore been to identify new residential land use zonings to achieve this objective. In this regard, these residential zonings exceed the Core Strategy zoning requirement in order both to allow sufficient flexibility to allow residential sites to come forward and to retain pre-existing residential zonings on a phased basis in accordance with the Development Plan Guidelines. The site areas are set out in the table below.

Table 20.4: Greenfield Residential Zonings and Associated Site Area

Site Ref	Zoned as 'New Residential Phase 1'	Site Area (ha)
NR 1.1	New Residential Phase 1	1.55
NR 1.2	New Residential Phase 1	2.08
NR 1.3	New Residential Phase 1	1.30
NR 1.4	New Residential Phase 1	0.37
NR 1.5	New Residential Phase 1	3.74
NR 1.6	New Residential Phase 1	0.82
NR 1.7	New Residential Phase 1	3.07
NR 1.8	New Residential Phase 1	10.69
	Total Greenfield Lands Zoned as 'New Residential Phase 1'	**23.62**

Please refer to 'Bundoran Area Plan' Appendix A for Settlement Capacity Audit/Infrastructural Assessment prepared having regard to the provisions of the *National Planning Framework* and the *Development Plan Guidelines*)

In addition to these sites, however, and in accordance with the provisions of the Development Plan Guidelines, the Land Use Zoning Map also identifies a number of other suitably located and serviced/serviceable residential sites that were previously zoned in the County Development Plan 2018-2024 and that remain available to contribute towards housing supply in the town (site refs. NR2.1, NR2.2, NR2.3, NR2.4 and NR2.5 refer). These sites are zoned as 'Phase 2' residential and will only be released where there is evidential market failure in respect of delivery on Phase 1 sites (Policy **GEN-H-3** refers).

20.8.1 Key Considerations for New Residential Sites

In all cases, developers will be required to comply with the urban housing policies of the County Development Plan and to provide relevant infrastructural services to support development and create high quality residential environments with a sense of place and connectivity to the wider area. Furthermore, the principles of sustainable, inclusive and environmentally friendly design must be incorporated into development proposals. In addition to the foregoing, the planning authority would also note the following key considerations in respect of certain 'New Residential' sites –

BN-H-P-1	a. Ensure that development proposals for site NR 1.1: • Include analysis of the local surface water drainage network. Sustainable Urban Drainage Systems (SuDS) and nature-based solutions shall be employed for the management of surface water. • Include consideration of potential flood risk – detailed flood risk assessment may be required. • Incorporate car and active travel connectivity within the site from the Regional Road R280 towards the Drumacrin Road • Provide for car and active travel connectivity to the adjoining residential lands to the south). • Provide for a footbridge to the town centre. b. Ensure that development proposals for NR 1.2:

- Include analysis of the local surface water drainage network. Sustainable Urban Drainage Systems (SuDS) and nature-based solutions shall be employed for the management of surface water.
- Include consideration of potential flood risk – detailed flood risk assessment may be required.
- Incorporate car and active travel connectivity within the site from the Regional Road R280 towards the Drumacrin Road, and to the adjoining residential lands to the north and south.

c. Ensure that development proposals for NR 1.3:

- Include analysis of the local surface water drainage network. Sustainable Urban Drainage Systems (SuDS) and nature-based solutions shall be employed for the management of surface water.
- Include consideration of potential flood risk – detailed flood risk assessment may be required.
- Incorporate car and active travel connectivity within the site towards the Drumacrin Road, and to the adjoining residential lands to the north.

d. Ensure that development proposals for NR 1.4:

- Include analysis of the local surface water drainage network. Sustainable Urban Drainage Systems (SuDS) and nature-based solutions shall be employed on site for the management of surface water.
- Provide for additional public lighting.

e. Ensure that development proposals for NR1.5:

- Uisce Éireann assets crossing, and in the vicinity of the site shall be protected in agreement with Uisce Éireann.

20.8.2 Key Considerations for 'New Residential, Phase 2' Development Lands

Should there be evidential market failure in respect of housing delivery on lands zoned for first phase residential development, the Planning Authority may consider development of second phase housing lands, in accordance with the provisions of Policy GEN-H-3. Key considerations in respect of the development of second phase lands are set out below.

BD-H-P-1

a. Ensure that development proposals for site NR 2.1 comply with the following:

- Vehicular access to be provided onto Regional Road R267 from the western end of site. This will necessitate relocation of an existing traffic island.
- Pedestrian and cycle access to be provided out towards the R267 at the eastern end of the site frontage.
- Analysis of the local surface water drainage network will be required. Sustainable Urban Drainage Systems (SuDS) and nature-based solutions shall be employed on site for the management of surface water.
- Footpath along site frontage to be upgraded and additional public lighting installed.

b. Ensure that development proposals for NR 2.2 comply with the following:

- Include analysis of the local surface water drainage network will be required. Sustainable Urban Drainage Systems (SuDS) and nature-based solutions shall be employed on site for the management of surface water.
- Footpath along site frontage to be upgraded and additional public lighting installed.

c. Ensure that development proposals for NR 2.3 include:
   - Analysis of the local surface water drainage network will be required. Sustainable Urban Drainage Systems (SuDS) and nature-based solutions shall be employed on site for the management of surface water.

d. Ensure that development proposals for NR 2.4 include:
   - Analysis of the local surface water drainage network will be required. Sustainable Urban Drainage Systems (SuDS) and nature-based solutions shall be employed on site for the management of surface water.

e. Ensure that development proposals for NR 2.5:
   - Have due regard for the need for connectivity between the Drumacrin Road and the Town Centre area (refer to land use zoning map, which details indicative routes through the area that are required to aid active travel, connectivity and traffic movement through the area). Developers will be required to engage with the Roads Department of the Council with regard to the provision of suitable linkages (vehicular and active travel modes) as part of any development proposal. Prospective developers may be required to construct sections of access roads as part of any development proposal.

20.9 Opportunity Sites

Bundoran contains 3 No. large opportunity sites, located at both the western and eastern end of the plan area, that are under-utilised and present a wide range of development opportunities by reason of their scale and strategic location proximate to the national road network. The Planning Authority is keen to maximise the potential of these sites and the text and associated policies below provide guidance as to the types of development that the Planning Authority would deem appropriate on each site.

Opportunity Site 1 (Western Gateway): This site of approximately 4.3 hectares lies at the western edge of the Plan area in close proximity to national primary road N15. The Council will consider applications for a number of uses on this site in line with Policy BN-OPP-P-1 below and will require very high quality in terms of design, materials and landscaping, given the sites visually exposed location at the western 'gateway' to the town. Proposals for access to the site shall be via Regional Road R267; direct access onto the N15 will not be permitted.

BN-OPP-P-1

a. To Support the principle of the following development types on Opportunity Site 1 (Western Gateway), subject to compliance with all relevant policies and standards contained in this plan and the CDP.
   - Office development
   - Light industry
   - Medical related facilities/services[51]
   - Community and recreational use

b. Require that development proposals provide for a high-quality landmark development, utilising quality materials and finishes and addressing the road network in an appropriate manner.

c. Require the incorporation of a detailed landscaping scheme with any development proposals.

Opportunity Site 2: This site of approximately 2.7 hectares is located at the eastern periphery of Bundoran and is accessed via Regional Road R267. The site is located in close proximity to national primary road N15 and has potential for a number of uses as set out in Policy BN-OPP-P-2 below.

BN-OPP-P-2	It is a policy of the Council to – a. Support the principle of the following development types on Opportunity Site 2, subject to compliance with all relevant policies and standards contained in this plan and the CDP. • Office development • Light industry • Nursing home • Medical related facilities/services[51] • Community and recreational use • Car showrooms b. Require that development proposals for Opportunity Site 2 provide for a high-quality landmark development, utilising quality materials and finishes. c. Require the incorporation of a detailed landscaping scheme with any development proposals.

Opportunity Site 3: This substantial site of approximately 12.7 hectares is located on the eastern periphery of Bundoran and is bounded by Regional Road R267 to the northwest and northeast, National Road N15 to the east and the Drumacrin Road to the south. The site is partly occupied on its northern side by a disused serviced station, a number of unfinished dwellings and a builders providers. The site is at a strategic 'gateway' location on the eastern edge of Bundoran and has potential for mixed use development in accordance with the provisions of Policy BN-OPP-P-3 below.

BN-OPP-P-3	It is a policy of the Council to – a. Support the principle of the following development types on Opportunity Site 3, subject to compliance with all relevant policies and standards contained in this plan and the CDP. • Proposals that seek to resolve the unfinished housing development located at the northern end of the site. • Office development • Light industry • Nursing home • Medical related facilities/services[51] • Community and recreational use • Car showrooms • Proposals that seek to re-use/refurbish the disused service station at the northern end of the site or otherwise rehabilitate the site b. Require that development proposals provide for a high-quality landmark development, utilising quality materials and finishes. c. Require the submission of a detailed landscaping scheme with any development proposals.

[51] Subject to provisions of policy GEN-ED-1

20.10 Caravan Park Development

There are a number of long-established caravan parks in Bundoran providing additional, much-needed accommodation during the peak of the tourist season in Bundoran and thus driving additional consumer spend in the wider area. Notwithstanding, the temporary nature and physical construction of caravan-type accommodation is such that developments of this nature are not conducive to the creation of a high-quality town centre environment. Accordingly, this Plan carries forward the pre-existing planning policy framework for Bundoran that precludes the development of new caravan parks within the town centre area.

BN-CP-P-1	To preclude the development of new caravan parks within the urban core zoning identified on the Bundoran land-use zoning map (map 20.1).

20.11 Water and Wastewater Infrastructure

Bundoran is well served in terms of water and wastewater treatment infrastructure. The completion of a new wastewater treatment plant for the town in 2018 has assured that ample wastewater treatment capacity will be available over the lifetime of this LAP. Similarly, Irish water has advised that water supply capacity is available to meet project levels of growth within Bundoran.

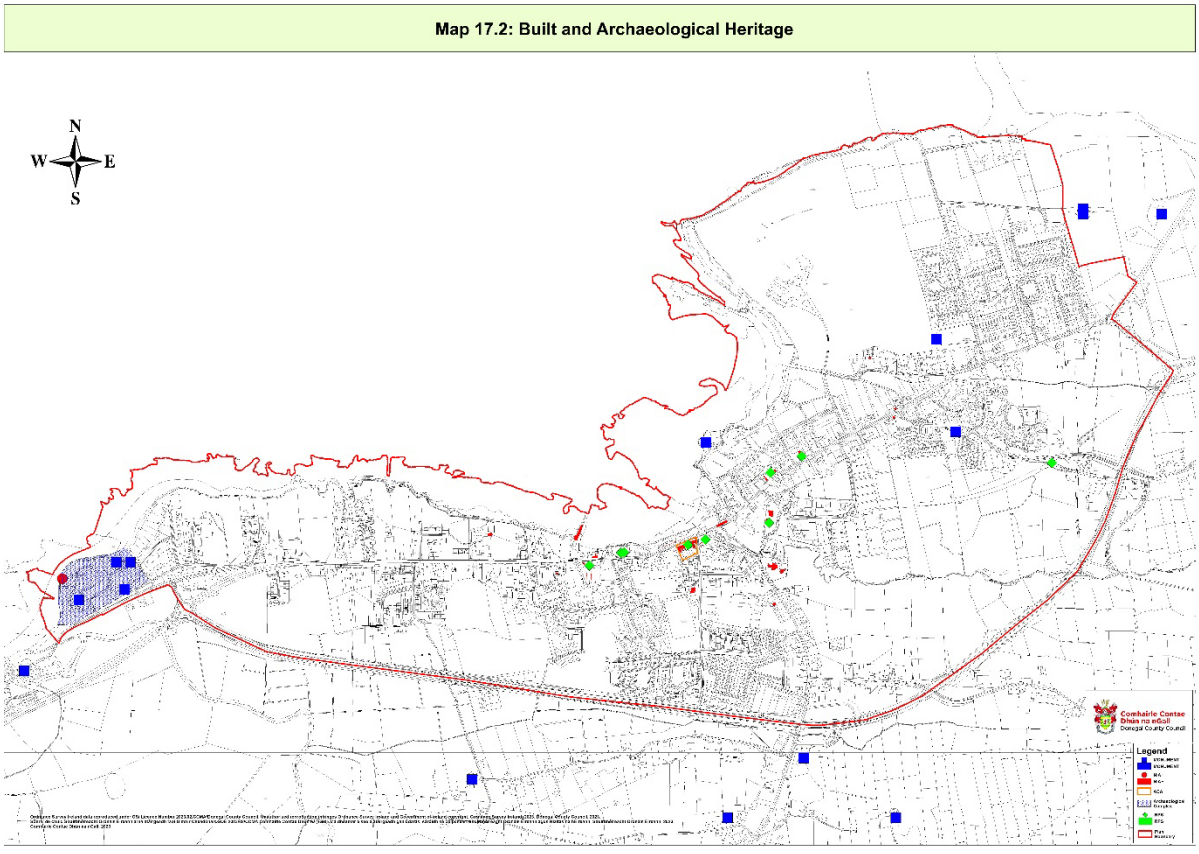
20.12 Built Heritage

20.12.1 Bayview Architectural Conservation Area

The Bayview Architectural Conservation Area (ACA) comprises a terrace of eight Victorian houses that date form the end of the 19th Century (see map 20.1 for extent of ACA). It is likely that many of the buildings along the terrace were originally built as hotels and other guest accommodation for the many visitors who came to the town. The terrace is an integral element of the built heritage of Bundoran and is a landmark feature along the main approach road into the town from the west. Specific policies relating to development within the ACA are contained in Chapter 11 of the County Development Plan.



Figure 20.3 Bayview Architectural Conservation Area



Map 20.2 - Built and Archaeological Heritage, Bundoran

20.12.2 Record of Protected Structures

Map 20.2 herein identifies protected structures within the urban area of Bundoran. Detailed policies in relation to works affecting such structures are set out in Chapter 11 of the County Development Plan.

20.13 Flooding

The Strategic Flood Risk Assessment prepared in support of the Bundoran Area Plan has identified certain areas within the plan boundary as being at risk of flooding, most notably (i.) an area on the eastern side of the town at Drumacrin/Finner, (ii.) a corridor adjoining the River Bradoge, which has its estuary in the town centre and (iii.) an area to the immediate north of the N15 bypass road. Where areas of potential significant flood risk (i.e. Flood Zone A or B[52]) exist in particular locations that might otherwise have allowed for highly vulnerable development (e.g. a 'New Residential' area), an 'Open Space and Recreation' zoning has been put in place, thereby only allowing for development deemed to be 'water compatible' and therefore not at significant risk from flooding. Where development deemed to be 'less vulnerable' to flooding is concerned, the Planning Authority will manage risk via the implementation of the policy framework set out in Section 8.4 of the CDP, thus ensuring compliance with the provisions of the 'Planning System and Flood Risk Management Guidelines' and providing for effective adaptation to the increasing threat of flood risk on foot of climate change.

[52] **Flood Zone A** is defined in the Planning System and Flood Risk Management Guidelines as being where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding). **Flood Zone B** is defined as being where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding).

APPENDIX A: BUNDORAN AREA PLAN INFRASTRUCTURE ASSESSMENT MATRIX

The table below contains an assessment of the suitability of zoned sites for residential development having regard to the provisions of the National Government's 'National Planning Framework' (Section 10/2/*'Co-ordinating Land Use Zoning, Infrastructure and Services'*) and 'Development Plan Guidelines' (Section 4.5.2 and Appendix A).

Zoning Reference	Site Area Ha	Yield	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water supply	**Written Analysis re Tier 1 & Tier 2**	**Within CSO**
NR 1.1	1.55	39	Y	Y	Y	Y	Y	Y	**Tier 1** - All services available. *Additional public lighting required.	✓
NR 1.2	2.08	52	Y	Y	Y	Y	Y	Y	**Tier 2 -** All services available. *Additional public lighting required. Drainage assessment required	✓
NR 1.3	1.30	25	Y	Y	Y	Y	Y	Y	**Tier 2** - All services available. *Additional public lighting required. *Drainage assessment required	✓
NR 1.4	0.37	9	Y	Y	Y	Y	Y	Y	**Tier 1** - All services available. *Assessment of road-side drainage.	✓
NR 1.5	3.74	93	Y	Y*	Y	Y	Y	Y	**Tier 2** - All services are available. *Roads in abutting estate are not taken in charge by the Council and will require extensive work to bring these roads, footpaths and public lighting up to the recommended standard.	✓
NR 1.6	0.82	20	Y	Y	Y	Y	Y	Y	**Tier 1** - All services available.	✓
NR 1.7	3.07	76	Y	Y	Y	Y	Y	Y	**Tier 1** - All services available. *Construction of part of link road through northern part of site may be required.	✓
NR 1.8	10.69	267	Y	Y	Y	Y	Y	Y	**Tier 2** - All services available. *Construction of part of link road through northern part of site may be required. *Additional public lighting required. *Drainage assessment required	
NR 2.1	1.93	48	Y	Y	Y	Y	Y	Y	**Tier 1** - All services available.	✓
NR 2.2	0.60	15	Y	Y	Y	Y	Y	Y	**Tier 1** - All services available.	✓
NR 2.3	1.39	34	Y	Y	Y	Y	Y	Y	**Tier 2** - All services available. * Assessment of roadside drainage. *Pumped discharge to sewer and/or extensions to network may be required. Network in adjacent estates may provide options for connection.	✓
NR 2.4	1.92	48	Y	Y	Y	Y	Y	Y	**Tier 2** - All services available. Extensions to sewer network may be required. Network in adjacent estates may provide options for connection. *Drainage assessment required	✓
NR 2.5	2.78	69	Y	Y	Y	Y	Y	Y	**Tier 2** - All services available. *Additional public lighting required. *Drainage assessment required	✓

Chapter 21 – Pleain Áitiúl An Clochán Liath

21.1 Introduction

An Clochán Liath with a population of 1,247 persons recorded in the 2022 Census is a key Donegal strategic town located in, and serving, the west of the County. The town benefits from strong road links with both the rest of the western seaboard (via the N56 National Secondary Road), and also the eastern part of the county (via both the R252 and R254 Regional Roads). An Clochán Liath is served by a healthy town centre and is also home to a strong public services presence in the form of educational institutions (Rosses Community School and St. Cronan's National School); municipal services located at the Donegal County Council Glenties Municipal District Public Services Centre; and the An Clochán Liath Community Hospital. The town is an important tourist destination both as an attraction itself and as a centre from which the broader Rosses area and beyond can be explored. The town is the largest settlement in the Rosses area. The tourism sector has been boosted in the past decade by the Wild Atlantic Way initiative. The position of the town has been further strengthened by the newly commissioned public effluent treatment works.

An Clochán Liath has a strong Gaeltacht heritage. This is reflected in its designation as a Gaeltacht Service Town under the Gaeltacht Act, 2012. A Gaelic Language Plan has recently been published for An Clochan Liath.

All of these key assets of the town are reflected in its identification by Donegal County Council as a strategic town with a special economic function in the CDP. The special functions identified include:

- County Growth Driver (one of five),
- Population growth of 402 inhabitants to a population of 1,649 by 2030,
- Gaeltacht Service Town.

The CDP also identifies the following in relation to An Clochan Liath:

- €121,905 has been secured for enhancement of the town centre improving biodiversity, accessibility, walkability, colour, vibrancy, visual amenity, and the public realm as part of a Town & Village Renewal Scheme,
- A Key Transportation Improvement Project for the N56 National Road between An Clochán Liath and Glenties is now fundamentally completed and the upgrade included the provision of a greenway between the two towns,
- The An Clochán Liath Wastewater Treatment Capacity Improvement Project has been completed,
- The CDP Core Strategy provides for a 151 Unit Housing Allocation until 2030,
- There is a demand for 54 social dwellings,
- The An Clochán Liath River Walk as a designated recreational walkway.



Figure 21.1 View of Tír na Draíochta Bridge over Abhainn An Clochán Liath and Sculpture along the River Walk.

Another important asset of the town should also be noted: the presence of the Randox Research and Development Laboratory located on the north-western edge of the town. The company is a major employer for the area and this Town Area Plan maintains the identification (as per the previous Local Area Plan) of additional lands adjacent to the Randox complex for similar forms of development to build on the success of that company and other businesses located in that area.

The waterfront area of the town located between the Main Street (and its associated backland area) and the shoreline, though already partly developed for recreational and parking uses, presents significant potential for town centre enhancement.

Of note is that the Regeneration and Development Team within the Local Authority published a Regeneration Strategy for An Clochán Liath in September 2022, based on views and comments of the Local Community expressed over the course of extensive public consultation. The Regeneration Strategy includes a Town Centre Masterplan which is detailed and comprehensive.

An Clochán Liath has struggled for a long time with traffic flows at the bottle neck at the junction between Main Street & the R259 (known as Mulhern's Corner) and this is one of several issues tackled in the Masterplan. The Council has acquired this corner of land and there are plans to demolish the building and provide an improved junction and a public realm area in that space. Funding has been awarded and a tender package for design services is currently being prepared. This Plan includes an objective to implement the Regeneration Strategy and thus give it a stronger statutory footing to aid and guide the proper planning and development of the town.

The public consultation exercise conducted as part of the preparation of this Area Plan established a local consensus that the Town Area Plan should focus on maintaining the general function and role of the town as a key service and tourism town. This outlook is broadly consistent with the "Growth Driver" function of the town as identified in the CDP and referred to above. The Town Area Plan therefore focuses on this objective whilst providing for additional growth to, inter alia, provide for compliance with the housing land supply requirements for the town identified in the CDP.



Figure 21.2 View of Dungloe Main Street

21.2 Key Planning Issues

The key issues for An Clochán (An Clochán Liath) are the need for the following:

- Consolidation and enhancement of the role and function of An Clochán Liath as a Growth Driver in terms of being a key retail and services centre and tourist destination for the western seaboard.
- Harnessing the remaining potential of the waterfront area and the need to ensure strong pedestrian and visual links between this area and Main Street.
- Alleviation of traffic congestion within the town by introducing appropriate traffic management.
- Ensuring sufficient quantities of land at appropriate locations are available that will cater for the housing needs of An Clochán Liath for the lifetime of this Town Area Plan.
- Capitalising on the strength and success of the Randox operation on the edge of the town through the identification of additional lands in the vicinity for economic development.

21.3 Strategic Vision:

Having regard to the 'Special Economic Function' of An Clochán Liath as a service centre for a wide rural hinterland and to the tourism potential of the town, this Area Plan sets out the following strategic vision to guide the future development of An Clochán Liath;

"Consolidation and enhancement of the strategic role of An Clochán Liath as:

1) **A key retail and services centre and tourism destination for the western seaboard; and,**
2) **An attractive and sustainable place to live and work for existing and future residents."**

Measures to deliver the strategic vision are set out in the detailed policies and objectives below and should be read in conjunction with the general relevant objectives of the CDP (Part A refers).

21.4 Zoning Matrix:

As indicated in Section 17.3 development proposals in An Clochán Liath will be considered in the context of the Zoning Objectives detailed in Table 17.1, An Clochán Liath specific zoning matrix below, the policy framework in this plan and the policy framework in the wider CDP. An Clochán Liath Zoning Matrix below illustrates a range of land uses/development types together with an indication of their broad acceptability in each of the land use zones. The acceptability of uses within designated Opportunity Sites is also set out in site specific policies contained in this Town Area Plan.

Table 21.1 Zoning Objective Matrix Y= Acceptable in Principle; O=Open for consideration; N= Not acceptable

Land Use	Urban Core	New Residential (Phase 1)	New Residential (Phase 2)	Established Development 1	Established Dev. 2	Opportunity Site	Business/Enterprise	Community Infrastructure	Open Space and Recreation	Local Environment 1	Marina
Amusement Arcade/Casinos	O[1]	N	N	N	N	N	N	N	N	N	N
Agricultural Buildings	N	N	O[2]	O	O[19]	N	N	N	N	Y	N
Car Park (Standalone)	O[3]	N	N	O	O[19]	N	N	N	O[4]	N	N
Betting Office	O[5]	N	N	N	N	N	N	N	N	N	N
Café	Y	N	N	O	O[19]	O[20]	N	N	N	N	N
Caravan Parks	N	N	N	O	O[19]	N	N	N	N	N	N
Cemetery	N	N	N	O	O[19]	N	N	O	N	O	N
Cinema	Y	N	N	O	O[19]	N	N	N	N	N	N
Community/Recreational/Sports	O	O	O	O	O[19]	O[20]	N	Y	O[6]	N	O
Creche/Playschool	Y	O[21]	N	O	O[19]	O[20]	N	Y	N	N	N
Cultural Uses/Library	Y	N	N	O	O[19]	O[7]	N	O	N	N	N
Dancehall/Disco	Y[8]	N	N	O[8]	O[19]	N	O	N	N	N	N
Data Centre	N	N	N	O	N	O[20]	Y	N	N	N	N
Funeral Home	Y	N	N	O	O[19]	O[20]	N	O	N	N	N
Garage/Car Repair	O[9]	N	N	O[9]	O[19]	O[20]	Y	N	N	N	N
Guesthouse/Hotel/Hostel	Y	N	N	O	O[19]	O[20]	N	N	N	O[10]	N
Hot Food Takeaway	O[11]	N	N	N	O[19]	N	N	N	N	N	N
Industry (light)	N	N	N	O	O[19]	O[20]	Y	N	N	N	N
Industry (General)	N	N	N	O	O[19]	O[20]	Y	N	N	N	N
Marina	N	N	N	N	N	N	N	N	N	N	Y
Medical/Consultancy/Healthcare	Y	N	N	O	O[19]	O[20]	N	Y	N	N	N
Motor Sales	N	N	N	O	O[19]	N	O	N	N	N	N
Nursing Home	Y	N	N	O	O[19]	O2[20]	N	Y	N	N	N
Offices	Y	N	N	O[12]	O[19]	O[12]	O	N	N	N	N
Park/Playground	Y	O	O	O	O	O[13]	N	Y	Y	O	N
Petrol Station	O	N	N	O	O[19]	O[20]	O	N	N	N	N
Place of Worship	Y	N	N	O	O[19]	O[20]	N	Y	N	N	N
Playing Fields	N	O	O	O	O[19]	N	N	O	O	O	N
Pub	Y	N	N	O	O[19]	O[20]	N	N	N	N	N
Restaurant	Y	N	N	O	O[19]	O[20]	N	N	N	N	N
Residential	Y	Y	Y	O	O[19]	O[20]	N	N	N	O[14]	N
Retail	Y	N	N	O[15]	O[19]	O[16]	O	N	N	O[17]	N
School/Education	Y	N	N	O	O[19]	O[20]	N	Y	N	N	N

Land Use	Urban Core	New Residential (Phase 1)	New Residential (Phase 2)	Established Development 1	Established Dev. 2	Opportunity Site	Business/Enterprise	Community Infrastructure	Open Space and Recreation	Local Environment 1	Marina
Utility Scale Solar Energy Generation (other than exempted dev. or microgeneration)	N	N	N	N	N	N	N	N	N	O[18]	N
Tourist Related Facilities	Y	N	N	O	O[19]	O[20]	N	N	O	N	O
Warehouse/Store/Depot	O	N	N	O	O[19]	O[20]	Y	N	N	N	N
Water/Wastewater Services	O	O	O	O	O[19]	O	O	O	O	O	O[22]

Footnotes related to land-use zoning matrix

1. Amusement arcades/casinos shall only be considered within lands zoned as Urban Core in accordance with Policy TC-G-P-4.
2. Agricultural buildings proposals within lands zoned as New Residential (Phase 2) must be designed and located so as not to compromise the future residential development potential of said lands.
3. Standalone car parks will only be considered within lands zoned urban core where they are not contrary to Urban Regeneration and Town Centre objectives of the Area Plan.
4. Standalone car parks will only be considered in areas zone Open Space and Recreation where they would serve as ancillary infrastructure for recreational amenity and where they comply with the Flood Risk Management policies of the Development Plan.
5. Betting offices will only be open to consideration on lands zoned Urban Core in accordance with Policy TC-G-P-4.
6. Community/Recreational/Sports proposals shall comply with the flood risk management policies of the Development Plan.
7. Cultural Uses may be considered on Opportunity Site 1 and 2.
8. Dancehalls/discos will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
9. Garages/car repair will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
10. Guest houses of a limited scale may be considered on existing developed sites within lands zoned Local Environment 1 provided they are compatible with the Local Environment 1 zoning objective.
11. Hot food take aways will only be open to consideration on lands zoned Urban Core in accordance with Policy TC-G-P-4.
12. Professional services which provide services principally to visiting members of the public will be directed to the defined urban core in accordance with Policy GEN-ED-P-1
13. Parks/Playgrounds ancillary to community or recreational developments may be considered on Opportunity Sites 1, 2, and 4.
14. Only single dwelling residential proposals will be considered on lands zoned Local Environment 1 in accordance with Policy GEN-H-2.
15. Retail development proposals in areas zoned Established Development 1 shall be assessed in accordance with the related zoning objective and the retail policies in this Development Plan.
16. Retail development proposals on Opportunity Sites shall be assessed in accordance with the site-specific Opportunity Site Policies and the retail policies in this Development Plan.
17. Retail development proposals on lands zoned as Local Environment 1 shall only be considered where they comprise proposals for a farm shop selling goods that are produced on the subject landholding. Other types of retail shall not be permitted at these locations.
18. Large utility scale solar energy generation proposals on lands zoned Local Environment 1 will be assessed in accordance with Policy E-P-7 of the development plan.

19. Only proposals for minor agricultural, residential and commercial developments such as small extensions to existing buildings or water compatible developments shall be considered within land use zoning 'Established Development 2' in accordance with Policy Gen-F-P-2.
20. See site specific Opportunity Site Policies.
21. Creche/Playschools/Childcare facilities will be Open to Consideration on New Residential Phase 1 and Phase 2 site where they are a requirement for, and an integral part of large-scale residential proposals in accordance with relevant Childcare Planning Guidelines.
22. Only Water/Wastewater Service works being carried out by Uisce Éireann shall be considered in the Marina land use category.

21.5 The Urban Core & Regeneration

Notwithstanding the generally positive and vibrant town centre experience in An Clochán Liath, it must also be noted that there is also a vacancy rate of approximately 25% of the building stock at ground floor level. There is a need to reduce this statistic and thereby add to the vibrancy of the town to focus on maintaining and enhancing the general function and role of the town as a key service and tourism destination. This Town Area Plan identifies the following measures to provide a planning policy framework for doing so:

1. Retention of the previously identified limited town centre area, to direct and encourage prospective investors to consider locating in the town centre area in the first instance. Whilst the investments made in the eastern side of the town by the multiple retailers are welcome, it is probably the case that these developments leave little or no capacity for similar types of development away from the town centre core.
2. The introduction of traffic congestion alleviation measures to aid the flow of traffic into and out of the town centre core. The junction of Main Street and Carnmore Road is a difficult and restricted junction that places a major constraint on the free flow of traffic around the town centre core. This issue, and the broader issue of traffic flow around the main town road arteries generally is addressed in Section 21.7 Transport and Sustainable Mobility.
3. The Main Street has benefitted from environmental improvements over the past decade. Notwithstanding, the situation could be improved further in terms of, inter alia, removal of street clutter, provision of improved street furniture and possibly the reconfiguration of on-street parking and pedestrian arrangements.
4. Completion of the development of the shorefront area together with suitable pedestrian links to Main Street.
5. Requirement for the use of traditional shop front designs in the town centre for future developments in the town that will be high quality in terms of design, colour and materials and that respect the individual architectural characteristics of An Clochán Liath.
6. Provision of useable pedestrian links connecting the commercial core area of Main Street in the town centre where services are readily available to the shorefront public amenity area and the Riverwalk Amenity area.

An Clochán Liath Town Centre Regeneration Strategy & Action Plan (TCRSAP), including the An Clochán Liath Town Centre Masterplan, was produced by private Architectural Consultants on behalf of Donegal County Council following extensive public consultation. The non-statutory TCRSAP was produced in September 2022. This Town Area Plan presents the opportunity to give the TCRSAP sufficient reference to facilitate the realization of a Regeneration Strategy for the Town Centre of An Clochán Liath, which builds on an ambition and vision for the town to realize its full potential as a magnet that draws and keeps people there. The Strategy is a multi-faceted project to deliver place-based change for the urban core of An Clochán Liath.

The Regeneration Strategy develops a range of regeneration priorities which have been identified in the prior Stage 1 Baseline Profile for An Clochán Liath Urban Core. These priorities are a result of a thorough analysis, including a review of the state and functioning of the urban core; its physical, economic and policy/legislative context. A targeted and robust consultation process carried out as part of Stage 1 also informed the emerging priorities. Stage 1 highlighted An Clochán Liath's many assets, including its attractive seaside setting, its relatively healthy and vibrant Main Street, its cultural and Gaeltacht heritage; its strong festival history and its strategic location as a 'gateway/base' to the wider Rosses area. Stage 1 also confirmed particular issues impacting on the urban core of the town including the low-quality public realm and lack of public spaces, vacancy and dereliction along Main Street, a declining youth population and a disconnect and overall failure to capitalise on the attractive waterfront. Therefore, it is recognised that there is a need for intervention and to have a Strategy in place to address the challenges that the urban core of the town faces over the coming years, and to unlock the great potential that the place has in an ambitious yet realistic and sustainable manner.

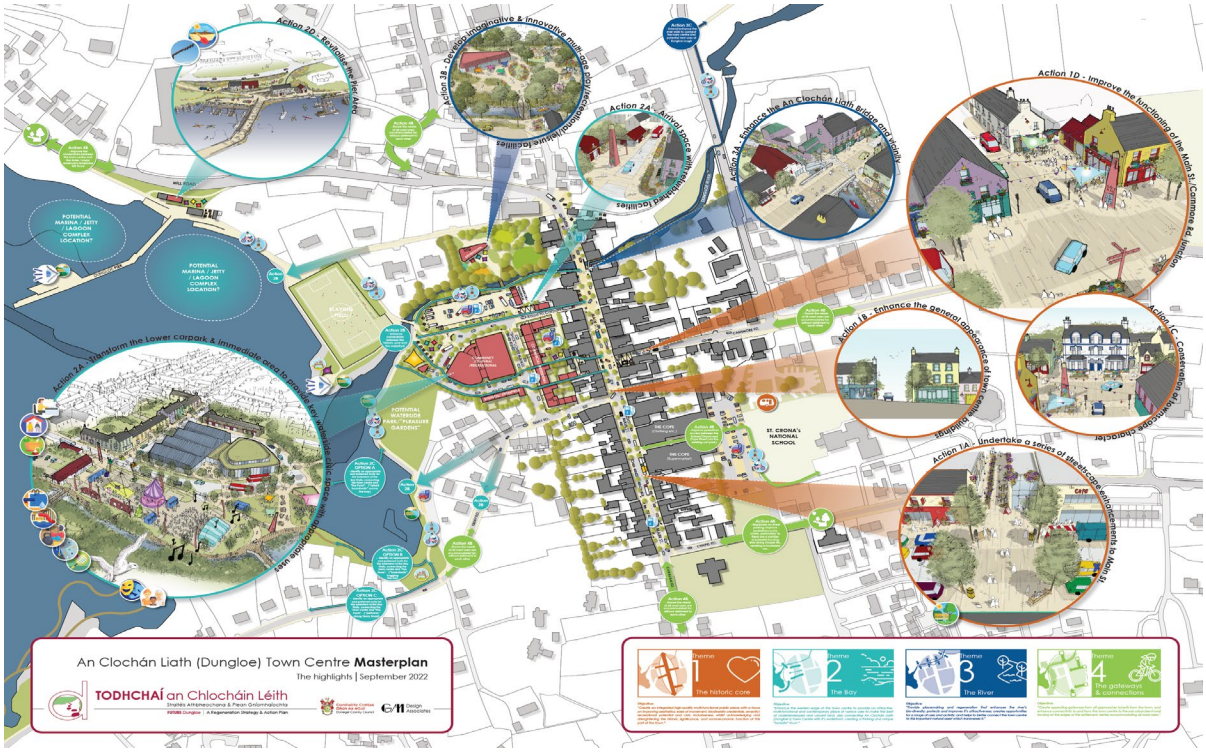


Fig.21.3 An Clochán Liath Town Centre Masterplan

The Strategy has been developed to help drive this revitalisation. It is a regeneration focused road map that identifies a range of potential improvements and new developments to regenerate the town that will result in environmental, economic and social benefits. It also aims to be a catalyst for further benefits thereby strengthening the capacity of the town centre to perform competitively as an important Strategic Town and likewise addressing local needs.

Please note that the Regeneration Strategy & Action Plan is intended to be aspirational and flexible to change/ interventions over the course of its lifetime. In no way or form, are the actions and the associated content contained therein agreed and/or committed plans or designs. Conceptual sketches are merely an artist's impression of potential ideas of how particular spaces may look, alternatives may also be appropriate.

The objectives for the Urban Core that are specific to An Clochán Liath are as follows and should be read in conjunction with the general objectives of this County Development Plan.

Objectives

ACL-UCR-O-1	To bring the concept proposals contained in the An Clochán Liath Town Centre Regeneration Strategy & Action Plan through the processes of detailed design, stakeholder engagement and any required statutory approval processes and thereafter to deliver on the collaborative vision of the Strategy.
ACL-UCR-O-2	Introduce measures to maximise accessibility into and out of the town's urban core, most particularly at the junction of Main Street and Carnmore Road.
ACL-UCR-O-3	Encourage and facilitate the development/reuse of brownfield and vacant sites within the urban core of An Clochán Liath.
ACL-UCR-O-4	Provide for the enhancement of An Clochán Liath Main Street by means of an environmental improvement scheme that would address, inter alia, street clutter, street furniture, signage, paving details, configuration of parking and pedestrian facilities.
ACL-UCR-O-5	Improve the vernacular character and appearance of An Clochán Liath Urban Core particularly in terms of shop front designs.
ACL-UCR-O-6	Provide for stronger integration of An Clochán Liath Main Street and the adjacent shorefront area.

Policies

ACL-UCR-P-1	Support the ambitions and principles of An Clochán Liath Town Centre Regeneration Strategy & Action Plan.
ACL-UCR-P-2	Require that development proposals within the urban core are broadly consistent with, and would not prejudice the delivery of, An Clochán Liath Town Centre Regeneration Strategy & Action Plan
ACL-UCR-P-3	Direct and encourage prospective investors and developers to consider locating in the urban core area in the first instance.
ACL-UCR-P-4	Seek and secure the use of traditional shop front designs in the urban core for future developments in the town that are of high quality in terms of design, colour and materials, and that respect the individual architectural characteristics of An Clochán Liath.
ACL-UCR-P-5	Encourage and facilitate the reuse of vacant sites and the redevelopment of brownfield sites within the urban core of the town.
ACL-UCR-P-6	Proposals for signage on shop fronts, public buildings and commercial enterprises shall be Irish Language only.

21.6 Housing

21.6.1 Background

An Clochán Liath has a number of distinct primarily residential areas, located to the east, south and north of the town, although the approaches to the town from the east also contain a number of community uses (e.g. schools, sports facility). The area of lands zoned for residential development in this Town Area Plan take account of Core Strategy growth predictions, allow for a degree of the demand to be met through infill opportunities, extant planning permissions for residential development, potential yield from reuse and/or refurbishment of vacant or derelict structures, and thereafter provide for new residential development in the most suitable locations that are in close proximity to the urban core. The Core Strategy of the CDP provides for a 151 Unit Housing Allocation until 2030, with a stated demand for 54 social dwellings over the same period.



Figure 21.4 Layout Plan for new Social Housing Development at Church Street, An Clochán Liath

21.6.2 Identification of Housing Lands

Chapter 3 of this Development Plan sets out the broader planning policy context in relation to housing land supply for An Clochán Liath, as contained in the Core Strategy of the CDP. This identifies a need for 6.65 Hectares of greenfield residential land in An gClochán Liath, equating to a requirement for approximately 133 residential units. This need is calculated by discounting the overall requirement (151 dwellings) by the number of dwellings with the benefit of extant planning permissions, the number of dwellings likely to be delivered through refurbishment of derelict or vacant properties, and the number of houses that are capable of being delivered on residual lands zoned as "Established Development" and/or within the designated Urban Core of the town (estimated at 18 units). The remaining housing target (133 units) that needs lands zoned for "New Residential; Phase 1" has been calculated at 20 dwellings per hectare and a 50% surplus of land has then been added to allow for some lands not coming on stream over the lifetime of this development plan in accordance with Section of 4.4.3 of the Development Plan Guidelines (DoHLGH 2022) as revised by the Revised NPF Implementation Housing Growth Requirements Targets, 2025.

In order to identify the required area of residential land, the Planning Authority analysed available lands within the urban area. The criteria used in the analysis included 'inter alia' – proximity to the town core and essential services, availability of drinking water supply mains and foul sewerage services, compatibility with surrounding land uses within the urban settlement area and complexity of land ownership. The assessment also included an examination of potential flooding issues. The sites selected during the process are identified as 'Residential Phase 1' on the Area Plan Land Use Zoning Map (Map 21.1 refers).

In addition to the identification of lands that are suitable for residential 'first phase' development, the assessment also led to the identification of two sites that could be suitable for housing development in the long term. These lands are zoned 'Residential Phase 2' on the Land Use Zoning Map.

Table 21.2 Details of Selected Sites designated as 'Residential Phase 1' & "Residential Phase 2" on the Area Plan Land Use Zoning Map (Map 21.1 refers)

An Clochán Liath Area Plan Residential Zoning		Site Area (Hectares	
NR1.1	PHASE 1	1.284	
NR1.2	PHASE 1	1.296	
NR1.3	PHASE 1	1.780	
NR1.4	PHASE 1	1.228	
NR1.5	PHASE 1	1.7*	
NR1.6	PHASE 1	1.051	
NR1.7	PHASE 1	1.83	
NR1.8	PHASE 1	2.25	
NR1.9	PHASE 1	1.37	
NR2.1	PHASE 2	1.715	
NR 2.2	PHASE 2	0.412	
TOTAL AREA		15.92	
TOTAL AREA PHASE 1		PHASE 1	13.789 HA
TOTAL AREA PHASE 2		PHASE 2	2.1316 HA

*(Overall area reduced to exclude new social housing under construction at time of Variation No.1)
Please note that the total area of residential phase 1 zoned lands meets and is in excess of the Revised NPF Implementation Housing Growth Requirements Targets, 2025 (including the Additional Provision of up to 50% set out in Policy and Objective 2 of same).

Objective

ACL-H-O-1	Identify at least 9.972 ha of appropriate greenfield lands to meet future housing need in An Clochán Liath over the lifetime of this Town Area Plan.

Policy

ACL-H-P-1	It is the policy of the Council to ensure that any proposals for development of lands zoned for residential development under NR1.7, in addition to normal design requirements, shall address the need for providing a permeable landscaped strip of ground between the riverwalk and any proposed residential development.

Chapter 17 of this County Development Plan sets out the general policies in relation to New Residential development in An Clochán Liath and these should be read in conjunction with the zoning matrix set out under Section 21.4

21.7 Transport and Sustainable Mobility

Effecting an increase in Sustainable Mobility (e.g. walking/cycling/public transport) is a Strategic Objective of the National Planning Framework and a National Transport Priority. This is motivated by a desire to reduce carbon emissions to mitigate against climate change, to reduce vehicular congestion in the town centre, and in the interests of the many health benefits that arise from being physically active. Accordingly, this Area Plan will assist with bringing into effect a significant shift in modes of transport used by the public away from cars and towards walking and cycling.

Traditionally transport in An Clochán Liath has been heavily dependent on vehicular transportation. This is evidenced by Census 2016 which indicates that 73% of An Clochán Liath's residents travel to work or school *via* car or van whilst 18% travelled via foot, only 1% cycled, and only 5% travelled via bus (see below). Vehicular transport will continue to play a key role in meeting An Clochán Liath's transport needs.

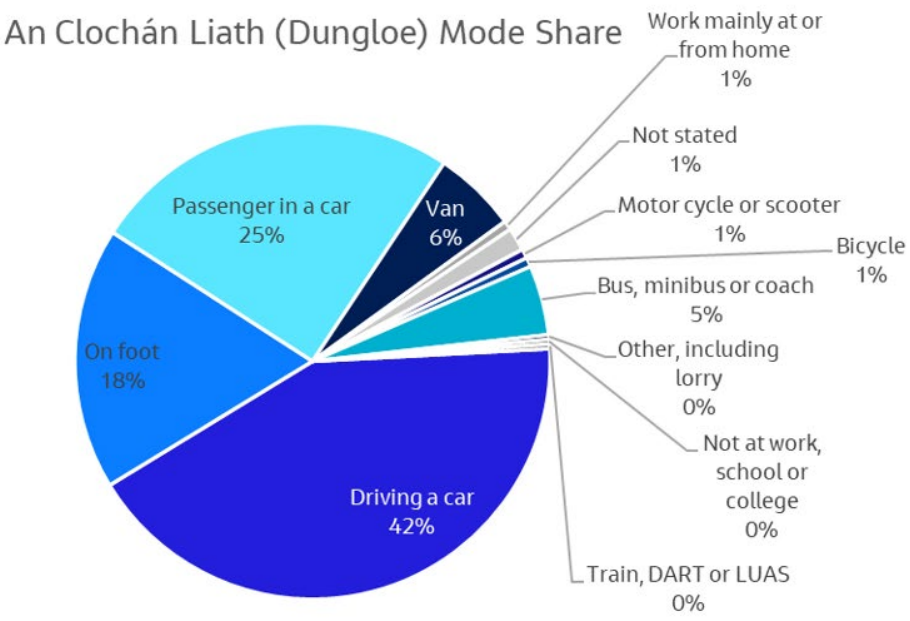


Figure 21.5 Mode of Transport Share in An Clochán Liath (Source: Census 2016 Place of Work, School or College - Census of Anonymised Records (POWSCAR))

Given that 63% of commutes into Dungloe are for less than 15 minutes travel, the current journey patterns are conducive to a potentially substantial shift toward active travel or public transport being affected over the coming ten years.

The National Transport Authority has contracted Planning Consultants to prepare a Local Transport Plan (LTP) for An Clochán Liath. Key Actions of that LTP to help optimise this shift toward increased use of more sustainable transport choices over the lifetime of this Town Area Plan include the following:

- Improvement of the footpaths and pedestrian infrastructure within the urban core, particularly along routes to schools in the form of additional pedestrian crossings at critical locations,

- Connecting the schools to the town centre via traffic free routes and provide school zones on Chapel Road in line with Safe Routes to Schools guidance,
- Connecting the Dungloe River Walk and the Shore Walk and extending the Shore Walk towards the Pond on Quay Road (see Fig.21.6 below),
- The provision of new bus stops at the periphery of the town and the Údaras na Gaeltachta Business Park in addition to the Shorefront bus stop to facilitate increased use of public transport into the centre of the town and to places of concentrated employment along the routes of the buses serving An Clochán Liath.

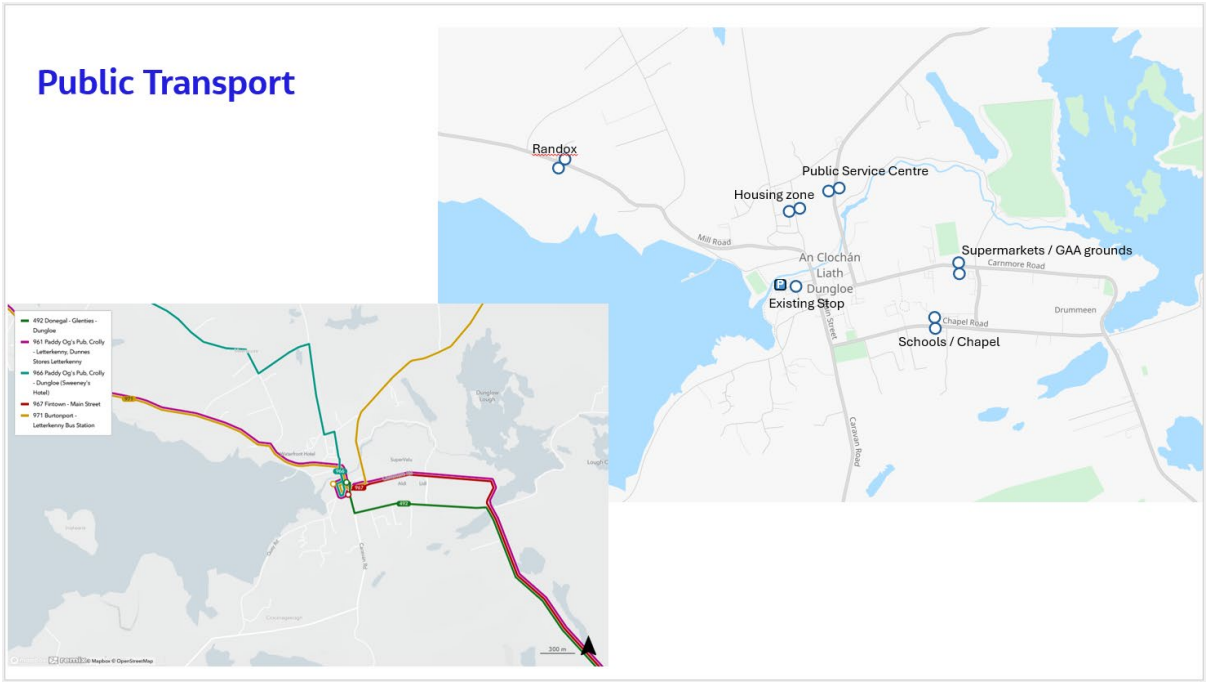


Figure 21.6 Indicative sites for new bus set-down and pick-up bays at An Clochán Liath (with inset showing the five bus routes into and out of An Clochán Liath)

In addition to the above, a greenway has recently been completed between the town of Glenties and An Clochán Liath. Furthermore, Donegal County Council, with the support of Transport Infrastructure Ireland, is developing proposals for the Burtonport to Letterkenny Greenway project which is planned to extend to Dungloe. The latter project is currently at Phase 2 Emerging Preferred Route Corridor. While these greenways are mainly to be used for recreational purposes by pedestrians, cyclists and people with impaired mobility, they also will make a contribution toward an increase in active travel choices being made by persons living within a short commute of An Clochán Liath.

The LTP makes a proposal for an Active Travel Network (see Fig.21.7 below) with its primary focus on the urban core and it shall be an objective of this Town Area Plan to prioritise delivery of facets of that network within the town over the lifetime of this Town Area Plan.

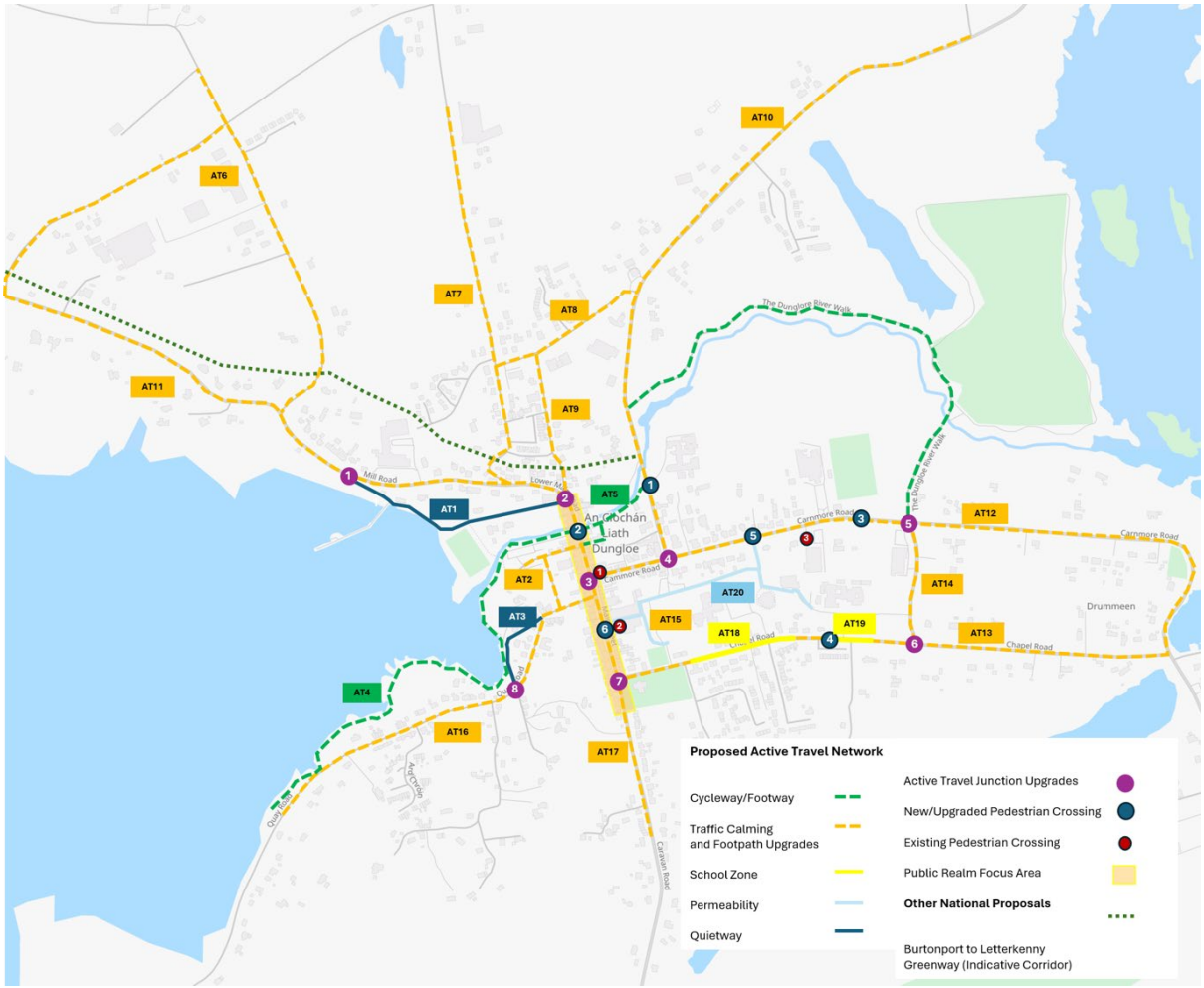


Figure 21.7 Active Travel Network proposed in the Local Transport Plan for Dungloe

Objectives

ACL-TSM-O-1	Support the progress and implementation of the 'An Clochán Liath Town Centre Regeneration Strategy & Action Plan ' as regards provision of linkages and civic space and to support any future subsequent phases of the project as funded under the Rural Regeneration and Development Fund or similar town and village renewal funding schemes.
ACL-TSM-O-2	Deliver and facilitate significantly enhanced public transport services infrastructure and facilities for An Clochán Liath broadly in line with the provisions of Fig.21.6 and subject to all necessary technical assessments.
ACL-TSM-O-3	Support and facilitate the delivery of the active travel, public transport, and vehicular network actions detailed in the Local Transport Plan (and in the associated maps above) and the active travel linkages otherwise detailed in the Land Use Zoning map subject to any required technical assessments and studies.

Policies

ACL-TSM-P-1	a) Not permit development that would prejudice the implementation of any active travel scheme as set out on Fig 21.7 ''Active Travel Network proposed in the Local Transport Plan for Dungloe". b) Utilize existing footpaths and roads, and off-line routes identified on the Land Use Zoning Map and as opportunities arise, for the purpose of the development of 'Local Scale' and 'Interconnecting Arterial' walking and cycling routes.
ACL-TSM-P-2	Require that all new proposed development(s) where appropriate, shall include active travel connectivity using permeability desire lines including filtered pedestrian permeability link(s) to adjoining land uses where such links would serve a meaningful purpose in terms of promoting active travel and/or connecting to a wider walking and cycle network. Detailed design of such links shall be agreed at pre-planning design stage, thereafter incorporated into finalized schemes, and delivered by the developer. This policy shall be applied to secure the delivery of those Schemes set out on Fig 21.7 ''Active Travel Network proposed in the Local Transport Plan for Dungloe" and other opportunities that may present;
ACL-TSM-P-3	Support the development of the Letterkenny to Burtonport Strategic Greenway route as it affects any lands within the An Clochán Liath Town Area Plan boundary and to ensure that it integrates effectively with active travel initiatives within the town.
ACL-TSM-P-4	Facilitate provision of bus services that will connect origins and destinations throughout the town including residential, education, healthcare facilities, and employment centres broadly in line with Fig.21.6, "Indicative sites for new bus set-down and pick-up bays at An Clochán Liath".

21.8 Water Supply & Wastewater Infrastructure

An Clochán Liath is currently supplied with water by both the Crolly Water Treatment Works (WTW) and the Lettermacaward WTW, both of which come under the Rosses Water Resource Zone. It should be noted that different areas are supplied by each WTW. Uisce Éireann's Capacity Register indicates there is potential spare capacity available to cater for CDP population projections. The 2024 Uisce Éireann Drinking Water Capacity Register published in August 2025 states that from 2020 to 2034 there was potentially, subject to level of service improvements, capacity to cater for an additional 539 (five hundred and thirty nine) people within the town.

Uisce Éireann has advised that An Clochán Liath effluent treatment infrastructure has more than adequate capacity to deal with the additional loading that would be generated as a result of the development envisaged in this Town Area Plan. While Uisce Éireann confirmed no known major network constraints, it also asserts that localised upgrades and/or extensions may be required to facilitate development. The 2024 Uisce Éireann Wastewater Treatment Capacity Register published in August 2025 states that there is estimated spare capacity to cater for the wastewater from an additional 664 (six hundred and forty four) people within the town. UÉ assessments regarding connections will occur on a case-by-case basis.

21.9 Roads and Footpaths

Traffic congestion in and around the town centre, and particularly heavy traffic movements, is an area of concern for the town. An Clochán Liath requires an integrated approach to land use and transportation which provides for a safe road and pedestrian network that caters for all needs. This Town Area Plan identifies the following traffic measures as part of this approach. The pedestrian and cycling elements of this integrated approach are addressed in Section 21.7 "Transport and Sustainable Mobility".

1.a) Identification of a preferred 'Industrial/H.G.V' route around the north of the town to direct heavy commercial/industrial traffic between the N56 and the Randox industrial area (and on to the Burtonport Road) to alleviate traffic congestion to and from the town centre. This will be achieved by means of directional signage.

b) Identification of a southern traffic management route to direct traffic from the N56 (to the east of the town) to Main Street along Chapel Road to avoid the junction of Main Street and Carnmore Road. This will be achieved by means of directional signage.

2. Improvements to the Main Street-Carnmore Road Junction to complement both the measures identified at Points 1 and 2 above and also the town centre improvement measures identified at Section 21.5 "The Urban Core and Regeneration" above.

Opportunity exists to reverse the current requirement for school students to move between the school campus and the services on Main St. *via* the public roads. The solution lies almost entirely within the schools' grounds except for the Cope car-park where a pedestrian-crossing facility is already in place.

This plan also seeks to address the following:

1. Missing short section of foot path at west end of Chapel Road on northern side close to Main Street,
2. Extend footpath running south from Main Street to Primarily Residential Site 4,
3. Provision of pedestrian link on the north side of the Carnmore Road adjacent to the GAA pitch connecting the River-walk and school with the town centre.
4. A pedestrian/zebra crossing adjacent to the GAA pitch on the Carnmore Road.

Objectives

ACL-IS-O-1	Improve traffic, pedestrian and cycling accessibility and movement throughout An Clochan Liath to relieve congestion in and around the Main Street and to improve the environment and quality of life for residents of, and visitors to, the town.
ACL-IS-O-2	Seek to resolve traffic access issues in the area of Crucknageragh Road/Quay Road and the Carnmore Road Main Street junction.

Policies

ACL-IS-P-1	Identify and to pursue a traffic management system comprising of the following and as identified on the Land Use Zoning Map (Map 21.1 refers): a) An 'Industrial/H.G.V' traffic route around the north of the town;

	b) A Southern Traffic Management Route to serve the south of the town. Development proposals that would compromise this objective shall not be considered.
ACL-IS-P-2	Provide for improvements to the Main Street Carnmore Road junction and that part of Carnmore Road located immediately to the east of the said junction. Development proposals that would compromise this objective shall not be considered.
ACL-IS-P-3	Seek the provision of suitably-designed active travel and recreational linkages at the locations identified on the land use zoning map for An Clochán Liath (Map 21.1) NB – the routes identified are indicative only and minor variations to these routes may be agreed with the Planning Authority as appropriate. Any future proposals for pedestrian walkways and cycleways shall demonstrate compliance with the Habitats Directive, environmental considerations and all other relevant objectives and policies of this CDP.

21.10 Flooding

Parameters relating to flooding are primarily dealt with under Chapter 8 of the County Development Plan. The flood extents mapping for An Clochán Liath is re-produced below for ease of reference.

The SFRA for the County Donegal Development Plan 2024-2030 identified that certain areas around An Clochán Liath are at risk from flooding. In particular, the predicted flood extents encompass large sections of the River Walk. Also, there is potential for flooding downstream of the N56, both above and below the bridge under Main Street. Fig 21.9 below illustrates the predicted flood extents in the 'High End Future Scenario', which takes into account the potential impacts of climate change.

This Area Plan has been prepared based on the precautionary principle and the sequential approach of Avoid, Substitute, Mitigate, Justify & Proceed, as set out in the Flood Risk Management Guidelines for Planning Authorities. New developments will be required to ensure that surface water management issues can be successfully addressed, they do not exacerbate flood risk elsewhere and utilise Sustainable Urban Drainage Systems in accordance with the Flood Risk management policies of the County Development Plan.

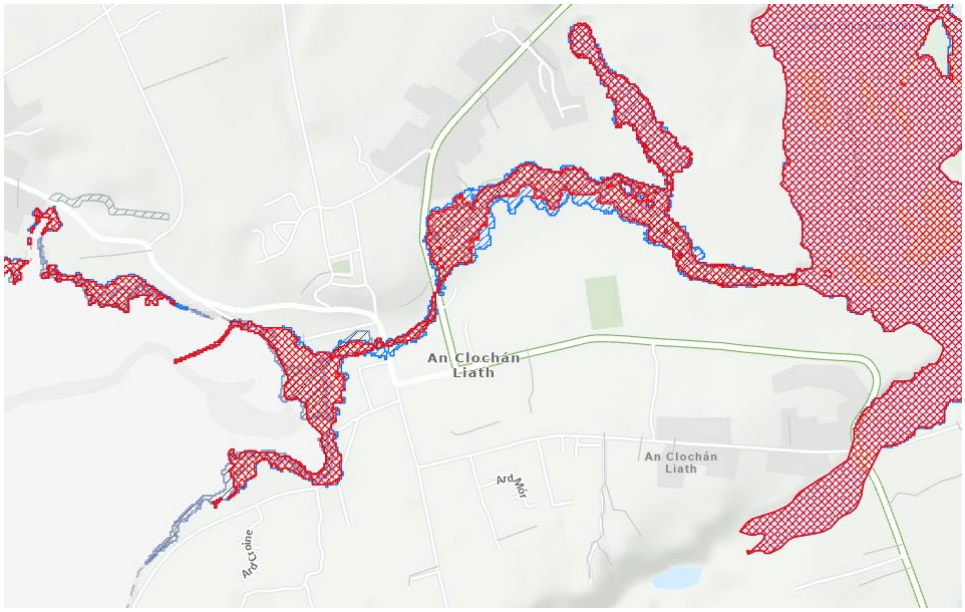


Figure 21.9 Flood Extents at An Clochán Liath; High-End Future Scenario - CDP 2024 - 2030 SFRA

21.11 Economic Development:

Notwithstanding the focus of this Town Area Plan in consolidating and enhancing the primary commercial core of An Clochán Liath as an important commercial, services and tourism centre, the Council also acknowledges the potential benefits of additional appropriate development activity outside of the centre. In this regard, Donegal County Council recognises the contributions to the local economy of existing major employers including Randox Global Healthcare and The Waterfront Hotel and has identified opportunities to build on these successes.

An Clochán Liath (Dungloe) is also an important tourist destination and hub, both as an attraction in itself and as a centre from which the broader Rosses area and beyond can be explored, and this sector has been boosted in recent times by the Wild Atlantic Way (WAW) initiative and the town's position on that identified route. The town has also seen the development of important leisure facilities in recent times, including the waterfront area and the River Walk, that double as attractions for both residents and visitors alike. Notwithstanding these positive developments, there is significant additional potential in and around the town to further expand the portfolio of attractions and facilities of this nature.



This plan zones 11.885 ha of developed economic development land and 6.575 ha of undeveloped economic development land, full details of which, including details of available infrastructure, are given in Table 21.5 appended to this chapter. Map 21.2, also appended to this chapter, identifies the locations of each site code referenced in Table 21.5.

Objectives

ACL-ED-O-1	Complement the key services, tourism and administrative role and function of An Clochán Liath with additional suitably-located additional economic activity in the form of Class 3 (Offices), Class 4 (Light Industrial), research and innovation, and digital technologies.
ACL -ED-O-2	Develop and maximise the tourism and leisure potential of An Clochán Liath as one of the key economic drivers for the town.

Policies

ACL-ED-P-1	Facilitate expansion and improvement of facilities of existing commercial enterprises within An Clochán Liath.
ACL -ED-P-2	Support the principle of a Leisure/Amenity/Tourism type development in An Clochán Liath (Dungloe) subject to compliance with Habitats Directive, environmental considerations and all other relevant objectives and policies of this development plan.

21.12 Community, Recreation, Environment and Heritage

Education

Both the Primary School in An Clochán Liath, Scoil Chróine, and the Secondary School, Pobalscoil na Rosann, have ample grounds in which to expand or to develop new Special Needs Education facilities. Issues of safe access to and from the schools, most particularly between the schools and the town centre, are dealt with under Part 21.7, "Transport & Sustainable Mobility".

Healthcare



Policy ACL-OPP-P-4 and Opportunity Site 4 will provide space for the Otharlann Pobail An Clochán Liath (Community Hospital) to expand in the future should same become necessary. Clinics and Surgeries shall be permissible within the Urban Core (where they would be accessible by public

transport) and within lands zoned for Community Infrastructure. They also will be open to consideration on lands zoned as "Established Development."

Recreation

Currently construction of a new football pitch is nearing completion behind the existing An Clochán Liath Football Grounds. Policy ACL-OPP-P-4 and Opportunity Site 4 will also provide space for additional pitches, sports facilities and possibly a running track and athletics grounds in the future should same become necessary and funding become available. Opportunity site 4 also has the potential to facilitate lake or river-based sports or water activity enterprises such as boating or fishing.

Burtonport to Letterkenny Greenway Project

Donegal County Council, with the support of Transport Infrastructure Ireland, is developing proposals for the Burtonport to Letterkenny Greenway project which is planned to extend to An Clochán Liath. The project aims to provide an attractive trail between the settlements of Letterkenny and Burtonport in County Donegal, mainly to be used for recreational purposes by pedestrians, cyclists and people with impaired mobility. The project is currently at Phase 2 Emerging Preferred Route Corridor. This route would complement the greenway that has already been newly constructed from Na Gleannta (Glenties) to An Clochán Liath and provides a recreational amenity for locals and tourists alike.

The Pier

The Council recognises the value of the pier at An Clochán Liath as a facility for walkers, fishing and water enthusiasts alike and shall only permit developments in its vicinity which would not be to the detriment of these primary functions.

Marina Site

Consistent with the tourism and leisure role and function of An Clochán Liath (Dungloe), the town's position on the route of the Wild Atlantic Way, and the growing water-based tourism and leisure sector, DCC supports the principle of a Leisure/Amenity/Tourism type development in the vicinity of the shorefront area of the town. A possible site for such a development in the vicinity of the town pier is identified on the Land Use Zoning Map. Such a development would complement the leisure uses already developed and remaining to be developed in the shorefront area of the town.

Walkways

The River Walk along Abhainn Clochán Leith has proven to be a great success for the general public and visitors alike and its amenity has been enhanced by "Slí na Draoíchta", public sculpture and the addition of a further forest loop walk generously dedicated by a private landowner. This plan will seek to develop on this success and prohibit inappropriate forms of development within its vicinity. This Town Area Plan will also carry forward an objective for the creation of a pedestrian only walk toward "The Pond" as far as the plan boundary at the Quay Road. This would constitute an extension to the already instituted and much used Shore walk.

Cultural Heritage

Ár dTeanga Nadúrta

An Clochán Liath is the official Irish name of the town and it is by this name that the place is and always has been known by the people of the Gaeltacht. The historical evidence shows that An Clochán Liath is the original name of the place where the town now is and that this name was used by English speakers until the beginning of the 19th century.



An Clochán Liath has a strong Gaeltacht heritage. This is reflected in its designation as a Gaeltacht Service Town under the Gaeltacht Act 2012. The town is also located within a Gaelic Language Planning Area and has two Irish Language Officers under appointment by Údarás na Gaeltachta. Donegal County Council recognises the importance of An Clochán Liath (Dungloe) in providing public services, recreational, social and commercial facilities for the Gaeltacht area. In this regard it is considered that this town area plan can provide a supporting role in achieving this overall strategy by implementing the Irish Language specific policy below. Any new business or signage within the town shall be obligated to give first preference to the Irish language, with English also permitted, but in a manner that is subservient to the Gaelic text of the signage. This policy aligns with the Council's shared commitment to preserving and promoting the Irish language. The Council is committed to promote area-based and localised approaches that further the use of the Irish language.

Ceol Tradisiúnta



It is recognised that County Donegal has its own distinct and unique style of Irish Traditional Music and that this is a cultural asset that has intrinsic heritage value that should be protected and supported. The Council supports the promotion and development of An Clochán Liath as an Irish Language Service Town in relation to tourism and also festival events which take place in the town and notes the recent success with, and further potential of "Fleadh Cheoil Dhún na nGall" which took place in May 2025. It is further noted that An Clochán Liath has an ambition to host the Ulster Fleadh in the coming years. Donegal County Council supports this project which potentially could see in excess of 50,000 people visit the town over a five day event.

Built Heritage

With regard to built heritage, there are no structures on the Record of Protected Structure for An Clochán Liath. There are however, 7 No. structures listed on the National Inventory of Architectural Heritage (NIAH) – see Table 21.10 below. It shall be an objective of the Council to conserve, manage, protect and enhance the integrity and architectural heritage value of said structures in accordance with the policies and guidance set out in Chapter 11 of this Plan.



Photo: Bank Of Ireland, Main Street

Table 21.3 Buildings or Structures in An Clochán Liath Registered on the National Inventory of Architectural Heritage

NIAH Register No.	Description of Structure	Importance Rating
40825011	An Clochán Liath Pier	Regional
40825002	St. Crone's Church of Ireland Church	Regional
40825016	Bank of Ireland, Main Street	Regional
40825014	No.27 Main Street (House)	Regional
40825017	Patrick John sally's Public House	Regional
40825012	Street Water Pump	Regional
40825009	Ionad Teampeall Chróine	Regional

Natural Heritage

In relation to natural heritage, Rutland Island and Sound Special Conservation Area (SAC Code 002283) lies immediately to the west of the Plan area whilst Cloghernagore Bog And Glenveagh National Park (SAC code 002047) and Derryveagh and Glendowan Mountains SPA (SPA code 004039) lie further to the east. There are no parts of any Natura 2000 site nor Natural Heritage Area within the town boundary of An Clochán Liath.

Objectives

ACL-CREH-O-1	Secure finalisation of the route selection for the Burtonport to Letterkenny Greenway with extension into An Clochán Liath, subject to compliance with the Habitats Directive, to thereafter protect the selected route from inappropriate

	forms of development, and to thereafter secure funding for and construct said Greenway.
ACL-CREH-O-2	Ensure that the Gaeltacht town of An Clochán Liath is formally recognised and actively promoted as an Irish Language Service Town and to support and promote the use of the Irish language within the town.
ACL-CREH-O-3	Preserve the intrinsic architectural heritage value of structures within the town area plan boundary that are listed on the National Inventory of Architectural Heritage.

Policies

ACL-CREH-P-1	Protect the amenity value and amenity potential of the River Walk and the Shore Walk and to prohibit any development proposals that would detract from their amenity value or amenity potential, most particularly as relates to development within the 1 in 1,000-year flood plain, but also in relation to the extension of the Shore walk out toward the man made tidal pool known locally as "The Pond".
ACL-CREH-P-2	a) Facilitate and support the development of water-based recreation activity enterprises within freshwater and saltwater environments proximal to or within An Clochán Liath subject to appropriate environmental protection and principles of proper planning and development being adhered to, and, b) Prohibit any developments within the vicinity of the Pier, the Shorefront and along An Clochán Liath River and Loch An Clochán Liath lakeshore that would be to the detriment and/or reduction of the recreational potential of these amenities.

21.13 Opportunity Sites:

A total of four "Opportunity Sites" have been identified in this Town Area Plan. Two are located within the defined Urban Core due to their potential to contribute to the economic and social development of An Clochan Liath and/or due to their particular strengths, characteristics or suitability for specific development types. A further two sites have been selected outside the defined Urban Core of the town. It is envisaged that Opportunity Site 2 will be suitable for riverside amenity, some retail and hospitality. Opportunity Site 4 will provide for mostly public open space, social and community sports, and recreation, but also will provide for any future expansion of an Otharlann Pobail an Chlocháin Léith (the Community Hospital).

The appropriate development of the two 'Opportunity Sites' within the defined town centre is critical to the 'An Clochán Liath Town Centre Regeneration Strategy & Action Plan".

A description of each 'Opportunity Site' follows and the descriptions inform the subsequent individual policies for each site which are set out below each.

Opportunity Site 1



This is a small wedge-shaped site of 0.45Ha located in the key waterfront area of the town directly west of, and adjoining, the retail core area. Within this waterfront area, the site is adjacent to the parking area and public amenity areas. The site is relatively flat and is currently vacant but fenced. The site would be suitable for commercial, tourism, community, civic or amenity uses with a design that maximises the waterfront location. Residential developments are not appropriate at this location.



ACL-OPP-P-1	Consider proposals for commercial, tourism, community, civic or amenity uses on Opportunity Site 1. Only "less vulnerable" developments and/or "water compatible" developments shall be permissible within the Flood Zones and a site specific flood risk assessment is required for "less vulnerable" development where it is proposed within the flood zones. Proposals shall be sympathetic to the shorefront setting. Any structures proposed shall be located towards the eastern periphery of the Opportunity Site area. Proposals for residential development shall not be favourably considered.

Opportunity Site 2



North of the River, this is a moderately sized site of 0.62ha, directly north of An Clochán Liath River outside but adjoining the retail core area. The site is bound along the northern side by a narrow road which provides access from the Town centre to An Clochán Liath Pier. A large part of the site falls

within Flood Zone A as identified in Stage 2 Strategic Flood Risk Assessment Report. As such the Justification Test was applied as part of this Report as per the Planning System and Flood Risk Management-Guidelines for Planning Authorities (2009). It is considered that the site provides some retail or cafe style riverside potential but must provide pedestrian accessibility along the riverside linking the amenity waterfront areas to the west. Any development proposals should provide pedestrian accessibility to the 'Riverwalk' walkway located to the north east of this site and along the river to the waterfront amenity areas to the west. Any proposal shall include proposals to widen the access road towards the north east of the subject site. Any proposals for development must be accompanied by a site-specific flood risk assessment, prepared in accordance with the guidelines set out in 'The Planning System and Flood risk Management Guidelines for Planning Authorities', (2009).



ACL-OPP-P-2	Consider proposals for retail/commercial development on **Opportunity Site 2** where it can be demonstrated that the massing, footprint and height of the proposal, and the nature of the proposed uses(s), are compatible with the adjoining properties. Proposals shall provide for widening of the adjacent road and improvements to the Main Street junction. Proposals shall be required to demonstrate that they shall not give rise to any flood risk by means of a site-specific Flood Risk Assessment. Proposals for residential development will not be acceptable. The finished floor levels of buildings shall be raised above predicted flood levels.

Opportunity Site 3



This site is located to the rear of the Waterfront Hotel and on the east side of Pole Road with residential houses adjoining to the north. The site is modest in size at 1.40Ha. The site presents an opportunity for the hotel to expand and/or provide additional tourism related and hotel development.



ACL-OPP-P-3	Consider proposals for commercial, tourism or other hotel compatible developments on **Opportunity Site 3.**

Opportunity Site 4



Photo shows new football field under construction from the other side of the An Clochán Leith River

A site of approximately 10.5 hectares has been identified in the north-eastern part of the town between the River Walk and the built-up areas adjacent to Carnmore Road (including the GAA complex and the Supervalu unit) and the N56 (including the Community Hospital). Whilst the identification of this site is long term in nature, and whilst there would be significant constraints to development to be overcome, Donegal County Council nevertheless considers the site to have significant potential because of its size, proximity to the town centre, and proximity to the River Walk amenity (although any development would have to have full regard to the setting and sensitivities of the Walk and adjacent River). In relation to permitted uses on this site, the Planning Authority envisages predominantly community and leisure-related uses, including those that are associated or compatible with the adjacent Hospital and GAA uses. The Council is also amenable to consider the provision of a retirement home in proximity to the Community Hospital. Alternative, compatible uses may also be considered where such uses would be clearly ancillary to the aforementioned primary uses. As acknowledged above, there are a number of constraints to development. These include: difficulty in achieving vehicular and pedestrian access/egress on the western flank of the site; the requirement for a foul sewer pump, although the site is otherwise readily serviceable; the identification of a part of the northern fringes of the site as falling within the An Clochán Liath Fluvial Flood Extents mapping flood zone.



ACL-OPP-P-4	Consider proposals for community and leisure-related uses, including those that are associated or compatible with the adjacent Hospital and GAA use, including retirement homes or independent residential living for the elderly and/or other compatible uses where such uses would be clearly ancillary to the aforementioned primary uses as community and recreational lands (such as car parking) where it can be demonstrated that: a) Infrastructural deficits can be overcome by developer lead initiatives, b) The proposed development and its use would not be detrimental to the amenity of the River Walk, c) It has been demonstrated that any such use or development would be compatible with a satisfactory conceptual masterplan for the overall opportunity site. The proposed masterplan for this site shall include a transport assessment to identify how the site should be served, in particular by sustainable modes, and how it could be connected to the wider transport networks of the town. d) It has been demonstrated that appropriate design interventions within the proposed development design would give rise to net-biodiversity gain, e) The new development (including changes of use) would not give rise to any deterioration of water quality. f) The design of the development would lead to its successful integration into the receiving environment.

Appendix: An Clochán Liath Area Plan Summary Infrastructural Assessment Matrices

Table 21.4: Residential Development Zonings Summary Infrastructural Assessment Matrix
The table below contains a summary assessment of the suitability of zoned sites for residential development having regard to the provisions of the National Government's 'National Planning Framework' (Section 10.2 'Co-ordinating Land Use Zoning, Infrastructure and Services') and 'Development Plan Guidelines' (Section 4.5.2 and Appendix A).

Zoning Reference	Site Area(ha)*	Housing Yield (Units)	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water Supply	Written Analysis Regarding Tier 1 & Tier 2.	Within CSO Boundary
NR1.1	1.284	26	Y	Y	Y	Y	Y[1]	Y	Services available. Tier 1. Needs LoS Improvement for Water Supply	✓
NR1.2	1.296	26	Y	N	Y	Y	Y[1]	Y	Services available. Tier 1. Needs LoS improvements to foul sewer and water supply	✓
NR1.3	1.780	36	Y	N	Y	Y	Y[1]	Y	Services available. Tier 1. Needs LoS improvements to foul sewer and water supply	✓
NR1.4	1.228	25	Y	Y	Y	Y	Y[1]	Y	Services available. Tier 1. Needs LoS improvements to foul sewer and water supply. Small footpath extension required	✓
NR1.5	1.7	34	Y	y	Y	Y	Y[2]	Y	All Services available. Tier 1.	Part
NR1.6	1.051	21	Y	Y	Y	N	Y[1]	Y	Services available. Tier 1. Needs LoS improvements to foul sewer and water supply. SW sewer needed across 3rd party land	x
NR1.7	1.83	37	Y	Y	Y	Y	Y[1]	Y		
NR1.8	2.25	45	Y	Y	Y	Y	Y[1]	Y		
NR1.9	1.37	27.4	Y	N	Y	N	N	Y[1]	Extensions to connect to foul sewerage infrastructure required (may require third party consents). Upsizing of sewer and localized network reinforcement may be required. A 180 metre footpath extension to connect with the existing public footpath network at the road junction south of the site shall have to be	✓

									constructed at any Developer's expense. The results of a ground investigation survey shall need to be submitted by any prospective developer at lodging of planning application for planning permission stage.	
NR2.1	1.715	34	Y	Y	Y	N	Y[1]	Y	Services available. Tier 1. Needs LoS improvements to foul sewer and water supply. SW sewer needed across 3rd party land	x
NR2.2	0.417	8	Y	Y*	Y	Y	N[2]	Y	Upgrading of watermain and extension lead to foul sewer required. All other services available. Tier 2	x

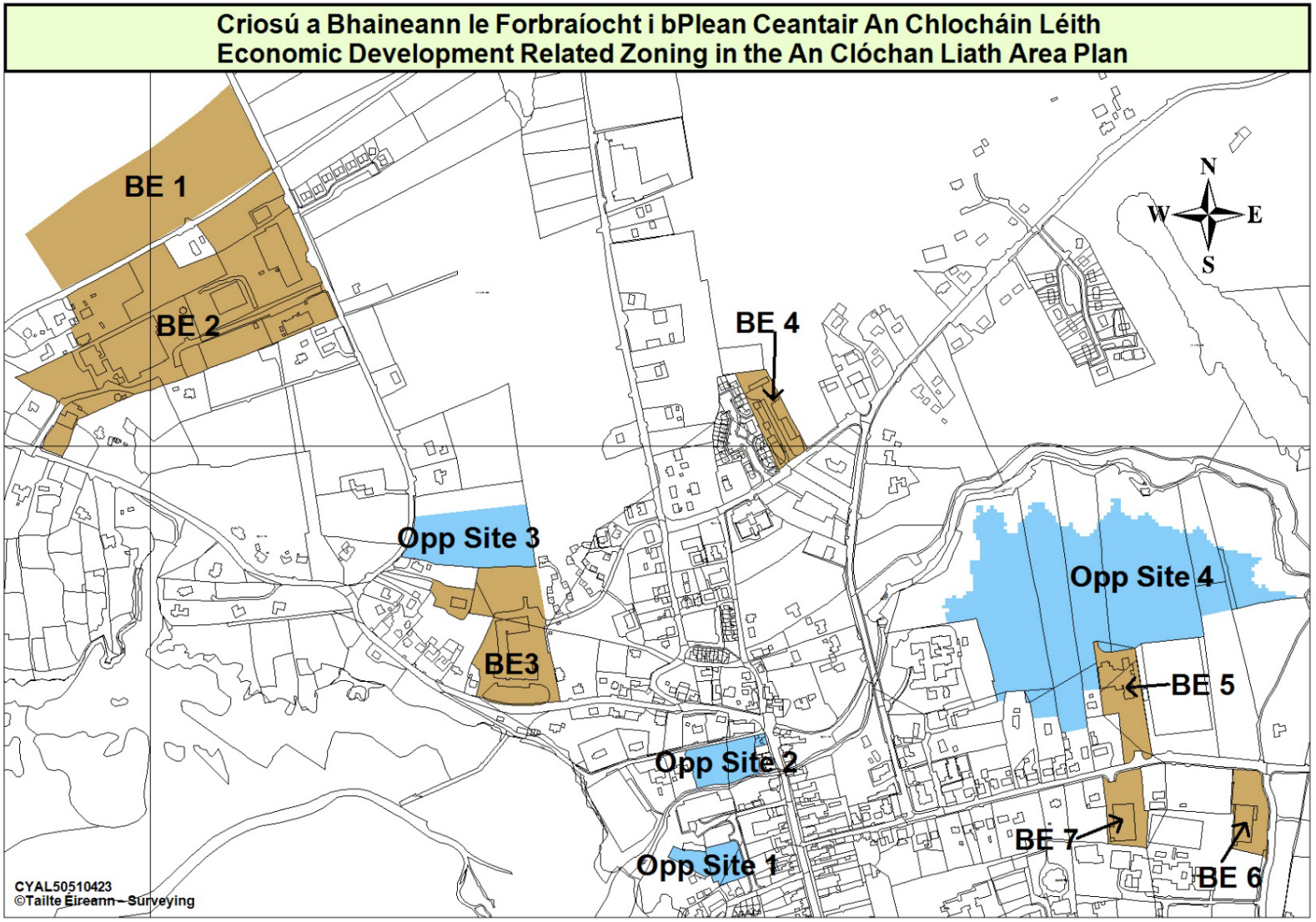
Notes:
Capacity constraints exist, and connection applications will be assessed on an individual basis, considering their specific load requirements.

Footnotes:
* This infrastructural analysis includes New Residential Phase 2 which sites have not been identified for immediate residential development as other more optimal sites (in terms of key planning criteria) were selected to deliver the Core Strategy housing target.
1. Extensions required to connect to wastewater network.
2. Further assessment will be needed as there is missing GIS data in these areas.

Table 21.5: Economic Development Zonings Summary Infrastructural Assessment Matrix
The table below contains a summary assessment of the suitability of zoned lands for economic development.

Economic Development Land at An Clochán Liath			**Infrastructural Assessment**				
Site Code	**Developed (ha)**	**Undeveloped (ha)**	**Wastewater**	**Water Supply**	**Roads**	**Footpaths**	**Lighting**
BE1		4.203	X	✓	✓	X	X
BE2	6.794		X	✓	✓	✓	✓
BE3	2.211		✓	✓	✓	✓	✓
BE4	0.660		✓	✓	✓	✓	✓
BE5	0.822		X	✓	✓	✓	✓
BE6	0.596		X	✓	✓	✓	✓
BE7	0.594		X	✓	✓	✓	✓
OPP Site 1		0.421	✓	✓	✓	✓	✓
OPP Site 2	0.028	0.555	✓	✓	✓	✓	X
OPP Site 3		1.396	X	✓	✓	✓	✓
TOTAL	**11.885**	**6.575**					

Map 21.2: Location of Economic Development Zonings Referenced Above



Chapter 22 - Béal Átha Seanaidh/Ballyshannon Area Plan



22.1 Introduction

Béal Átha Seanaidh/Ballyshannon is one of Ireland oldest towns, and boasts a historic and attractive urban centre, a compact urban form, and a scenic riverside/coastal setting. Having a population of 2246 (Census 2022) the town occupies a strategic location on the N15/Atlantic Economic Corridor and the River Erne Estuary at the southern gateway to the county. Béal Átha Seanaidh/Ballyshannon's important role in providing a range of retail, health, and education services for its hinterland is recognised in the town's designation as a service town within the County Development Plan 2024-2030.

Béal Átha Seanaidh/Ballyshannon's long and varied history includes Neolithic and Bronze age settlement, the grave of Áed Ruad High king of Ireland, Viking incursions, and a medieval church/cemetery. A castle was built by Niall Garbh O Domhnaill in 1423 and the town was incorporated as a Borough by James I in 1613. The 1700s saw brewing, tanning, tobacco, and saw milling industries established, the construction of the Mall and College Street, and the flourishing port enabled trade with Europe. The town was also home to the 19th century poet and diarist William Allingham. The Cathleen's Fall Hydro Electric Power station was completed in 1955 yet resulted in the loss of the picturesque Assaroe's Falls. This rich history is evident in the town's exceptional built and archaeological heritage with a strong urban structure and streetscape, numerous buildings on the Record of Protected Structures and National Inventory of Architectural Heritage, National Monuments, and its designation as a Historic Town, a Heritage Town (by DCC) and as an Archaeological complex.

Béal Átha Seanaidh/Ballyshannon serves as a key service town for south Donegal with a strong and varied retail (e.g. Slevins Department Store, clothing, electronics), tourism and cultural event (e.g. the Rory Gallagher Festival) offering numerous hospitality services (e.g. cafes, bars), as well as health facilities (e.g. Primary Care Centre and Community Hospital), education (e.g. Colaiste Cholmcille), sporting facilities (e.g. Ballyshannon Leisure Centre) and public services (e.g. Court House and Garda Station).

However, the town has a more limited larger scale convenience retail offering (i.e. larger supermarkets). The availability of lands at accessible locations in proximity to the N15 Atlantic Economic Corridor and the Ballyshannon business park provide significant economic development opportunities. Whilst the Workhouse site provides significant future potential for tourism/heritage related enterprises.

Collectively Béal Átha Seanaidh/Ballyshannon's rich built heritage, strong urban structure and riverside/coastal setting provides rich regeneration opportunities in terms of placemaking, public realm improvements, new active travel and recreational links, marine leisure facilities, tourism development, and town centre living which are key to creating a vibrant and liveable town for both residents and visitors alike. In addition the Béal Átha Seanaidh/Ballyshannon to Bundoran active travel project will provide a quality recreational and tourism asset.

Notwithstanding these unique strengths several planning challenges are apparent. Béal Átha Seanaidh/Ballyshannon's population has declined continuously since the 1990's contrasting with an increase in Donegal's population (from 129,664 to 167,084) over the same period and in the surrounding rural Electoral Divisions (from 3139 to 3306) over the period 2011-2022. The town suffers from very significant levels of vacancy (73 buildings[53]) and also dereliction (6 buildings[3]) including throughout the town centre, along College and Erne Street, along the Mall, and south of the River along the East Port and West Port Road, which detract from its physical appearance and hinder its tourism potential. Finally, there has been very limited supply of new residential properties over the last decade to cater for housing need and population growth.

22.2 Key Planning Issues

A number of key Planning issues and opportunities are apparent which this Area Plan can help to positively address, namely the need to:

- Capitalise on Béal Átha Seanaidh/Ballyshannon's rich regeneration opportunities including enhancing existing/creating new urban civic spaces, providing riverside active travel/recreational links, facilitating new marine leisure opportunities, improving streetscape, and utilising brownfield lands to provide new town centre living opportunities.
- Physically and socially regenerate, and address vacancy and dereliction within the town centre through regeneration measures and financial supports.
- Protect and enhance Béal Átha Seanaidh/Ballyshannon's rich architectural heritage including promoting, supporting and facilitating the sensitive reuse and redevelopment of properties on the RPS and NIAH.
- Safeguard and enhance the visual, environmental, and recreational amenities Béal Átha Seanaidh/Ballyshannon's unique riverside and coastal setting in consultation with key stakeholders.
- Retain and consolidate Béal Átha Seanaidh/Ballyshannon's generally compact urban form including focusing on brownfield and infill development and preserving access to underutilised backlands, to ensure an efficient urban structure to encourage sustainable mobility and future infrastructural provision.
- Provide an adequate supply and mix of quality housing units to meet a range of housing needs at accessible and serviced locations and facilitate a growing population.
- Improve active travel/public transport infrastructure throughout Béal Átha Seanaidh/Ballyshannon including providing new/enhanced pedestrian crossings, extending footpaths, delivering new active travel links, delivering the Bundoran to Béal Átha Seanaidh/Ballyshannon Active Travel Project and a high-quality bus station.
- Enhance vehicular mobility including exploring the provision of revised traffic management arrangements at certain locations to improve traffic flow (whilst also providing additional parking and pedestrian facilities), and providing transport links through new developments lands.
- Ensure sufficient land supply for new commercial development opportunities at accessible, serviced, and/or visible locations.

22.3 Vision

To sustainably develop Béal Átha Seanaidh/Ballyshannon as a vibrant and historic service town, with a revitalised and attractive town centre, safeguarded and sensitively

[53] Geodirectory July 2023

developed built heritage and environmental assets, a growing population, an ample and quality housing supply, a highly walkable environment, quality recreational/tourism amenities, and new commercial/enterprise opportunities.

22.4 Zoning Matrix

As indicated in Section 17.3 development proposals in Béal Átha Seanaidh/Ballyshannon will be considered in the context of the Zoning Objectives detailed in Table 17.1, the Béal Átha Seanaidh/Ballyshannon specific zoning matrix below, the policy framework in this plan and the policy framework in the wider CDP. The Béal Átha Seanaidh/Ballyshannon Zoning Matrix below illustrates a range of land uses/development types together with an indication of their broad acceptability in each of the land use zones. The acceptability of uses within designated Opportunity Sites is also set out in site specific policies contained in this Area Plan.

Y= Acceptable in Principle; O=Open for consideration; N= Not acceptable

Land Use	Urban Core	New Residential (Phase 1)	New Residential (Phase 2)	Established Development	Established Dev. 2	Opportunity Site	Business/Enterprise	Community Infrastructure	Open Space and Recreation	Local Environment 1	Local Environment 2	Transport and Utilities Infrastructure	Tourism
Amusement Arcade/Casinos	O[1]	N	N	N	N	N	N	N	N	N	N	N	N
Agricultural Buildings	N	N	O[2]	O	O[19]	N	N	N	N	Y	O[20]	N	N
Car Park (Standalone)	O[3]	N	N	O	O[19]	N	N	N	O[4]	N	O[20]	N	O
Betting Office	O[5]	N	N	N	N	N	N	N	N	N	N	N	N
Café	Y	N	N	O	O[19]	O[21]	N	N	N	N	O[20]	N	O
Caravan Parks	N	N	N	O	O[19]	N	N	N	N	N	O[20]	N	O
Cemetery	N	N	N	O	O[19]	N	N	O	N	O	O[20]	N	N
Cinema	Y	N	N	O	O[19]	N	N	N	N	N	O[20]	N	N
Community/Recreational/ Sports	O	O[23]	O[23]	O	O[19]	O[21]	N	Y	O[6]	N	O[20]	N	O
Creche/Playschool	Y	O	O	O	O[19]	O[21]	N	Y	N	N	O[20]	N	N
Cultural Uses/Library	Y	N	N	O	O[19]	O[7]	N	O	N	N	O[20]	N	O
Dancehall/Disco	Y[8]	N	N	O[8]	O[19]	N	N	N	N	N	O[20]	N	N
Data Centre	N	N	N	O	O[19]	O[21]	Y	N	N	N	O[20]	N	N
Utility Scale Electricity Generation	N	N	N	N	N	N	N	N	N	O	O[20]	Y	N
Funeral Home	Y	N	N	O	O[19]	O[21]	N	O	N	N	O[20]	N	N
Garage/Car Repair	O[9]	N	N	O[9]	O[19]	O[21]	Y	N	N	N	O[20]	N	N
Guesthouse/Hotel/Hos	Y	N	N	O	O[19]	O[21]	N	N	N	O[10]	O[20]	N	O
Hot Food Takeaway	O[11]	N	N	N	O[19]	N	N	N	N	N	O[20]	N	N
Industry (light)	Y	N	N	O	O[19]	O[21]	Y	N	N	N	O[20]	N	N
Industry (General)	N	N	N	O	O[19]	O[21]	Y	N	N	N	O[20]	N	N
Medical/Consultancy/H	Y	N	N	O	O[19]	O[21]	N	Y	N	N	O[20]	N	N
Motor Sales	N	N	N	O	O[19]	N	O	N	N	N	O[20]	N	N
Nursing Home	Y	N	N	O	O[19]	O	N	Y	N	N	O[20]	N	N
Offices	Y	N	N	O[12]	O[19]	O[12]	O	N	N	N	O[20]	N	N

Land Use	Urban Core	New Residential (Phase 1)	New Residential (Phase 2)	Established Development	Established Dev. 2	Opportunity Site	Business/Enterprise	Community Infrastructure	Open Space and Recreation	Local Environment 1	Local Environment 2	Transport and Utilities Infrastructure	Tourism
Park/Playground	Y	O	O	O	O[19]	O[13]	N	Y	Y	O	O[20]	N	O
Petrol Station	O	N	N	O	O[19]	O[21]	N	N	N	N	O[20]	N	N
Place of Worship	Y	N	N	O	O[19]	O[21]	N	Y	O	N	O[20]	N	N
Playing Fields	N	O	O	O	O[19]	N	N	Y	Y	N	O[20]	N	O
Pub	Y	N	N	O	O[19]	N	N	N	N	N	O[20]	N	N
Restaurant	Y	N	N	O	O[19]	O[21]	N	N	N	N	O[20]	N	N
Residential	Y	Y	O[22]	O	O[19]	O[21]	N	N	N	O[14]	O[20]	N	N
Retail	Y	N	N	O[15]	O[19]	O[16]	N	N	N	O[17]	O[20]	N	N
School/Education	Y	N	N	O	O[19]	O[21]	N	Y	N	N	O[20]	N	N
Utility Scale Solar Energy Generation (other than exempted dev. or microgeneration)	N	N	N	N	N	N	N	N	N	O[18]	O[20]	O	N
Tourist Related	Y	N	N	O	O[19]	O[21]	N	N	N	N	O[20]	N	Y
Warehouse/Store/Dep	O	N	N	O	O[19]	O[21]	Y	N	N	N	O[20]	N	N
Water/Wastewater	O	O	O	O	O[19]	O	O	O	O	O	O[20]	O	O

Footnotes related to land-use zoning matrix

1. Amusement arcades/casinos shall be considered within lands zoned as Urban Core in accordance with Policy TC-G-P-4.
2. Agricultural buildings proposals within lands zoned as New Residential (Phase 2) must be designed and located so as not to compromise the future residential development potential of said lands.
3. Standalone car parks will only be considered within lands zoned urban core where they are not contrary to Urban Regeneration and Town Centre objectives of the Area Plan
4. Standalone car parks will only be considered in areas zone Open Space and Recreation where they would serve as ancillary infrastructure for recreational amenity and where they comply with the Flood Risk Management policies of the Development Plan.
5. Betting offices will be open to consideration on lands zoned Urban Core in accordance with Policy TC-G-P-4.
6. Community/Recreational/Sports proposals shall comply with the flood risk management policies of the Development Plan.
7. Cultural Uses may be considered on Opportunity Site 4, 5, and 6.
8. Dancehalls/discos will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
9. Garages/car repair will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
10. Guest houses of a limited scale may be considered on existing developed sites within lands zoned Local Environment 1 provided they are compatible with the Local Environment 1 zoning objective.
11. Hot food take aways will be open to consideration on lands zoned Urban Core in accordance with Policy TC-G-P-4.
12. Professional services which provide services principally to visiting members of the public will be directed to the defined urban core in accordance with Policy GEN-ED-P-1
13. Parks/Playgrounds ancillary to community or recreational developments may be considered on Opportunity Sites 3,4, 5 and 6.
14. Only single dwelling residential proposals will be considered on lands zoned Local Environment 1 in accordance with GEN-H-P-2
15. Retail development proposals in areas zoned Established Development 1 shall be assessed in accordance with the related zoning objective and the retail policies in this Development Plan.

16. Retail development proposals on Opportunity Sites shall be assessed in accordance with the site-specific Opportunity Site Policies and the retail policies in this Development Plan.
17. Retail development proposals on lands zoned as Local Environment 1 shall only be considered where they comprise proposals for a farm shop selling goods that are produced on the subject landholding. Other types of retail shall not be permitted at these locations. .
18. Utility scale Solar energy generation proposals on lands zoned Local Environment 1 will be assessed in accordance with Policy E-P-7 of the development plan.
19. Only proposals for minor developments such as small extensions to houses and most changes of use to existing buildings and/or extensions and additions to existing commercial and industrial enterprises shall be considered within land use zoning 'Established Development 2' in accordance with Policy Gen-F-P1.
20. Only proposals for minor agricultural, residential and commercial developments such as small extensions to existing buildings or water compatible developments will be considered in 'Local Environment 2' in accordance with Policy Gen-F-P-2.
21. See site specific Opportunity Site Policies.
22. Residential development will be Open to Consideration on New Residential Phase 2 in accordance with the General Housing Policies detailed in Chapter 17.
23. Creche/Playschools/Childcare facilities will be Open to Consideration on New Residential Phase 1 and Phase 2 site where they are a requirement for, and an integral part of large-scale residential proposals in accordance with relevant Childcare Planning Guidelines.
24. Only developments related to Hydro Electric Power related Utility Scale Electricity Generation and associated electricity transmission and distribution infrastructure, shall be considered within the HEFS Flood Zone A and B within the Transport and Utilities Infrastructure Zoning and any development proposals shall be accompanied by a Site Specific Flood Risk Assessment.

22.5 Housing

Providing a sufficient supply and mix of quality housing units at serviced and accessible locations to meet a range of housing needs is essential for the sustainable growth of Béal Átha Seanaidh/Ballyshannon and ensure the creation of a liveable settlement with a high quality of life.

Béal Átha Seanaidh/Ballyshannon currently has a significant quantum of suburban type residential development in close proximity to the town centre including the Cluain Barron, Erne Dale Heights, Lawn Close and Highfields, Assaroe view, and Salmer Drive. In addition, there a significant number of residential properties located within the town centre, for example on College, Street, Erne Street and Chapel Street, Upper Main Street and Bishop Street and the Rock and the Port Roads. In addition, there is significant scope for additional residential development in the town centre both through the refurbishment of vacant town centre properties and on brownfield/infill sites such as the Old Millstone Hotel site on upper Main Street and the Ballyshannon Bakery Site. In addition, a multiple residential development of 47 units the off the R267 Bundoran Road at Portnason is under construction and a further 34 units off the off the R231 at Coolcholly to the north of the town were permitted in 2023 but have not yet commenced.

Nevertheless, several housing related issues are apparent in Béal Átha Seanaidh/Ballyshannon namely:

- There has been very limited quantum of new residential completions within Béal Átha Seanaidh/Ballyshannon within the last decade (see graph below) and the vast majority of the lands zoned for residential development within the town remain undeveloped.

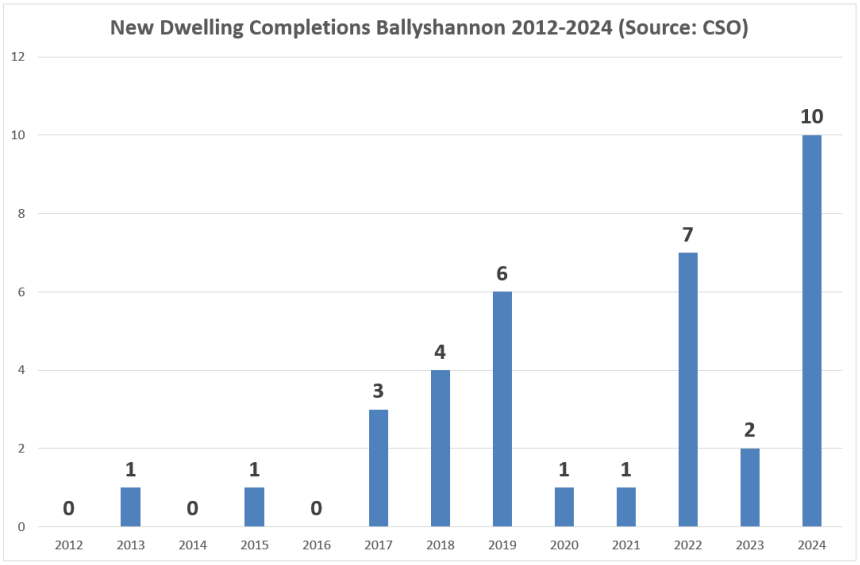


Figure 22.1 New Dwelling Completions Ballyshannon 20212-2024 (Source: CSO)

- There are a very significant number of vacant and derelict residential properties within the urban core of the town.

The CDP 2024 set outs a housing allocation/growth target of **172 units** for Béal Átha Seanaidh/Ballyshannon. Furthermore, it is noted that the town has a **significant social Housing Need** of **98 units.**

The above context creates both challenges and opportunities for the future provision of housing in Béal Átha Seanaidh/Ballyshannon including:

- The provision of an adequate supply and mix of quality new housing lands to fulfil the core strategy requirements and provide for a range of private, social, affordable and age friendly housing needs.
- The refurbishment and reutilisation of vacant and derelict urban core properties and urban brownfield sites to encourage town centre living and create a more vibrant physically attractive town centre.
- Ensuring the new housing in Béal Átha Seanaidh/Ballyshannon is provided in a compact/sequential manner at serviced, accessible, and socially inclusive locations in order to provide for a more consolidated efficient urban form, encourage sustainable mobility, and ensure easy access to key services.

The overall methodology to identifying new housing lands for the new plan involved:

1) Identifying/estimating the **potential housing yield (30)** which may arise from:
   a. New development within the **Urban Core and Established Development areas** (excluding any overlap with uncompleted extant permissions) (5 Units).
   b. Refurbishment of **vacant and derelict** properties/sites within the Plan Area. (25 units).
2) **Assessing and ranking a range of potential housing sites** across a range of planning criteria including compact growth, serviceability, active travel, and other constraints (e.g. environmental assets, flooding, compatibility with adjoining uses etc).
3) Discounting any potential sites which were deemed more suitable for other essential uses (e.g. commercial, community etc).
4) Selecting the most optimal sites to fulfil both the **remaining core strategy housing allocation (142**) based on a **density of 25 units per ha** with an **additional provision of zoned lands of 25%** over and above said allocation (to avoid restricting supply if certain lands are not brought forward for development) as per Section of 4.4.3 of the Development Plan Guidelines (DoHLGH 2022). This result in an **overall housing land requirement of 7.1ha** (142unit/25ha=**5.68***1.25)

5) Otherwise **retaining all pre-existing serviceable and developable residential zonings on a phased basis** as per Section of 4.4.1 of the Development Plan Guidelines (DoHLGH 2022). In this regard some of the highest ranked existing residential zonings were selected as New Residential Phase 1 whilst lower ranked sites were selected as New Residential Phase 2.

For clarity, the potential yield from extant planning permissions were not factored into the above methodology as it was considered that said permissions essentially address existing unmet demand during the last plan period rather than the future growth ambition set out in the Core Strategy.

This methodology resulted in the identification of the New Residential Phase 1 and New Residential Phase 2 sites identified in the Béal Átha Seanaidh/Ballyshannon Land Use Zoning Map. It provides for a significant quantum of residential zonings at compact, accessible, and serviced locations (including at infill and backland locations), to both achieve Core Strategy housing target and provides for sustainable residential development.

Table 22.1 Residential Zonings, Associated Site Area and Potential Indicative Housing Yield

Site Ref:	Zoning Ref:	Site Zoning Type	Weighted Site Area (ha)	Site Area Weighting	Potential Housing Yield
New Residential Phase 1 Zonings					
13	NR 1.1	New Residential Phase 1	1.11	1	28
1	NR 1.2	New Residential Phase 1	5.33	1	133
12	NR 1.3	New Residential Phase 1	1.58	1	39
2	NR 1.4	New Residential Phase 1	2.36	1	59
19	NR 1.5	New Residential Phase 1	2.52	1	63
	NR 1.6	New Residential Phase 1	4.16	1	104
Subtotal			**17.06**		**426**
Opportunity Sites Facilitating Residential Development					
25	Opp Site 4	Opportunity Site	0.49	0.5	12
Subtotal			**0.49**		**12**
Total Potential Housing Yield from Residential Related Phase 1 Zonings			**17.55**		**438**

Note: The total area of Residential Phase 1 zoned lands meets, and is in excess of, the Revised NPF Implementation Housing Growth Requirements Targets, 2025 (including the Additional Provision of up to 50% set out in Policy and Objective 2 of same).

In addition to the identification of housing lands as outlined above, Chapter 6 of this Development Plan outlines a range of policies to ensure high quality new multiple residential developments. Furthermore, this Area Plan sets out a range of site-specific policies to inter alia protect local environmental amenities and ensure high levels of permeability and connectivity for such residential developments. Key access points into residential sites are also identified on the Land Use Zoning Map and are protected by Policy BSN-H-P-6 below. Finally, Policy GEN-H-2 of this Development Plan facilitates single dwellings on family lands within areas zoned Local Environment 1 in this Area Plan.

Objective

BSN-H-O-1	Provide an adequate supply and mix of quality housing units at serviced and accessible locations to meet a range of housing needs

Policies

BSN-H-P-1	Ensure that development proposals on site **NR 1.1** (North of Bishops Street) shall provide for a safe, coherent, direct, attractive, and comfortable and direct, active travel linkage from Bishops Streets to site NR 1.3 to the northeast as shown on the land use zoning map.
BSN-H-P-2	Ensure that development proposals on site **NR 1.2** (North of Batchelors Walk/R267) shall: • Provide for the vehicular access from the R267/Batchelors Walk detailed on the land use zoning map (unless it is demonstrated that it is not feasible to so do so). • Provide for safe, coherent, direct, attractive, and comfortable active travel linkages to the R267/Batchelors Walk to the south, the Woodlands Estate to the west and the lands to the southwest as indicated on the land use zoning map. • Retain and integrate any existing mature trees/field boundaries within the development layout in so far as possible. • Accord with the Flood Risk Management Policies of this Development Plan, preclude any highly or less vulnerable development within the HEFS Flood Zone B in the north western corner of the site, provides a Site Specific Flood Risk Assessment (SSFRA), which demonstrates that surface water management issues can be successfully addressed, there is no unacceptable residual flood risk to the development and the development will not exacerbate flood risk elsewhere, and otherwise provides for all necessary associated remedial surface water management proposals both on the site and adjoining lands.
BSN-H-P-3	Ensure that development proposals on site **NR 1.3** (Rear of the Filling station on Batchelors Walk/R267) shall: • Provide for safe, coherent, direct, attractive, and comfortable active travel linkages from the R267/Batchelors Walk, to the Woodlands Estate to the north, site NR 1.1 to the southwest and Site NR 1.2 to the northeast shown on the land use zoning map. • Retain and integrate any field boundaries within the development layout in so far as possible.
BSN-H-P-4	Ensure that development proposals on site **NR 1.5** (North of Béal Átha Seanaidh/Ballyshannon Business park) provide for a safe, coherent, direct, attractive, and comfortable active travel linkage from the R267 to the developer led Multi Modal Southern Relief Road for the extent of the proposed development site as indicated on the land use zoning map.
BSN-H-P-5	Ensure that future development proposals on sites **NR 1.5, NR 2.3, NR 2.4, NR 2.7, NR 2.8 and NR 2.9** provide for the construction of, and access onto, a developer led Multi Modal Southern Relief Road including (active travel infrastructure) between the Béal Átha Seanaidh/Ballyshannon Business Park and either the N-3-11/N-3-10/L-7964-1 roundabout or the Mart Link road (L-7964-1)

the for the full east to west extent of the specific development site, in accordance with the following requirements:

- A safe, pedestrian and cycling friendly design in accordance with the Design Manual for Urban Roads and Streets and the NTA's National Cycle Manual which has been prepared in consultation with the Council's Road Design Section.
- The provision of access to developments only at fixed points along the route (to protect the carrying capacity of the road).
- Any development proposals providing for direct or indirect access onto the N-3-11/N-3-10/L-7964-1 roundabout shall submit the necessary project level assessments (e.g. Traffic Impact Assessments, Road Safety Audits and Design Reports) to demonstrate that there shall be no adverse effects on the safety, functionality, and carrying capacity of said junction arising from the proposal.

Note: there may be scope to amend the cross section or elements of the cross section to be delivered by developers when planning applications are received in agreement with DCC Roads Area and Roads Design teams.

22.6 Town Centre and Regeneration



Béal Átha Seanaidh/Ballyshannon boasts a unique, historic, attractive, and diverse town centre with a compact form and a strong streetscape of Georgian/traditional character. The town centre displays a wide variety of uses including residential, retail, hospitality/tourism, and financial services which creates a sense of vibrancy and vitality. Iconic buildings such as the Clock Tower and Condon House, the many Georgian buildings, traditional shop fronts, and the narrow streets and plot widths all combine to create a town centre with a unique and historic sense of place which is undoubtedly one of Béal Átha Seanaidh/Ballyshannon's most invaluable assets. Managed and harnessed sensitively and effectively this asset has the potential to attract a significant number of visitors and shoppers, generate new investment, provide new urban living opportunities, and enhance the quality of life for Béal Átha Seanaidh/Ballyshannon's residents. The importance of, and the policy framework to safeguard, this rich built heritage is detailed in both Chapter 11 of the Development Plan and Section 22.12 of this Area Plan. These policies are based on a heritage-led approach being taken throughout the town in which the priority should be given to the conservation, repair, and reuse of traditionally built historic buildings, and new development should be designed to respect the historic setting of the town. However, whilst new buildings should be historically informed, they can also be contemporary in character.

Nonetheless there are significant issues in the town centre which also require addressing in this plan:

- **High Levels of Vacancy and Dereliction**: Geodirectory data (see figure below) confirms that there are a significant number of vacant and derelict properties throughout the town centre including along both along Main Street, Castle street, Market Street, the Mall, Erne Street, West and East Port Road with particular pockets of dereliction at the eastern end of College Street and the western end of Bishops Street. In particular, a number of retail units have closed in recent years. In addition, key sites such as the former Millstone Hotel site and the Ballyshannon Bakery site currently lie vacant. Collectively this negatively impacts on the town centre overall vibrancy, physical appearance, and tourism appeal and deters further economic investment.

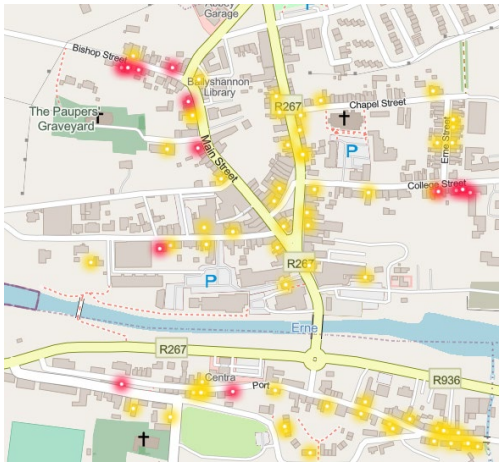


Figure 22.2 Map of Vacant and Derelict Properties in Ballyshannon Town Centre (Source: Geodirectory)

- **Accessibility for All:** At many points steps have been constructed to overcome the steep gradients on Main Street and Castle Street and provide level access to properties. However, these steps significantly impede access for wheelchair users or those with impaired mobility.
- **Pedestrian Permeability:** Whilst compact the town centre has limited pedestrian crossing facilities particularly along Main Street, Castle Street and Market Street. Furthermore, parking on footpaths on College Street (as a result of the narrow 2-way nature of the street) often impedes pedestrians.

Notwithstanding these issues specific town centre areas have significant development and placemaking potential in terms of the creation of new public spaces, enhanced public realm, additional town centre infrastructure, enhanced pedestrian permeability, new town centre living opportunities, and economic development opportunities.

The **Market Yard** area occupies a large strategically located site at the heart of the town adjoining both the Erne River Corridor and underutilised backlands to the north. The area is currently dominated by a large car and bus park, a small bus station and is otherwise fronted by disused public toilets, a shed, a disused dwelling, and the fire station. The area is accessed both from Main Street to the west and Shiels Hospital site to the east. The Regeneration Strategy and Action Plan originally identified the potential to transform the Market Yard into a central civic and interaction space to become an attractive focal point for the community.

The Council Led **Back to Ballyshannon Regeneration Project** therefore aims to deliver on this regeneration potential and create a destination for residents and visitors alike by:

- Transforming the Market Yard into a high quality, attractive, accessible, and vibrant riverside civic space with enhanced public realm, art installations, new public transport facilities, public conveniences, revised/upgraded car parking, shared surfaces and streetscape enhancements.
- Providing a new pedestrian link to, and a new community hub on, College Street thus providing enhanced active travel connectivity between schools/residential areas and the river, new community facilities and addressing vacancy/dereliction.
- Delivering the 3 bridges riverside looped walkway/cycleway inclusive of new pathways/elevated walkways/cycleways, seating, lighting, and play features.

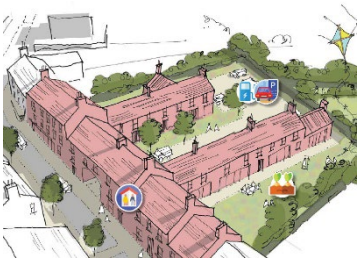
Consequently, the delivery of this transformative project is supported by Policy BSN-TC-P-3 below.



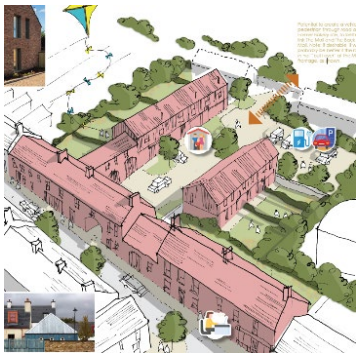
The centrally located **Gables Area** represents a key public space in Béal Átha Seanaidh/Ballyshannon with a good sense of enclosure, strong streetscape and a southerly aspect. However, the space is currently largely dominated by vehicular uses. As identified in the Regeneration Strategy and Action Plan there is significant potential to expand the use of this space to accommodate/better facilitate outdoor dining and events, improve its overall attractiveness and improve pedestrian permeability though public realm improvements, landscaping, and reconfiguration of parking. However, any such improvements should maintain through vehicular access from Main Street to Castle Street. The regeneration of the Gables Area in this manner is therefore facilitated by Policy BSN-TC-P-6 below.



The existing space between at the junction of **West Port/East Port and the Assaroe/Allingham Roads** adjoins a variety of retail, financial services, and hospitality uses, and possesses an attractive visual setting including a strong and attractive streetscape on Rock Road to the south, the Rory Gallagher Mural to the west and the visually appealing Credit Union Building to the east. This setting provides considerable potential to create an attractive shared surface multi use public space through public realm/landscaping improvements which would also facilitate events and improve pedestrian permeability and is therefore supported by Policy BSN-TC-P-7



The Old **Millstone Hotel Site** on main street currently lies vacant and overgrown and creates a significant gap in the existing streetscape. However, as due to its strategic location and extensive size it represents a significant brownfield redevelopment opportunity to provide town centre living opportunities (including backland development), deliver active uses on the Main Street, and recreate the streetscape. Any development proposal should provide for a heritage led design approach which is sensitive to the design, character, scale and height of the adjoining streetscape, provides a high level of, and protects adjoining, residential amenities and safeguards architectural heritage. In addition any development on the site should demonstrate that surface water management issues can be successfully addressed, there is no unacceptable residual flood risk to the development and it will not exacerbate flood risk elsewhere. The regeneration of this site in this manner is therefore supported by Policy BSN-TC-P-4.



The **former Ballyshannon Bakery Site** located on the Mall currently comprises disused Bakery Buildings, and a parking area. As identified in the Regeneration Strategy it provides a significant brownfield redevelopment opportunity to provide a variety of town centre compatible uses including residential, commercial, tourism, (e.g. enterprise space, remote working/creative hub), and extend and regenerate the existing streetscape. Any such development should be based on a heritage led approach, respect the design, character, scale, height of the Mall/local built environment, provide an high level of, and protect adjoining residential amenities, and retain pedestrian and vehicular connectivity between the Mall and the Back Mall as per the associated Policy BSN-TC-P-5 below.

In addition to facilitating such key Regeneration Opportunities the Council will continue to tackle vacancy and dereliction throughout the town centre through the implementation of various financial/professional supports (e.g. the Vacant Property Refurbishment Grant, the Repair and Lease Scheme, the Historic Structures Fund, Built Heritage Investment Scheme, and the Community Heritage Fund) and supporting development proposals for the refurbishment/reuse of such properties in accordance with BSN-TC-P-1.

The Transport/Sustainable Mobility Strategy of this Area Plan identifies a range of measures to create a more accessible town centre for pedestrians, cyclists and disabled persons and potential traffic management solutions. These include additional pedestrian crossings and disabled access facilities on Main Street, Market Street and College Street, wider footpaths and potential revised traffic management arrangements on College Street/Chapel Street and Erne and Rock Road/Port Road.

The Ballyshannon Design Guide (DCC 2019) highlights areas of distinctive character and other qualities (e.g. The Mall, Main Street, Chapel Street, and the Port) and informs proposals for new buildings, infill sites, public realms improvements and the reuse of built heritage. In particular it sets out design guidance regarding a range architectural elements including, for example, replicating original finishes, preserving/retaining original natural slates, guttering, pipework, paint and plaster, doors windows, metal work, street furniture, shopfronts, reinstating original design in new work, using locally quarried stone and use of historic colours. Given the fundamental importance of Béal Átha Seanaidh/Ballyshannon's built heritage resource it is appropriate that development proposals/new public works accord with said design guide as required by Policy BSN-TC-P-2 below.

Otherwise given the town centre's relatively large scale, the numerous brownfield and infill opportunities therein, the need to maintain its vibrancy and support compact growth this Area Plan provides for a consolidated town centre/urban core zoning based on the historic/built up town centre.

Objectives

BSN-TC-O-1	Sustain and enhance the role of the Town Centre as Béal Átha Seanaidh/Ballyshannon's retail, tourism, event, and services hub and grow its residential population.
BSN-TC-O-2	Safeguard and enhance Béal Átha Seanaidh/Ballyshannon's unique built heritage and historic built environment including the historic streetscape, the Béal Átha Seanaidh/Ballyshannon Architectural Conservation Area, and structures on the Record of Protected Structures and the National Inventory of Architectural Heritage.
BSN-TC-O-3	Physically and socially regenerate the town centre including, improving the public realm, enhancing civic spaces, tackling vacancy and dereliction, improving street furniture, reduce the negative impact of motorized traffic, and facilitating the regeneration of backland/underutilised sites.
BSN-TC-O-4	Improve the accessibility, permeability, and safety of the town centre for pedestrians, cyclists, young, disabled and older persons and, reduce the negative impact of motorized traffic.

Policies

BSN-TC-P-1	Positively facilitate development proposals for the refurbishment/reuse/redevelopment of vacant and derelict properties and infill development in the town centre which: • Accord with the Architectural and Archaeological polices of this Development Plan. • Sensitively integrate with the historic environment and existing streetscape in terms of design, character, scale, and height. • Protect the residential amenities of adjoining buildings.
BSN-TC-P-2	Ensure that development proposals have regard to the guidance set out in the Ballyshannon Design Guide, as appropriate.
BSN-TC-P-3	To implement the Back to Ballyshannon Regeneration Project including: • Creating a new riverside civic space with enhanced public realm, art installations, new public transport facilities, public conveniences, revised/upgraded car parking, shared surfaces, and streetscape enhancements at the Market Yard. • Providing a new pedestrian link to, a new community hub on, College Street. • Delivering the 3 bridges riverside looped walkway/cycleway inclusive of new pathways/elevated walkways/cycleways, seating, lighting, and play features. in a manner which sensitively integrates with Béal Átha Seanaidh/Ballyshannon's historic environment/built heritage, is heritage led, and is designed in association with the appropriate conservation professionals.
BSN-TC-P-4	Positively facilitate heritage led proposals for the redevelopment of the Millstone Hotel Site including backland development which: • Provides for town centre compatible uses (e.g. residential, retail, services, tourism etc.). • Provides for the recreation of a strong streetscape on Main Street with a preference for any proposed active uses to be located at ground floor on the Main Street. • Sensitively integrates with the historic environment and existing streetscape in terms of design, character, scale and height. • Provides for a high level of, and protects adjoining, residential amenities. • Otherwise accords with the Architectural and Archaeological policies of this Development Plan. • Is designed in association with the appropriate conservation professionals. • Demonstrates that surface water management issues can be successfully addressed, there is no unacceptable residual flood risk to the development, and it will not exacerbate flood risk elsewhere.
BSN-TC-P-5	Positively facilitate heritage led proposals for the redevelopment of the Old Bakery Site including backland development which:

	• Provides for town centre compatible uses (e.g. residential, commercial, tourism, enterprises spaces and a creative hub). • Provides for the creation of a strong streetscape on the Mall with a preference for any proposed active uses to be located at ground floor Level along same. • Sensitively integrates with the historic environment and existing streetscape in terms of design, character, scale and height. • Provides for a high level of, and protects adjoining, residential amenities. • Retains vehicular and pedestrian access between the Mall and the back Mall. • Otherwise accords with the Architectural and Archaeological policies of this Development Plan. • Is designed in association with the appropriate conservation professionals.
BSN-TC-P-6	Facilitate high quality public realm/landscaping/placemaking improvements in the Gables Area including those which facilitate outdoor dining, events, and enhanced pedestrian permeability whilst retaining vehicular connectivity between Main Street and Castle Street/Market Street.
BSN-TC-P-7	Facilitate the creation of an attractive multiuse public space with high quality public realm/landscaping and pedestrian friendly layout at the junction of West Port/East Port and the Assaroe/Allingham Roads.
BSN-TC-P-8	Provide new/enhanced pedestrian, cycling, disabled and age friendly infrastructure in the town centre in accordance with the Transport/Sustainable Mobility Strategy and the Local Transport Plan.

22.7 Transport/Sustainable Mobility

Béal Átha Seanaidh/Ballyshannon benefits from a strategic location adjoining the N15 National Route which provides excellent north south connectivity along the Atlantic Economic Corridor and routes strategic traffic around the town thus freeing up road space for local traffic, pedestrians and cyclists. The town also has a compact urban form with existing residential areas lying within easy walking distance to the town centre, schools and other services. Béal Átha Seanaidh/Ballyshannon thus enjoys an inherent advantage over many other urban areas in Donegal in terms of both vehicular and pedestrian connectivity. Census 2022 indicates that private vehicular modes (i.e. Car Driver, Car Passenger, Van) make up the dominant means of travel to work, school, college, or childcare in Béal Átha Seanaidh/Ballyshannon but an encouraging number of residents travel on foot (19%) relative to other Donegal settlements (See Graph below). The Council has prepared a Local Transport Plan in consultation with the consultancy firm Jacobs and the National Transport Authority, and this has significantly informed the transport interventions detailed in the plan.

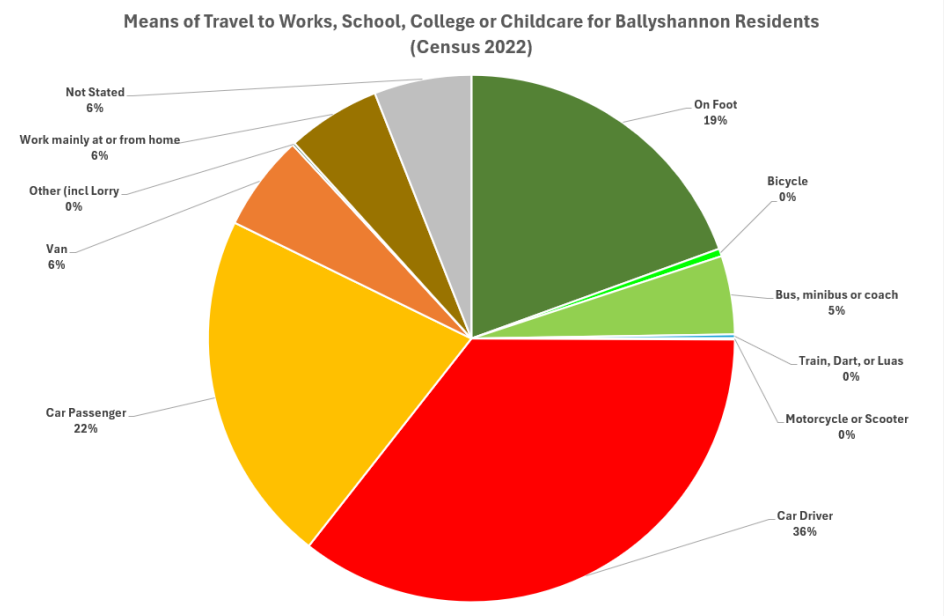


Figure 22.3 Means of Travel to Work, School, Collage or Childcare for Ballyshannon Residents Census 2022



In term of **active travel** Béal Átha Seanaidh/Ballyshannon currently benefits from; a compact urban form (which aids overall walkability), the fact that 59% of commutes are less than 15mins, the N15 Béal Átha Seanaidh/Ballyshannon bypass (which significantly reduces traffic volumes within the town), good footpaths on key approach roads into the town, intra urban pedestrian connections (e.g. Ernedale to Chapel Street and Rock Road to Port Road) and cycle facilities at the Abbey view car park and the Market Yard. These advantages are reflected in the relatively healthy 20% mode share for walking and cycling in the town. Active travel weaknesses are also evident including a difficult town centre pedestrian environment (with steep gradients and few pedestrian crossings), physical barriers for disabled persons, discontinued footpaths in parts of the town, parking on footpaths, and a lack of dedicated cycling infrastructure. However, there is significant potential to enhance active travel infrastructure including, delivering the Riverside 3 Bridges Looped Walkway/Cycleway and the Bundoran to Béal Átha Seanaidh/Ballyshannon Active Travel Projects, providing new town centre pedestrian crossings, improving footpaths, implementing traffic calming, providing a new pedestrian link between College Street and the Market Yard, upgrading existing active travel links and improving disability access. The Local Transport Plan details a broad range of Active Travel interventions to tackle these issues/realise these opportunities (See associated map below).

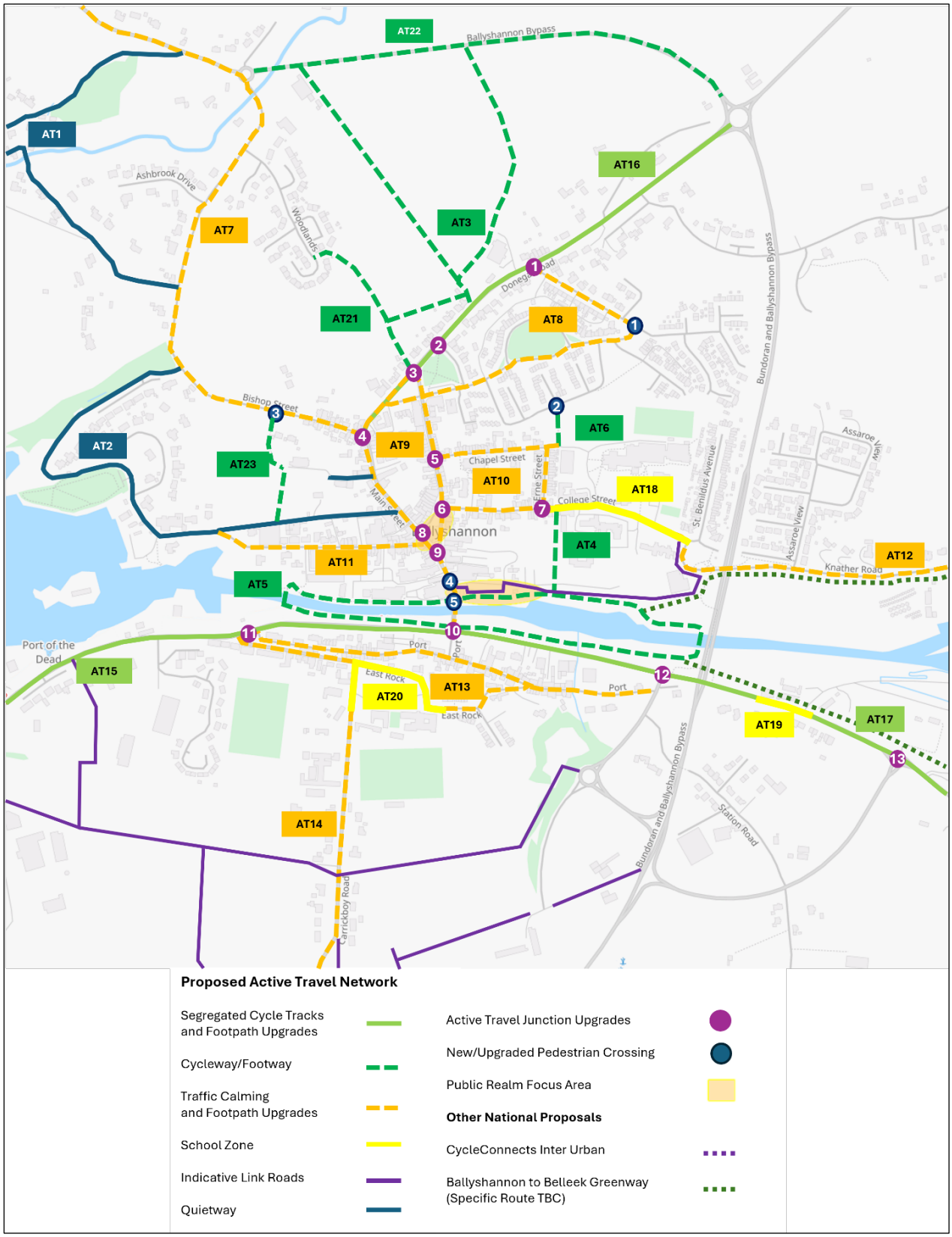


Figure 22.4 Active Travel Interventions Map



In terms of **public transport** Béal Átha Seanaidh/Ballyshannon benefits from 9 bus services (including 7 regular services) with connections to Donegal Town, Letterkenny, Sligo/Galway, Manorhamilton and Dublin and an existing bus station at the bottom of Main Street. However, the existing bus station is small and substandard and there is no pedestrian crossing to the associated northbound bus stop on the opposite side of Main Street. Nevertheless, there is potential to enhance public transport by developing a new town centre new bus station (as part of the Béal Átha Seanaidh/Ballyshannon Regeneration Project) and providing bus stops on Main Street and Castle Street, Abbey View Terrace, Donegal Road, the R267(Garda Station/Court House) and on the Beleek Road (Kilbarron National School). In addition, the Connecting Ireland Programme aims to provide an hourly Sligo to Derry service. There is also a need to provide a convenient, efficient, reliable, and socially inclusive cross border local bus service linking Belleek (and rural communities along the N3) with Ballyshannon to allow said communities to access education, employment, healthcare and other services in Ballyshannon and beyond. The Local Transport Plan sets out the public transport interventions identified in the map below.

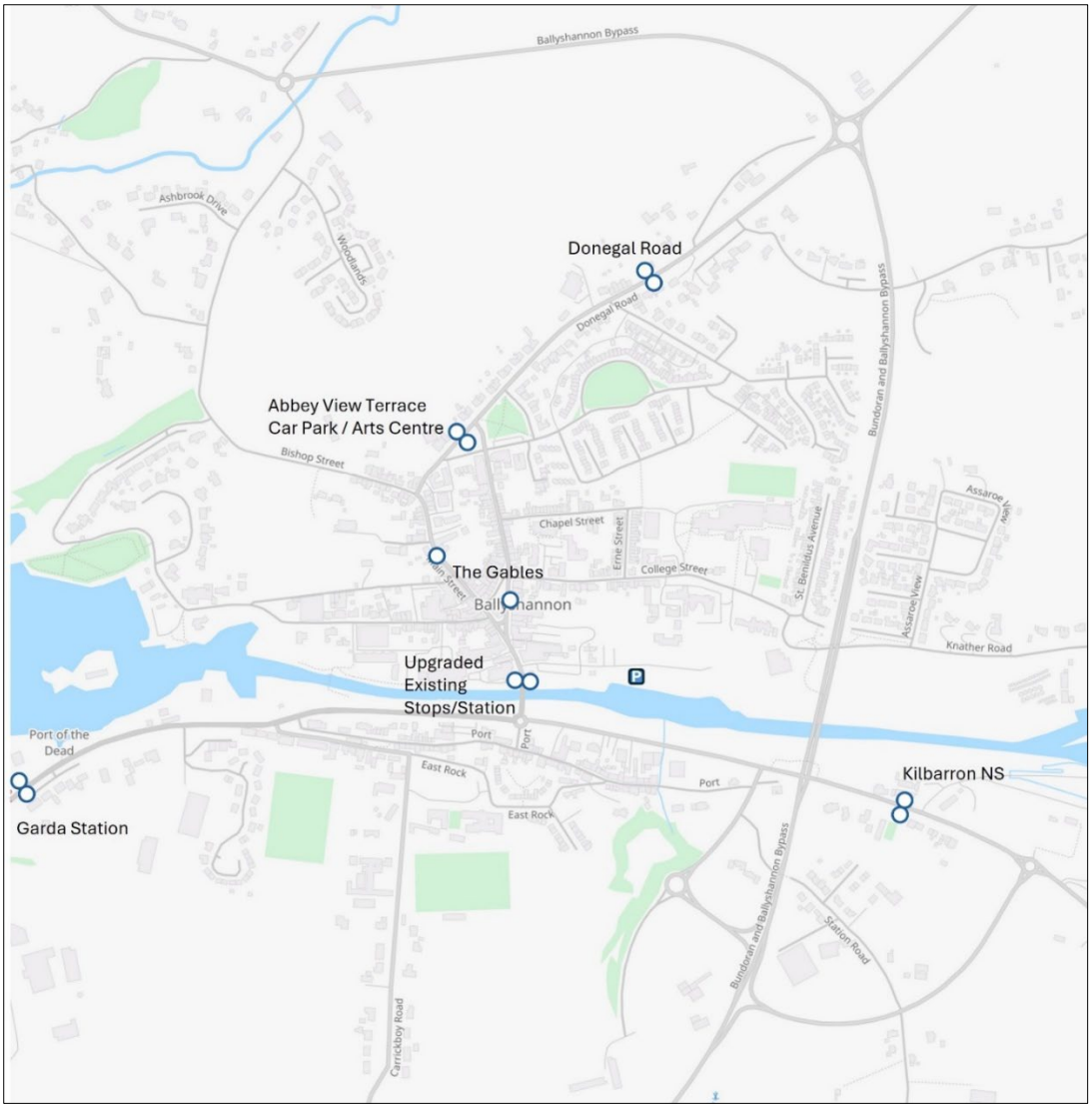


Figure 22.5 Public Transport Interventions Map



In terms of **vehicular transport,** the town benefits from the N15 Bypass which provides strategic north/south connectivity and significantly reduces traffic within the town, wide approach roads (e.g. the R237 Bundoran Road, the R936/Allingham Road) and public car parks in the Market Yard, Upper Main Street and Abbey view as well as on street parking. Several traffic issues are also apparent including traffic congestion/inadequate road width/in appropriate parking in the Port Road/Rock Road area, the College Street/Erne Street/Chapel Road area and on the Mall, steeply sloping disabled parking bays, long stay parking in the town centre, a lack of dedicated loading bays on Main Street/Castle Street and the absence of a taxi rank. In addition, traffic congestion in the Rock Road/Port Road area can arise as a result of sporting events at Páirc an Athair Uí Thighearnaigh/Aodh Rua GAA Club.

However, there is potential to improve the traffic situation by, providing revised traffic management/parking solutions on College Street/Erne Street/Chapel Street and on the Rock and Port Roads, reconfiguring parking at the Gables, reducing traffic speeds through traffic calming, providing disabled parking at more accessible locations, introducing parking control measures, and reserving a route for a developer led southern relief road (which would unlock the development potential of, and alleviate traffic congestion at peak times in, the southern part of the town).

Consequently, this plan and the associated Local Transport Plan identifies a wide range of transport/sustainable mobility interventions to address these transport issues and in so doing provide for a more liveable, healthy town with a higher quality of life for residents and visitors alike (see Vehicular Transport Interventions Map below).



Figure 22.6 Vehicular Transport Interventions Map

Objectives

BSN-TSM-O-1	Increase walking rates by providing a quality and safe walking environment with enhanced pedestrian infrastructure (e.g. 3 bridges looped walkway, new pedestrian crossings, improved footpaths/pedestrian links, and future greenways).
BSN-TSM-O-2	Increase cycling rates by providing an improved and safer cycling environment with new cycle infrastructure (e.g. cycle lanes (where feasible) along key approach roads, and bicycle parking).

BSN-TSM-O-3	Improve transport infrastructure for children, disabled and older persons, including enhanced safety provision for children walking and cycling to and from schools.
BSN-TSM-O-4	Improve disabled access in the town centre (e.g. removing barriers and providing improved disabled parking).
BSN-TSM-O-5	Increase public transport usage by providing improved public transport infrastructure (e.g. new bus station at the Market Yard and bus stops on key approach roads).
BSN-TSM-O-6	Support the provision of a convenient, efficient, reliable, and socially inclusive cross border local bus services linking Belleek (and rural communities along the N3) with Ballyshannon.
BSN-TSM-O-7	Reduce transport and parking demand by promoting compact growth and providing enhanced walking, cycling and public transport infrastructure.
BSN-TSM-O-8	Improve traffic flow and car parking arrangements in the town centre (e.g. on College Street and on Port Road/Rock Road).

Policies

BSN-TSM-P-1	Support and facilitate the delivery of the active travel, public transport, and vehicular network actions detailed in the Local Transport Plan (and in the associated maps above) and the active travel linkages otherwise detailed in the Land Use Zoning map subject to any required technical assessments and studies and not permit development that would prejudice the implementation of same.
BSN-TSM-P-2	Development proposals on sites NR 1.5, NR 2.3, NR 2.4, NR 2.7, NR 2.8 and NR 2.9 shall provide for the construction of the Southern Relief Road as per Policy BSN-H-P-5.
BSN-TSM-P-3	Reserve the routes of the access roads, walkways, and cycleways identified in the land use zoning map and Local Transport Plan maps. Development proposals that potentially hinder the provision of same shall not be permitted unless alternative appropriate access routes can be identified in consultation with the Planning Authority.
BSN-TSM-P-4	To support the delivery of the National Transport Authority's National Cycle Network 'Cycle Connect' Network in Ballyshannon.

22.8 Flooding

The Strategic Flood Risk Assessment (SFRA) for the County Donegal Development Plan 2024 identified that certain areas around Béal Átha Seanaidh/Ballyshannon are at risk from flooding in a

1% AEP (1:100) and a 0.1% AEP (1:1000) High End Future Scenario Flood Event (see map below) including:

- Along the River Erne Corridor (including along the Eastern part of the Port Area, parts of the N3 and the eastern end of Station Road).
- Along the Abbey River Corridor.
- Lands adjacent to the Erne Estuary.

In addition, the SFRA for the Seven Strategic Towns Local Area Plan 2018-2024 had previously identified that certain lands were at risk from flooding in a 1% AEP (1:100) and a 0.1% AEP (1:1000) Present day Flood Event (see map below also) including:

- Low-lying lands adjacent to local streams to the north of Batchelors Walk/Slate Row/R267 and the R231 and to the north of Bishops Street/east of Rossnowlagh Road.
- Lands along a local stream in the Sminver/Carrickboy townlands in the south eastern part of Béal Átha Seanaidh/Ballyshannon.

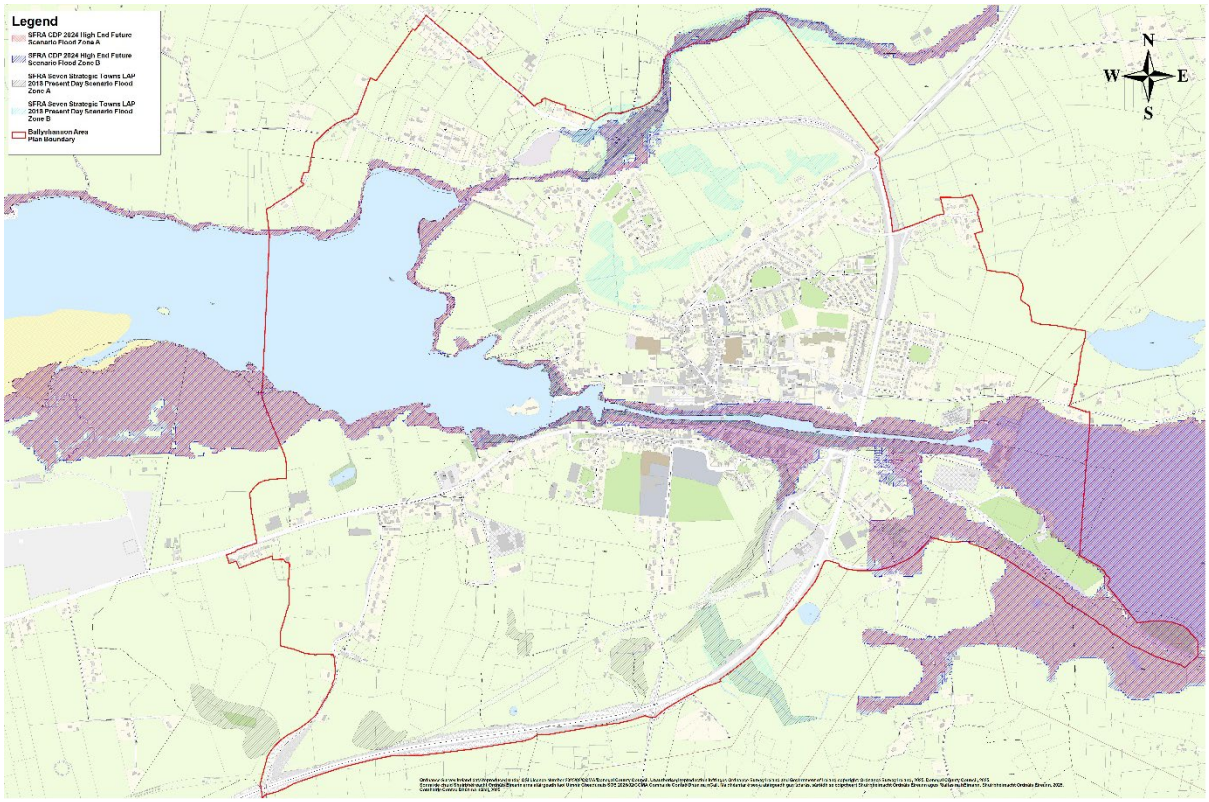


Figure 24.7 Flood Risk Area Ballyshannon

This Area Plan has been prepared based on the precautionary principle and the sequential approach of Avoid, Substitute, Mitigate, Justify set out in the Flood Risk Management Guidelines (See section 8.4 Flooding). In addition, new development will be required to ensure that surface water management issues can be successfully addressed, they do not exacerbate flood risk elsewhere and utilise Sustainable Urban Drainage Systems in accordance with the Flood Risk management policies of the Development Plan.

22.9 Water and Wastewater Infrastructure

The provision of an adequate water supply and wastewater treatment is essential for environmental protection and the future residential and commercial growth of Ballyshannon.

The Uisce Éireann Water Supply Capacity Register 2024 (published August 2025) states that Carn Domhnach/Carndonagh lies within the Ballyshannon and Bundoran Water Resource Zone and has

capacity available to support 2034 population targets. The Uisce Éireann Wastewater Capacity register indicates that the Ballyshannon Wastewater Treatment Plant has an overall capacity of 6,100 PE, a current load of 3,159 PE and consequently an estimated spare capacity of 2,941 PE. Consequently, Ballyshannon has sufficient additional water supply and wastewater treatment capacity to meet the Ballyshannon core strategy housing target and the overall level of growth envisaged by the Area Plan. However, whilst the town has an extensive watermain and sewer networks local authority engagement with Uisce Éireann indicates that parts of these networks (e.g. in the Port Road/Rock Road areas) require upgrading.

22.10 Infrastructure and Utilities

The Cathleen's Fall Hydro Electric Power Station with a capacity of 45mw constitutes an integral part of the Ireland electricity generating infrastructure. The Station includes the dam, turbines, Assaroe Reservoir, substation, and the tailrace which extends east to west through the settlement. The tailrace has steep embankments in many places and is enclosed by safety fencing and the lands adjoining the Tailrace are in ESB ownership. Policy ETN-P-1 of the Development Plan already protects the HEP station by restricting incompatible lands uses. Furthermore, in designing and implementing the 3 Bridges Looped Walkway/Cycleway the Council acknowledges the need to not compromise public safety or the operational activities of the HEP station and will proactively work with the ESB to achieve this objective.

Currently Béal Átha Seanaidh/Ballyshannon has a small Firestation located at the Market Yard in the town centre. The Operational Review of Fire Cover: Béal Átha Seanaidh/Ballyshannon and Bundoran report (ORH June 2018) identified a location to the Northeast of Béal Átha Seanaidh/Ballyshannon on the roundabout at the intersection of the N15/R231 and R267 as an optimal location for the relocation of the Firestation. Consequently, this Area Plan zones an accessible site at said location to enable the relocation of the Firestation.

22.11 Economic Development

Béal Átha Seanaidh/Ballyshannon displays a wide range of commercial/employment generating enterprises including the national ambulance emergency call centre, vehicle sales, testing and maintenance related enterprises, and a range of retail outlets in the town centre. In addition, the hospitality sector within the town is well developed and provides a significant source of local employment. The town's strategic geographical position and excellent road links at the southern gateway to the County on the N15/Atlantic Economic Corridor and the N3 also provides significant potential to attract additional employment generating enterprises and strengthen this existing economic base.

The existing **Béal Átha Seanaidh/Ballyshannon business park and adjoining lands at Carrickboy** comprises approximately 10.8ha of land, benefits from road access from the R267 Regional Road, are fully serviced with watermains, public sewer, and fibre broadband connection, and are not adjacent to any environmental designations. Several parcels of lands within the business park itself (which are in the ownership of DCC and the IDA) and adjoining lands immediately to the south (in private ownership) remain undeveloped. However, a small portion of the south eastern part of the lands lies within the Flood Zone A. In addition, any development proposals on these lands should be compatible with delivery of the east/west southern relief road detailed on the land use zoning map. Consequently, this site has significant potential to accommodate additional economic development including, for example, IT, health, and financial services, light manufacturing, warehousing/logistics, research and development, or business start ups, subject to the avoidance of development within Flood Zone A, and facilitation of said east/west strategic road. The development

of this site is therefore facilitated by zoning it as Opp Site 1 and the associated Policy BSN-OPP-P-1 below.

The greenfield lands adjacent to the N15 roundabout at **Coolcholly** and the R231 Regional Road are located at a strategic gateway point into Béal Átha Seanaidh/Ballyshannon. Being highly accessible by road, and being fully serviced by water, wasterwater and broadband connections they represent a strategic economic development opportunity for the town. It is specifically considered that the site has the potential to accommodate industry/manufacturing, warehousing/logistics, large-scale serviced based enterprises, a significant tourism attraction, or petrol filling/e charging station (with ancillary retailing). However, the existing town centre/built up urban area represents a more optimal location for retailing or tourism accommodation in accordance with the National Retail and Town Centre First policies. Direct access to the site from the N15 National Road is precluded by National Road Access policy. Consequently access to the site should via R231 to the north/northeast or an upgraded access via the L-24852-0 to the south east subject to detailed design proposals and traffic assessments. Whilst a portion of the lands lies within Flood Zone B this designation would still facilitate commercial development as 'less vulnerable development' in accordance with the Flood Risk Management Guidelines. However, a site specific flood risk assessment should be provided demonstrating that that surface water management issues can be successfully addressed, there is no unacceptable residual flood risk to the development and the development will not exacerbate flood risk elsewhere.

Several other sites within Béal Átha Seanaidh/Ballyshannon **adjoin existing economic developments/commercial enterprises**, benefit from good road access, are generally well serviced in terms of water, wastewater and are not otherwise hindered by environmental designations or flood risk. These sites therefore provide obvious potential for the extension of the exiting adjoining enterprise or new commercial development and their development is facilitated by their zoning Business/Enterprise and Policy BSN-ED-P-1 below. However, any retailing proposals should be in accordance with the retailing policies of the wider development plan including the application of sequential test in accordance with the Retail Planning Guidelines.

In addition to the above there several Opportunity sites which due to their characteristics and locations can serve several functions including economic development, tourism, residential etc. Such sites include the Union Workhouse Site, the Old Heitons Building Supplier site, the Mall Quay, the Old Bakery Site etc (See Section 24.14 Opportunity sites).

Objective

BSN-ED-O-1	Strengthen and enhance Béal Átha Seanaidh/Ballyshannon's economic development and employment base to take advantage of its strategic geographic location and transportation links.

Policies

BSN-OPP-P-1	Facilitate economic development/employment generating proposals (including IT, health, and financial services, light manufacturing, warehousing/logistics, research and development, and business startups) at **Opportunity Site 1** at **Béal Átha Seanaidh/Ballyshannon Business Park Carrickboy** which: • Ensures safe and adequate access/egress arrangements including, as appropriate, the submission of a Traffic Impact Assessment.

	• Avoids development within the Flood Zone A area in the southeastern part of the site. • Facilitates the development of the east/west southern relief road detailed on the Béal Átha Seanaidh/Ballyshannon Land Use Zoning Map.
BSN-OPP-P-2	Facilitate economic development proposals for industry/manufacturing, warehousing/logistics, large-scale serviced based enterprises, a significant tourism attraction, or petrol filling/e-charging station (with ancillary retailing) at **Opportunity Site 2** at **Coolcholly** which: • Provides for vehicular access via the R231 or an upgraded access via the L-24852-0 to the southeast in accordance with a Traffic Impact Assessment and any associated recommendations. • Accords with the Flood Risk Management Policies of this Development Plan and provides a Site Specific Flood Risk Assessment (SSFRA) which demonstrates that surface water management issues can be successfully addressed, there is no unacceptable residual flood risk to the development and the development will not exacerbate flood risk elsewhere.
BSN-ED-P-1	Consider economic development proposals (including light engineering/manufacturing, logistics/warehousing, service-based enterprises, bulky goods and the extension of the adjoining commercial enterprise) on sites zoned as Business Enterprise within the Béal Átha Seanaidh/Ballyshannon Land Use Zoning Map. Any retailing proposals shall be subject to the retailing policies of the wider development plan including the application of sequential test in accordance with the Retail Planning Guidelines.

22.12 Tourism

Béal Átha Seanaidh/Ballyshannon's strategic location on the Wild Atlantic Way, it's historic and attractive townscape and built heritage, iconic setting on the River Erne estuary, thriving event scene such (e.g. Rory Gallagher Festival) and, diversity of hospitality venues, museum, and proximity to tourism destinations provide the town with a high quality tourism offering and create a solid base for further expansion. As such tourism is, and will continue to be, a key driver of Béal Átha Seanaidh/Ballyshannon's economic prosperity.

Béal Átha Seanaidh/Ballyshannon's built heritage including its many historic buildings, imposing and attractive streetscape, provides solid potential for Cultural tourism which is well aligned with the brand identity of the Wild Atlantic Way. As such this development plan adopts a heritage led approach to development and provides a suite of policies designed to safeguard, enhance, and restore of Béal Átha Seanaidh/Ballyshannon's built heritage and to tackle vacancy and dereliction. Furthermore, the plan aims to protect Béal Átha Seanaidh/Ballyshannon's scenic amenities, natural heritage and visual setting including by zoning the River Erne Corridor as Open Space and Recreation, zoning the coastal landscape adjoining the Erne Estuary as Local Environment, and designating said landscape and the hillside at St Anne's Church as visually vulnerable and protecting same through Policy BSN-CRH-P-1 below.

The regeneration of the Old Distillery Building at the Heitons sites would provide a natural opportunity for a range of tourism related uses (e.g. café, restaurant, guesthouse, gallery, museum, bike hire) in an historic riverside location and is supported by Policy BSN-OPP-P-4. This plan also supports the

provision of the additional public realm improvements (e.g. at the Market Yard and the Gables), recreational infrastructure (e.g. the Bundoran to Béal Átha Seanaidh/Ballyshannon Active Travel Project, the 3 bridges riverside looped walkway/cycleway and marine leisure facilities at the Mall Quay), and the sensitive redevelopment of the workhouse. Such developments will increase Béal Átha Seanaidh/Ballyshannon's physical attractiveness, deliver new activity/resource related tourism offerings and improved event infrastructure and thus significantly enhance Béal Átha Seanaidh/Ballyshannon's overall tourism potential.

Objective

BSN-TOU-O-1	To sustain and strengthen Béal Átha Seanaidh/Ballyshannon's tourism offering including: • Protecting and sustainably enhancing the town's historic environment, built heritage and townscape as a fundamental tourism asset. • Implementing and facilitating projects/developments which sustain and enhance the town tourism and events offering including, for example, public realm improvements at the market yard, the 3 Bridges Rivers Looped Walkway/Cycleway, recreational/public realm improvements at the Mall Quay, and projects which positively address vacancy and dereliction. • Protecting Ballyshannon scenic landscape setting.

22.13 Architectural and Archaeological Heritage

Ballyshannon's **architectural and archaeological heritage** represents one of its most invaluable assets, forming a fundamental part of its unique identity and sense of place, providing an irreplaceable tourism resource, and representing a climate/circular economy friendly built asset facilitating residential, retail, and commercial uses. The town was a prosperous trading centre/merchant town during the eighteenth and nineteenth centuries trading with Europe and North America. It was during the nineteenth century that many of the most significant buildings that characterise the town were built. The town's architectural heritage includes iconic buildings/sites such as Béal Átha Seanaidh/Ballyshannon Clock Tower/Gallogley's Jewellers, St Anne's Church, Condon House, St Patrick's Catholic Church, P. Mulligan & Sons Ltd Warehouse, St Catherine's Convent, Erne Mills, Béal Átha Seanaidh/Ballyshannon Workhouse, the Mall, and numerous other buildings/structures. Béal Átha Seanaidh/Ballyshannon's archaeological heritage includes the historic town of Béal Átha Seanaidh/Ballyshannon itself, graveyards, Assaroe Abbey, standing stones, forts, a promontory fort and a holy well.

Collectively this heritage is recognised by the following designations: A Historic Town under the Urban Archaeological Survey of County Donegal (DHLGH 1989), a zone of archaeological potential (by the DHLGH), a Heritage town, (by Donegal County Council 2000), an Architectural Conservation Area encompassing the historic core of the town in this Development Plan, 60 structures on the Record of Protected Structures (RPS), several Structures on the National Inventory of Architectural Heritage (NIAH), and numerous structures on the Record of Monuments and Places (RMP) and Sites and Monument Record (SMR).

The **Béal Átha Seanaidh/Ballyshannon Design Guide** (DCC 2019) highlights areas of distinctive character and other qualities (e.g. The Mall, Main Street, Chapel Street, and the Port) and informs proposals for new buildings, infill sites, public realms improvements and the reuse of built heritage. In particular it sets out design guidance regarding a range architectural elements including, for example, replicating original finishes, preserving/retaining original natural slates, guttering, pipework, paint and plaster, doors windows, metal work, street furniture, shopfronts, reinstating original design in new work, using locally quarried stone and use of historic colours.

The Ballyshannon Town Centre Regeneration and Action Plan highlights the importance of heritage led streetscape improvements (in terms of surfacing, landscaping, street furniture, public lighting etc), maintaining the historic character and identity of Ballyshannon through conservation of the built fabric and sustainable refurbishment, highlights potential redevelopment opportunities for historic buildings and proposes the extension of the existing historical trail.

Given the fundamental importance of Béal Átha Seanaidh/Ballyshannon's built heritage/historic environment it is crucial that it is protected by a robust policy/development framework. In this regard this heritage is inherently protected by the general Architectural and Archaeological protection policies in the wider Development Plan, Policy BSN-AAH-P-1 adopts a Heritage Led approach for new development proposals and public works, Policy BSN-AAH-P-2 requires development proposals have regard to the Béal Átha Seanaidh/Ballyshannon Design Guide, and the Town Centre policies otherwise require that development sensitively integrates with the historic environment and adopts a heritage led approach for specific sites. In addition, a range of heritage related financial supports are available including: Built Heritage Investment Scheme (BHIS), Historic Structures Fund (HSF), Historic Thatch Building (HTB), Thatch Repair Grant Scheme, Conservation Advice Grant Scheme for Vacant Traditional Houses, Community Monument Fund, Community Heritage Fund, Historic Towns Initiative and Vacant Property Refurbishment Grant. Further grants are listed on:
https://www.donegalculture.ie/en/services/heritage/heritage-funding/

Objective

BSN-AAH-O-1	Protect and sustainably enhance Ballyshannon's architectural and archaeological heritage and historic built environment as an intrinsic part of its character and identity.

Policies

BSN-AAH-P-1	Adopt a heritage led approach in the assessment of development proposals and the implementation of public works in Béal Átha Seanaidh/Ballyshannon including the refurbishment/reuse of buildings and public realm improvements.
BSN-AAH-P-2	Ensure that development proposals have regard to the guidance set out in the Béal Átha Seanaidh/Ballyshannon Design Guide, as appropriate.

22.14 Community, Recreation, And Heritage

Béal Átha Seanaidh/Ballyshannon currently has a range of community, recreational, and cultural assets which significantly contribute toward its quality of life and health and well-being of its residents. These assets include the recently completed Community Hospital, the playground and outdoor gym at the Mall Quay, the Ballyshannon leisure centre, the Abbey theatre, the Páirc an Athar Ui Thighhearnaigh GAA Grounds and Béal Átha Seanaidh/Ballyshannon Garda Station, Courthouse, and the **Museum.**

Béal Átha Seanaidh/Ballyshannon serves as an important **education** centre for the south Donegal, the key facilities being Colaiste Cholmcille (667 pupils (2024)) on College Street, Holy Family National School on Rock Road (189 pupils 2024), St Catherines National School on College Street (85 Pupils 2024), and Kilbarron National School (44 pupils) on the N3/Beleek Road. The Department of Education have predicted that primary school enrolments in Donegal are likely to continue a downward trend until the mid 2030s and have also projected a drop in Post Primary enrolments by

2030. However, all of the primary schools have shown enrolment increases over the last decade namely Holy Family NS (+50), St Catherine's NS (+28) and Kilbarron NS (+21). Over the same period Colaiste Cholmcille's enrolment initially decreased but has now recovered to its 2014 level.

The Department of Education estimate that if the proposed CDP 2024 Core Strategy housing growth allocations are realised this would result in a population increase of 458 person and a potential requirement of **2 extra primary** school **classrooms** and **30 plus post primary school places.** They further advise that said additional requirements could be facilitated through existing school facilities and/or expansion of same. In addition, the Department have advised there is a currently a project to provide for **a special education tuition room at Kilbarron NS.**

Consultations with the **Holy Family National School** indicate that there is a need for a 2 to 3 additional classrooms, multi use games area, a playground, pedestrian safety improvements, and additional bus parking. Consequently, the area to the north of the school has been zoned as Education to facility these requirements.

Consultations with **Kilbarron National School** indicate that there is a need for an additional classroom, a new General Purpose Room and safer access arrangements (including dedicated Bus Set down area). Such additional buildings would in turn require the relocation of the existing sport pitch/green area. Accordingly, the area of land immediately to the south of the school has been zoned as Education to facilitate same.

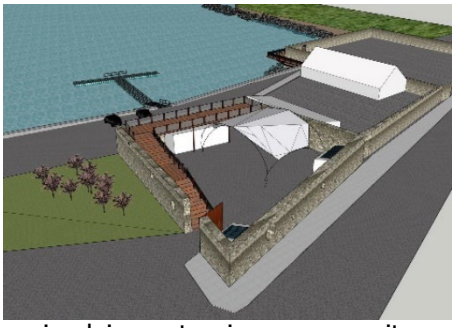
Consultations with **St Catherines National School** indicate a long-term requirement for a new school building, safer/enhanced pedestrian/disabled access facilities and improved parking facilities. Such safer/enhanced pedestrian facilities could be provided in tandem with pedestrian access facilities proposed as park of the Béal Átha Seanaidh/Ballyshannon Regeneration Project.

A new modular extension containing 2 ASD rooms, a sensory room, a science lab and 9 classrooms has recently been completed at **Colaiste Cholmcille**. However, consultations with the school indicate a need to refurbish existing school buildings and sporting facilities, improve parking and security arrangements, and enhance pedestrian/disabled access infrastructure.

Furthermore, the Ballyshannon Regeneration and Action Plan identified the creation of a **3 Bridges Riverside looped walkway/cycleway** including public amenity space along the river corridor as a key regeneration project for the town. This project is being advanced by the Council as part of the wider Back to Ballyshannon Regeneration Project and will deliver a high quality recreational and tourism asset for the town inclusive of new pathways, elevated walkways/cycleways, seating, lighting, and play features, fully integrated with the new civic space at the Market Yard and the Ballyshannon to Bundoran Active travel project. The project is therefore supported by Policy BSN-CRH-P-1 below and the zoning of the subject lands as Open Space and Recreation.

The **Mail Quay (Opportunity Site 3)** area occupies a scenic coastal location on the River Erne Estuary at the western end of the town. It lies within walking distance of the town centre enjoys picturesque views down the estuary toward Tullan Strand. The site currently consists of the historic quay (built c. 1775 and altered c. 1835 and 1880 and listed on the National Inventory of Architectural Heritage), historic walled yards, old shed, a slipway, adjoining hardstanding/informal carparking (which is in a poor state of repair), grassed areas, and a monument. The site also directly adjoins an existing playground, park and car park to the north and the Donegal Bay Special Protection Area.





The Ballyshannon Regeneration Strategy and Action Plan identified the site's significant potential for marine leisure, passive recreation, a café, public conveniences/changing, whilst also identifying the need to retain its Built Heritage features and improve north south pedestrian connectivity. Funding has been secured under the Peace Plus Programme for repurposing the old boat yard to a community amenity space including providing a viewing platform and a floating pontoon at the site. Given said potential and the sites historical and scenic context this plan supports recreational, marine leisure, tourism, community, and public conveniences/changing related developments which retain the site's key built heritage features as per Policy BSN-OPP-P-3 below.

In addition to these projects there is also significant potential to enhance recreational walking infrastructure on the local road network to the west of the town (See Map 22.4 Active Travel Network and Section 8.1.4.2 supports the principle of a Cross Border Active Travel Opportunity between Ballyshannon and Belleek.

Béal Átha Seanaidh/Ballyshannon's compact and historic townscape and sublime natural setting on the River Erne Estuary provides the town with a highly scenic **landscape** setting which is an intrinsic part of its sense of place and character. In particular, the Erne river corridor, the coastal/rural landscape to the west of the town (which provides the visual backdrop to the estuary), and the undeveloped hillside at St Anne's Church are key components of Béal Átha Seanaidh/Ballyshannon's provide significant scenic/visual amenity and are therefore worthy of protection. Consequently, this plan zones these lands as visually vulnerable A and B and the associated policy BSN-CRH-P-4 only facilities limited development in said area and retains the lands adjoining St Anne's Church free from development and protects these key landscape assets for future generations. In addition, viewing points and associated access links could be developed to better enjoy the above visual/scenic amenities including atop Fort Hill (to the West of the Union Burial Ground) and at Buaille Bawns(to the north west of the Mall Park) subject to appropriate archaeological safeguards.

Béal Átha Seanaidh/Ballyshannon also has a significant **Biodiversity** resource including the:

- Donegal Bay Special Protection Area (SPA) which encompasses the River Erne Estuary as far the Mall Quay and was identified to protect such bird species including the Great Northern Diver, Brend Goose, Common Scoter, and Sanderling.
- The Dunmuckrum Turloughs Special Area of Conservation which encompasses 2 sites to the south of the Town.
- The Erne Estuary/Finner Dunes Proposed Natural Heritage Area.
- Biodiversity in the wider environment including within trees, hedgerows and field boundaries and pockets of deciduous woodland.

This Biodiversity is inherently protected by the robust Biodiversity protection policy framework in Section 11.1 of this County Development Plan, which protects Natura 2000 sites (Policy BIO-P-1), Proposed Natural Heritage Areas (Policy BIO-P-2) and local biodiversity (Policy BIO-P-3). In addition, local non designated areas of biodiversity in Béal Átha Seanaidh/Ballyshannon are inherently protected by the Open Space and Recreational Zoning whose zoning objective only provides for limited development.

Objectives

BSN-CRH-O-1	To protect and enhance Ballyshannon's recreational and public amenity assets.
BSN-CRH-O-2	Safeguard the scenic/visual amenity and character of Ballyshannon's unique coastal and riverside landscape setting.
BSN-CRH-O-3	Improve educational and associated ancillary infrastructure in Ballyshannon

Policies

BSN-CRH-P-1	Support and facilitate the delivery of the 3 bridges looped walkway/cycleway inclusive of new pathways, elevated walkways/cycleways, seating, lighting and play features as a key recreational/quality of life asset for Ballyshannon and not permit development which would hinder the delivery of same.
BSN-CRH-P-2	Support and facilitate the delivery/improvement of the recreational/active travel linkages identified on the land use zoning map and the Active Travel Map in Section 22.7 above and not permit development which would hinder the delivery of same.

BSN-CRH-P-4	• Ensure that the hillside/area designated as Visually Vulnerable **A** adjoining St Anne's Church remains free from development.
	• Consider small scale/limited agricultural, community, and recreational developments, and one off dwellings (in accordance with Policy GEN-H-2), within other areas designated 'Visually Vulnerable **B**' which:
	  ○ Do not negatively impact on landscape character/scenic amenities of the area either individually or in-combination with any existing and proposed development.
	  ○ Would not be visually prominent or obtrusive in the landscape.
	  ○ Would not obstruct views from the road to the sea.
	  ○ Provide for the retention of any trees/hedgerows/natural vegetation which form an intrinsic part of the landscape character.

BSN-CRH-P-5	Support and facilitate the development of new/enhancement of existing **Educational Infrastructure** in Béal Átha Seanaidh/Ballyshannon including: • Additional classrooms, multi use games area, playground, and pedestrian safety improvements at Holy Family National School. • Additional classrooms, a new General Purpose Room and safer access arrangements at Kilbarron National School. • Safer/enhanced pedestrian/disabled access facilities and improved parking facilities at St Catherines National School • Refurbishment of existing school buildings and sporting facilities, improved parking and security arrangements, and enhanced pedestrian/disabled access infrastructure at Colaiste Cholmcille. • Additional facilities at/for Gaelscoil Éirne.
BSN-CRH-P-6	Facilitate the development of viewing points and associated pedestrian access infrastructure atop Fort Hill (to the West of the Union Burial Ground) and at Buaille Bawns (to the northwest of the Mall Park) in a manner which is sensitive to the visual/scenic amenities of said areas and complies with the Archaeological Protection Policies of the plan.
BSN-CRH-P-7	Facilitate the provision of additional recreational facilities, including new and upgraded walking paths, at the Lakeside Centre.

BSN-CRH-P-8	Support the provision of additional recreational, sporting and/or landscaping amenities/facilities in the Mall park and along the Erne River Corridor.

BSN-OPP-P-3	Facilitate heritage led proposals for recreational, marine leisure, tourism, community, and public conveniences/changing related developments, and appropriate commercial uses (within established commercial areas), on the **Mall Quay (Opportunity Site 3)** which provide for. • Retention and repair/refurbishment of the Quay and the historic walls in accordance with best conservation practice and the architectural protection policies of this plan. • High quality hard and soft landscaping including public art, seating and suitable gateway signage/features and which otherwise retains the existing monument on the site. • Adequate and functional turning and parking space for vehicles towing boats/trailers and additional parking spaces with views over the Estuary. • Safe North South pedestrian connectivity between the quays at the southern end of the site and park/playground to the north. • A sensitive design prepared in association with the appropriate conservation professionals.

22.15 Other Opportunity Sites

Other Opportunity sites have been identified which have the potential to fulfil a variety of roles including heritage, tourism, cultural, commercial and residential by reason of their location, scale, characteristics or built or natural heritage characteristics.

Heiton's Site (Opportunity Site 4)

This site is located at a scenic and historic location at West Port on the southern shoreline of the Erne Estuary at the southwestern end of the town. Historically the site contained the quays of Béal Átha Seanaidh/Ballyshannon Port, a distillery, the Erne (Corn and Saw) Mill, warehouses, and timber yards. Whilst much of the built heritage on the site has been lost the old distillery building (NIAH 40852069 refers), and the building facades along the R267/West Port Road remain. The site also fronts the Donegal Bay Special Protection Area has a visual relationship with the Mall Quay on the opposite/northern side of, and views down, the Erne Estuary. The site also directly adjoins the future Bundoran to Béal Átha Seanaidh/Ballyshannon Active Travel Project which is currently under construction. The flood risk mapping prepared on foot of Strategic Flood Risk Assessment's for the Seven Strategic Towns Local Area Plan 2018-2024 and the County Development Plan 2024-2030 indicates that the lower/northern part of the site lies within Flood Zone A and B. However site surveys and site specific flood risk assessments submitted to the local authority in connection with recent planning enquires indicate that the vast majority of the site lies above a 4.5m contour line and therefore any development would not be at risk from a mid range future scenario coastal flooding scenario.

Given its historic context, remaining built heritage, scenic shorefront location and views, tourism potential and proximity to the town the site represents an opportunity for a range and mix of uses

including: tourism/cultural related (e.g. café/restaurant/guesthouse/gallery/museum/bike hire/visitor centre), residential, public open space, and events/exhibition spaces/venues.

In this regard it is essential that development proposals retain and sensitively re-utilise the existing built heritage on the site (including providing active/publicly accessible uses within the Old Distillery building), provide high quality and usable public open spaces over a significant portion of the original quays (which maintain the visual relationship with the Mall Quays and provide westwards views down the Erne Estuary), facilitate pedestrian linkages through the site to the site immediately to the east, provide an events/exhibition space, and otherwise respects the historical, visual, and environmental context of the site. In addition any development proposals should be subject to Appropriate Assessment vis-à-vis the impact on the adjoining Special Protection Area and should be accompanied by a site specific flood risk assessment demonstrating that there is no unacceptable residual flood risk to the development and it will not exacerbate flood risk elsewhere.

BSN-OPP-P-4

To consider heritage led development proposals which provide for a mix of tourism, cultural and residential development, and the provision of public open space, and events/exhibition spaces which:

- Safeguards and sensitively re-utilises the remaining Built Heritage on the site (including providing active/publicly accessible uses within the Old Distillery building) in accordance with the wider architectural protection policies of this plan.
- Provides high quality and usable public open space over a significant portion of the original quays which maintains the visual relationship with the Mall Quay and provides westwards views westward down the Erne Estuary.
- Facilitates pedestrian linkages through the site to the site immediately to the east.
- Provides a usable publicly accessible events/exhibition space.
- Respects the historical, visual, and environmental context of the site.
- Are sensitively designed in association with the appropriate conservation professionals.
- Are accompanied by a by a site specific flood risk assessment demonstrating that there is no unacceptable residual flood risk to the development and it will not exacerbate flood risk elsewhere.
- Are subject to Appropriate Assessment vis-à-vis the impact of the development on the adjoining Donegal Bay SPA.

Union Workhouse (Opportunity Site 5)

The site of the former Union Workhouse is located to the south of the Port Area and comprises the largely intact Workhouse building and associated yards. The imposing and substantial Workhouse Building opened in 1843 and was built in the Tudoresque style from cut limestone to a H shaped plan, and a multiple bay/two to three storey design. The Workhouse constitutes an integral element of the social history and built heritage of County Donegal and is listed on the Record of Protected Structures (Reg. No. 40801518 refers). The buildings in the northern part of the workhouse are vacant and, in a semi, derelict state whilst the associated yards are occupied as a Council Roads Depot. The buildings in the southern part of the site were occupied as a HSE Community Nursing Unit up until the recent completion of the new Béal Átha Seanaidh/Ballyshannon Community Hospital. However, the building constitutes a significant and natural opportunity for heritage related flagship cultural tourism project, a heritage related training/education facility, or niche tourism accommodation in an accessible

location. It is also considered that a flexible approach should be maintained in relation to other potential uses. In all cases the safeguarding and sensitive re-use of the Workhouse building in compliance with the Architectural Heritage policies of this plan are essential requirements for any development on the site.

BSN-OPP-P-5	To consider heritage led proposals for the refurbishment, re-use, and where appropriate extension of, the Union Workhouse building/site, for a heritage related flagship cultural tourism project, a heritage related training/education facility, or niche tourism accommodation or other uses which are compatible with the historic/heritage context of the site, and otherwise comply with the Architectural Heritage policies of this plan and which are designed in association with the appropriate conservation professionals.

Former Bakery Site Opposite the Mall Quay (Opportunity Site 6)

This site is a brownfield site comprising the disused premises of a former bakery. Taken with Opportunity Site 3 at the Mall Quay it is an opportunity to regenerate disused and infill lands with appropriately scaled and designed built form. The site is located on the edge of the Béal Átha Seanaidh/Ballyshannon archaeological complex and adjacent to a Protected Structure and therefore any proposal will be required to address issues arising. Given the proximity of the site to the town centre and the potential to service future marine/leisure/tourism related uses on adjacent lands, this site provides opportunity for a mix of small-scale commercial development integrating limited residential development, or tourist accommodation, or residential development only.

BSN-OPP-P-6	To consider proposals for development consisting of one of the following scenarios: (i) Small scale commercial development integrating limited residential development or tourist accommodation; or (ii) Primarily residential development on the site of the Former Bakery opposite the Mall Quay, Béal Átha Seanaidh/Ballyshannon Any proposal for development shall be required to adequately demonstrate: (i) That there will be no negative impact on material associated with the designated archaeological complex. (ii) That the proposal will integrate effectively with the adjoining protected structure. (iii) That the proposal will not result in the overdevelopment of the site. (iv) That the design is of high architectural quality and of fine grain suitable for the general context of the area and ensuring no negative impact on surrounding residential amenities and (v) Compliance with the Habitats Directive.

Appendix: Béal Átha Seanaidh/Ballyshannon Area Plan Summary Infrastructural Assessment Matrices

Table 22.2: Residential Development Zonings Summary Infrastructural Assessment Matrix

The table below contains a summary assessment of the suitability of zoned sites for residential development having regard to the provisions of the National Government's 'National Planning Framework' (Section 10.2 'Co-ordinating Land Use Zoning, Infrastructure and Services') and 'Development Plan Guidelines' (Section 4.5.2 and Appendix A).

Zoning Reference	Site Area(ha)*	Site Area Weighting	Weighted Site Area	Housing Yield (Units)	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water Supply	Written Analysis Regarding Tier 1 & Tier 2.	Within CSO Boundary
Residential Phase 1 Zonings												
NR1.1	1.109	1	1.109	28	Y	Y	Y	Y	Y	Y	All Services available. Tier 1.	✓
NR1.2	5.333	1	5.333	133	Y	Y	Y	Y	Y	Y	All Services available. Tier 1.	✓
NR1.3	1.575	1	1.575	39	Y	Y	Y	Y	Y	Y	All Services available. Tier 1.	✓
Opp. Site 4	0.977	0.5^2	0.49	12	Y	Y	Y	Y	Y	Y	All Services available. Tier 1.	✓
NR1.4	2.357	1	2.357	59	Y	Y	Y	Y	Y	Y	All Services available. Tier 1.	✓
NR1.5	2.521	1	2.521	63	Y	Y	Y	Y	Y	Y	All Services available. Tier 1.	✓
NR 1.6	4.157	1	4.157	104	Y	Y	Y	N	N	N	65m watermain and 81m sewer extension required. All other services available. Tier 2	✘
Residential Phase 2 Zonings[1]												
NR2.1	0.437	1	0.437	11	Y	Y	N	Y	Y	N	Upgrading of watermain required. All other services available. Tier 2	✓
NR2.2	1.081	1	1.081	27	N	Y*	Y	Y	Y	Y	Road widening, and surface water gullies required. *Pedestrian footpath to other side of College Street required. All other services available. Tier 2	✓
NR2.3	2.155	1	2.155	54	Y	N	Y	Y	N	N	Upgrading of watermain and sewer, and 67m footpath extension Required. All other services available. Tier 2	✓

Zoning Reference	Site Area(ha)*	Site Area Weighting	Weighted Site Area	Housing Yield (Units)	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water Supply	Written Analysis Regarding Tier 1 & Tier 2.	Within CSO Boundary
NR2.4	2.337	1	2.337	58	Y	N	Y	N	N	Y	Upgrading of sewer, 230m footpath extension and surface water gullies required. All other services available. Tier 2	✓
NR2.5	0.8282	1	0.828	21	Y	N	Y	N	N	N	Upgrading of watermain and sewer,43m footpath and SW required. All other services available Tier 2	
NR2.6	0.677	1	0.437	17	N	Y	N	Y	Y	N	Upgrading of watermain required, Road widening required, 84m public lighting extension required. All other services available. Tier 2	✓
NR2.7	5.454	1	5.454	136	Y	N	Y	N	N	Y	Upgrading of sewer, 137m footpath extension, surface water gullies required. All other services available Tier 2	✓
NR2.8	3.953	1	3.953	99	Y	N	N	N	N	Y	Upgrading of sewer, 272m footpath extension, additional public lighting and surface water gullies required. All other services available. Tier 2	✓
NR2.9	3.097	1	3.097	77	Y	N	N	N	N	Y	Upgrading of sewer, road widening, 139m footpath, additional public lighting and surface water gullies required. All other services available Tier 2	✓
NR2.10	8.618	1	8.618	215	Y	Y	Y	N	N	N	65m watermain extension, 81m sewer extension, road access through adjoining lands. All other services available. Tier 2	✓

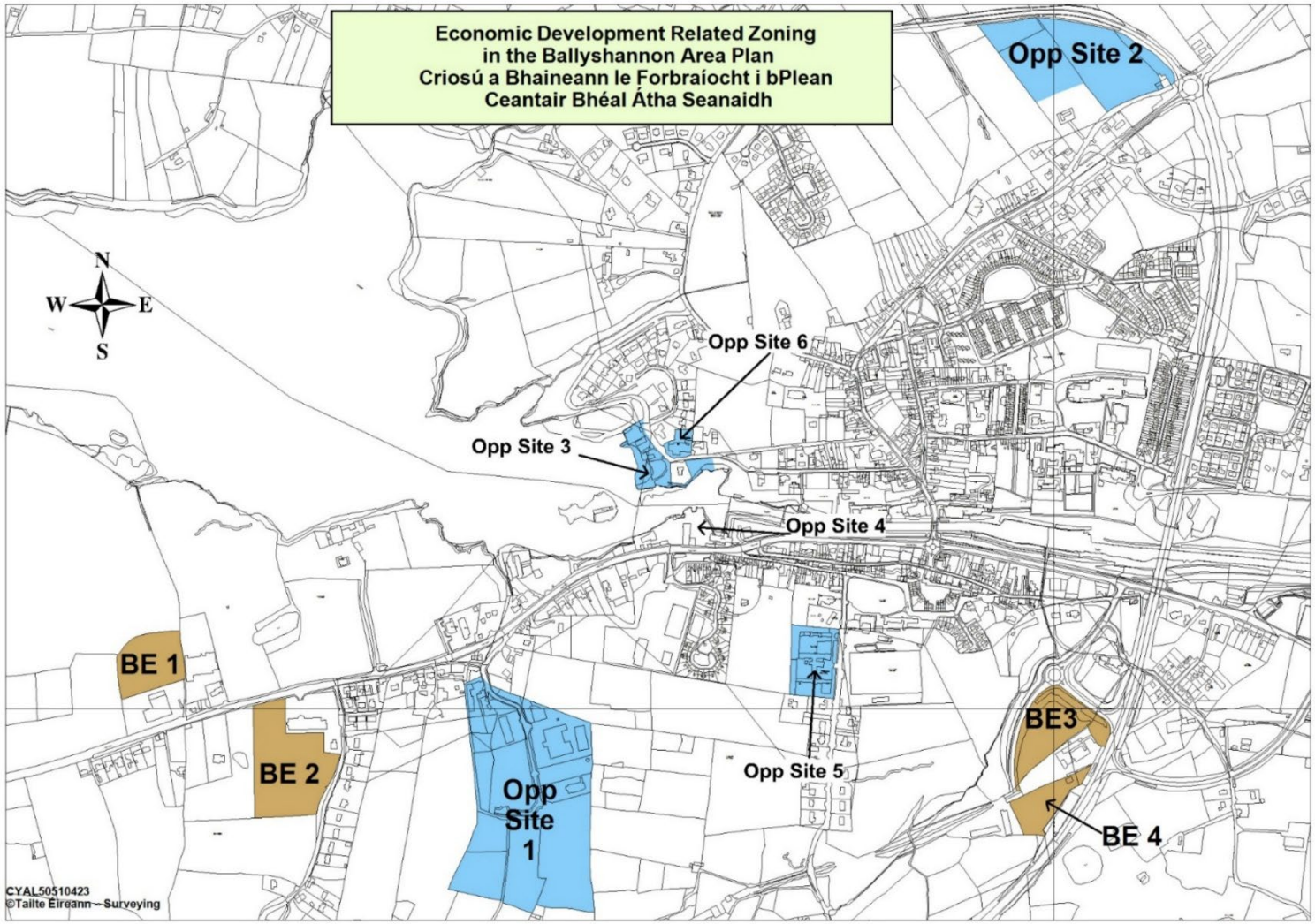
Footnote

1. This Infrastructural analysis includes New Residential Phase 2 which sites have not been identified for immediate residential development as other more optimal sites (in terms of key planning criteria) were selected to deliver the Core Strategy housing target.
2. Housing yield for Opp Site 4 (Heiton's Site) calculated at 50% of site area being developed as residential given the specific policy requirements for this site.

Table 22.3: Economic Development Zonings Summary Infrastructural Assessment Matrix
The table below contains a summary assessment of the suitability of zoned sites for **economic development**

	Developed (Ha)	Undeveloped (Ha)	Wastewater	Water	Roads	Footpath	Public Lighting
BE1	0.00	1.50	✓	✓	✓	✓	✓
BE2	0.00	3.04	✓	✓	✓	✓	✓
BE3	0.00	1.93	×	×	✓	×	✓
BE4	0.21	0.73	×	×	✓	×	✓
Opp Site 2	0.00	4.63	✓	✓	✓	✓	✓
Opp Site 1	3.84	6.91	✓	✓	✓	✓	✓
Totals	**4.05**	**18.74**					

Map 22.2: Location of Economic Development Zonings Referenced Above



Chapter 23 Ceann an Droichid/Bridgend Area Plan

23.1 Introduction

Ceann an Droichid/Bridgend is at the base of the Inishowen peninsula and at the heart of the Northwest City Region (NWCR). Although small in scale (the village had a population of 373 persons in the 2022 Census), Bridgend is of significant strategic importance for Donegal due to its unique position on the border with Derry City. Some of the key attributes of Bridgend include -

- Strategic position in east Donegal adjoining the border with Northern Ireland, and Derry City in particular;
- Location on the route of the N13 National Primary Road route; this road is the primary transport corridor within the North-West City Region of Letterkenny-Derry-Strabane and the importance of the road is reflected in its inclusion in Ireland's Trans-European Transport Network roads (or TEN-T)[54]; and
- A key gateway to the Wild Atlantic Way.

The County Development Plan 2024-2029 (CDP) recognises that the County's towns and villages are at the centre of rural communities because they are important locations for service delivery, gathering, expression of identity, rural enterprise and social and community supports. The CDP recognises the importance of rural towns and villages in supporting the wider rural community and therefore seeks to enable their revitalisation and regeneration as a key strategic intervention. To this end, the Core Strategy targets approximately 18% of the projected population growth towards the smaller settlements of the County. This approach is consistent with national policy as contained in the NPF and 'Our Rural Futures, 2021-2025' (Chapter 5: Revitalising Rural Towns and Villages') and regional policy as contained in the RSES (RPO 3.4). RPO 3.13 supports the role of smaller and medium-sized towns as set out below and requires the identification of in the Development Plan of such settlements in the Core Strategy.

RPO 3.13

To support the role of smaller and medium-sized towns, which demonstrate an important role in terms of service provision and employment for their catchments within the economic function of the county. Such settlements will be identified through the Development Plan process as part of the Settlement Hierarchy and the Core Strategy.

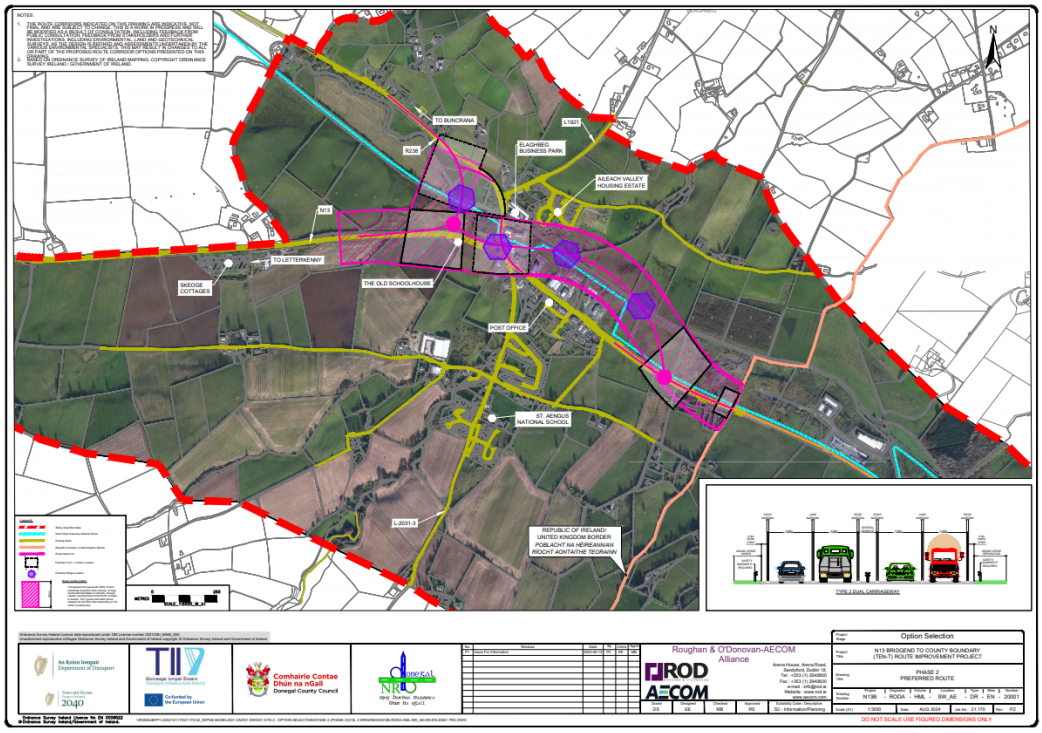
Furthermore, Table 5.1 of the CDP recognises Ceann an Droichid /Bridgend as a Settlement Meriting Recognition in the context of RPO 3.13, on the basis of its proximity to Northern Ireland border and associated cross border context.

Ceann an Droichid/Bridgend has a commercially vibrant village centre that has benefitted from its border location, compact residential areas within walking distance of local services, a primary school and additional capacity for further commercial development adjacent to its core. The northern end of the village is bisected by the Skeoge river running south-east to north-west.

[54] In December 2013 the European parliament adopted Regulation (EU) No.315/2013 on Guidelines for the development of the Trans European Transport Network (Ten-T), (amended in 2014 to include supplementary maps (EU) No.473/2014). The Guidelines set out that member states shall "take appropriate measures" to complete their core network by 2030; the maps associated with the Regulations show the core network corridors of the TEN-T extending from Dublin to Belfast, and Dublin to Cork only. Nationally, as a result of the directive, parts of the N13 (**including the Letterkenny to Bridgend section**), N14 and N15 have also been identified as part of the TEN-T network.

The village has developed around the junction of the N13 and the R238 roads and, as well as its strategic importance, is also a functioning settlement that provides local level services. Regional traffic from the R238 Inishowen converges with strategic traffic on the N13/A2 Letterkenny to Derry transboundary TEN-T route at Ceann an Droichid/Bridgend; said road bisecting the village and facilitating in excess of 19,000 vehicular movements per day. This daily flow of traffic movements highlights the ever-increasing strategic importance of this key border crossing point in the North West City Region.

Donegal County Council, in conjunction with Transport Infrastructure Ireland (TII), appointed Consulting Engineers as technical advisors to progress the TEN-T project from consideration of Options (which may include looking at both on-line and off-line options), selection of a Preferred Improvement Option, and to take the project through the Statutory Processes before developing a Detailed Design. This process has been completed and Map 23.1 below identifies the preferred route option.



Map 23.1: N13 Bridgend to County Boundary TEN-T Route Improvement Project

Whilst the village occupies a strategic location between Letterkenny and Derry, it should be noted that the future delivery of development in Ceann an Droichid/Bridgend continues to be impacted in the short to medium term by the lack of investment in the wastewater treatment system in the area, and this will continue to preclude any further significant development in the town. It must be acknowledged that the lack of infrastructural investment in Ceann an Droichid/Bridgend will place constraints on certain types of development over the duration of the area plan, and in particular the servicing of residential sites will be a significant issue.

23.2 Key Planning Issues

The key issues for Ceann an Droichid/Bridgend are:

- The current lack of additional capacity in the wastewater treatment plant and the need for an upgrade of this system;
- The strategic place-making and economic opportunity arising from its border location, position on the N13/TEN-T Letterkenny to Bridgend/Derry, and the continued benefits from collaborating on a cross-border basis with the authorities in Northern Ireland;

- The volume of cross-border traffic using the N13 route;
- The unattractive village centre with poor pedestrian permeability;
- The absence of quality public amenity spaces; and
- The need to avoid inappropriate development in flood risk areas in accordance with Flood Risk Management Guidelines.
- The need to consider the potential for future rail connections to Ceann an Droichid/Bridgend as part of any new rail link between Letterkenny and Derry.

In broad terms this Area Plan (AP) aims to set out a spatial planning framework that would see the village both capitalise on its geographical advantages to achieve its strategic economic potential, and create a sustainable village with a vibrant, diverse and pedestrian-friendly village centre, quality residential areas, and adequate environmental infrastructure and amenities.

23.3 Strategic Vision

The strategic vision for Ceann an Droichid/Bridgend is:

"To establish a balanced and sustainable village that fosters cross border strategic place-making and economic growth; to create a vibrant, inclusive, and high-quality village centre designed for people and the delivery of amenities; and to designate reserved lands that can provide future high-standard residential development, supported by appropriate environmental infrastructure to be delivered by Uisce Eireann, Transport Infrastructure Ireland and other key infrastructure providers".

23.4 Zoning Matrix

As indicated in Section 17.3, development proposals in Ceann an Droichid/Bridgend will be considered in the context of the Zoning Objectives detailed in Table 17.1, the Ceann an Droichid/Bridgend specific zoning matrix below, the policy framework in this plan and the policy framework in the wider CDP. The Zoning Matrix below illustrates a range of land uses/development types together with an indication of their broad acceptability in each of the land use zones. The acceptability of uses within designated Opportunity Sites is also set out in site specific policies contained in this Area Plan.

Y= Acceptable in Principle; O=Open for consideration; N= Not acceptable

Land Use	Urban Core	New Residential (Phase 2)	Established Development	Established Dev. 2	Opportunity Site	Open space & Recreation	Local Environment 1	Local Environment 2
Amusement Arcade/Casinos	O[1]	N	N	N	N	N	N	N
Agricultural Buildings	N	O[2]	O	O[20]	N	N	Y	O[21]
Car Park (Standalone)	O[3]	N	O	O[20]	N	N	N	O[21]
Betting Office	O[4]	N	N	N	N	N	N	N
Café	Y	N	O	O[20]	O[22]	N	N	O[21]
Caravan Parks	N	N	O	O[20]	N	N	N	O[21]
Cemetery	N	N	O	O[20]	N	N	O	O[21]

Land Use	Urban Core	New Residential (Phase 2)	Established Development	Established Dev. 2	Opportunity Site	Open space & Recreation	Local Environment 1	Local Environment 2
Cinema	Y	N	O	O[21]	N	N	N	N
Community/Recreational/ Sports	O	O	O	O[20]	O[22]	Y[5]	N	O[21]
Creche/Playschool	Y	N	O	O[20]	O[22]	Y	N	O[21]
Cultural Uses/Library	Y	N	O	O[20]	O[6]	N	N	O[21]
Dancehall/Disco	Y[7]	N	O[7]	O[20]	N	N	N	O[21]
Data Centre	N	N	O	O[20]	O[22]	N	N	O[21]
Funeral Home	Y	N	O	O[20]	O[22]	N	N	O[21]
Garage/Car Repair	O[8]	N	O[8]	O[20]	O[22]	N	N	O[21]
Guesthouse/Hotel/Hostel	Y	N	O	O[20]	O[22]	N	O[9]	O[21]
Hot Food Takeaway	O[10]	N	N	O[20]	N	N	N	O[21]
Industry (light)	Y	N	O	O[20]	O[22]	N	N	O[21]
Industry (General)	N	N	O	O[20]	O[22]	N	N	O[21]
Medical/Consultancy/ Healthcare	Y	N	O	O[20]	O[22]	N	N	O[21]
Motor Sales	N	N	O	O[20]	O[11]	N	N	O[21]
Nursing Home	Y	N	O	O[20]	O	N	N	O[21]
Offices	Y	N	O[12]	O[20]	O[12]	N	N	O[21]
Park/Playground	Y	O	O	O[20]	O[13]	Y	O	O[21]
Petrol Station	O	N	O	O[20]	N	N	N	O[21]
Place of Worship	Y	N	O	O[20]	N	N	N	O[21]
Playing Fields	N	O	O	O[20]	O[14]	O	N	O[21]
Pub	Y	N	O	O[20]	N	N	N	O[21]
Restaurant	Y	N	O	O[20]	N	N	N	O[21]
Residential	Y	O[23]	O	O[20]	O[22]	N	O[15]	O[21]
Retail	Y	N	O[16]	O[20]	O[17]	N	O[18]	O[21]
School/Education	Y	N	O	O[20]	O[22]	N	N	O[21]
Solar Energy Generation (other than exempted dev. or microgeneration[19])	N	N	N	N	N	N	O[19]	O[21]
Tourist Related Facilities	Y	N	O	O[20]	O[22]	N	N	O[21]
Warehouse/Store/Depot	O	N	O	O[20]	O[22]	N	N	O[21]
Water/Wastewater Services	O	O	O	O[20]	O	O	O	O[21]

Footnotes related to land-use zoning matrix

1. Amusement arcades/casinos shall be considered within lands zoned as Urban Core in accordance with Policy TC-G-P-4.
2. Agricultural buildings proposals within lands zoned as New Residential (Phase 2) must be designed and located so as not to compromise the future residential development potential of said lands.
3. Standalone car parks will only be considered within lands zoned as the urban core where they are not contrary to Urban Regeneration and Town Centre objectives of the AP.
4. Betting offices will be open to consideration on lands zoned Urban Core in accordance with Policy TC-G-P-4.

5. Community/Recreational/Sports proposals shall comply with the flood risk management policies of the Development Plan.
6. Cultural Uses may be considered on Opportunity Site 1 & 3.
7. Dancehalls/discos will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
8. Garages/car repair will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
9. Guest houses of a limited scale may be considered on existing developed sites within lands zoned Local Environment 1 provided they are compatible with the Local Environment 1 zoning objective.
10. Hot food takeaways will be open to consideration on lands zoned Urban Core in accordance with Policy TC-G-P-4.
11. Motor sales shall be considered on Opportunity Site 1.
12. Professional services which provide services principally to visiting members of the public will be directed to the defined urban core in accordance with Objective GEN-ED-1 .
13. Parks/Playgrounds ancillary to Community developments may be considered on Opportunity Sites 1 & 3.
14. Playing fields ancillary to Community developments may be considered on Opportunity Sites 1 & 3.
15. Only single dwellings will be considered on lands zoned Local Environment 1 in accordance with GEN-H-P-2
16. Retail development proposals in areas zoned Established Development 1 shall be assessed in accordance with the related zoning objective and the retail policies in this Development Plan.
17. Retail development proposals on Opportunity Sites shall be assessed in accordance with the site-specific Opportunity Site Policies and the retail policies in this Development Plan.
18. Retail development on lands zoned Local Environment 1 shall only be considered where they comprise proposals for a farm shop selling goods that are produced on the subject landholding. Other types of retail shall not be permitted at these locations.
19. Utility scale Solar energy generation proposals on lands zoned Local Environment 1 will be assessed in accordance with Policy E-P-7 of the development plan.
20. Only proposals for minor developments such as small extensions to houses and most changes of use to existing buildings and/or extensions and additions to existing commercial and industrial enterprises shall be considered within land use zoning 'Established Development 2' in accordance with Policy GEN-F-P-1.
21. Only proposals for minor agricultural, residential and commercial developments such as small extensions to existing buildings or water compatible developments will be considered in 'Local Environment 2' in accordance with Policy GEN-F-P-2.
22. See site specific Opportunity Site Policies.
23. Residential development will be Open to Consideration on New Residential Phase 2 in accordance with the General Housing Policies detailed in Chapter 17

23.5 Town Centre and Regeneration

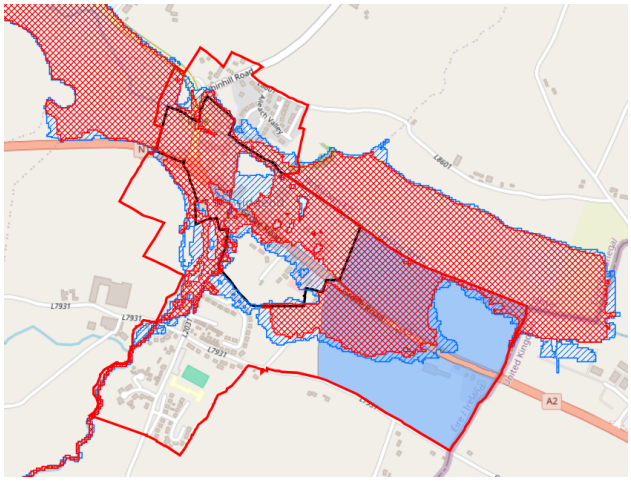
Ceann an Droichid/Bridgend has an active and compact, albeit low-density, town centre located principally along the N13, but extending also along the R238 Buncrana Road. The town's strategic location on the border, close to Derry City and served by a key strategic road route has contributed to its economic growth and the specific nature of its commercial base.

The N13 is currently subject to substantial congestion, with average daily traffic volumes exceeding 19,000 traversing the village and the adjacent border area. The combination of high traffic volumes and numerous direct access points to commercial and residential properties adversely affects road safety. Ceann an Droichid/Bridgend functions predominantly as a car-orientated and congested environment, which undermines the quality and functionality of the village centre. The proposed infrastructural improvements set out as part of the TEN-T scheme seek to mitigate, to the extent feasible, adverse climate and environmental effects caused by the current high traffic volumes through the town which contribute to the noise, vibration and air pollution levels in the area.

Ceann an Droichid/Bridgend hosts modest yet strategically located commercial landscape. Its proximity to Derry City makes it an attractive location for small businesses and cross border enterprises. Elaghbeg Business Park for example, is a multi-occupancy commercial unit which is subdivided into smaller units and is currently tenanted. Vacant sites such as the former Customs House and Allieach Hotel also offer future opportunities for redevelopment and it is further noted that there are significant areas of undeveloped backlands both to the north-east, and to the south, of existing units along the N13 which provide scope for additional commercial development.

Amusement arcades contribute to the entertainment offering of Ceann an Droichid /Bridgend; however, the nature of these uses is such that potential exists for conflict with neighbouring uses. Furthermore, such developments can have a detrimental impact on the streetscape as a result of inappropriate signage and lighting or the use of blacked-out or obscured windows, which fail to provide active visual engagement between the users of the street and the buildings that define those streets. The need for a varied commercial offering in Ceann an Droichid/Bridgend is recognised. While noting the existing high level of 'Amusements' type development in the town the Council will continue to consider the principle of developing such entertainment premises within the town centre of Ceann an Droichid/Bridgend, subject to the provisions of Policy TC-G-P-4.

Significant areas of the town centre and adjoining lands have been identified as at risk from flooding in the SFRA Report for the County Donegal Development Plan 2024-2030, concentrated around the River Skeoge generally and in the areas north and east of the river (See Figure 23.2 below). This Area Plan integrates flood risk as a critical consideration in the identification of sites for the future expansion of the town centre, and in the lands which include the Opportunity Sites. It has been prepared based on the precautionary principle and the sequential approach of 'Avoid, Substitute, Justify, Mitigate and Proceed' set out in the Flood Risk Management Guidelines (See section 23.9 Flooding). In addition, new development will be required to ensure that surface water management issues can be successfully addressed, that it does not exacerbate flood risk elsewhere and utilises Sustainable Urban Drainage Systems in accordance with the Flood Risk management policies of the Development Plan.



Map 23.2 Extent of High End Future Scenario – Flood Zone A and Flood Zone B

Objectives

BE-TC-O-1	To encourage and facilitate the strengthening of the role of the town centre by promoting compact, mixed -use development, enhancing connectivity and supporting its function as a focal point for economic and community activity.

BE-TC-O-2	To physically and socially regenerate the town centre including, improving the public realm, enhancing civic spaces, tacking vacancy and dereliction and facilitating the regeneration of backland/underutilised sites.
BE-TC-O-3	To improve the accessibility, permeability, and safety of the town centre for pedestrians, cyclists, disabled and older persons.

Policies

BE-TC-P-1	To ensure that all development proposals for new buildings or the significant redevelopment or extension of existing building within the urban core of Bridgend (as defined in the accompanying land use zoning map- Map 23.1 refers) shall: ▪ provide for the development to be sited as close as possible to the existing or required pedestrian footpath; ▪ maximise street frontage through, for example, the orientation of buildings parallel to the street frontage; ▪ provide for a high-density site usage and the minimisation of extensive hard surfaced areas; ▪ provide for active ground floor uses along street frontages with a minimisation of blank frontages; ▪ provide for fine grain of development in terms of overall scale, fenestration, size/proportions, signage and detailing; ▪ provide for a pedestrian-friendly and pedestrian-orientated layout with physically segregated and clearly demarcated pedestrian links and areas between the subject buildings and parking areas; parking areas shall be provided to the rear of the development unless the developer can demonstrate exceptional circumstances that prevent this form of layout; ▪ vehicular entrance widths shall not exceed the required minimum standards, unless exceptional circumstances are demonstrated to the satisfaction of the Council.
BE-TC-P-2	To positively facilitate development proposals for the refurbishment/reuse/ redevelopment of vacant and derelict properties in the town centre which: • Accord with the Architectural and Archaeological polices of this Development Plan. • Sensitively integrate with the environment and streetscape in terms of design, character, scale, and height. • Protect the residential amenities of adjoining buildings.
BE-TC-P-3	To facilitate high quality public realm/landscaping/placemaking improvements along the Main Street of the village, including those which facilitate outdoor dining, events, and enhanced pedestrian permeability whilst retaining vehicular connectivity

BE-TC-P-4	To provide new/enhanced pedestrian, cycling, disabled and age friendly infrastructure in the town centre in accordance with the Transport/Sustainable Mobility Strategy.

23.6 Housing

Ceann an Droichid/Bridgend is identified as a 'rural settlement' in the Core Strategy of the CDP 2024-2030. It's strategic importance is based on it's proximity to the border with Northern Ireland and the key role which rural towns play in servicing the population base of the rural countryside.

The town currently has a number of well-established housing developments including the Stoney Bridge, Carrickbridge, Bonmaine, Bridgebrook and The Cottages estates to the south of the village centre and the Aileach Valley to the north of the village. In addition, there are also a number of individual one-off dwellings within the town. There are currently 25[55] vacant properties in the town and a social housing need of 20.

The delivery of future housing in Ceann an Droichid/Bridgend has and will continue to be impacted by the lack of investment in the wastewater treatment system. As part of this plan the most suitable lands have been reserved in Ceann an Droichid/Bridgend by way of 'New Residential Phase 2' zoning, thus ensuring that the lands remain available for development when the necessary treatment plant upgrade works are completed. Uisce Éireann (UÉ) has advised that there is currently no wastewater treatment capacity in the village. Whilst a Stage 2 Preliminary Business case is being progressed by UÉ for the upgrade of the Ceann an Droichid/Bridgend wastewater treatment plant, UÉ have advised that the project will not commence construction during the 2025-2029 period. Notwithstanding, two sites have been zoned as New Residential Phase 2 to ensure that they are reserved for housing development when the required services come online – one located adjacent to the Aileach Valley housing development on Local Road L-8061-1 and one to the south-east of the town centre.

Occupancy	Value
Occupied	145
Temporarily absent	5
Unoccupied holiday homes	0
Other vacant dwellings	25
Total	175

Showing 1 to 5 of 5 entries

September 21, 2023 09:01:19 UTC
© Central Statistics Office, Ireland
https://data.cso.ie/table/SAP2022T6T8SA

The provision of an adequate supply and mix of quality housing units at serviced and accessible locations to meet a range of housing needs is essential for the sustainable growth of Ceann an Droichid (Bridgend) and to ensure the creation of a liveable settlement with a high quality of life, but this can only be achieved with the required upgrade programme for the wastewater treatment system for the town. In addition, there is scope for additional residential development in the town centre both through the refurbishment of vacant town centre properties and/or on brownfield/infill sites. There has been a very limited number of new residential completions within Ceann an Droichid/ Bridgend within the last decade. The CSO report for 2024 indicated that there was only 1 new

[55] CSO 2022

dwelling completion over the period 2018-2024 and all of the lands zoned for residential development in the Seven Strategic Towns Local Area Plan 2018-2024 remain undeveloped.

This Area Plan integrates flood risk as a critical consideration in the identification of sites for the future expansion of the town centre, and on sites identified as future residential reserve lands. Significant areas of the town centre and adjoining lands have been identified as at risk from flooding in the SFRA for the County Donegal Development Plan 2024-2030, concentrated around the River Skeoge generally and in the areas north and east of the river.

The above context creates both challenges and opportunities for the future provision of housing in Ceann an Droichid/Bridgend including:

- The provision of an adequate supply and mix of quality new housing lands to fulfil the core strategy requirements and provide for a range of private, social, affordable and age friendly housing needs.
- The refurbishment and reutilisation of vacant and derelict urban core properties and urban brownfield sites to encourage town centre living and create a more vibrant physically attractive town centre.
- Ensuring the new housing in Ceann an Droichid/Bridgend is provided in a compact/sequential manner at serviced, accessible, and socially inclusive locations in order to provide for a more consolidated efficient urban form, encourage sustainable mobility, and ensure easy access to key services.

The residential lands identified as part of this Plan (see Map 23.1, Land Use Zoning Map) are for New Residential 'Phase 2' sites only and the potential future yield from these lands is set out in Table 23.1 below.

Said lands have been identified as **NR Phase 2**, as a means of safe guarding these lands for the future delivery of residential development in Ceann an Droichid/Bridgend as and when the required infrastructure is in place to adequately service and support the development of residential units in the town. The current lack of investment by Uisce Eireann (UE) in the wastewater treatment system will continue to preclude any further significant development in the town as the servicing of residential sites will be a significant issue.

There is scope within the town for the refurbishment of vacant and derelict properties within the Plan Area (estimated 25 units), together with new development in the Urban Core and Established Development Area.

Table 23.1 Potential Housing Yield

	Zoning Ref:	Site Zoning Type	Site Area (ha)		Potential Housing Yield
Phase 2 Residential Zonings					
New Residential Phase 2 Sites					
	NR 2.1	New Residential Phase 2	3.919Ha		98
	NR 2.2	New Residential Phase 2	1.987Ha		50
Subtotal			**5.906Ha**		**148**

In addition to the identification of housing lands as outlined above, the CDP 2024-2030 outlines a range of policies to ensure quality within new multiple residential developments. Furthermore, this plan sets out a range of site specific policies for new residential developments to, inter alia, protect local environmental amenities and ensure high levels of permeability and connectivity for such developments.

Objective

BE-H-O-1	It is an objective of the Council to reserve a sufficient amount of land to facilitate the future supply of a mix of quality housing units at serviced and accessible locations in order to meet a range of housing needs upon delivery of the necessary upgrade works to the wastewater treatment infrastructure for the village.

23.7 Transport, Sustainability and Mobility

The creation of a functional, safe, and sustainable transport network for Ceann an Droichid/Bridgend is essential for economic prosperity, and the health, wellbeing and quality of life of its residents. Ceann an Droichid/Bridgend has served as an important transport hub for public transport serving Donegal and Derry and onto Belfast etc. The town is serviced by two TFI Local Link Donegal Sligo Leitrim services, notably Route 959[56] and Route 953[57]. The town is served by four regional bus services operating between Donegal and Dublin[58].

For many decades transport in Ceann an Droichid/Bridgend has been heavily dependent on vehicular transportation. This is evidenced by Census 2022 which indicates that 65% of residents are either driving a car/van or are passengers in a car. Only 14% of the population travel by foot. In terms of Active Travel, 14% of the population reported in the Census 2022 that they travel on foot, however, the pedestrian environment of the town is challenged by a number of key factors such as;

- Severance issues caused by the N13 through the centre of the town.
- High number of multiple access points onto the N13 which currently serves existing businesses in the town.
- High incidences of on-street car parking which impacts upon the pedestrian/cyclist flows along footpaths.
- Noise pollution caused by the consistently high flow of traffic through the main street.
- Lack of pedestrian crossings to facilitate pedestrian movement across the N13.
- Disjointed nature or absence of footpaths in areas such as; Castle Bridge, the route to St Aengus Primary School on Carrick Bridge, along the R238 (Buncrana Road), Moville Road from Aileach Valley residential development.
- No designated cycle lanes or public cycle parking areas.
- No designated taxi rank.
- No designated electric car charging points.
- No designated bus stop(s) or coach parking areas, which also raises safety concerns for pedestrians using bus services when entering and exiting buses on or close to the public road.

[56] Route 959 – Operates from Greencastle to Buncrana
[57] Route 953 – Operates from Letterkenny to Greencastle
[58] Regional Bus Services to Bridgend - Route 933 serves Moville to Dublin via Buncrana. This service is operated by McGinley Coach Travel. This service operates in the morning and evening peaks from Monday to Saturday, with two services on Sundays also, at lunch time and the later evening. McGonagle Bus and Coach Hire operate route 951 from Malin to Derry via Buncrana, and two Buncrana to Derry services. These are route 956 and route 976. The 951 offers four return services per day. Route 956 operates seven times per day Monday to Friday, with five services on a Saturday, and two services on a Sunday. Route 976 operates 11 hourly services per day, with additional evening services on a Friday and Saturday. A reduced service operates on a Sunday.

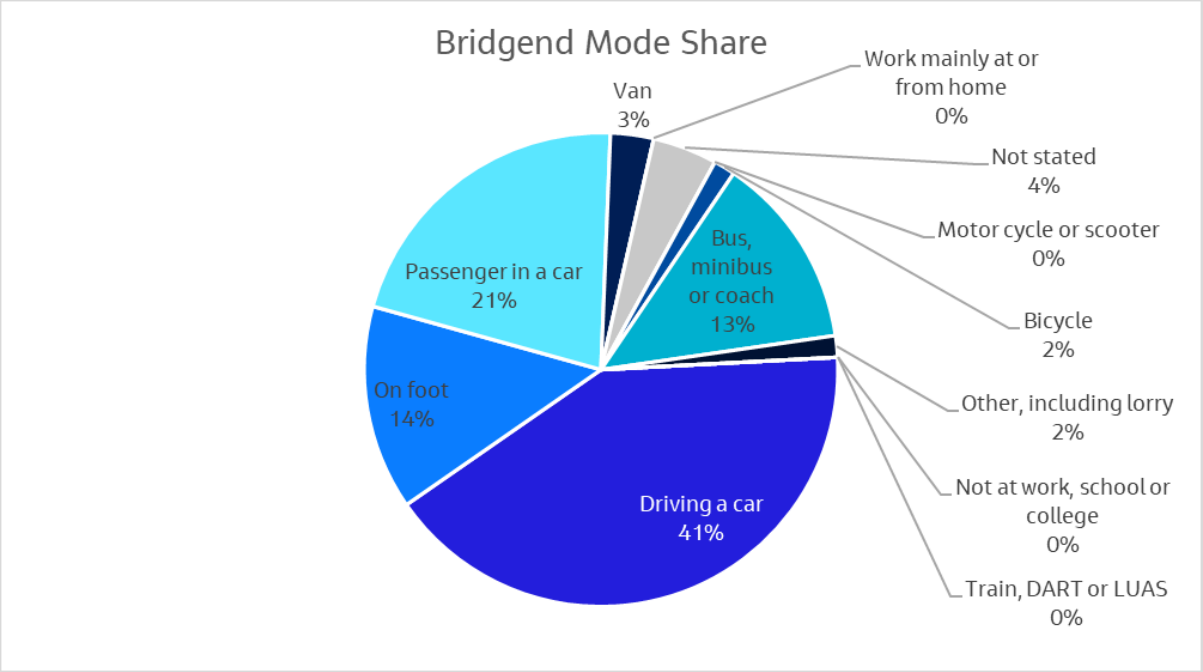


Figure 23.1: Bridgend Mode Share Census 2022



Figure 23.2: Multiple wide Commercial Access Junctions and Parking



Figure 23.3: Pedestrian Crossing Point and Traffic Conflict on N13



Figure 23.4: Lack of Footway Provision on Castle Bridge towards N13.



Figure 23.5: Footway Pinch Point on R238 Towards Bridgend

Sustainable Mobility (e.g. walking/cycling/public transport) is a Strategic Objective of the National Planning Framework and a National Transport Priority and provides significant benefits in terms of transport efficiency, reduced congestion, improved health, climate change mitigation and reduced air pollution. Accordingly, in conjunction with the specific land-use policies in the Area Plan in terms of the future development of residential areas or opportunity sites, a Local Transport Plan (LTP) was formulated to identify the main issues with active travel and road usage in Ceann an Droichid/Bridgend and to identify interventions which could promote a modal shift to/increased rates of walking and cycling as a core part of Ceann an Droichid/Bridgend future transport solutions.

As part of the LTP, an Active Travel Network and Public Transport Measures Map was developed as set out in Figure 23.6 below. Together with this map, a range of measures have been identified in the LTP which would have significant potential to make Ceann an Droichid/Bridgend more pedestrian and cycling friendly and promote active travel, including:

- Potential for dedicated cycling links along N13 and associated cycle parking infrastructure.
- Improved footway provision to connect residential developments and school.
- Opportunity for the implementation of Safe Routes to Schools scheme at St. Aengus' National School.
- Improved crossing facilities, especially across N13.
- Potential for segregated active travel only connections between residential developments, trip attractors and wider connectivity, potentially linked to zoned lands.
- New greenway proposals from Bridgend to both Buncrana and Derry offer significant opportunities to increase the popularity of active travel in the study area.

- The construction of the N13 Bridgend to County Boundary TEN-T Improvement Project will provide a step change opportunity to improve the walking and cycling environment within Bridgend.
- Upgrades to existing bus stop infrastructure.
- Additional bus stops on approach roads.
- The construction of the N13 Bridgend to County Boundary TEN-T Improvement Project will provide an alternative route for strategic through traffic.
- Potential opportunities to explore Park and Ride provision due to Bridgend's strategic location and in conjunction with enhanced bus stop provision.

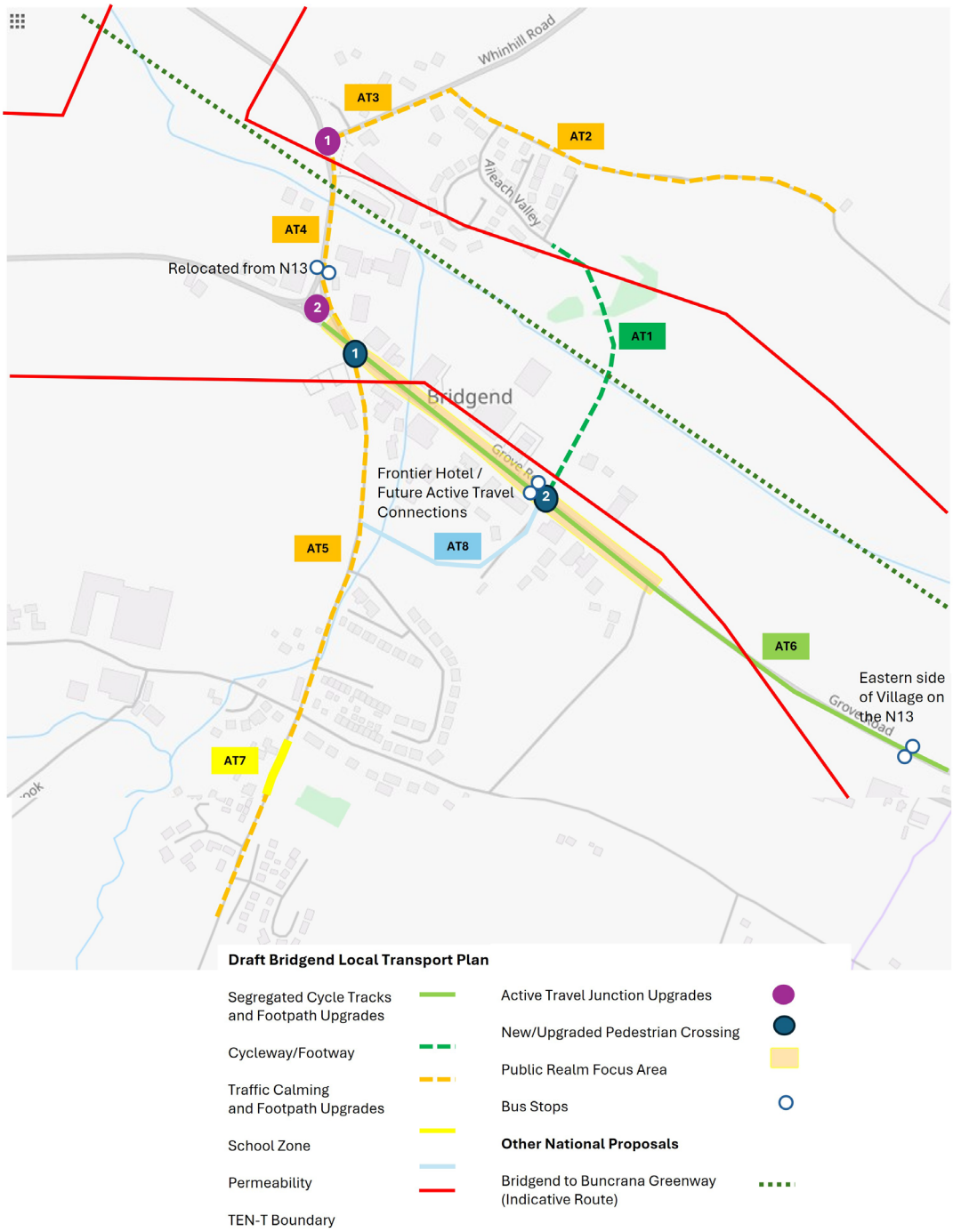


Figure 23.6:Bridgend Active Travel Network Map

The Bridgend to Buncrana and Newtowncunningham Greenway project is currently in Phase 2, whereby the preferred route options will be presented to the public for consideration. This greenway upon completion will offer a safe, scenic, and eco-friendly corridor for walking, cycling and recreation connecting the neighbourhoods, school and businesses in the town. This will also have an economic benefit for the town by attracting new visitors into the town.

All Ireland Strategic Rail Review

In April 2021 the All-Island Strategic Rail Review[59] was launched by the Minister of Transport for the Irish Government and the Minister for Infrastructure for the Northern Ireland Executive. The review set out to assess how the island's railways are currently used, what role rail could play in the future, and how the island's railway could better serve the people of both jurisdictions. It also set out to inform policy and provide a future strategic vision for the railways in both jurisdictions on the island of Ireland. A principal goal of the review was to provide a railway service to larger towns with a population of >10,000 people, within reasonable economic constraints. On this basis, the review recommended that a rail line be provided between Derry/Londonderry and Letterkenny, which would provide an opportunity to connect these urban centres to each other and greatly improve access to Belfast and Dublin. In the context of the Rail Review, it is considered that the potential for Bridgend to function as a stop along the envisaged Letterkenny-Derry/Londonderry route should be explored further, and this is reflected in the transportation objectives below.

Objectives

BE-TSM-O-1	Increase walking rates by the provision of a quality and safe walking environment with enhanced pedestrian infrastructure (e.g. new/enhanced footpaths, new active travel links, pedestrian crossings, traffic calming measures).
BE-TSM-O-2	Increase cycling rates by the provision of an improved and safer cycling environment with new cycle infrastructure (e.g. cycle lanes (where feasible) along key approach roads, and bicycle parking within the town centre) and facilitate the delivery of the Bridgend to Buncrana & Newtowncunningham Greenway.
BE-TSM-O-3	Improve transport infrastructure for children, disabled, and older persons including enhanced safety provision for children walking and cycling to schools.
BE-TSM-O-4	Increase public transport usage by providing improved public transport infrastructure (including the provision of a town centre bus stop and additional bus stops on approach roads)
BE-TSM-O-5	Reduce transport and parking demand by promoting compact growth and providing enhanced walking, cycling and public transport infrastructure.
BE-TSM-O-6	Improve traffic flow and parking arrangements in the town centre and facilitate the delivery of TEN-T N13 Bridgend to County Boundary Improvement Project.
BE-TSM-O-7	Support and facilitate the construction of a new rail connection between Letterkenny-Derry/Londonderry and examine the feasibility providing an appropriately located stop in Bridgend.
BE-TSM-O-8	Secure the delivery of the Bridgend-Buncrana & Newtowncunningham Greenway inclusive of the section routing through Bridgend.

[59] https://www.gov.ie/en/department-of-transport/publications/all-island-strategic-rail-review/

Policies

BE-TSM-P-1	Support the delivery of projects which provide for the delivery of the active travel, public transport, and vehicular network interventions detailed in the Local Transport Plan, subject to all necessary technical assessments, and not permit development that would prejudice the implementation of same.
BE-TSM-P-2	Protect the route corridors for and positively facilitate the development of the TEN-T N13 Bridgend to County Boundary Improvement Project.
BE-TSM-P-3	Preserve the route of the Bridgend to Buncrana & Newtowncunningham Greenway Project.
BE-TSM-P-4	Support the delivery of the National Transport Authority's National Cycle Network 'Cycle Connect' Network in Bridgend.
BE-TSM-P-5	TEN-T Corridor It is a policy of the Planning Authority in accordance with the principles of proper planning and sustainable development and the strategic transport objectives of the County Development Plan 20204-2030, to safeguard the route of the proposed Bridgend By-Pass. Pending progression of the detailed design with the National Road Design Office (NRDO), a precautionary corridor of 200metres shall continue to be identified. However, it is recognised that this is indicative in nature and subject to refinement as the detailed design stage progresses. In this regard, the Planning Authority in conjunction with the National Road Design Office shall; a. Assess planning applications within or adjoining the corridor on a case-by-case basis, having regard to the scale, nature, and permanence of the proposed development. c. Support appropriate development that does not prejudice the delivery of the bypass or compromise route selection and design options. c. Facilitate the progressive refinement of the corridor, with the intention that, as further technical and design work is completed over the life of the Bridgend Area Plan, the safeguarded 200 metre wide corridor may move to a more defined corridor. d. Have regard to the relevant environmental, engineering and land use considerations as part of this refinement process. Development proposals that would significantly impede or undermine the delivery of the bypass, or result in sterilisation of the route, will not be permitted.

23.8 Water and Wastewater Supply Infrastructure

The provision of an adequate water supply and wastewater treatment is essential for quality of life, environmental protection and the future residential and commercial growth of Ceann an Droichid/Bridgend.

The town is served by an Irish Water maintained wastewater treatment plant (WWTP) providing for mechanical primary and secondary treatment, followed by tertiary treatment in the form of a willow plantation. The Uisce Éireann Wastewater Capacity Register (published Dec 2024) states that Ceann

an Droichid/Bridgend has no spare capacity at present. Consultations with Uisce Éireann have indicated that they are currently progressing a Stage 2 Preliminary Business case at Bridgend WWTP but the project will not commence construction during the 2025-2029 period. The public sewer network in Ceann an Droichid/Bridgend is also limited, consisting of sewer pipelines lines running along the L2031 road to the south of the village centre, within the western and southern part of the village centre and to the west of the town. This leaves significant areas of the village (e.g. the north-eastern half of the village centre, areas immediately to the east and south-east of the village centre and areas to north of the Skeoge River) without ready access to the public sewer.

This lack of existing capacity is therefore a significant constraint on new development within the village and, pending the upgrade of the plant, could give rise to threats to the water quality in the Skeoge River and Natura 2000 sites in the wider area. In these circumstances, the Area Plan must comply with the relevant provisions of the CDP and wider national guidance with respect to the assessment of development proposals and the zoning of land for development purposes.
All proposals for development in Ceann an Droichid/Bridgend that will generate effluent will be assessed against the provisions of CDP policy and all other material considerations pending the commissioning of the upgraded Bridgend Treatment Works. In the event that alternative, appropriate arrangements for wastewater treatment become available over the lifetime of the plan, the planning authority may be in a position to consider the release of Phase 2 lands for residential development, subject to compliance with all relevant planning criteria.

In terms of water supply, the UÉ capacity register notes that there is potential capacity in Ceann an Droichid/Bridgend but that capacity constraints exist and that connection applications will be assessed on an individual basis.

Objective

BE-WWSI-O-1	To secure the upgrading of (i.) the Ceann an Droichid/Bridgend sewage treatment works and associated sewer network and (ii.) the Ceann an Droichid/ Bridgend water treatment plant and associated distribution network, in order to provide for the growth and sustainable development of the settlement.

23.9 Flooding

As set out in Section 23.5 above and as detailed in Figure 23.2, significant areas of the town centre and adjoining lands in Ceann an Droichid/Bridgend have been identified as being at risk from flooding, concentrated around the River Skeoge generally and in the areas north and east of the river.

This Area Plan has been prepared based on the precautionary principle and the sequential approach of Avoid, Substitute, Mitigate, Justify & Proceed, as set out in the Flood Risk Management Guidelines for Planning Authorities. New developments will be required to ensure that surface water management issues can be successfully addressed, they do not exacerbate flood risk elsewhere and utilise Sustainable Urban Drainage Systems in accordance with the Flood Risk management policies of the County Development Plan.

Objective

BE-F-O-1	To ensure that development does not give rise to unacceptable new flood risks or does not exacerbate existing flood risk where such development would exacerbate issues of flooding on the Skeoge River and jeopardise third party properties.

23.10 Tourism

Ceann an Droichid/Bridgend holds significant potential as a tourism hub due to its strategic location on the border with Northern Ireland, close proximity to the historic city of Derry, and the gateway to the Inishowen peninsula. The town offers easy access to historic sites, as well as scenic routes along Lough Swilly and the Wild Atlantic Way. Its tranquil rural setting, combined with strong transport links makes the town an ideal base for visitors exploring the wider region.

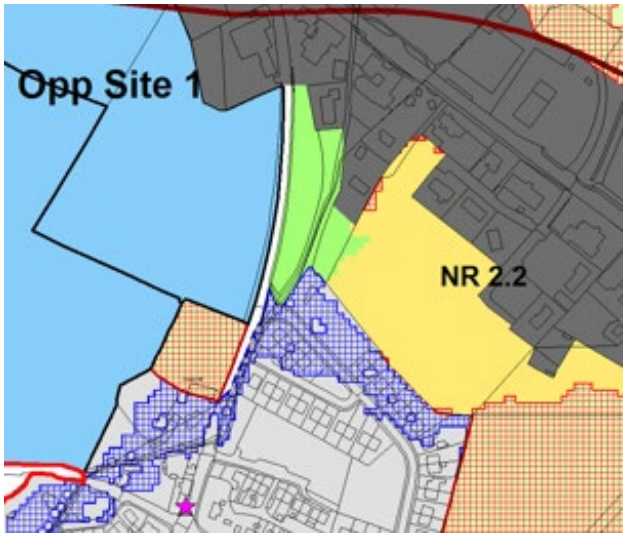
The scope to develop and enhance sustainable tourism was complimented by the allocation of funding under the INTERREG VA cross border programme 2014-2020 for the construction of a Greenway between Derry and Buncrana via Bridgend. This project is currently in Phase 2 whereby preferred route options will be presented to the public for consideration. This greenway upon completion will offer a safe, scenic, and eco-friendly corridor for walking, cycling and recreation connecting the neighbourhoods, school and businesses in the town. This will also have an economic benefit for the town by attracting new visitors into the town and enhancing linkages between communities and promoting sustainable transport. .

23.11 Open Space & Recreation

With the exception of green areas within housing estates and a narrow strip situated along the L2031 road, Bridgend has no publicly accessible green/open spaces and there is no playground within the village.

The identification of a coherent, centrally located public amenity area within walking distance of residential areas is a key requirement of a functioning small settlement such as Bridgend. In this regard, the Council has identified an area of disused lands between the village centre and the Stoneybridge Housing estate that, possibly in combination with a modestly-sized, low density residential scheme, has the potential to provide an accessible and passively supervised public amenity space, enable a more direct pedestrian access to the town centre, regenerate this partially-disused area and be compatible with the existing adjoining dwellings.

The identified location of the site is set out below in Map 23.3. This public amenity area will provide for pedestrian access from all directions including from the Stoney Bridge Housing estate to the south, or from the existing open area to the west; a landscaped open area incorporating the tributary to the Skeoge river; direct pedestrian access to the village centre via an existing linkage to the N13, and roads access also to the south-east. In proposing this area, the planning authority believes that these lands represent the best opportunity to create a quality and accessible amenity area within the settlement.



Map 23.3: Location of Potential Public Amenity Space (Area shaded green).

Objective

BE-T-O-1	To secure the delivery of a public park in a centrally located area of Bridgend.

Policy

BE-T-P-1	To preserve the area identified on the Land Use Zoning Map as Open space & Recreation' for recreation purposes to secure the creation of a public park for Bridgend. The public park shall: a) Provide for: • a centrally located green space which can be passively supervised by adjoining new low-density residential development. • high quality pedestrian access from: the L-2031 to the west; the Stoney Bridge housing development to the south; the N13 to the north; and New Residential Phase 2.2 to the east. • Road access via the existing access into these lands b) Provide for suitable and high-quality planting and landscaping, pedestrian walkways and cycle links, a playground and/or play equipment and facilities for ball/field sports.

23.12 Opportunity Sites

Ceann an Droichid/Bridgend, as set out earlier in this Plan, holds a strong economic base with potential due to its strategic location on the border with the City of Derry/Londonderry, offering access to cross-border trade, education and tourism. Its proximity with Derry enhances connectivity and opportunities for business development. The area benefits from a skilled workforce, scenic landscapes enriched with culture and heritage, sustainable agriculture, positioning Ceann an Droichid /Bridgend as a promising hub for growth in the northwest city region. The Opportunity Sites identified on the land use zoning map (Map 23.1 refers) offer development opportunities by virtue of their proximity to the centre of the settlement, visibility, scale and accessibility. The specific policies set out hereafter for each 'Opportunity Site' shall form a guide to the type of development that may be appropriate at each location. Any specific proposals that are not referred to in the policies below shall be considered on their own merits, subject to the identified constraints and all other relevant policies of the Area Plan and County Development Plan 2024-2030 and compliance with the proper planning and sustainable development of the area.

Opportunity Site 1

Light Industrial/Commercial; or Tourism-related; or development providing for a combination of some, or all, of the aforementioned uses. The site comprises separate frontages onto the National Primary Road to the north, and onto the County Road (L-2013-4) to the east. The northern portion of the site has a particularly high profile being located adjacent to the National Road/Wild Atlantic Way route that also serves as the key strategic road corridor between Derry and Letterkenny. Vehicular access to the National Road is constrained, however, due to the bend on the National Road to the west of the north-western corner of the site and also the proximity of the roundabout to the east. The southern portion of the site, whilst largely hidden from the National Road, nevertheless has very good frontage to and access from, the adjacent County Road. The undulating nature of the terrain within this site is very noticeable and gives rise to high hillside ridge lines as viewed from both the National Road, and County Road. These features require sensitive treatment in the preparation of detailed designs for the area. An area to the north of the site that would otherwise appear to logically fall

within the boundaries of the site is omitted and identified as 'Local Environment 2' as this site has been identified as falling within Flood Zone A and subject to localised flooding concerns (refer to flood mapping). Another section of the southern part of the site and running parallel with the local road is identified as falling within Flood Zone B (refer to flood mapping). Proposals for other forms of development that will encroach towards this area of the site may be required to submit a site-specific flood risk assessment depending on the scale and position of the development. Wastewater treatment shall be provided in accordance with the policies set out in Chapter 8 of the County Development Plan.

Opportunity Site 2

Light Industrial/Commercial; or Tourism-related; or development providing for a combination of some, or all, of the aforementioned uses. The site comprises of frontage onto the County Road (L-7931-2) to the south, or through a shared access through Opportunity Site 1 from the County Road (L92013-4) to the east. There is an existing agricultural type business located southwest of the site. The undulating nature of the terrain within this site is very noticeable and gives rise to high hillside ridge lines as viewed from both the National Road, and County Road. These features require sensitive treatment in the preparation of detailed designs for the area. Wastewater treatment shall be provided in accordance with the policies set out in Chapter 8 of the County Development Plan.

Opportunity Site 3

Light Industrial/Commercial; or Tourism-related; or development providing for a combination of some, or all, of the aforementioned uses may be considered. This Opportunity Site is situated south-east of the town and south of a large area identified as Local Environment 2 (Map 23.1 Refers) which runs parallel with the National Primary N13. The site is east of the narrow L-8041-1 County Road.

Lands located in Local Environment 2, which are north of the site, have been identified as falling within Flood Zones A and B. Development proposals that will encroach towards the identified flood zone areas of the site (refer to flood mapping) may be required to submit a site-specific flood risk assessment depending on the scale and position of the development. Such assessments shall be required to address, inter alia, proposals for the attenuation of rainwater and run-off during flood events. Development of this Opportunity site will require widening of the existing road, together with the provision of a footpath, public lighting and drainage improvements. Wastewater treatment shall be provided in accordance with the policies set out in Chapter 8 of the County Development Plan.

Objective

BE-OPP-O-1	To secure the development of each of the sites identified as Opportunity Sites on the Land Use Zoning Map (23.1 refers) in a manner that will make a positive contribution to the role and function of Bridgend.

Policies

BE-OPP-P-1	To consider proposals for the development of light Industrial/commercial, or tourism-related uses; or for development providing for a combination of some, or all, of the aforementioned uses on Opportunity Site 1 subject to compliance with the undernoted criteria, subject to all other relevant policies of this Plan and compliance with the proper planning and sustainable development of the area. Proposals for retail development will not be favourably considered unless it can be demonstrated that the proposal would comply with the sequential approach to

	retail development and retail impact assessment requirements as set out in the County Retail Strategy. The undernoted criteria shall apply: a) Vehicular access shall only be permitted via the County Road to the east of the site. Pedestrian access shall be required onto both the National Road and County Road; b) Layout and design shall not give rise to sky-lining on the elevated parts of the site. c) Provision of wastewater treatment shall be in accordance with the policies set out in Chapter 8 of the County Development Plan. d) Compatibility of any proposal with an overall cohesive development proposal for the entire Opportunity Site area. An overall site layout plan for the entire Opportunity Site, including assessment of and provision for transport, shall be required in this regard.
BE-OPP-P-2	To consider proposals for the development of light Industrial/commercial, or tourism-related uses; or for development providing for a combination of some, or all, of the aforementioned uses on Opportunity Site 2 subject to compliance with the undernoted criteria, subject to all other relevant policies of this Plan and compliance with the proper planning and sustainable development of the area. Proposals for retail development will not be favourably considered unless it can be demonstrated that the proposal would comply with the sequential approach to retail development and retail impact assessment requirements as set out in the County Retail Strategy. The undernoted criteria shall apply: a) Vehicular access shall only be permitted via the County Road to the south of the site or via a shared access through Opportunity Site 1. b) Layout and design shall not give rise to sky-lining on the elevated parts of the site. c) Provision of wastewater infrastructure shall be in accordance with the policies set out in Chapter 8 of the County Development Plan. d) Compatibility of any proposal with an overall cohesive development proposal for the entire Opportunity Site area. An overall site layout plan for the entire Opportunity Site , including assessment of and provision for transport, shall be required in this regard.
BE-OPP-P-3	It is a Policy of the Planning Authority to consider proposals for the development of Light Industrial/Commercial, or Tourism-related uses; or for development providing for a combination of some, or all, of the aforementioned uses on lands identified as Opportunity Site (Opp 3) subject to compliance with the undernoted criteria, all other relevant policies of the County Development Plan and compliance with the proper planning and sustainable development of the area. The undernoted criteria shall apply: a) Roads/footpaths; i. widening of the existing L-8041-1 road along its entire length, together with the provision of a footpath, public lighting and drainage improvements as necessary;

ii. the widening of the L-7931-3 road along the southern frontages of the sites, together with the provision of a footpath, public lighting and drainage improvements as necessary; and
iii. improvements to the junction of the L-8041-1 and L-7913-3 roads;
iv. Proposals for retail development will not be favourably considered unless it can be demonstrated that the proposal would comply with the sequential approach to retail development as set out in the County Retail Strategy.
v. Provision of wastewater infrastructure shall be in accordance with the policies set out in Chapter 8 of the County Development Plan.
vi. Developers may be required to submit a site-specific flood risk assessment depending on the scale and position of the development.
vii. Access north of the site may be considered through the floodplain.

Appendix: Ceann an Droichid/Bridgend Area Plan - Summary Infrastructural Assessment Matrices

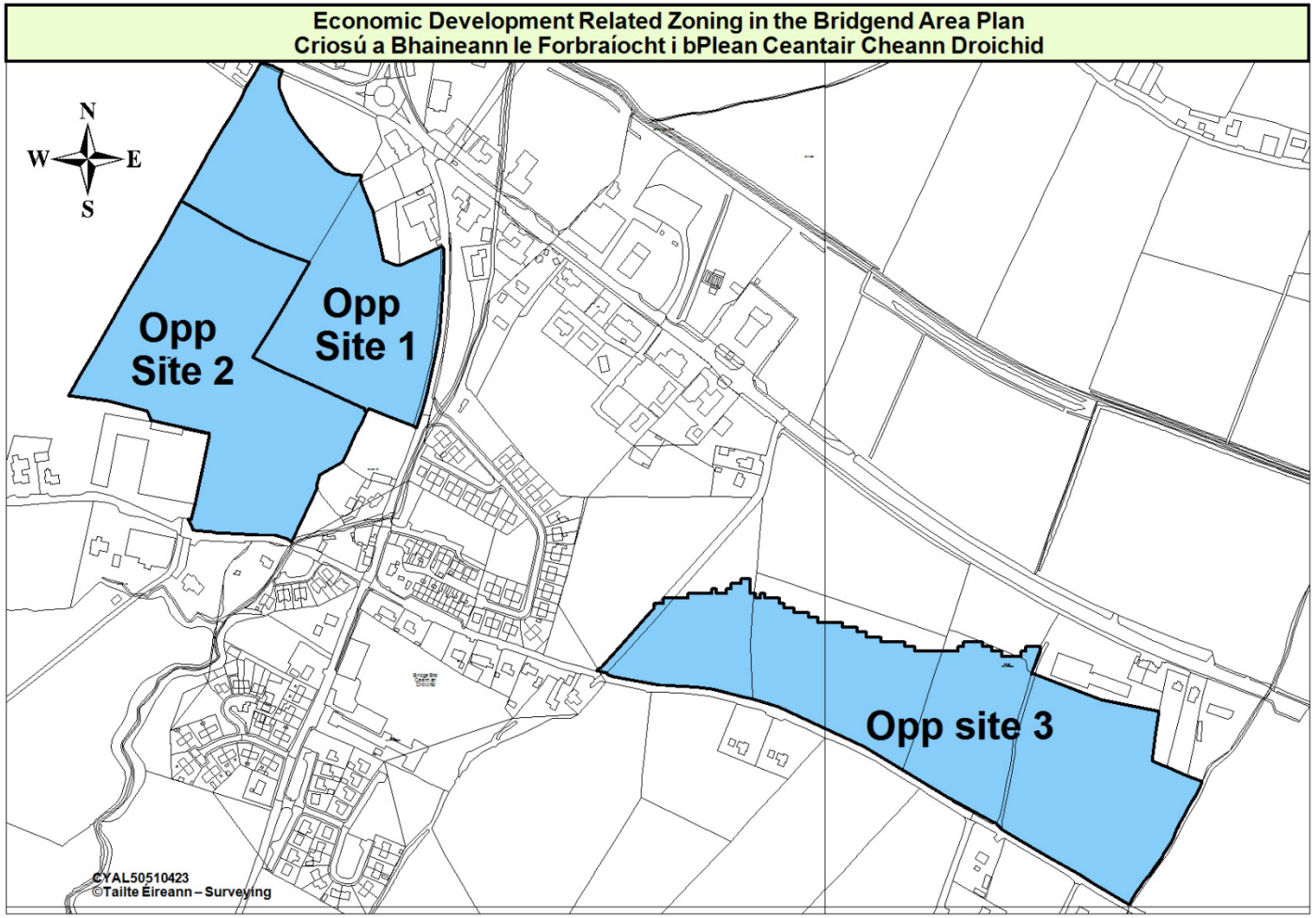
Table 23.2: Residential Development Zonings Summary Infrastructural Assessment Matrix
The table below contains a summary assessment of the suitability of zoned sites for residential development having regard to the provisions of the National Government's 'National Planning Framework' (Section 10.2 'Co-ordinating Land Use Zoning, Infrastructure and Services') and 'Development Plan Guidelines' (Section 4.5.2 and Appendix A).

Zoning Reference	Site Area(ha)*	Housing Yield (Units)	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water Supply	Written Analysis	Within CSO Boundary
NR2.1	3.919	98	Y	Y	Y	Y	N	Y	Public road upgrades together with footpath and public lighting extension and upgrades will be required. The wastewater treatment plant serving Bridgend is currently over capacity. There is potential capacity in terms of water supply but a Level of Service improvement is required.	✓
NR2.2	1.987	50	Y	Y	Y	Y	N	Y	Public road upgrades together with footpath and public lighting extension will be required. The wastewater treatment plant serving Bridgend is currently over capacity. There is potential capacity in terms of water supply but a Level of Service improvement is required.	✓

Table 23.3: Economic Development Zonings Summary Infrastructural Assessment Matrix
The table below contains a summary assessment of the suitability of zoned lands for economic development.

Economic Development Land at Bridgend			**Infrastructural Assessment**				
Site Code	**Developed (ha)**	**Undeveloped (ha)**	Wastewater	Water Supply	Roads	Footpaths	Lighting
OPP Site 1		4.592	✓	✓	✓	✓	✓
OPP Site 2		5.203	✓	✓	✓	✓	X
OPP Site 3		7.894	✓	✓	✓	X	X
TOTAL	**0**	**17.689**					

Map 23.2: Location of Economic Development Zonings Referenced Above



Chapter 24 - Carn Domhnach/Carndonagh Area Plan



24.1 Introduction

Carn Domhnach/Carndonagh is located at the heart of North Inishowen and serves as its principal population, retail, commercial, educational, and public service centre. The town recorded a population of 2,768 persons in Census 2022 (an increase of 297 from Census 2016). Consistent with this important role, the town is designated as a service town within this Development Plan. The settlement has a long history dating from pre-Christian times, is noted for its magnificent St Patricks High Cross dating from the 7th Century and developed as a market and service town in the 19th century.

The iconic Church of the Scared Heart atop Barrack hill, adjoining the Diamond, visually dominates the settlement. The Diamond and the adjoining Malin, Pound, Chapel, and Bridge Street form a compact town centre. The town physically radiates outward from the Diamond along the key arterial routes, with the strongest development to the south along the Quigleys Point Road. A more sporadic development pattern occurs to the southwest, northwest and east and there is a weak linear development pattern along the Malin Road to the north. This pattern has left significant undeveloped parcels of land adjacent to the urban core both along key access routes and in backland locations.

The Diamond and the adjoining Main Street, Pound Street, Bridge Street and Chapel Street continue to act as the town's commercial core, providing retail, hospitality, and financial services. Carn Domhnach/Carndonagh now has a significant and diverse retail offering including several convenience grocery stores, and a further store recently completed on the Station Road. The town boasts several large commercial enterprises including seafood processing, retail services, and construction material sectors. Carn Domhnach/Carndonagh also contains a range of public service facilities, including the Council's Public Service Centre and Library, a Garda Station, and the Fire Station.

There are significant clusters of residential development to the south, southwest, northwest and east of the town along the main arterial routes. The settlement serves as a key educational centre, being home to Carn Domhnach/Carndonagh Community School and St Patrick's Boys National School on Church Road, and St Patricks Girls National School and a Montesorri childcare facility on Chapel Street/Quigleys Points Road.

The settlement also possesses a range of key recreational assets including the fabulous Barrack Hill Town Park, and a football, rugby and GAA club which significantly enhance the quality of life for Carn Domhnach/Carndonagh's residents. The town also boasts a significant built heritage with several structures on the Record of Protected Structures and National Inventory of Architectural Heritage.

24.2 Key planning Issues

A number of key Planning issues and opportunities are apparent which this Area Plan can help to positively address, namely the need to:

- Create a more consolidated/compact and efficient urban form including by utilising existing backland, brownfield, and infill sites adjacent to the urban core for new residential and commercial development and avoiding further urban sprawl.
- Secure a reliable and sustainable water supply for Carndonagh to enable the growth and development of the settlement (to be delivered by Uisce Éireann).
- Physically and socially regenerate, and address vacancy and dereliction within, the town centre.
- Provide an adequate supply and mix of quality housing units to meet a range of housing needs at accessible and serviced locations.
- Improve pedestrian/cycling infrastructure throughout Carn Domhnach/Carndonagh to encourage more sustainable/active travel modes including providing new intra urban connections and improving existing active travel infrastructure.
- Addressing traffic congestion in the town centre and availing of a strategic opportunity to provide a new developer link road between Station Road, Moss Road and the Ballyliffen Road.
- Ensure sufficient land supply for new commercial development opportunities at accessible, serviced, and visible locations.
- Enhance Carn Domhnach/Carndonagh community and recreational facilities including providing new recreational links, providing further facilities at the Barrack Hill town park, and other community facilities.
- Avoiding inappropriate development in flood risk areas in accordance with Flood Risk Management Guidelines.

24.3 Strategic Vision

To sustainably develop Carn Domhnach/Carndonagh as North Inishowen's key population, retail, commercial, and public service centre with a compact urban form, vibrant regenerated town centre, ample and quality housing options, sustainable transport infrastructure, and quality community, recreational, and heritage assets.

24.4 Zoning Matrix

As indicated in Section 17.3 development proposals in Carn Domhnach/Carndonagh will be considered in the context of the Zoning Objectives detailed in Table 17.1, the Carn Domhnach/Carndonagh specific zoning matrix below, the policy framework in this plan and the policy framework in the wider CDP. The Carn Domhnach/Carndonagh Zoning Matrix below illustrates a range of land uses/development types together with an indication of their broad acceptability in each of the land use zones. The acceptability of uses within designated Opportunity Sites is also set out in site specific policies contained in this Area Plan.

Y= Acceptable in Principle; O=Open for consideration; N= Not acceptable

Land Use	Urban Core	New Residential (Phase 1)	New Residential (Phase 2)	Established Development	Established Dev. 2	Opportunity Site	Business/Enterprise	Community Infrastructure	Open Space and Recreation	Local Environment 1	Local Environment 2
Amusement Arcade/Casinos	O[1]	N	N	N	N	N	N	N	N	N	N
Agricultural Buildings	N	N	O[2]	O	O[22]	N	N	N	N	Y	O[23]
Car Park (Standalone)	O[3]	N	N	O	O[22]	N	N	N	O[4]	N	O[23]
Betting Office	O[5]	N	N	N	N	N	N	N	N	N	N
Café	Y	N	N	O	O[22]	O[24]	N	N	N	N	O[23]
Caravan Parks	N	N	N	O	O[22]	N	N	N	N	N	O[23]
Cemetery	N	N	N	O	O[22]	N	N	O	N	O	O[23]
Cinema	Y	N	N	O	O[22]	O[6]	N	N	N	N	O[23]
Community/Recreational/ Sports	O	O	O	O	O[22]	O[24]	N	Y	O[7]	N	O[23]
Creche/Playschool	Y	O[26]	O[26]	O	O[22]	O[24]	N	Y	N	N	O[23]
Cultural Uses/Library	Y	N	N	O	O[22]	O[8]	N	N	N	N	O[23]
Dancehall/Disco	Y[9]	N	N	O[9]	O[22]	N	N	N	N	N	O[23]
Data Centre	N	N	N	O	O[22]	O[24]	Y	N	N	N	O[23]
Funeral Home	Y	N	N	O	O[22]	O[24]	N	O	N	N	O[23]
Garage/Car Repair	O[10]	N	N	O[10]	O[22]	O[24]	Y	N	N	N	O[23]
Guesthouse/Hotel/Hostel	Y	N	N	O	O[22]	O[24]	N	N	N	O[11]	O[23]
Hot Food Takeaway	O[12]	N	N	N	O[22]	N	N	N	N	N	O[23]
Industry (light)	Y	N	N	O	O[22]	O[24]	Y	N	N	N	O[23]
Industry (General)	N	N	N	O	O[22]	O[24]	Y	N	N	N	O[23]
Medical/Consultancy/ Healthcare	Y	N	N	O	O[22]	O[24]	N	Y	N	N	O[23]
Motor Sales	N	N	N	O	O[22]	O[13]	N	N	N	N	O[23]
Nursing Home	Y	N	N	O	O[22]	O	N	Y	N	N	O[23]
Offices	Y	N	N	O[14]	O[22]	O[14]	O	N	N	N	O[23]
Park/Playground	Y	O	O	O	O[22]	O[15]	N	Y	Y	O	O[23]
Petrol Station	O	N	N	O	O[22]	N	N	N	N	N	O[23]
Place of Worship	Y	N	N	O	O[22]	N	N	Y	N	N	O[23]
Playing Fields	N	O	O	O	O[22]	O[16]	N	Y	Y	N	O[23]
Pub	Y	N	N	O	O[22]	N	N	N	N	N	O[23]
Restaurant	Y	N	N	O	O[22]	N	N	N	N	N	O[23]
Residential	Y	Y	O[25]	O	O[22]	O[24]	N	N	N	O[17]	O[23]
Retail	Y	N	N	O[18]	O[22]	O[19]	N	N	N	O[20]	O[23]
School/Education	Y	N	N	O	O[22]	O[24]	N	Y	N	N	O[23]
Utility Scale Solar Energy Generation (other than exempted dev. or microgeneration[19])	N	N	N	N	N	N	N	N	N	O[21]	N
Tourist Related Facilities	Y	N	N	O	O[22]	O[24]	N	N	N	N	O[23]
Warehouse/Store/Depot	O	N	N	O	O[22]	O[24]	Y	N	N	N	O[23]
Water/Wastewater Services	O	O	O	O	O[22]	O	O	O	O	O	O[23]

Footnotes related to land-use zoning matrix

1. Amusement arcades/casinos shall be considered within lands zoned as Urban Core in accordance with Policy TC-G-P-4
2. Agricultural buildings proposals within lands zoned as New Residential (Phase 2) must be designed and located so as not to compromise the future residential development potential of said lands.
3. Standalone car parks will only be considered within lands zoned as the urban core where they are not contrary to Urban Regeneration and Town Centre objectives of the Development Plan.
4. Standalone car parks will only be considered in areas zoned Open Space and Recreation where they would serve as ancillary infrastructure for recreational amenity and where they comply with the Flood Risk Management policies of the Development Plan.
5. Betting offices will be open to consideration on lands zoned Urban Core in accordance with Policy TC-G-P-4.
6. Cinema proposals may be considered on Opportunity Sites 1,2,3,6 and 7 subject to all other relevant policies of this Development Plan.
7. Community/Recreational/Sports proposals shall comply with the flood risk management policies of the Development Plan.
8. Large scale cultural facilities may be considered on Opportunity Site 1, 2, and 3 subject in accordance with Policy CC-P-1.
9. Dancehalls/discos will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
10. Garages/car repair will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
11. Guest houses of a limited scale may be considered on existing developed sites within lands zoned Local Environment 1 provided they are compatible with the Local Environment 1 zoning objective.
12. Hot food take will be open to consideration on lands zoned Urban Core in accordance with Policy TC-G-P-4.
13. Motor sales shall be considered on Opportunity Sites 5,6, and 7.
14. Professional services which provide services principally to visiting members of the public will be directed to the defined urban core in accordance with Policy GEN-ED-P-1
15. Parks/Playgrounds ancillary to Community developments may be considered on Opportunity Sites 1,2,3,4,6, and 7.
16. Playing fields ancillary to Community developments may be considered on Opportunity Sites 1,2.3,4,6, and 7.
17. Only single dwellings residential proposals will be considered on lands zoned Local Environment 1 in accordance with GEN-H-2
18. Retail development proposals in areas zoned Established Development 1 shall be assessed in accordance with the related zoning objective and the retail policies in this Development Plan.
19. Retail development proposals on Opportunity Sites shall be assessed in accordance with the site-specific Opportunity Site Policies and the retail policies in this Development Plan.
20. Retail development on lands zoned Local Environment 1 shall only be considered where they comprise proposals for a farm shop selling goods that are produced on the subject landholding. Other types of retail shall not be permitted at these locations.
21. Utility scale Solar energy generation proposals on lands zoned Local Environment 1 will be assessed in accordance with Policy E-P-7 of the development plan.
22. Only proposals for minor developments such as small extensions to houses and most changes of use to existing buildings and/or extensions and additions to existing commercial and industrial enterprises shall be considered within land use zoning 'Established Development 2' in accordance with Policy GEN-F-P-1.
23. Only proposals for minor agricultural, residential and commercial developments such as small extensions to existing buildings or water compatible developments will be considered in 'Local Environment 2' in accordance with Policy GEN-F-P-2.
24. See site specific Opportunity Site Policies.
25. Residential development will be Open to Consideration on New Residential Phase 2 in accordance with the General Housing Policies detailed in Chapter 17.
26. Creche/Playschools/Childcare facilities will be Open to Consideration on New Residential Phase 1 and Phase 2 site where they are a requirement for, and an integral part of large-scale residential proposals in accordance with relevant Childcare Planning Guidelines.

24.5 Housing

The provision of an adequate supply and mix of quality housing units at serviced and accessible locations to meet a range of housing needs is essential for the sustainable growth of Carn Domhnach/Carndonagh and to ensure the creation of a liveable settlement with a high quality of life.

Carn Domhnach/Carndonagh currently has a significant range of housing (both private and public assets), including:

- The Abbots Woods, Ard Chlochar, and Chill Bhride, Millbrae Meadows and Millbrae Heights, and Millars Way estates along the Quigleys Points road.
- Residential Units within the town centre including in particular along Bridge Street and Bank Place.
- The Clós Phadraig estate, one off and smaller housing development along the Malin Road to the north.
- The Ard Colgan, Cedar Grove, Cherry Avenue, along the Moss Road and one-off housing and smaller developments along the Ballyliffen Road to the northwest of the Town.
- The Cillárd, Donagh Park, Bayview estates and one-off housing along the R244 to the southwest of the town.

Furthermore 30 new housing units have recently been completed on the Quigleys Points road. In addition, there are a significant number of extant residential permissions which, if completed, could substantially contribute toward housing supply in Carn Domhnach/Carndonagh. These extant permissions include/provide for 37 units on the Moss Road, 56 dwellings on the Malin Road, 23 dwellings adjoining the Springfield housing estate, 21 units on the Church Road, 21 units on the Quigleys Points road (commenced but not completed), 21 social housing units adjoining Barrack Hill town park (commenced but not completed), and 9 apartments on the Malin Road.



Nevertheless, several housing related issues are apparent in Carn Domhnach/Carndonagh namely:

- Residential development occurring in a sprawling, and non-sequential manner along the key access roads leading into the town.
- A significant undersupply of new housing completions during the lifetime of the previous Local Area Plan and over the last decade resulting in much of the residentially zoned lands in the town remaining undeveloped.

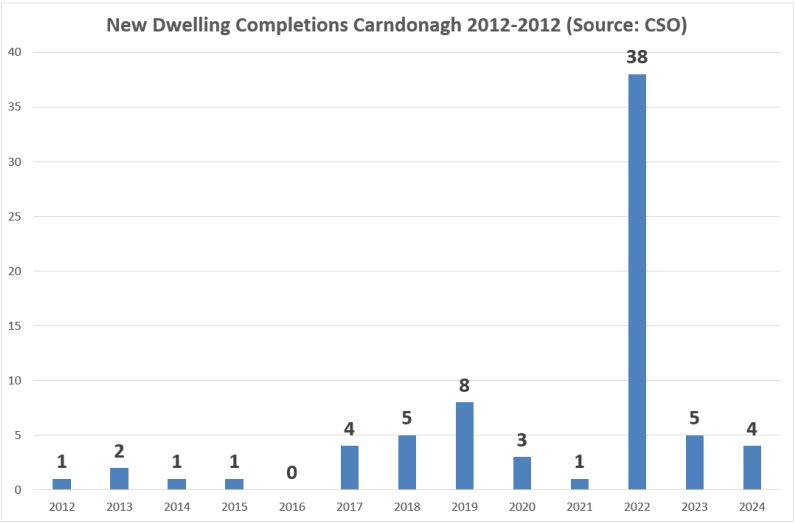


Figure 24.2 New Dwelling completions in Carn Domhnach/Carndonagh 2012-2022 (Source: CSO)

- The impact of the Defective Block Crisis on many housing units in the town and surrounding areas.
- The high level of vacant residential units within Carn Domhnach/Carndonagh.

The Core Strategy of this Development set outs a housing allocation/growth target of **172** units for Carn Domhnach/Carndonagh. It is also noted that Carn Domhnach/Carndonagh has a significant

social Housing Need of **138**[60] units. In additional temporary housing demand is also likely to arise from need to replace or repair homes affected by the defective blocks.

The above context creates both challenges and opportunities for future housing provision in Carn Domhnach/Carndonagh including:

- The provision of an adequate supply and mix of quality new housing lands to fulfil the core strategy requirements and provide for a range of private, social, affordable and age friendly housing needs.
- Ensuring the new housing in Carn Domhnach/Carndonagh is provided in a compact/sequential manner at serviced, accessible, and socially inclusive locations in order to provide for a more consolidated and efficient urban form, encourage sustainable mobility, and ensure easy access to key services.
- The refurbishment and reutilisation of vacant and derelict town centre properties and urban brownfield sites to encourage town centre living and create a more vibrant physically attract town centre.

The overall methodology to identifying new housing lands for the Area Plan involved:

1. Identifying/estimating the **potential housing yield (31)** which may arise from:
   - New development within the **Urban Core and Established Development areas** (excluding any overlap with uncompleted extant permissions) (12 Units).
   - Refurbishment of **vacant and derelict** properties/sites within the Plan Area. (19 units).
2. **Assessing and ranking a range of potential housing sites** across a range of planning compact growth, water/wastewater infrastructure, active travel, flooding etc).
3. Discounting any potential sites more suitable for other essential uses (e.g. commercial, community etc).
4. Selecting the most optimal sites to fulfil both the **remaining core strategy housing allocation (141 units**) based on a **density of 25 units per ha** with an **additional provision of zoned lands of 25%** over and above said allocation (to avoid restricting supply if certain lands are not brought forward for development) as per Section of 4.4.3 of the Development Plan Guidelines (DoHLGH 2022). This resulted in an **overall housing land requirement of 7.05ha** (141 unit/25ha=**5.64****1.25)
5. Otherwise **retaining all pre-existing serviceable and developable residential zonings on a phased basis** as per Section of 4.4.1 of the Development Plan Guidelines (DoHLGH 2022).
6. Assessing in conjunction with Uisce Éireann the quantum of potential residential related zonings which can serviced with an adequate water supply given the current significant water supply constraints in Carn Domhnach/Carndonagh and amending the proposed zonings accordingly (e.g. zoning certain residential sites as Residential Phase 2 or not facilitating residential development in certain Opportunity Sites pending water supply upgrades).

In this regard it is considered that extant permissions were already factored into the calculation of Carn Domhnach/Carndonagh's Core Strategy target of 172 units as they essentially address unmet demand during the last plan period rather than the future growth ambition set out in the Core Strategy.

This methodology resulted in the residential related zonings (i.e. New Residential Phase 1 and 2 sites, Opportunity sites facilitating housing development and part of the Barrack Hill Opportunity Site) identified in the associated Carn Domhnach/Carndonagh Land Use Zoning Map. It provides sufficient Residential Phase 1 zonings at compact, accessible, and serviced locations to achieve the Carn Domhnach/Carndonagh Core Strategy housing target, has regard to current water supply capacity constraints, and contains an additional provision of Phase 1 zoned land in the likely scenario that certain lands do not come forward for development.

[60] May 2025, Source: Donegal County Council Housing Section.

Table 24.1 Residential Zonings, Associated Site Area and Potential Housing Yield

Site Ref:	Zoning Ref:	Site Zoning Type	Weighted Site Area (ha)	Site Area Weighting	Potential Housing Yield
Phase 1 Residential Zonings					
New Residential Phase 1 Sites					
41	NR 1.1	New Residential Phase 1	0.35	1	9
1	NR 1.2	New Residential Phase 1	1.68	1	42
7	NR 1.3	New Residential Phase 1	2.97	1	74
	NR 1.4	New Residential Phase 1	0.49	1	12
	NR 1.5	New Residential Phase 1	1.46	1	37
	NR 1.6	New Residential Phase 1	2.26	1	57
Subtotal			**9.21**		**230**
Opportunity Sites Facilitating Residential Development					
43	Opp site 7	Opportunity Site	0.31	0.5	8
4	Opp site 3	Opportunity Site	2.28	0.5	57
3	Opp Site 2	Opportunity site	1.16	0.5	29
	Opp Site 4	Opportunity Site	1.03	0.5	13
Subtotal			**4.78**		**107**
Total Residential Phase 1 (Excluding Barrack Hill)			**13.99**		**337**
Barrack Hill Masterplan Area					
29		Barrack Hill Masterplan area	2.60	1	65
Total Residential Phase 1 (Including Barrack Hill)			**16.59**		**402**

Note: The total area of Residential Phase 1 zoned lands meets, and is in excess of, the Revised NPF Implementation Housing Growth Requirements Targets, 2025 (including the Additional Provision of up to 50% set out in Policy and Objective 2 of same).

In addition to the identification of housing lands as outlined above, the wider Development Plan outlines a range of policies to achieve high quality, inclusive, mixed, and permeable residential developments in terms of layout and design. The necessity of providing specialist housing for Older Persons was highlighted as a key housing need for Carn Domhnach/Carndonagh during public consultation. Said housing need is facilitated by the residential related zonings within the plan and is further supported through Policy CN-CRH-P-3. This Area Plan also sets out a range of site-specific policies for new residential developments to, inter alia, protect local environmental amenities and ensure high levels of permeability and connectivity to adjoining lands and local services (see below). Finally, Policy GEN-H-2 of this Development Plan facilitates single dwellings on family lands within areas zoned Local Environment 1 in this Area Plan.

Objective

CN-H-O-1	Provide an adequate supply and mix of quality housing units at serviced and accessible locations to meet a range of housing needs

Policies

CN-H-P-1	Ensure that development proposals on site **NR 1.3** (South of Pound Street) shall: • Provide vehicular and a safe, coherent, direct, attractive, and comfortable active travel linkage to site NR 2.1 to the south. • Facilitate the delivery of the active travel/recreational linkages detailed in the land use zoning map. • Retain and integrate any existing mature trees/field boundaries within the development layout in so far as possible.
CN-H-P-2	Ensure that development proposals on site **NR 1.2** (Off the Malin Road): • Provide vehicular, and safe, coherent, direct, attractive, and comfortable active travel linkages, to Opp Sites 1 and 2. • Facilitate the delivery of the active travel/recreational linkages detailed in the land use zoning map, subject to the requirements of the Habitats Directive. • Retain and integrate any field boundaries within the development layout in so far as possible.

24.6 Town Centre



The central Diamond area and adjoining Main Street, Pound Street, Bridge Street and Chapel Street continues to represent Carndonagh's commercial and urban core. This area's strong vernacular and attractive streetscape, traditional shopfronts, fine grain of development, compact form, and quality public realm creates a sense of character and place, aids vitality and offers significant tourism appeal. The town centre continues to offer a diverse retail and service offering including pubs, café, restaurants, clothing shops, banks, hardware, property and financial services etc, and contains a significant number of residential properties. This highlights the need to safeguard this essential character, sustain a diversity of town centre uses, and provide new and enhanced urban living opportunities, within a compact urban core.

The Diamond and adjoining streets have a significant number of on street parking spaces and this is complemented by the town's public car park which enjoys a direct pedestrian linkage to the Diamond. Car parking is also available at the adjacent public service centre and the Supervalu Retail Car Parks.

The innovative Tús Nua Regeneration Project being carried out by the Council's Regeneration and Development Team and Spraoi agus Spoirt aims to achieve both physical and social regeneration by addressing vacancy and dereliction, improving pedestrian linkages, and providing additional public amenities. The multifaceted project aims to make Carn Domhnach/Carndonagh a more attractive place to live, work and visit and consists of:

- Redevelopment of the McDonough & Co Ltd site (Mary Reids) to provide a new Co-working space including a digital hub, a Fablab, Offices, Youth Space, Community Kitchen, public realm, and storage.
- Associated re-development of the adjoining former Leprechaun Bar to provide public amenities, changing places facility and through access.

- Creation of a new pedestrian link and urban park between Pound Street and the Supervalu Retail Complex and redevelopment of an existing stone barn to a Creative Makers Hub with communal retail and workspace.
- New demountable canopy features in the Diamond area civic space.
- Public realm improvements to Back Lane including surface materials, lighting and public art and a boundary wall to the town carpark.

The delivery of the project is therefore a key objective of the plan (CN-TC-O-2 refers).



However, Geodirectory data[61] indicates that that there a very high level of vacant (61) and derelict (8) properties in Carn Domhnach/Carndonagh. In particular there are a significant number of vacant and derelict properties within the Town Centre, clustered around Pound Street and upper Bridge Street which threaten its overall vibrancy, physical appearance, and tourism appeal. This highlights the need for the Council to continue to work with property owners to reuse/refurbish/redevelop these properties including by encouraging the uptake of the Vacant Property Refurbishment Grant, the Repair and Lease Scheme, and the Conservation Advice Grant Scheme for Vacant Traditional Houses and to positively facilitate appropriate development proposals for same. There is also a need to sustain and grow the town centre's residential population through the sensitive refurbishment of vacant properties and the provision of appropriate infill residential development proposals to sustain and enhance the overall vibrancy of the town centre, encourage sustainable mobility and reduce transport related greenhouse gas emissions as facilitated by Policy CN-TC-P-2 below.

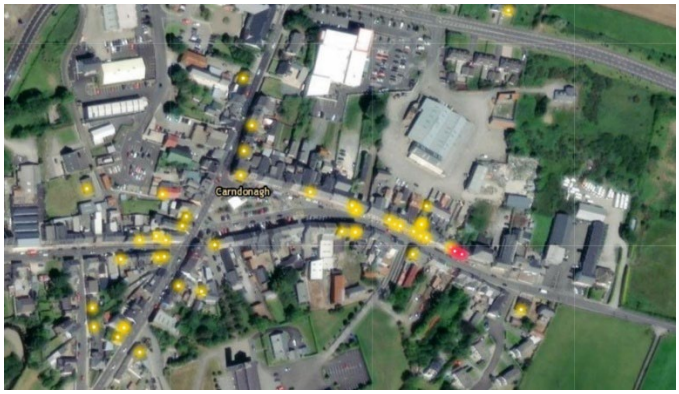


Figure 24.1 Map of Vacant/Derelict Properties in Carndonagh Town Centre (Source: Geodirectory).

[61] Source: Geodirectory July 2023

In considering new town centre development proposals, the Council will promote the sustainable and sensitive reuse/refurbishment of existing building stock with architectural merit as a more sustainable alternative to demolition/replacement and otherwise ensure that new development provides for high architectural quality, creates strong streetscape, respects the character of the adjoining buildings/streetscape, and protects residential amenity, in accordance with the policies of this plan. The convergence of the road network on the town centre, the narrow nature of Malin Street, Chapel Street, and Bridge Steet, on street parking, narrow footpaths and limited/inadequate pedestrian crossing points, all contribute to traffic congestion and hinder pedestrian movement. Consequently, it considered appropriate to explore revised town centre traffic management arrangements to address these issues (See Section 24.7 Transport and Sustainable Mobility).

The Inishowen Mart site occupies a prime site comprising over 0.7 hectares between Pound Street and dwellings on the R244/Gleneely Road and enjoys pedestrian access from Pound Street and vehicular access from the R244. It thus represents a significant urban redevelopment opportunity to provide a mixture of residential units, small-scale retail, services, tourism, or cultural developments (e.g. small shops, offices, hostel/guesthouse, etc), or community uses in a highly accessible location close to local amenities subject to an alternative site being developed for the Mart itself and this opportunity is facilitated by Policy CN-TC-P-6 below. Given the context and opportunities of the site it is important that any development proposals provide for a high-quality urban design which respects the scale and character of the adjoining town centre buildings, enables north-south pedestrian permeability, whilst also providing adequate vehicular access arrangements off the R244/Gleneely Road.

Having regard to the above context, the following planning town centre/urban regeneration priorities and opportunities can be identified.

- Sustaining and enhancing the role of the town centre as Carn Domhnach/Carndonagh's social, economic, and tourism hub including improving the public realm, providing new amenities, improving the pedestrian environment, and improving traffic flow.
- Implementing the Tús Nua project as a primary means of providing for the social and physical regeneration of Carn Domhnach/Carndonagh Town centre.
- Tackling vacancy and dereliction throughout the town centre, through both targeted financial supports and facilitating the sensitive reuse/redevelopment of existing buildings.
- The redevelopment of the Inishowen Livestock Mart for a mixture of urban living units, or small-scale retail, tourism, cultural or community uses.
- Protecting/enhancing the vernacular character and strong streetscape of the town centre in any new development proposals including preserving traditional shopfronts/facades.
- Protecting existing residential amenities and providing new town centre living opportunities.

Objectives

CN-TC-O-1	Sustain and enhance the role of the town centre as Carn Domhnach/ Carndonagh's social, economic, and tourism hub.
CN-TC-O-2	Fully implement all aspects of the Tús Nua Project as a primary means of providing for the social and physical regeneration of Carn Domhnach/Carndonagh town centre.
CN-TC-O-3	Reduce vacancy and dereliction within Carn Domhnach/Carndonagh Town Centre.
CN-TC-O-4	Sustain and grow the existing residential population within the town centre.

CN-TC-O-5	Improve the public realm within the town centre including through the reduction in the dominance of motorised traffic on the streetscape.
CN-TC-O-6	Enhance the pedestrian and cycling environment, provide enhanced public transport infrastructure and ease traffic congestion.
CN-TC-O-7	Protect/enhance the vernacular character and strong streetscape of the town centre in any new development proposals including preserving traditional shopfronts/facades where appropriate.

Policies

CN-TC-P-1	Consider proposals for retail, commercial, and residential proposals in the town centre subject to compliance with all other policy provisions of the plan.
CN-TC-P-2	Positively consider proposals for the sustainable and sensitive re-use/refurbishment/redevelopment of vacant and derelict properties and infill development within the town centre which: • Provides for a high architectural quality. • Create strong streetscape and sensitively integrates with the existing buildings and streetscape in terms of design, character, scale and height. • Provides for a high level of, and protects adjoining, residential amenities. • Otherwise complies with the relevant policies of this plan.
CN-TC-P-3	Promote the uptake of financial supports and where appropriate utilise regulatory measures to tackle vacancy and dereliction.
CN-TC-P-4	Facilitate revised town centre traffic management solutions which reduce conflict between transport modes, revise parking, enhance sustainable mobility and facilitate the creation of an improved public realm.
CN-TC-P-5	Ensure that new development proposals protect and/or enhance the town centre's vernacular character and strong streetscape including preserving traditional shopfronts/facades where appropriate.
CN-TC-P-6	Consider development proposals for a mixture of residential, small-scale retail, services, tourism, or cultural developments (e.g. small shops, offices, hostel/guesthouse, etc.), or community uses on the **Inishowen Mart Site** subject to the following requirements. • High quality urban design which respects the scale, character and density of the adjoining town centre environment. • Provides for a safe, coherent, direct, attractive, and comfortable pedestrian access from the R244 to Pound Street as an integral part of any development. • Provides detailed proposals for vehicular access from the R244 and appropriate parking proposals appropriate to a town centre environment.

24.7 Transport and Sustainable Mobility

The creation of functional, safe, and sustainable transport network for Carn Domhnach/Carndonagh is essential for prosperity, sustainability and the health, wellbeing and quality of life of its residents. For many decades transport in Carn Domhnach/Carndonagh's has been heavily dependent on vehicular transportation. This is evidenced by Census 2022 which indicates that 70% of Carn Domhnach/Carndonagh's residents travel to work or school via Car or Van whilst only 12% travelled via foot and 8% travelled via bus (See below). Vehicular transport will continue to play a key role in meeting Carn Domhnach/Carndonagh's transport needs. However, Sustainable Mobility (e.g. walking/cycling/public transport) is a Strategic Objective of the National Planning Framework, a National Transport Priority and provides significant benefits in terms of transport efficiency, reduced congestion, improved health, climate change mitigation and reduced air pollution. Accordingly, this plan focuses significantly on interventions which promote a modal shift to/increased rates of walking and cycling as a core part of Carn Domhnach/Carndonagh's future transport solution.

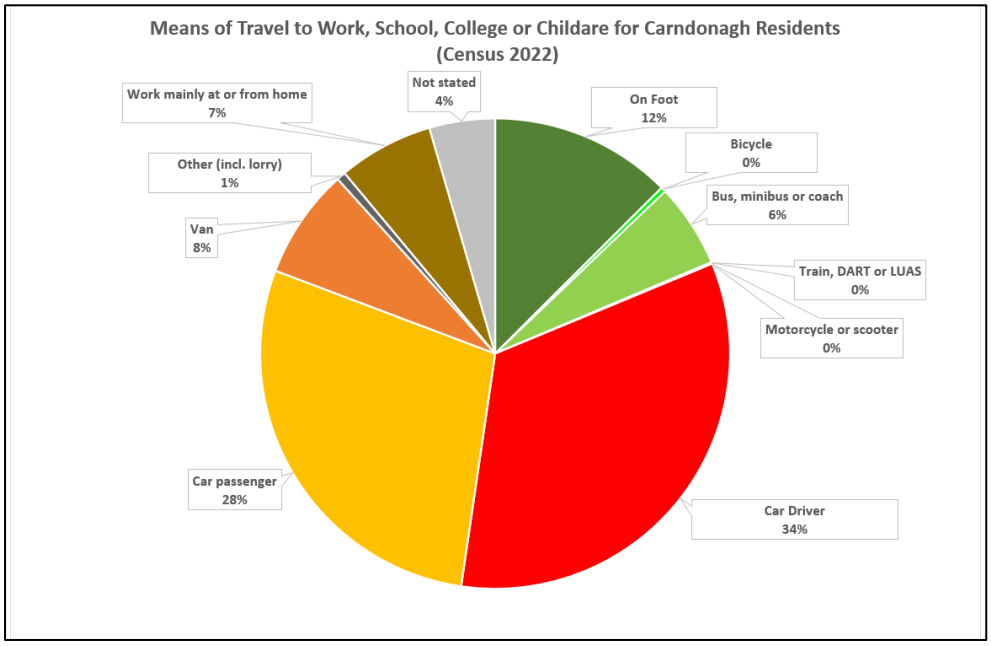


Figure 24.3 Means of Travel to Work, School, Collage or Childcare for Carndonagh Residents Census 2022



In terms of **Active Travel (i.e. Walking and Cycling)** Carn Domhnach/Carndonagh benefits from a generally good footpath network (with 2m wide footpaths on most approach roads), pedestrian crossings on the R238/Church Street, the R240/convent Road, and in the town Centre. There is also cycle parking at the public service centre and a new active travel link to the GAA Club. The town's relatively flat terrain, the location or key commuting destinations (e.g. local schools, retail and employment centres) within walking/cycling distance of residential areas, the fact that 64% of commutes in Carndonagh are less than 15mins, also facilitate active travel. In addition, the Council is currently completing an Active Travel Project to provide pedestrian crossings on each arm of the R238/R271 Malin Road roundabout and progressing the Inishowen Greenway project.

Nevertheless, a number of active travel challenges are apparent. Significant gaps in the footpath network are evident at specific locations (e.g. along the R244/Buncrana Road, on the Moss Road, on the L-1271/Pound Street, and adjacent to Simpsons Shop). The pedestrian crossings in the Diamond have poor visibility and there is absence of crossings on Malin Street, Bridge Street and Pound Street. Significantly there is also a lack of dedicated cycle lanes in Carn Domhnach/Carndonagh. Other active travel issues include; high traffic speeds on key approach roads, steps on Bridge Street,

footpath parking adjoining the Community School and in the town centre, wide junction radii at certain junctions (e.g. Chapel Street/New Road and the R244/R238) and multiple entrances into the Carn Domhnach/Carndonagh Shopping Centre.

However, there is significant potential to make Carn Domhnach/Carndonagh more pedestrian and cycling friendly and promote active travel, including:

- Delivering a new/upgraded Riverside walkway/cycleway along the Donagh River to link residential areas in the south of the town with schools/retail/community facilities in the west of the town.
- Facilitating the provision of east to west active travel linkages between residential developments on the Carrowreagh Road and Barrack Hill Town Park, the town centre, and facilities on Chapel Road.
- Providing new/improving existing sections of footpaths at specific locations to enhance pedestrian safety and better connect residential areas with key destinations.
- Providing new/enhancing existing pedestrian crossings/traffic calming measures at various points around the town including in the town centre and on key approach roads.
- Delivering new cycle infrastructure including new cycle lanes on key approach roads (where feasible) and cycle parking facilities.
- Advancing the Safe Routes to Schools Project on Convent Road.
- Delivering the Carn Domhnach/Carndonagh to Buncrana and the Carn Domhnach/Carndonagh to Three Trees Greenways which will aid active travel connectivity from Carndonagh rural hinterland.
- Providing a new active travel connection between the Supervalu car park and the town centre as part of the Tús Nua Regeneration project.
- Requiring new residential development to provide quality internal walking/cycling infrastructure and onward active travel connections to adjoining lands to aid future permeability.
- Providing active travel infrastructure along the future developer led Inner Relief Road between Station Road and the Ballyliffen Road.

Accordingly, the Local Transport Plan sets out a range of active travel solutions to tackle these issues and realise these Opportunities (see associated map below). Collectively the Development Plan and this Area Plan's housing policies and the Carn Domhnach/Carndonagh land use zoning map also require new residential development to provide quality internal walking/cycling infrastructure and onward active travel connections to adjoining lands.

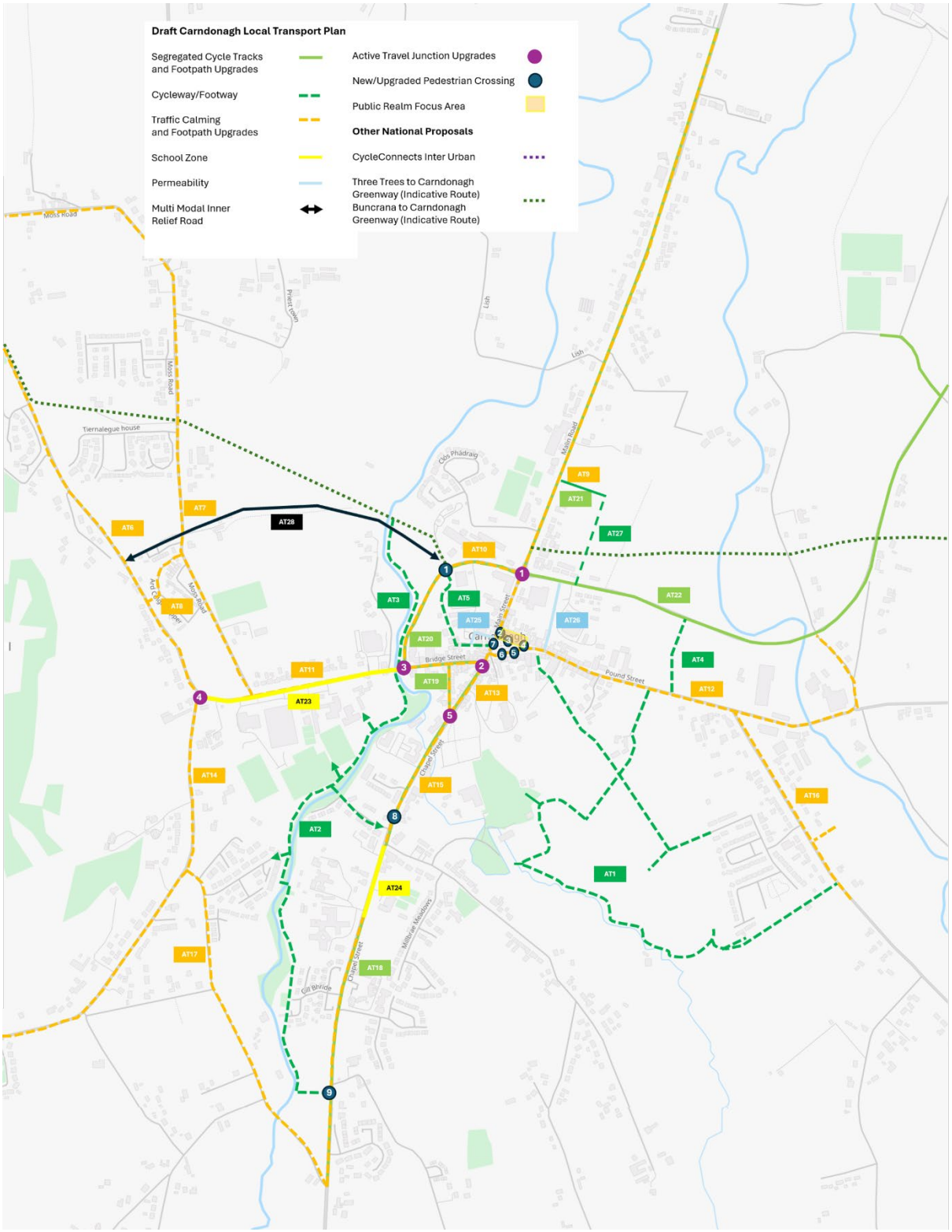


Figure 24.4 Active Travel Network Map

In terms of **public transport** Carn Domhnach/Carndonagh currently has 4 bus services including to Malin Head (Route 954), Derry (Route 952), Buncrana/Letterkenny (Route 959), and Dublin (Route 933) and there is a southbound bus stop (with layby and bus shelter) in the Diamond. However, there is no northbound bus stop in the Diamond (save a bus cage marked on the road) and otherwise there are no other bus stops in Carn Domhnach/Carndonagh. Public transport infrastructure and usage could be enhanced by the provision of dedicated bus stops at Carn Domhnach/Carndonagh

Community School, Carn Domhnach/Carndonagh Community Hospital, the Supervalu Retail Complex and on the R238/Malin Road, the R244/Gleneely Road, the R238/Ballyliffin Road and the R240/Quigleys Point Road as set out in the Local Transport Plan public transport map below.

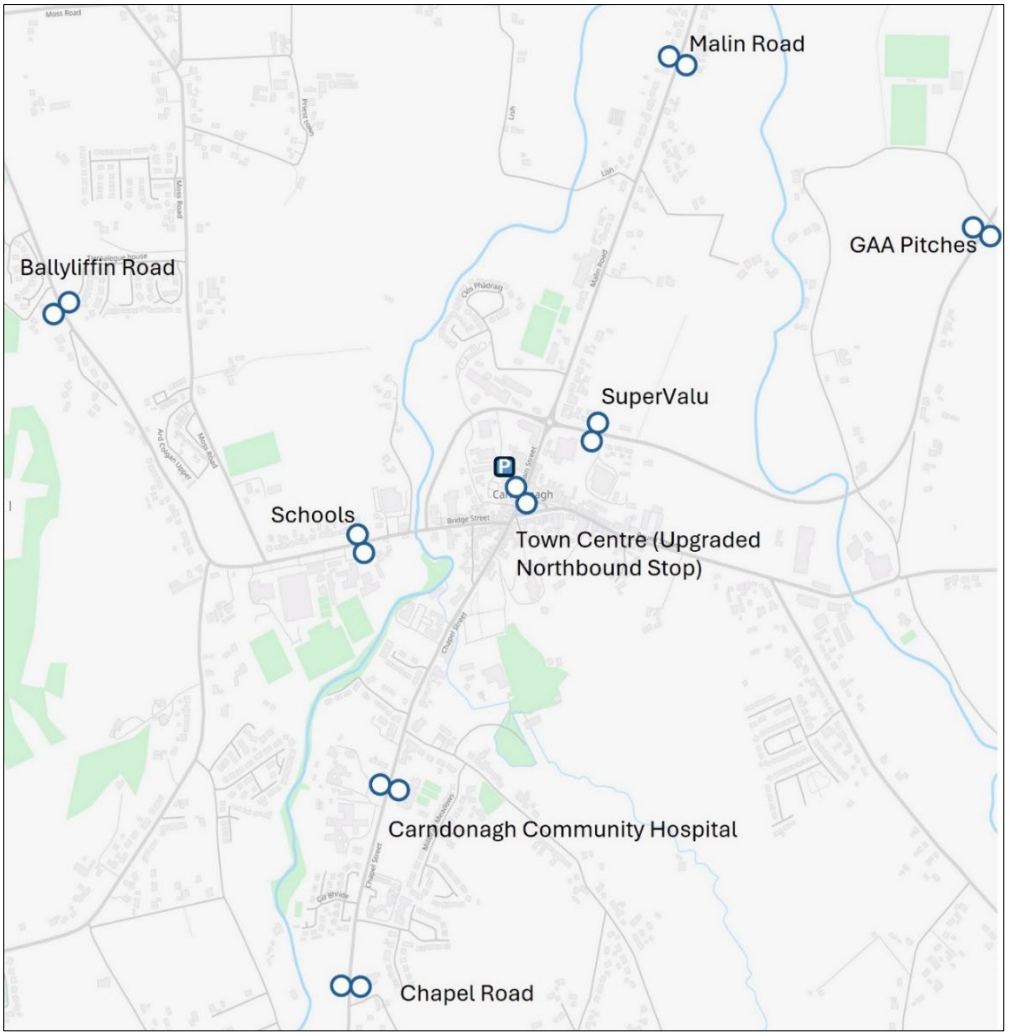


Figure 24.5 Public Transport Interventions Map



In terms of **vehicular transport** Carn Domhnach/Carndonagh is located at the focal point of North Inishowen's road network with regional road links to Buncrana, Derry, Moville and Malin radiating out from the town. The station road provides a useful relief road around the northwestern side of the town, serves several commercial premises and enables east/west traffic to bypass the town centre. The town benefits from a public car park with direct access to the town centre and significant parking in both the SuperValu and Carn Domhnach/Carndonagh Shopping Centre complexes. There are also EV charging stations in the town centre car park and in the Public Service Centre.

However, several traffic related issues are also apparent. The focusing of traffic into the physically confined urban core, two-way traffic, and ad hoc/unrestricted parking often causes traffic congestion in the town centre. At peak times Traffic congestion is also apparent in the vicinity of schools, particularly on Church Road and at the Station Road/Bridge Street junction. Traffic speeds are also

high along the long straight approach roads into Carn Domhnach/Carndonagh. Finally, there is an absence of dedicated loading bays in the town centre.

Nevertheless, several opportunities have been identified to tackle these traffic related issues including, exploring revised traffic management and parking arrangements, and providing loading bays, in the town centre, making junction improvements at the Station Road/Bridge Street junction, and introducing traffic calming on key approach roads. There is also a strategic opportunity to provide a developer led inner relief road between the Station Road, Moss Road and Ballyliffen road which would significantly facilitate traffic flows around the town. Accordingly, the Local Transport Plan sets out a range of vehicular transport solutions to address these issues and opportunities (See associated Map Below).

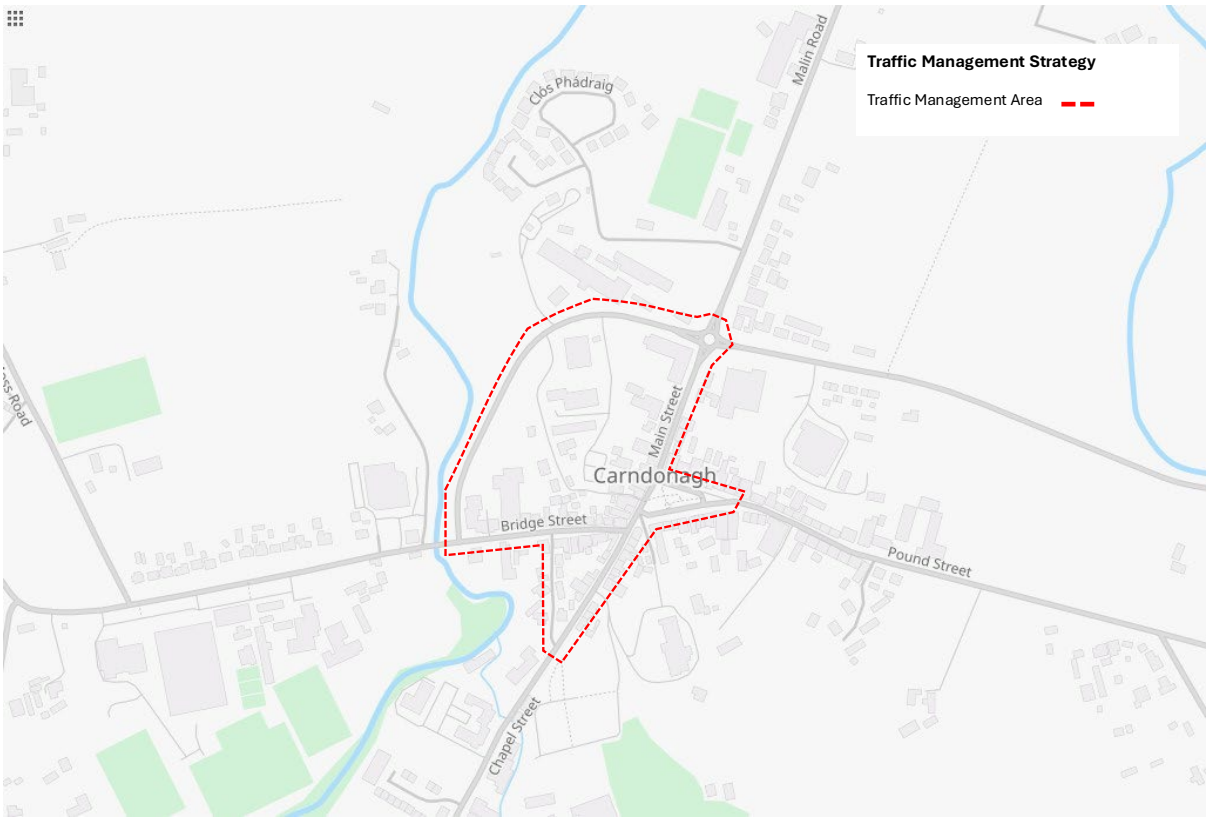


Figure 24.6 Vehicular Transport Interventions Map

Objectives

CN-TSM-O-1	Increase walking rates by the creation of a quality and safe walking environment with enhanced pedestrian infrastructure (e.g. new/enhanced footpaths, new active travel links, pedestrian crossings, traffic calming measures).
CN-TSM-O-2	Increase cycling rates by the provision of an improved and safer cycling environment with new cycle infrastructure (e.g. cycle lanes (where feasible) along key approach roads, and bicycle parking within the town centre).
CN-TSM-O-3	Improve transport infrastructure for children, disabled, and older persons including enhanced safety provision for children walking and cycling to schools.

CN-TSM-O-4	Increase public transport usage by providing improved public transport infrastructure (including the provision of a northbound town centre bus stop and additional bus stops on approach roads) and ensuring compact growth.
CN-TSM-O-5	Reduce transport and parking demand by promoting compact growth and providing enhanced walking, cycling and public transport infrastructure.
CN-TSM-O-6	Improve traffic flow and parking arrangements in the town centre and facilitate the delivery of Carn Domhnach/Carndonagh Inner Relief Road.

Policies

CN-TSM-P-1	Support and facilitate the delivery of the active travel, public transport, and vehicular network actions detailed in the Local Transport Plan (as illustrated in the associated maps above) and the active travel linkages otherwise detailed in the Land Use Zoning map subject to any required technical assessments and studies and not permit development that would prejudice the implementation of same.
CN-TSM-P-2	Development proposals on Opportunity Site 5 and NR 2.5 shall provide for the construction of a section of the multi modal Carn Domhnach/Carndonagh Inner Relief Road in accordance with the requirements for said road set out in Policy CN-OPP-P-5.
CN-TSM-P-3	To protect the route corridors for and positively facilitate the development of the Inishowen Greenway including the Buncrana to Carn Domhnach/Carndonagh and Three Trees to Carn Domhnach/Carndonagh elements of said project.
CN-TSM-P-4	To support the delivery of the National Transport Authority's National Cycle Network 'Cycle Connect' Network in Carndonagh.

24.8 Water and Wastewater Infrastructure

The provision of an adequate water supply and wastewater treatment is essential for quality of life, environmental protection and the future residential and commercial growth of Carn Domhnach/Carndonagh.

The Uisce Éireann Water Supply Capacity Register 2024 (published August 2025) states that Carn Domhnach/Carndonagh lies within the Inishowen West and Carn Domhnach/Carndonagh and Culdaff Water Resource Zones and there is potential spare water supply capacity, but a Level of Service improvement is required.

Direct consultations with Uisce Éireann indicate that there are currently significant water supply constraints and a dynamic water supply situation in the Carndonagh area. They however estimate that a volume of water may be available in the water supply zone over the lifetime of the plan sufficient to cater for the proposed housing supply target (i.e. 172 units). They also have indicated

that ongoing works to supplement the water supply in Carn Domhnach/Carndonagh from groundwater sources (e.g. Tirnaleague Aquifer) may provide a potential for a small increase to the water supply.

The quantum of residential related zonings identified in the land use zoning map therefore has regard to the water supply capacity which may be available in the water supply zone over the lifetime of the plan. Furthermore, having regard to the dynamic water supply situation in Carndonagh Uisce Éireann have also advised that pre-connection enquires, and connections applications will be assessed on an on an individual basis considering their specific demand requirements. In this regard developers are strongly advised to contact Uisce Éireann at the earliest opportunity regarding the availability of water supply for proposed developments.

Otherwise, the town has a very extensive water supply network but again extensions are required to service certain backland areas.

The Uisce Eireann Wastewater Treatment capacity register 2024 (published August 2025) indicates that Carn Domhnach/Carndonagh/Malin Wastewater treatment plant currently has organic capacity of 5,833 PE, a load of 5,337 PE and a potential spare capacity of 496 PE. In this regard UE indicates that the plant is performing well and is meeting all licence standards apart the Total Oxidised Nitrogen limit. UE are developing options to consistently achieve this limit but this will not be implemented in the 2025-2029 investment period and wastewater connections enquires and applications will be assessed on an individual basis. Otherwise, the town has an extensive public sewer network with sewers extending along most key arterial roads however extensions would be required to service backland locations.

UE have confirmed that water supply for Carn Domhnach/Carndonagh is still primarily sourced from the Tirnaleague Aquifer and protecting this source is therefore crucial to the future development of the town and the health of its residents. The *County Donegal Groundwater Protection Scheme* (GSI 2004) classified the Tirnaleague Aquifer as a locally important Sand and Gravel Aquifer, with an extreme vulnerable rating (due to thin overlying soils). It also cited on-site wastewater treatment systems from individual houses, leaky underground sewers from newer developments or houses, fertiliser, herbicides, pesticides, oil/diesel spillages and organic animal wastes as potential pollution hazards. To this end the scheme identified Source Protection Zones (See figure 24.7 below) to minimise pollution risk to the waster abstraction points in the aquifer. Consequently, it is considered that the following robust policy provisions should be implemented to protect this vital water resource.

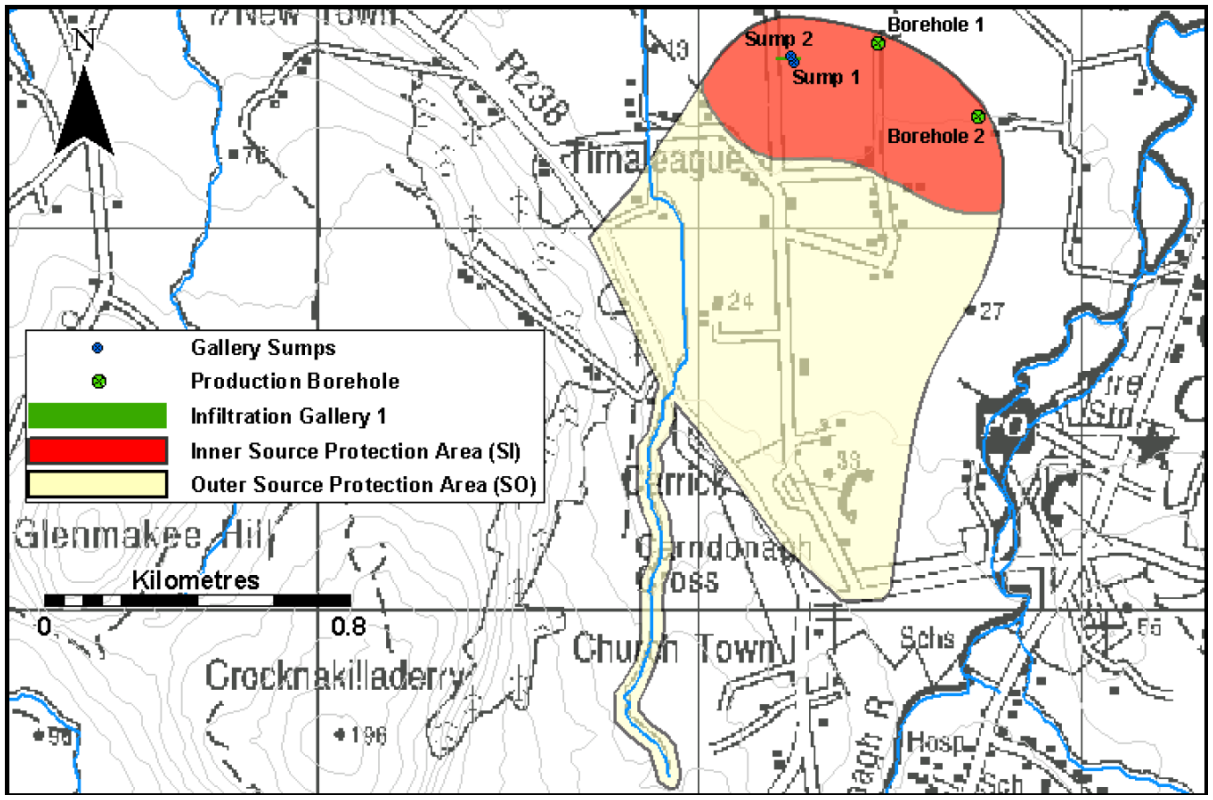


Figure 24.7 Source Protection Areas for the Tirnaleague Aquifer

Policies

CN-WW-P-1	Not to permit individual proprietary wastewater treatment systems within the Source Protection Areas of the Tirnaleague Aquifer (refer to Fig 24.7), save for proposals involving the replacement or upgrade of an existing wastewater treatment system/s which in turn would demonstrably serve to afford a greater degree of protection to water quality within the aquifer.
CN-WW-P-2	Not to permit any development proposals within the Source Protection Areas of the Tirnaleague Aquifer (refer to Fig 24.7) which by reason of their nature, scale or layout would give rise to a significant pollution risk or would potentially compromise the water quality within the Tirnaleague Aquifer.
CN-WW-P-3	Any proposals for development within the Source Protection Areas of the Tirnaleague Aquifer must be accompanied by a detailed hydrogeological study detailing the potential impacts of the development on the aquifer.

24.9 Flooding

The Strategic Flood Risk Assessment (SFRA) for the County Donegal Development Plan 2024-2030 identified that certain areas around Carn Domhnach/Carndonagh are at risk from flooding in a 1% AEP (1:100) (Flood Zone A) and a 0.1% AEP (1:1000) (Flood Zone B) High End Future Scenario Flood Events (see map below) including along the Donagh River, Glennagannon River and the Ballywilly Brook. In particular, said 0.1% AEP (1:1000) High End Future Scenario Flood Zone B encompasses the Carn Domhnach/Carndonagh Shopping Centre site, a significant area of existing retail,

commercial, and residential development adjoining Chapel Road and the Simpsons Supermarket and Bar and Restaurant site adjoining the Gleneely Road.

In addition to the above areas, the SFRA for the Seven Strategic Towns (SST) Local Area Plan 2018 also identified that areas in the vicinity of the Cherry Avenue and Cedar Grove estates are at from flooding in a 1% AEP (1:100) (Flood Zone A) and a 0.1% AEP (1:1000) (Flood Zone B) Present Day Scenario Flood Event.

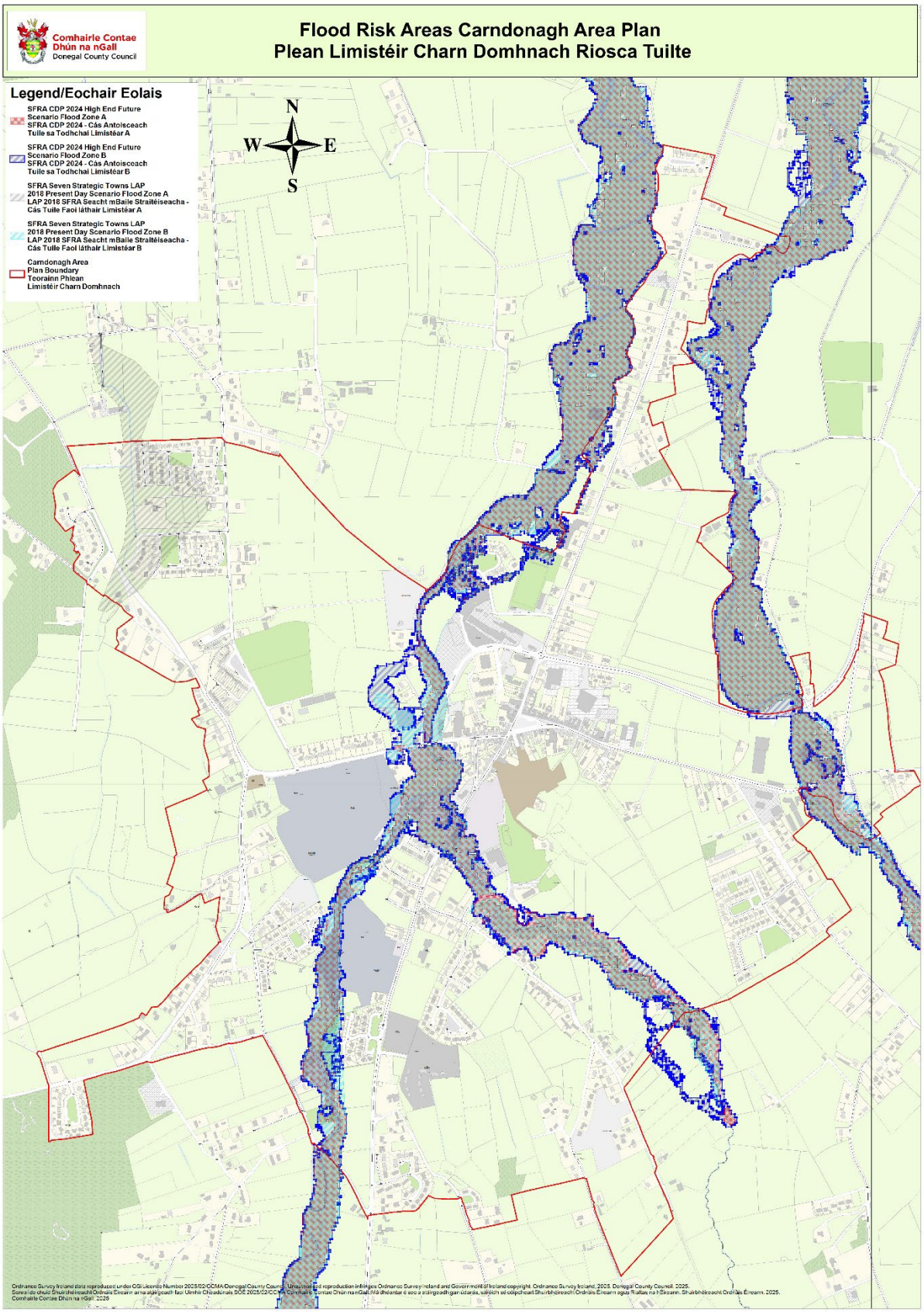


Figure 24.8 Flood Risk Areas Carndonagh Area Plan (Source: SFRA CDP 2024 and SFRA Seven Strategic Towns Local Area Plan)

The Flood Risk Management Plan for the North Western River Basin Region (OPW 2018) recommended a flood relief scheme for Carn Domhnach/Carndonagh including: a storage area on the Ballywilly Brook, hard defences both on the confluence of the Donagh River and the Ballywilly Brook and immediately downslope of same, improved channel conveyance downstream of same, and hard defences on the Glennagannon River immediately upstream of the R244 (See Map below). The exact nature of such measures will be subject to detailed design and consultations with the OPW indicate that the scheme is unlikely to progress in the short to medium term.

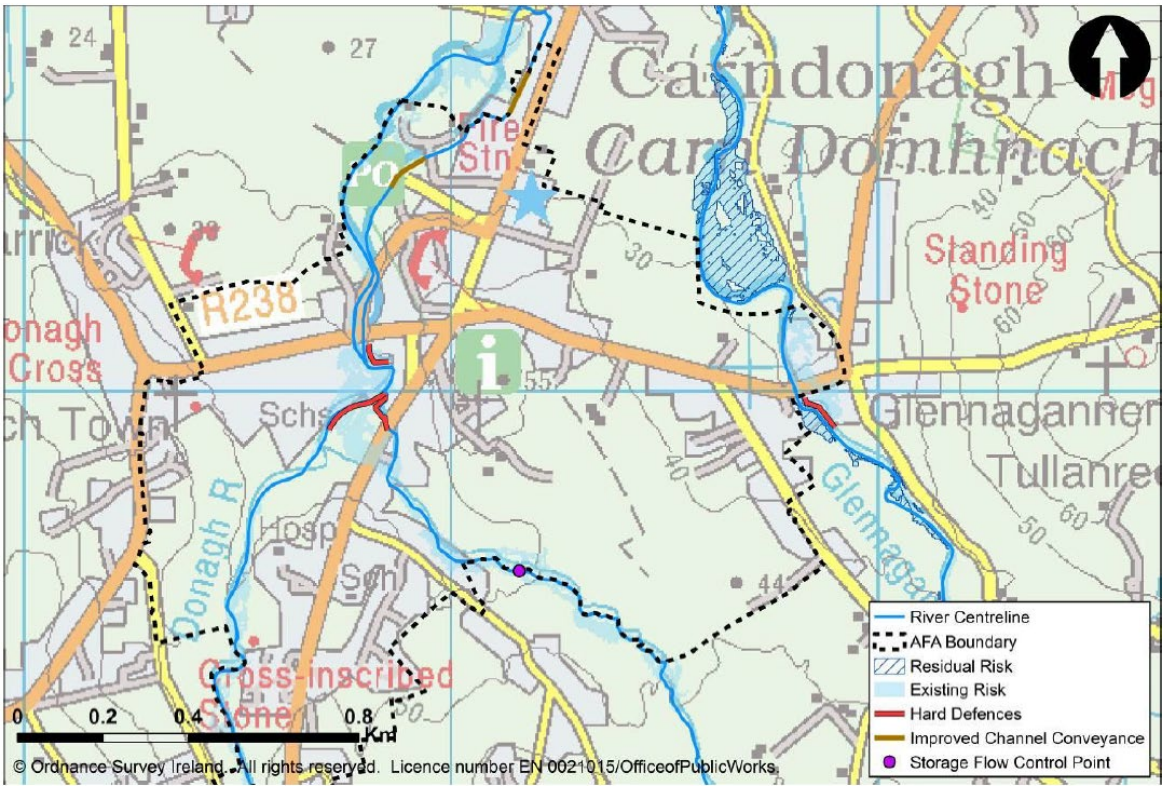


Figure 24.9 Carndonagh Flood Relief Scheme (Source: The Flood Risk Management Plan for the North Western River Basin Region (OPW 2018)

This Area Plan has been prepared based on the precautionary principle and the sequential approach of Avoid, Substitute, Mitigate, Justify and Proceed, as set out in the Flood Risk Management Guidelines. In addition, new development will be required to ensure that surface water management issues can be successfully addressed, they do not exacerbate flood risk elsewhere and utilise Sustainable Urban Drainage Systems in accordance with the wider Flood Risk management policies of this Development Plan. Furthermore, this plan fully supports the implementation of the Carn Domhnach/Carndonagh Flood Relief Scheme. It is also considered that the provision of an urban wetland adjoining the Ballywilly Brook would be fundamentally compatible with the provision of the flood attenuation measures proposed along said Brook as part of said flood relief scheme.

Objective

CN-F-O-1	Deliver all aspects of the Carn Domhnach/Carndonagh Flood Relief Scheme, subject to the requirements of the Habitats Directive.

Policy

CN-F-P-1	• Positively consider all developments associated with the Carn Domhnach/Carndonagh Flood Relief Scheme. • Ensure that all development proposals shall be compatible with, and not otherwise impede or prevent the delivery of the scheme.

24.10 Economic Development

Carn Domhnach/Carndonagh currently serves as an important employment centre for the North Inishowen area, boasts several indigenous employment generating enterprises including within the seafood processing, retail services and the construction products sectors. Furthermore, analysis undertaken as part of the CDP 2024 indicates that the settlement has a healthy ratio of Jobs to Resident workers of 1.343 (i.e. indicating that there is net inflow of workers into the settlement). This development plan also sets out a Jobs Target of 1062 for Carn Domhnach/Carndonagh and emphasises that the there is a need to sure that there is a adequate supply of zoned lands at appropriate locations to accommodate employment growth. In addition, the retail sector within the town is well developed, provides a significant source of local employment, and may have scope for further expansion in accordance with the overall retail policy framework of this plan including compliance with the Retail Planning Guidelines.

Given its central location at the heart of north Inishowen, the workforce in the wider hinterland and the availability of serviced and accessible greenfield sites Carn Domhnach/Carndonagh is well placed to avail of future economic development (including retail) opportunities.

In particular, the undeveloped lands to the north and south of the R244 Gleneely/Moville Road which are highly accessible by roads/footpaths, are well serviced by water and wastewater, have a favourable topography, but are setback from adjoining residential development are inherently suitable for a range of new employment generating/economic development enterprises (Opportunity Sites 1 and 3 refer). Furthermore, the flat undeveloped lands between the Moss Road and the Station Road would also provide further scope for enterprise/economic development subject to the development of a developer led multi model inner relief road (including a bridge over the Donagh River) and associated services which would unlock the potential of this area (Opportunity Site 5 refers). The serviced and accessible brownfield lands adjoining the Atlanfish Processing facility on the Malin Road would also provide scope for new economic development (Opportunity Site 7 refers). The future potential relocation of the Inishowen Livestock Mark site and the Carndonagh Football Club (Opportunity Site 6 refers) would also provide additional lands for new economic development at these serviced locations. In addition, parts of the Council owned lands at Barrack Hill would also provide scope for enterprise/economic development subject to adequate screening/setback from other residential and community proposals which may come forward on the same lands.

In addition, the retail sector within the town is well developed, provides a significant source of local employment, and given Carn Domhnach/Carndonagh's growing population may have scope for further retail expansion in accordance with the overall retail policy framework of this plan including compliance with the Retail Planning Guidelines. In accordance with said Guidelines the Town Centre area (zoned as Urban Core) is the preferred location for new retail development. Further retail development may be accommodated at other locations including Opportunity Sites and Established Development areas subject to compliance the Retail Planning Guidelines inclusive of the application of the sequential approach defined therein.

With a strategic location on the Wild Atlantic Way at the heart of scenic North Inishowen close to several tourism attractions (e.g. Malin Head, stunning beaches and mountain scenery), a picturesque and vernacular town centre, hospitality and retail services, the iconic Church of the Sacred Heart, and St Patrick High Cross, Carn Domhnach/Carndonagh has considerable potential as a Tourism hub.

However, it is also recognised that Carn Domhnach/Carndonagh presently has a significant deficit in tourism accommodation. To help realise this potential this Area Plan supports tourism developments on Opportunity Sites 1,2,3, and 5, facilitates the development of the Inishowen Greenway and the Donagh Riverside Walk, provides a policy framework to improve the attractiveness and vitality of the town centre, and safeguards Carn Domhnach/Carndonagh's considerable built heritage.

Objectives

CN-ED-0-1	To strengthen Carn Domhnach/Carndonagh's role as North Inishowen's key economic, employment generating and retail centre.
CN-ED-0-2	To develop Carn Domhnach/Carndonagh as a Tourism Hub for North Inishowen with a healthy tourism accommodation and hospitality offering and an attractive/regenerated town centre.

Policies

CN-ED-P-1	To consider appropriate new economic development proposals on specific Opportunity Sites and the Council owned lands at Barrack Hill, and extensions to/redevelopment of existing economic/commercial developments subject to compliance to with any relevant site-specific policies and the wider economic and retail development policies of this plan.
CN-ED-P-2	To consider new retail developments within the Urban Core and at other locations subject to compliance with any relevant site-specific policies/zonings objectives of this Area Plan and the wider retail development policies of this Development Plan including the Retail Planning Guidelines and the application of the associated sequential approach.
CN-ED-P-3	To consider appropriate new tourism development proposals on appropriate zonings including within the town centre and on Opportunity Sites 1,2,3 and 5.

24.11 Community Recreation Environment and Heritage

The creation of a healthy, socially inclusive, low carbon/climate resilient, and environmentally sustainable settlement with rich heritage assets is crucial to the creation of a liveable place with a high quality of life. Carn Domhnach/Carndonagh currently benefits from a range of community, educational, recreational, and heritage assets and the plan provides significant scope to add additional assets.




The outstanding **Barrack Hill Town Park** (which includes a children's playground, green spaces, walk/cycle ways, green spaces, sculptures, and community gardens) is situated in a highly accessible and central location adjacent to the town centre and enjoys outstanding views to the adjoining countryside. The amenities at the park could be further enhanced by the provision of further recreational, sporting, and community facilities. The exact nature, layout and design of such facilities would be a matter for further investigation, public consultation and project level assessment and would also be subject to funding availability. The provision of such amenities is supported by CN-CERH-O-3 below. Carn Domhnach/Carndonagh also has several well-established sporting facilities including Carn Domhnach/Carndonagh Rugby Club on Moss Road, CLG Charn Domhaigh at Foden Carn Domhnach/Carndonagh, Carndonagh Football Club at Malin Road and Carn Domhnach/Carndonagh Boxing Club at Barrack Hill.

The existing riverside path along the Donagh River is in a dilapidated state. However, regenerating said path and joining it with existing bridge over the river at Donagh Park/Community Hospital and the riverside walkways within the new residential developments on the Quigleys Point Road, and providing an additional east/west crossing, presents a strategic opportunity to provide a significant recreational/active travel asset for Carn Domhnach/Carndonagh and is supported by CN-CERH-O-1 below. It is also considered that many of the active travel links identified in the plan can also inherently fulfil a recreational role and the provision of same will improve the quality of life for Carn Domhnach/Carndonagh's residents. In addition, the provision of a riparian Corridor, urban wetland, and recreational Walkways as part of the Barrack Hill Urban Wetland Way project would provide significant recreational, community and biodiversity benefits, and is fully supported by CN-CERH-O-2 below.

The proposed **Inishowen Greenway** both from Buncrana to Carn Domhnach/Carndonagh and from Quigleys Point to Carn Domhnach/Carndonagh is identified as a Strategic Greenway Opportunity in Section 8.1.4.1 of this Development Plan. An Emerging preferred route corridor has been identified for the Buncrana to Carn Domhnach/Carndonagh Section of this greenway whilst several Route Corridor Options have been identified for the Threeways to Carn Domhnach/Carndonagh section of this Greenway. The completion of this Greenway has the potential to bring significant recreational, quality of life, tourism, and sustainable mobility benefits to Carn Domhnach/Carndonagh. Both sections will be subject to preliminary design, environmental evaluation, planning approval, and construction phases. Consequently, this plan actively supports the implementation of the project through Objective CN-CERH-O-6 below.

Carn Domhnach/Carndonagh serves as North Inishowen's main **education** centre, the key facilities being Carndonagh Community School (1,154 pupils (2023/2024)) St. Patrick's Boys National School (144 pupils 2023/2024)) on Church Road) and St Patricks Girls National School (138 pupils) on Convent Road. In addition, there are several childcare facilities throughout the town.

An analysis of Schools Enrolment trends for 2014-2024 indicates that pupil numbers have risen slightly at both Carn Domhnach/Carndonagh Community School and the rural Craigstown National

School over the period 2014-2024, but pupil numbers at St Patricks Boys and Girls National Schools have fallen slightly over said period.
Consultation with the Department of Education indicates that primary school enrolments both in the state and Donegal are likely to continue a downward trend until the mid 2030s. Said consultation also indicates a drop in Post Primary enrolments by 2030. Nevertheless, the Department have indicated that if the proposed CDP 2024 Core Strategy housing growth allocations are realised this would result in a population increase of 458 person and a potential requirement of **2 extra primary** school **classrooms** and **30 plus post primary school places.** They further advise that said additional requirements could be facilitated through existing school facilities and/or expansion of same. In addition, the Department have advised there is also a projected need for **2 Special Education Needs Classrooms** at Carn Domhnach/Carndonagh Community School.

The existing primary and post primary schools in Carn Domhnach/Carndonagh are likely to be able to cater for said additional demand within their existing sites. However, such expansion may result in the loss/displacement of sporting facilities/outdoor space in certain circumstances. Furthermore, St Patricks National School and the Community School on Church Road do not have any additional suitable lands which they could feasibly expand into. However, the existing field/site immediately to the south of St Patricks Girls National School on Chapel Road could provide a natural expansion opportunity for said school. Alternatively said site's highly accessible location at the heart of wider residential development would be ideally suited to the provision of other community, education or sporting facilities. Consequently, this site has been zoned Community in this Area Plan.

Public consultation carried out as part of the plan identified a strong desire for the provision of a retirement village in Carn Domhnach/Carndonagh. Such specialist housing for **older persons** is facilitated within the residential related (i.e. New Residential Phase 1 and residential related Opportunity Sites) and Community zoning(s) in the plan. The wider Development Plan also requires that all development proposals comply with best practice in Universal Design (CC-P-8 refers) and new multiple residential development of 7 or more units must contain 30% of units built to universal design standards (UB-P-11).

Public consultation has indicated a strong support for the provision of a general-purpose Community Centre capable offering/providing a range of child/youth services, indoor and outdoor sporting facilities, specialist facilities for disabled persons, hydrotherapy facilities, and meeting space for community groups and older persons. This plan supports the delivery of such community infrastructure by facilitating Community uses on the most accessible Opportunity Sites (1,2,3,4,6 and 7) and on the Community zoning south of St Patricks (Girls) National School on Convent Road and through CN-CERH-O-4 below.

There are no ecological designations within the Carn Domhnach/Carndonagh Area Plan boundary. However, the settlement is located in relatively close proximity and is hydrologically linked to both the North Inishowen Special Area of Conservation (SAC) and the Trawbreaga Bay Special Protection Area (SPA). In addition, the Carn Domhnach/Carndonagh Woods proposed Natural Heritage Area (pNHA) lies immediately to the west of the town. Said designated areas are safeguarded by policies BIO-P-1 and BIO-P-2 of this plan. The publication *A Biodiversity Action Plan for Carn Domhnach/Carndonagh for Biodiversity* prepared by the Eco Carn Community Group has also highlighted the importance of biodiversity in/the biodiversity potential of Barrack Hill Town Park, Donagh River and the Moss Road Estates. Such local Biodiversity is protected by Policy BIO-P-1 of the Development Plan, the support for additional Biodiversity amenities in Barrack Hill Town Park outlined in CN-CERH-O-3 (below), and the zoning of the Donagh River corridor and Barrack Hill Town Park as Open Space and Recreation. In addition the local Biodiversity, rural character, the landscape setting of the Carn Domhnach/Carndonagh's immediate rural hinterland is protected by zoning said area as Local Environment which only facilitates limited development.

Carn Domhnach/Carndonagh is one of 2 **Decarbonising Zones** (DZ) identified in Donegal which identifies a range of mitigation, adaptation, and biodiversity measures to address low carbon energy, greenhouse gas (GHG) emission and climate needs. Baseline research for the Carn Domhnach/Carndonagh DZ indicates the following GHG emissions breakdown for Carn

Domhnach/Carndonagh: Transport 37.7%, Residential 30.7%, and Non-Residential 25.1%[62]. In particular, this plan assists a number of the Opportunities identified for the Carn Domhnach/Carndonagh DZ in the following manner:

Table 24.2 Area Plan Actions Assisting Carndonagh Decarbonising Zone

Theme	Opportunity	Related Action in the Carn Domhnach/Carndonagh Area Plan
DZ TR	To support sustainable travel initiatives in the DZ	• Promotion of a compact/consolidated development form which minimises walking and cycling distances between residential areas and key services. • Provision of new and enhanced walking, cycling, and public transport infrastructure (e.g. new/enhanced footpaths, pedestrian crossing, cycle lanes, Riverside paths, bus stops etc.) as identified in the Local Transport Plan.
DZ NE	To support development of the ECO Inishowen network.	Facilitation of the Barrack Hill Wetland Way including urban wetland which will facilitate carbon sequestration and flood attenuation.
DZ SRM	To support local & national sustainable resource initiatives e.g. circular economy, reducing single use items, water conservation, food waste initiatives etc.	Promotion of the refurbishment/re-use of town centre properties as an alternative to demolition and replacement.

Carn Domhnach/Carndonagh also boasts a rich historical/built heritage including, for example:

- Archaeology: including St Patricks High/Donagh Cross and Associated Stone Structures, Donagh Parish Church and graveyard (which are classified as National Monuments), and a Megalithic Tomb, Ecclesiastical Enclosure, Souterrain etc.
- Architectural: Record of Protected Structures including The Church of the Sacred Heart, Donagh Parish Church (Church Street) and John Colgan Memorial Hall (Chapel Street), and structures on the National Inventory of Architectural Heritage including, for example, Carn Domhnach/Carndonagh Wesleyan Chapel (Bridge Street), McDonough and Co. Ltd Department Store (the Diamond), and Carn Domhnach/Carndonagh Court House and the thatched cottage on Pound Street.



Collectively these structures and features represent a crucial historical and cultural resource and form a fundamental part of Carn Domhnach/Carndonagh's sense of place and identity which are therefore deserving of protection and enhancement in accordance with the suite of specific polices already detailed within Chapter 11 of this plan. In addition, public consultation carried out as part of the plan indicated strong support for the renovation of historical buildings (e.g. the Court House, Colgan Resource Centre and Montay's Factory) as vibrant spaces for the community, tourism, enterprise use and this is supported by Policy CN-CERH-P-1 below.

The existing Carndonagh Garda station is located on a small site on the Malin Road, serves Carndonagh and a significant rural hinterland but has limited facilities. The provision of a new Garda station with adequate facilities on a suitable, accessible and socially inclusive site would provide a significant improvement in the delivery of this essential community service and is therefore supported by the objective below.

[62] Baseline Emissions Inventory, Carndonagh Decarbonisation Zone, Bable and DCC, 2023

The Area Plan would facilitate the provision of a primary health care centre (as a community development) on Opportunity Sites 1,2,3,4,6 and 7, the Community zoning south of St Patrick's Girls NS, within the Urban Core and within the Carndonagh Community Hospital Site. In view of the overall trend toward community care and co-located services within healthcare and the overall need for enhanced primary care facilities in north Inishowen, Policy CN-CERH-P-6 supports facilities which provide for the further expansion of the Enhanced Community Care Programme under Slaine Care.

Objectives

CN-CERH-O-1	Provide: • **A Riverside Walkway/Cycleway** along the Donagh River incorporating existing riverside paths and bridge over the River, the riverside walkways within the new residential developments on the Quigleys Point Road and an additional crossing points across the River (as appropriate). • An **east/west active travel/recreational linkage** between the Barrack Hill Town Park and the Springfield Estate/Carrowreagh Road area. The above shall be subject to the requirements of the Habitats Directive.
CN-CERH-O-2	Support the delivery of the **Barack Hill Urban Wetland Way Project** inclusive of riparian Corridor, urban Wetland, and recreational Walkway.
CN-CERH-O-3	Support the provision of additional recreational, sporting, community, and biodiversity amenities at the **Barrack Hill Town Park** subject to further public consultation and funding availability.
CN-CERH-O-4	Support the provision of a **general-purpose Community Centre** capable offering/providing a range of child/youth services, indoor and outdoor sporting facilities, specialist facilities for disabled persons, hydrotherapy facilities, and meeting space for community groups and older persons.
CN-CERH-O-5	Protect Carn Domhnach/Carndonagh's rich **archaeological and architectural heritage** in accordance with the related policies of the County Development Plan 2024-2030.
CN-CERH-O-6	Deliver the **Inishowen Greenway** project including the Buncrana to Carn Domhnach/Carndonagh and the Carn Domhnach/Carndonagh to Inishowen Sections of said project.
CN-CERH-O-7	Deliver a **new Garda Station** with adequate facilities on a suitable, accessible and socially inclusive site.

Policies

CN-CERH-P-1	Reserve the route for a Riverside Walk along the Donagh River, the east/west recreational link between Barrack Hill Town Park and the Springfield Estate/Carrowreagh Road area, and the other active travel/recreational linkages

	identified in the Carn Domhnach/Carndonagh Land Use Zoning Map, subject to the requirements of the Habitats Directive.
CN-CERH-P-2	Favourably consider the provision of community, education, or sporting facilities on the Community Site immediately to the south of the St Patrick Girls National School.
CN-CERH-P-3	Facilitate the development of the Inishowen Greenway project including by reserving/protecting the finalised proposed Greenway route(s) and not permitting other developments which would prejudice the delivery of the project.
CN-CERH-P-4	Positively support the provision of housing for Older Persons/ a retirement village within land zoned New Residential Phase 1, Opportunity Sites (which facilitate residential development), Community, and Urban Core zonings.
CN-CERH-P-5	Positively facilitate the sensitive reutilisation/refurbishment of Carn Domhnach/Carndonagh's historic buildings, including Carndonagh Courthouse, for tourism, community or enterprise uses (including the reinstatement of court services at the Courthouse) subject to the architectural protection policies of the wider development plan.
CN-CERH-P-6	Support facilities which provide for the further expansion of the Enhanced Community Care Programme under Slainte Care.

24.12 Opportunity Sites

Several Opportunity sites have been identified which can fulfil a variety of roles including residential, commercial, tourism, retail, warehousing, community, cultural, or recreational uses by reason of their location, scale, characteristics or environmental characteristics.

Opportunity Site 1: To the North of the R244



This large, gently sloping, strategically located, accessible and developable site, currently consists of agricultural fields, benefits from road frontage and a continuous footpath along the R244 and is serviced by a watermains along said road and a mains sewer which runs along the eastern and northern site boundaries. The site lies adjacent, and within walking distance of, the town centre and local retail services and does not adjoin any multiple residential development. However, there are no pedestrian crossing on the adjoining stretch of the R244. On the basis of its strategic location and serviced nature, it is considered that the site would be inherently suitable for a range of potential uses including large scale commercial, tourism (e.g. hotel) development or sports/community uses and a flexible Opportunity Site planning framework is therefore appropriate. The site would also be suitable for future residential development and as such is identified for Residential Phase 2 development in the context of the release of Phase 2 lands for residential development by the Planning Authority.

CN-OPP-P-1

Consider development proposals for commercial (excluding motor sales), tourism, community, cultural, sports related development, or residential development (subject to the release of Phase 2 Residential lands by the Planning Authority), on **Opportunity Site 1** subject to the following requirements.

- Any commercial or tourism development shall provide adequate landscaping/screening proposals between said uses and any residential development on adjoining lands.
- Any tourism, community, cultural, sports or residential proposals shall provide for a raised table and uncontrolled pedestrian crossing and associated advance warning signage on the R244 regional road.
- Any community, sports, tourism, cultural or residential developments shall provide for, and any other developments shall reserve a route for, a safe, coherent, direct, attractive, and comfortable active travel linkage between site NR 1.2 on the Malin Road and the R244 regional road as detailed on the land use zoning map.
- Cultural developments may be considered on Opportunity Site 1 in accordance with Policy CC-P-1.

Opportunity Site 2: To the North of the R244 and East of the R238

This relatively flat, accessible, serviced, and developable site lies adjacent to Carndonagh's urban core and adjoins the R244 regional road. The site currently consists of 2 rectangular agricultural fields and adjoins residential development to the west/southwest. The site is serviced by a watermains and mains sewer along the R244. The site lies adjacent, and within easy walking distance of, the town centre and local retail services. However, there are no pedestrian crossing on the adjoining stretch of the R244. On the basis of it's strategic, serviced and highly accessible nature the site would be inherently suitable for a range of potential uses including residential, commercial, tourism (e.g. hotel) or community, cultural, sports related development and a flexible Opportunity Site planning framework is therefore appropriate.

CN-OPP-P-2

Consider development proposals for residential, commercial (excluding motor sales), tourism, community, cultural, and sports related development on **Opportunity Site 2** subject to the following requirements.

- Any commercial, tourism, or community development shall provide adequate landscaping/screening proposals between said uses and any residential development on adjoining lands.
- Any residential, tourism, community, cultural, or sports proposals shall provide, for:
    - A raised table and uncontrolled pedestrian crossing across, and associated advance warning signage on, the R244 regional road.
    - A safe, coherent, direct, attractive, and comfortable active travel linkage between site NR 1.2 on the Malin Road and the R244 regional road as an integral part of the development.
    - A safe, coherent, direct, attractive, and comfortable active travel linkage between onto the R238 Malin Road utilising the existing access point from the site onto said road, as detailed on the land use zoning map as an integral part of the development.

- No development shall be permitted which blocks the vehicular/pedestrian access points into the site.
- Cultural developments may be considered on Opportunity Site 2 in accordance with Policy CC-P-1.

Opportunity Site 3: Between the R244 and the L-1271-1



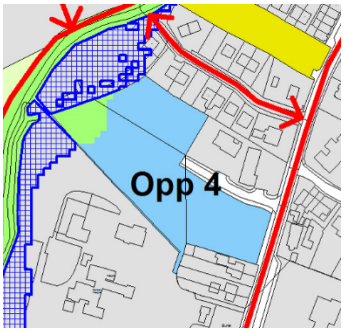
This relatively large, gently sloping, highly accessible and serviced site is located immediately to the east of the town centre and enjoys dual road frontage on both the R244 to the north and the L-1271-1 to the south, is serviced by watermains on both said roads, a public sewer on the northeastern portion of the site, and a footpath along the R244. However, there is currently no footpath on the southern site frontage. The site is bounded by residential and commercial development to the west and the Inishowen Co-op on a one-off dwelling to the east. Based on the above characteristics, it is considered that the site would be suitable for either residential, commercial, community, cultural, or tourism development and a flexible zoning approach is therefore warranted. In addition, the development of the site also presents a strategic opportunity to create an active travel link between the R244 to the north and the L-1277-1 to the south through the site thus considerably enhancing permeability in the area.

CN-OPP-P-3

Consider development proposals for residential, commercial (excluding motor sales), community, cultural, or tourism development on **Opportunity Site 3** subject to the following requirements.

- Any commercial or tourism development shall provide adequate landscaping/screening proposals between said uses and any proposed residential development on the site or on adjoining lands.
- Any residential, community, cultural, or tourism, proposals shall provide for, and other developments shall reserve a route for a safe, coherent, direct, attractive, and comfortable north/south active travel linkage through the site between the R244 and the L-1271 as detailed on the land use zoning map.
- Any residential, community, cultural, or tourism, proposals shall provide a continuous footpath along the entirety of the road frontage of Opp Site 3 on the L-1271-1 to link with the existing footpaths. Any other development proposals shall provide for a footpath for at least the associated development site frontage on the L-1271-1.
- Any residential, community, cultural, or tourism, proposals shall provide a raised table, uncontrolled pedestrian crossing and associated advance warning signage across both the R244 and the L-1271.

Opportunity Site 4: Off the R240/Convent Road



This small infill/part brownfield site is located off Convent Road and is bounded by mix of residential, neighbourhood type retail, offices, and health facilities. The site also situated adjacent to St Patricks Girls National School, close to other residential estates, and within approximately 560m/8 min walk to the Diamond. The adjoining walkways around the adjoining Community hospital also offer the potential to connect to any future Riverside Walk. In addition, the existing mature trees both within the site and to the site boundaries provide a significant level of environmental/visual amenity. Accordingly, the site is inherently suited to a range of uses including, neighbourhood level retail, residential community, and health services.

CN-OPP-P-4

Consider development proposals for neighbourhood level retail, community, and health services, or residential development on **Opportunity Site 4** subject to the following requirements:

- Any development proposals shall provide a safe, coherent, direct, attractive, and comfortable, active travel link to the existing walkways within the adjoining Community Hospital Site.
- Any development proposal shall provide for the retention of the existing mature trees/field boundaries both within the site and to the site boundaries as an integral part of the development layout unless it is demonstrated it is impractical to do so.

Opportunity Site 5:Between Station Road and Moss Road.

This strategic site comprises a significant parcel of serviced and developable flat land lying between the Moss Road and Station Road. Road Access is currently only available off the Moss Road. However, a strategic opportunity exists to construct a new 'developer led' future proofed multi modal Inner Relief Road/Transport Link between Station Road and Moss Road (including a new bridge across the Donagh River) and onward to the Ballyliffen Road (in tandem with future development occurring on site NR 2.5) thus providing both access to the lands and additional east-west vehicular and active travel connectivity through Carn Domhnach/Carndonagh. It is considered that such an inner relief road/transport link can be constructed in a manner which provides both an east-west vehicular connectivity whilst also maintaining a sense of place and connection between any developments occurring on either side of the road in accordance with the guidance set out in the Design Manual for Urban Roads and Streets and in consultation with DCC's Road Design Section. In this regard the indicative route of such an Inner Relief Road/Transport Link has been identified on the Carn Domhnach/Carndonagh Land Use Zoning Map.

Otherwise, Opportunity Site 5 is serviced both by a watermains along the Moss Road and a mains sewer running west to east through the site. In addition, it is also considered that any development on the site should provide for future active travel connectivity to the adjoining lands to the south and to the Gort Road (L-12212) to the south-east of the site thus providing onward connectivity to Church Road/Bridge Street.

The site would also be suitable for future residential development and as such is identified for Residential Phase 2 development in the context of the release of Phase 2 lands for residential development by the Planning Authority.

Accordingly, the Council will facilitate both, commercial and tourism related development on this site in accordance with CN-OPP-P-5 below.

CN-OPP-P-5

Consider proposals for commercial, tourism, or residential development (subject to the release of Phase 2 Residential lands by the Planning Authority), on **Opportunity Site 5** subject to the following requirements:

- Development proposals on the site (and on sites NR 1.4 and NR 2.5) shall provide for the construction of a Multi Modal Inner Relief Road including active travel infrastructure between Station Road and Moss Road/Ballyliffen Road, for the extent of the specific development site (in a manner which provides connectivity through the site to adjoining sites) in accordance with the following requirements:
    - A design in accordance with the Design Manual for Urban Roads and Streets and the NTA's National Cycle Manual which has been prepared in consultation with the Council's Road Design Section.
    - The provision of access to developments only at fixed points along the route (to protect the carrying capacity of the road).
    - The provision of a signalised protected junction(s) in line with the National Cycle Manual at the junction(s) with the Moss Road and/or the R238/Ballyliffen Roads.
      Note: there may be scope to amend the cross section or elements of the cross section to be delivered by developers when planning applications are received in agreement with DCC Roads Area and Roads Design teams.
- Any development proposal occurring on the eastern part of said sites shall also provide for the construction of said Inner Relief Road/Active Travel Infrastructure either eastwards over the Donagh River and toward the L-12712-1 local road leading to Station Road or southeastwards to connect with any part of the Inner Relief Road built through/in conjunction with NR 1.4 and facilitate the provision of riverside walk detailed on the land use zoning map..
- Development proposals on Opportunity Site 5 and NR 1.4 shall provide for safe, coherent, direct, attractive, and comfortable active travel linkages to the lands to the south, and to the Gort Road (L-12212) to the south-east, of the site.
- Vehicular access to Opportunity Site 5 and NR 1.4 shall not be permitted from the Gort Road (L-12212) to the south east of the site.
- Proposals shall retain and incorporate existing field boundaries and riverside vegetation into any layout in so far as possible.

Opportunity Site 6: Existing Carn Domhnach/Carndonagh Football Club facility and Adjoining Lands

This flat site comprises of the existing Carn Domhnach/Carndonagh Football Club facility and a field to the west, is located a short distance from the town centre and enjoys good road access via the L-12711 local road and the adjoining R-238 Regional Road. Footpath connectivity is available via a footpath on the southern side of the L-12711 and the R238 and the site is otherwise serviced by both watermains and public sewer. The site is bounded by both commercial and residential development.

The potential relocation of the Carn Domhnach/Carndonagh Football Club to a site at Carrickfoden presents redevelopment opportunities on said portion of the site. Given the site's accessibility and serviceability and the diversity of surrounding uses it is considered that the site would be suitable for a range of uses including commercial, community, or continued sports/recreational uses.

The site would also be suitable for future residential development and as such is identified for Residential Phase 2 development in the context of the release of Phase 2 lands for residential development by the Planning Authority.

CN-OPP-P-6	Consider development proposals for commercial, community, sports, recreational, or residential development (subject to the release of Phase 2 Residential lands by the Planning Authority), on **Opportunity Site 6**, subject to the following criteria: • Any significant development proposals shall provide a footpath along the frontage of the site and a pedestrian crossing to the existing footpath on the southern side of the L-12711 local road.

Opportunity Site 7: Site Adjoining AtlanFish on the Malin Road.

This modest flat triangular brownfield site consists of lands adjoining the Atlanfish facility at the northern gateway to the town on the Malin Road. The site was previously occupied by as an Alcohol Factory and a Glue Factory. The site is located a short distance from the town centre and enjoys good road access via the L-12711 to the north and the R238 to the east. Footpath connectivity is available via both said roads. The site is serviced by a 100mm watermains and a 225mm concrete sewer along the adjoining R238/L-12711 roads to the east/northeast. The site is bounded by commercial development to the southwest and north east, the Malin Road to the east and Carn Domhnach/Carndonagh Football Club Grounds. Planning permission was previously granted for a substantial mixed-use development on the site (including retail units and residential development). Said application included the submission of a Contaminated Land Assessment Report which recommended that the existing on-site fill material and concrete surfaces be removed to a licensed waste handling facility

Given the site's accessibility and serviceability and diversity of surrounding uses the site would be suitable for a range of uses including commercial, retail (subject to a retail sequential test), residential, or community uses. However, any development proposals should provide for a design which is compatible with the gateway location of the site and provides an adequate level of residential amenity including, where necessary, setback/screening from existing adjoining commercial developments.

CN-OPP-P-7	Consider development proposals for retail, commercial, residential, or community uses or a suitable mixture of same, on **Opportunity Site 7** subject to the following criteria: • Provision of a high-quality layout and design which is compatible with the site's location at the northern gateway to Carn Domhnach/Carndonagh. • Provision of an adequate level of residential amenity including suitable setback/screening from existing adjoining commercial developments and compliance with the residential policies of this plan (in the case of any residential development).

- Compliance with the Retail policies of this plan including the submission of a Retail Sequential Test in accordance with the Retail Planning Guidelines (in the case of any retail development).
- The removal of the existing on-site fill material and concrete surfaces to a licensed waste handling facility.

Barrack Hill Opportunity Site

The predominately Council owned Barrack Hill Opportunity Site comprises a significant landholding (8.2ha) to the southeast of Carndonagh Boxing Club and on the northeastern side of Ballywilly Brook. The site enjoys direct pedestrian links to the Barrack Hill Town Park and the Town Centre, has vehicular access via a new access road and is serviceable by adjacent sewer and water main links and has a favourable topography. Nevertheless, a significant portion of the lands lie within Flood Zone A and B and flood storage measures are proposed along the Ballywilly Brook as part of the Carn Domhnach/Carndonagh Flood Relief Scheme.

21 Social Houses are already under construction in the northwestern portion of the Council's landholding and the serviceable and accessible nature (close to existing amenities) of the remaining northwestern portion of the site offers further potential to deliver additional public housing outside the abovementioned flood zones.

The community led and innovative Barrack Hill Urban Wetland Way Project aims to provide a Riparian Corridor, Urban Wetland, and Recreational Walkways on the site which would provide an invaluable recreational/visual asset, act as an educational resource, protect and enhance local biodiversity, and facilitate the creation of an east-west active travel/recreational link. In addition, the project constitutes a water compatible development, the Urban Wetland element of the project would actively assist flood attenuation, and the project would be inherently compatible with adjoining residential development. Moreover, consultations with the OPW indicate that any flood storage measures proposed as part of the longer-term Carn Domhnach/Carndonagh Flood Relief Scheme could be sited and designed in a manner to accommodate both the Urban Wetland Way Project and new residential development on the site.

In the addition the Council's Economic Development section has indicated that the retention of the remaining southeastern portion of the site for economic development uses would provide a useful council retained strategic landbank for such employment generating uses.

CN-BH-P-1

Consider proposals for residential, economic development, community/ recreational/biodiversity uses and the Carn Domhnach/Carndonagh Flood Relief Scheme (including flood storage/attenuation) related developments on the Barrack Hill Opportunity Site subject to the following criteria:

- The location of any development shall have overall regard to the Masterplan detailed below or shall otherwise be sited in agreement with the Council.
- All development shall comply with the Flood Risk Management Guidelines, the wider Flooding policies of this Development Plan, and have appropriate regard to the High-End Future Scenario Flood Zones A and B. In this regard no inappropriate development shall be considered in the High End Future Scenario Flood Zone A and B as indicated in the masterplan below.
- All developments shall be compatible with the implementation of the Carn Domhnach/Carndonagh Flood Relief Scheme including any proposed flood storage/attenuation measures.

- Any residential development shall be compatible with the implementation of the Barrack Hill Urban Wetland Way Project and shall otherwise enable the creation of safe, coherent, direct, attractive, and comfortable recreational/active travel linkages through the site to the Springfield Estate/Carrowreagh road to the east, Barrack Hill Town Park to the north west and site NR1.3/NR 2.1 to the north east as detailed on Masterplan below and the Land Use Zoning Map.
- Any economic development shall, be compatible with the implementation of the Barrack Hill Urban Wetland Way Project, enable the creation of safe, coherent, direct, attractive, and comfortable recreational/active travel linkages through the site to the Springfield Estate/Carrowreagh road to the east and provide adequate screening from residential areas and the proposed Barrack Hill Urban Wetland Way, subject to the requirements of the Habitats Directive.

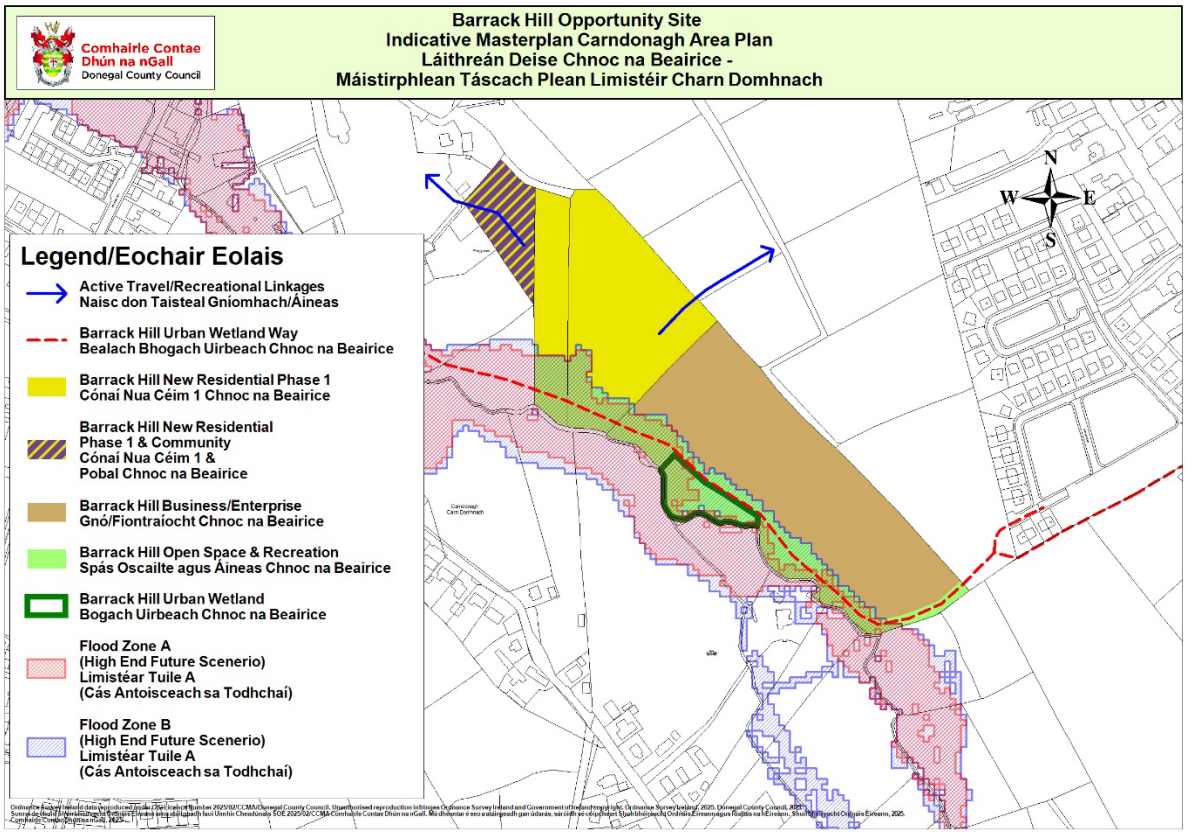


Figure 24.8 Barrack Hill Master Indicative Masterplan

Appendix: Carn Domhnach/Carndonagh Area Plan Infrastructural Assessment Matrices

Table 24.3: Residential Development Zonings Summary Infrastructural Assessment Matrix
The table below contains an assessment of the suitability of zoned sites for residential development having regard to the provisions of the National Government's 'National Planning Framework' (Section 10/2/'Co-ordinating Land Use Zoning, Infrastructure and Services') and 'Development Plan Guidelines' (Section 4.5.2 and Appendix A.

Zoning Reference	Site Area(ha)*	Site Area Weighting[2]	Weighted Site Area	Potential Housing Yield (Units)	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water Supply	Written Analysis Regarding Tier 1 & Tier 2.	Within CSO Boundary
Phase 1 Residential Zonings												
Opp. Site 7	0.611	0.5	0.305	8	Y	Y	Y	Y	Y	Y	All Services available. Tier 1	✓
NR 1.1	0.3537	1	0.353	9	Y	Y	Y	Y	Y	Y	All Services available. Tier 1	✓
NR 1.2	1.677	1	1.677	42	Y	Y	Y	Y	Y	Y	All Services available. Tier 1	✓
Opp Site 3	4.552	0.5	2.276	57	Y	Y	Y	Y	Y	Y	All Services available. Tier 1	✓
NR 1.3	2.967	1	2.967	74	Y	Y	Y	Y	Y	Y	All Services available. Tier 1	✓
Opp Site 2	2.315	0.5	1.158	29	Y	Y	Y	Y	Y	Y	All Services available. Tier 1	
Barrack Hill Opportunity Site	2.60	1	2.6	65	Y	Y	Y	Y	Y	Y	All Services available (via social housing site under construction). Tier 1	✓
NR 1.4	0.49	1	0.49	12	Y*	N*	N*	N*	Y	Y	L-12212 Gort Road currently has inadequate width and public lighting and no footpath and SW gullies. However, developer led bridge with footpath and lighting proposed. Watermains and sewer available along said road. Tier 2	✓
NR 1.5	1.46	1	1.46	37	Y	Y*	Y*	Y	Y	Y	29m footpath extension needed at northern end of L-1231 or pedestrian crossing on R244 needed. 29m (approx.) of public lighting extension needed at northern end of L-1231 or	✓

Zoning Reference	Site Area(ha)*	Site Area Weighting[2]	Weighted Site Area	Potential Housing Yield (Units)	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water Supply	Written Analysis Regarding Tier 1 & Tier 2.	Within CSO Boundary
											along footpath shortcut. All other services available. Tier 2.	
NR 1.6	2.26	1	2.26	57	Y*	N	N	N	Y*	Y	L-5731 has inadequate width. 647m footpath extension required. 364m public lighting extension required. No surface water gullies on L-5731. 70m sewer extension required. Watermains available. Unserviced Site	✓
Opp Site 4	1.029	0.5	0.5145	13	Y	Y	Y	Y	Y	Y	All Services available. Tier 1	✓
Phase 2 Residential Zonings[1]												
Opp. Site 1	6.771	0.5	3.3855	85	Y	Y	Y	Y	Y	Y	All Services available. Tier 1	✓
Opp. Site 6	1.704	0.5	0.852	21	Y	Y*	Y	Y	Y	Y	All Services available. *Pedestrian crossing needed to footpath on opposite side of L-12711. Tier 1	✓
NR 2.1	5.992	1	5.992	150	Y	Y	Y	Y	Y	Y	All Services available via adjoining site NR 1.3. Tier 1	✓
NR 2.2	0.181	1	0.181	5	Y	N	Y	Y	Y	Y	78m footpath required on same side of R238. All other services available. Tier 2	✓
NR 2.3	2.379	1	2.379	59	Y	Y	Y	Y	Y	Y	All Services available. Tier 1	✓
NR 2.4	1.711	1	1.711	43	Y	Y	Y*	N	Y	Y	All Services available. *Surface water gullies needed on adjoining R244. Tier 1	✓
Opp. Site 5	10.61	0.5	5.305	133	Y	Y*	Y	Y	Y	Y	All Services available. *Pedestrian crossing needed to footpath on opposite side of L-1221/Moss Road. Tier 1.	✓
NR 2.5	3.218	1	3.218	80	Y	Y	Y	Y	Y	Y	All Services available. Tier 1	✓

Zoning Reference	Site Area(ha)*	Site Area Weighting[2]	Weighted Site Area	Potential Housing Yield (Units)	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water Supply	Written Analysis Regarding Tier 1 & Tier 2.	Within CSO Boundary
NR 2.6	1.034	1	1.034	26	Y	Y	Y	Y	Y	Y	All Services available. Tier 1	✓
NR 2.7	1.454	1	1.454	36	Y	Y*	Y	Y	Y	Y	All Services available. *Pedestrian crossing needed to footpath on opposite side of L-1221/Moss Road. Tier 1.	✓
NR 2.8	2.645	1	2.645	66	N	N	Y	Y*	Y	Y	Road widening, 105m footpath extension, and surface water gullies required. Tier 2	✓
NR 2.9	2.009	1	2.009	50	Y	Y*	Y	Y	Y	Y	All Services available. *Pedestrian crossing needed to footpath on opposite side of L-1221/Moss Road. Tier 1.	✓
NR 2.10	2.409	1	2.409		Y	Y*	Y	Y	Y	Y	Pedestrian crossing needed on Carrowreagh Road. Otherwise Road access, public lighting, SW Gullies, sewer and watermain available on said road. Tier 1	
NR 2.11	6.66	1	6.66		Y	N	N	Y	Y	Y	151m footpath and 96m public lighting extension required. Otherwise, road access, SW Gullies, sewer and watermain available on Carrowreagh Road. Tier 2	

Footnotes:

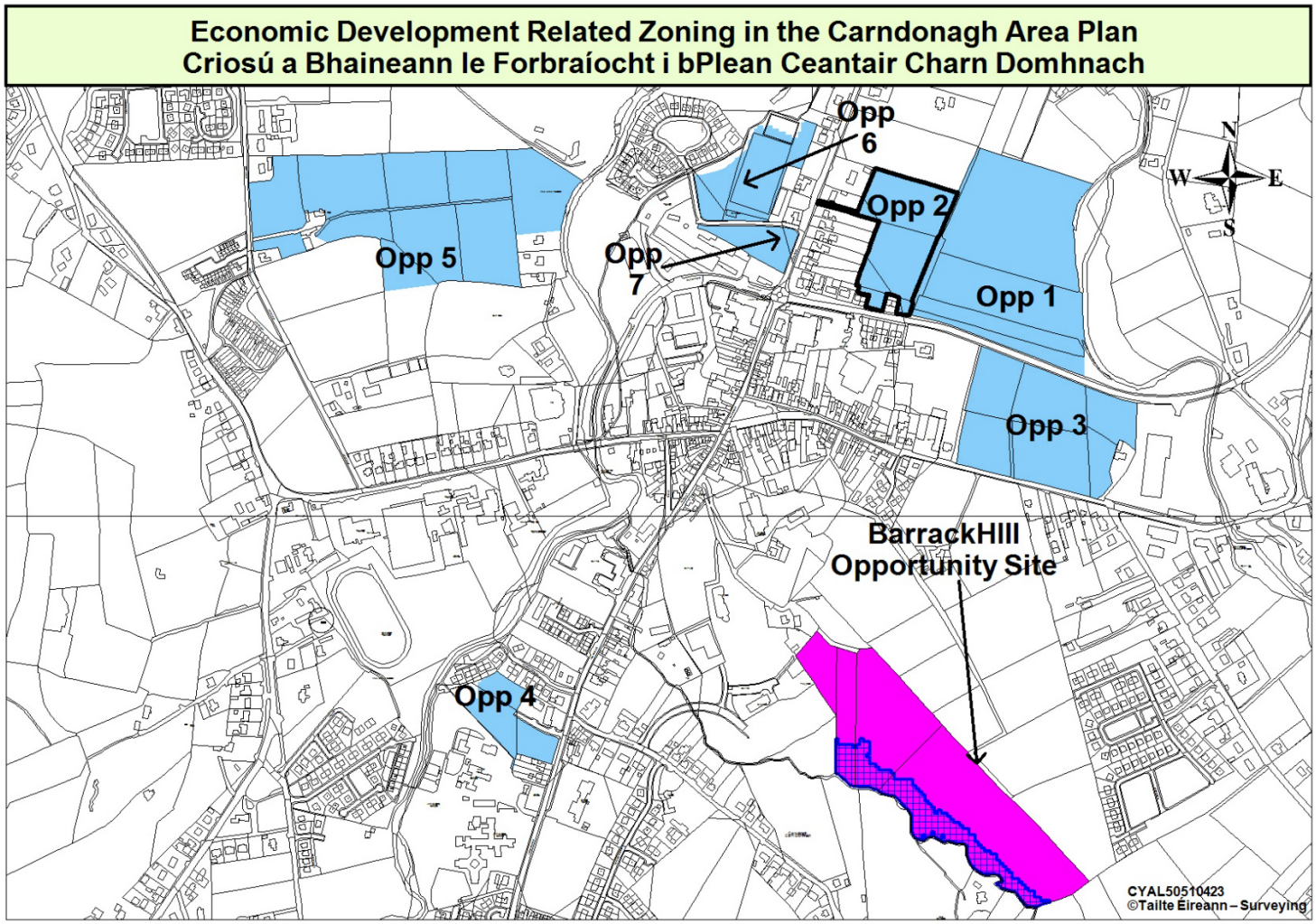
1. This Infrastructural analysis includes Opportunity Sites and New Residential Phase 2 which have not been identified for immediate residential development due to water supply capacity issues in the Carn Domhnach/Carndonagh area and other planning criteria. In this regard other more suitable/deliverable sites were zoned for residential development to avail of the limited water supply capacity.
2. The potential housing yield for mixed use Opportunity Sites was calculated based on 0.5/50% of the site area as such sites may accommodate a mixture of development (e.g. both residential and commercial) and therefore a lower predicted housing yield was deemed more realistic.

Table 24.4: Economic Development Zonings Summary Infrastructural Assessment Matrix
The table below contains an assessment of the suitability of zoned sites for economic development

	Developed (Ha)	Undeveloped (Ha)	Wastewater	Water	Roads	Footpath	Public Lighting
Opp Site 1	0	3.39	✓	✓	✓	✓	✓
Opp Site 2	0	1.16	✓	✓	✓	✓	✓
Opp Site 3	0	2.28	✓	✓	✓	✓	✓
Opp Site 5	0	5.31	✓	✓	✓	✓	✓
Opp Site 6	1.28	0.42	✓	✓	✓	✓	✓
Opp Site 7	0	0.31	✓	✓	✓	✓	✓
Barrack Hill (Business/Enterprise Portion	0	2.89	✓*	✓*	✓*	✓*	✓*
Totals	**1.28**	**15.74**					

Note: ✓* Said services would be available via the recently completed adjacent social housing development on the site.

Map 24.2: Location of Economic Development Zonings Referenced Above



Chapter 25 - Baile Dhún na nGall/Donegal Town Area Plan



25.1 Introduction

Baile Dhún na nGall, Donegal Town, is a thriving medium size town in the south of the County, boasting a strong retail offer, booming economic and commercial sector, successful distinct tourism facilities, a unique visitor experience, educational facilities, and a plethora of important archaeological, built and cultural heritage. The town is one of five within the county with a Public Service Centre, serving the wider population in south Donegal. Reflective of the success and function of the town, it is identified as a "County Growth Driver" in Chapter 3 of this Development Plan, recognising the important role of the town to driving growth in this locality and also its servicing capacities.

The town's population was recorded as 2749 in the 2022 census, representing significant growth of 5% from the 2016 census of 2618; 43% of the population is in employment reflecting the national figure of 45%.

This coastal town is located at the mouth of Donegal Bay where the River Eske meets the sea within a scenic drumlin, and primarily agricultural, wider landscape. The town is a successful and compact traditional urban settlement and has many positive attributes as a place to live, work and visit, with high quality housing and associated services all within walking distance of the town centre. The town's schools, health centre, public service centre and many businesses are located around the fringe of the urban core and are also within walking distance of the town centre. The historic Diamond comprises an open public space framed by a strong streetscape of significant character underpinned by its strong built heritage. A dynamic mix of use including retail, holiday accommodation, restaurants, cafes, bars, services and residential offer, give the town centre a vibrant daytime and nighttime economy. The towns unique qualities and distinctive character contribute to its

strong sense of place, further contributing to the towns strengths as a tourism destination, a location for continued economic growth and continued population growth.

Baile Dhún na nGall, Donegal Town, is strategically located at a key point along the TEN-T Network of National Roads, connecting the region via the N15 and N13, north-south from Derry to Sligo and at a key junction of the N56 linking to the west of the County and the route of the Wild Atlantic Way. The town is by-passed along its eastern boundary by the N15, significantly taking through traffic away from the congested town centre.

25.2 Key Planning Issues

A number of key planning issues and opportunities are apparent which this Area Plan can help to positively address, namely the need to:

- Protect the primacy of the town centre as the retail core of the town.
- Provide an adequate supply and mix of quality housing units to meet a range of housing needs at accessible and serviced locations
- Identify a sufficient amount of lands for industry/employment/ economic uses at optimal accessible locations.
- Ensure sufficient land supply to accommodate quality sports centre and facilities.
- Identify suitable lands as parklands, open spaces and green linkages.
- Preserve a network of green infrastructure for potential walkways/cycleways/amenity areas for the purposes of recreation and amenity and as an important part of the tourism product of the town.
- Improve pedestrian and cycling infrastructure throughout the town to encourage more sustainable/active travel modes and improve existing active travel infrastructure.
- Address traffic congestion in the town centre and avail of a strategic opportunity to provide new developer led roads between the Old Laghy Road and the R267.
- Physically and socially regenerate, and address vacancy and dereliction within the town centre.
- Ensure climate resilience in all aspects of new developments
- Ensure appropriate objectives and policies are in place to adequately address and manage flood risk.

25.3 Strategic Vision

To sustainably develop Baile Dhún na nGall, Donegal Town, as a key growth driver in the south of the County as an important service centre for employment, retail, housing, services, community facilities and tourism to sustain a population of upwards of 4,255 by 2030.

25.4 Zoning Matrix

As indicated in Section 17.3 development proposals in Baile Dhún na nGall (Donegal Town) will be considered in the context of the Zoning Objectives detailed in Table 17.1, the Baile Dhún na nGall (Donegal Town) specific zoning matrix below, the policy framework in this plan and the policy framework in the wider CDP. The Baile Dhún na nGall (Donegal Town) Zoning Matrix below illustrates a range of land uses/development types together with an indication of their broad acceptability in each of the land use zones. The acceptability of uses within designated Opportunity Sites is also set out in site specific policies contained in this Area Plan.

Y= Acceptable in Principle; O=Open for Consideration; N= Not acceptable

Land Use	Urban Core	New Residential (Phase 1)	New Residential (Phase 2)	Established Development	Established Dev. 2	Opportunity Site	Business/Enterprise	Community Infrastructure	Open Space and Recreation	Local Environment 1	Local Environment 2
Amusement Arcade/Casinos	O[1]	N	N	N	N	N	N	N	N	N	N
Agricultural Buildings	N	N	O[2]	O	O[19]	N	N	N	N	Y	O[20]
Car Park (Standalone)	O[3]	N	N	O	O[19]	N	N	N	O[4]	N	O[20]
Betting Office	O[5]	N	N	N	N	N	N	N	N	N	N
Café	Y	N	N	O	O[19]	O[21]	N	N	N	N	O[20]
Caravan Parks	N	N	N	O	O[19]	N	N	N	N	N	O[20]
Cemetery	N	N	N	O	O[19]	N	N	O	N	O	O[20]
Cinema	Y	N	N	O	O[19]	N	N	N	N	N	O[20]
Community/Recreational/Sports	O	O	O	O	O[19]	O[21]	N	Y	O[6]	N	O[20]
Creche/Playschool	Y	O[23]	O[23]	O	O[19]	O[21]	N	Y	N	N	O[20]
Cultural Uses/Library	Y	N	N	O	O[19]	O[7]	N	N	N	N	O[20]
Dancehall/Disco	Y[8]	N	N	O[8]	O[19]	N	N	N	N	N	O[20]
Data Centre	N	N	N	O	O[19]	O[21]	O	N	N	N	O[20]
Utility Scale Electricity Generation	N	N	N	N	N	N	N	N	N	O	O[20]
Funeral Home	Y	N	N	O	O[19]	O[21]	N	O	N	N	O[20]
Garage/Car Repair	O[9]	N	N	O[9]	O[19]	O[21]	Y	N	N	N	O[20]
Guesthouse/Hotel/Hostel	Y	N	N	O	O[19]	O[21]	N	N	N	O[10]	O[20]
Hot Food Takeaway	O[11]	N	N	N	O[19]	N	N	N	N	N	O[20]
Industry (light)	N	N	N	O	O[19]	O[21]	Y	N	N	N	O[20]
Industry (General)	N	N	N	O	O[19]	O[21]	Y	N	N	N	O[20]
Medical/Consultancy/Healthcare	Y	N	N	O	O[19]	O[21]	N	Y	N	N	O[20]
Motor Sales	N	N	N	O	O[19]	N	O	N	N	N	O[20]
Nursing Home	Y	N	N	O	O[19]	O	N	Y	N	N	O[20]
Offices	Y	N	N	O[12]	O[19]	O[12]	O	N	N	N	O[20]
Park/Playground	O[22]	O	O	O	O[19]	O[13]	N	Y	Y	O	O[20]
Petrol Station	O	N	N	O	O[19]	O[21]	N	N	N	N	O[20]
Place of Worship	Y	N	N	O	O[19]	O[21]	N	Y	N	N	O[20]
Playing Fields	N	O	O	O	O[19]	N	N	Y	N	N	O[20]
Pub	Y	N	N	O	O[19]	N	N	N	N	N	O[20]
Restaurant	Y	N	N	O	O[19]	O[21]	N	N	N	N	O[20]
Residential	Y	Y	Y	O	O[19]	O[21]	N	N	N	O[14]	O[20]
Retail	Y	N	N	O[15]	O[19]	O[16]	N	N	N	O[17]	O[20]
School/Education	Y	N	N	O	O[19]	O[21]	N	Y	N	N	O[20]
Utility Scale Solar Energy Generation (other than exempted dev. or microgeneration)	N	N	N	N	O	N	N	N	N	O[18]	O[20]
Tourist Related Facilities	Y	N	N	O	O[19]	O[21]	N	N	N	N	O[20]
Warehouse/Store/Depot	O	N	N	O	O[19]	O[21]	Y	N	N	N	O[20]
Water/Wastewater Services	O	O	O	O	O[19]	O	O	O	O	O	O[20]

Table 25.1 Land use zoning matrix for Baile Dhún na nGall, Donegal Town

Footnotes related to land-use zoning matrix

1. Amusement arcades/casinos shall be considered within lands zoned as Urban Core in accordance with Policy TC-G-P-4.
2. Agricultural buildings proposals within lands zoned as New Residential (Phase 2) must be designed and located so as not to compromise the future residential development potential of said lands.
3. Standalone car parks will only be considered within lands zoned town centre where they are not contrary to Urban Regeneration and Urban Core objectives of the Area Plan
4. Standalone car parks will only be considered in areas zoned Open Space and Recreation where they would serve as ancillary infrastructure for recreational amenity and where they comply with the Flood Risk Management policies of the Development Plan.
5. Betting offices will be open to consideration on lands zoned Urban Core in accordance with Policy TC-G-P-4.
6. Community/Recreational/Sports proposals shall comply with the flood risk management policies of the Development Plan.
7. Cultural Uses may be considered on Opportunity Sites 2, 3, 4 and 5.
8. Dancehalls/discos will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
9. Garages/car repair will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
10. Guest houses of a limited scale may be considered on existing developed sites within lands zoned Local Environment provided they are compatible with the Local Environment zoning objective.
11. Hot food take aways will be open to consideration on lands zoned Town Centre in accordance with Policy TC-G-P-4.
12. Professional services which provide services principally to visiting members of the public will be directed to the defined urban core in accordance with Policy GEN-ED-P-1
13. Parks/Playgrounds ancillary to community or recreational developments may be considered on Opportunity Sites 1, 4 and 5.
14. Only single dwelling residential proposals will be considered on lands zoned Local Environment in accordance with GEN-H-P-2
15. Retail development proposals in areas zoned Established Development shall be assessed in accordance with the related zoning objective and the retail policies in this Development Plan.
16. Retail development proposals on Opportunity Sites shall be assessed in accordance with the site-specific Opportunity Site Policies and the retail policies in this Development Plan.
17. Retail development proposals on lands zoned as Local Environment shall only be considered where they comprise proposals for a farm shop selling goods that are produced on the subject landholding. Other types of retail shall not be permitted at these locations.
18. Utility scale Solar energy generation proposals on lands zoned Local Environment will be assessed in accordance with Policy E-P-7 of the development plan.
19. Only proposals for minor developments such as small extensions to houses and most changes of use to existing buildings and/or extensions and additions to existing commercial and industrial enterprises shall be considered within land use zoning 'Established Development 2' in accordance with Policy Gen-F-P1.
20. Only proposals for minor agricultural, residential and commercial developments such as small extensions to existing buildings or water compatible developments will be considered in 'Local Environment 2' in accordance with Policy Gen-F-P-2.
21. See site specific Opportunity Site Policies.
22. Proposals for playing fields within the urban core will only be considered within land use zoning 'Recreation and Amenity'.
23. Creche/Playschools/Childcare facilities will be Open to Consideration on New Residential Phase 1 and Phase 2 site where they are a requirement for, and an integral part of large-scale residential proposals in accordance with relevant Childcare Planning Guidelines.

25.5 Town Centre

Baile Dhún na nGall, Donegal Town, centre is delineated on Map 25.1 Land Use Zoning Map for Baile Dhún na nGall, Donegal Town. The Diamond, a large triangular public civic space enclosed by vernacular terraces of shops, hotels and services is the heart of the historic town centre; the retail and commercial core is focused around the Diamond and surrounding streets, particularly Upper Main Street, Quay Street and Bridge Street. Séne Lane gives vehicular connectivity from Main Street to Quay Street, from which Aldi, the Credit Union and other premises gain access. One of the main surface car parks in the town is located in this area from which there is pedestrian access to the Diamond through Millcourt Mews. Further development along Séne Lane shall be designed in a way that defines the road (and footpath) contributing to the continuance of creating a strong and definitive roadway and streetscape. Outside of this compact retail and commercial core, there is a significant level of residential and community/social land uses within the wider defined town centre. There is a strong retail, commercial, tourism and social service sector, combined with a low level of vacancy and dereliction within the town centre area, reflecting a vibrant, diverse and strong core. Donegal Harbour to the west of the town centre houses the tourist office and is the location of water-based tourism activities, with provision for both car parking and bus parking, and access to the ruins of Donegal Franciscan Abbey. This historical waterside site represents a significant opportunity for regeneration in itself and as part of the wider regeneration of the town centre.



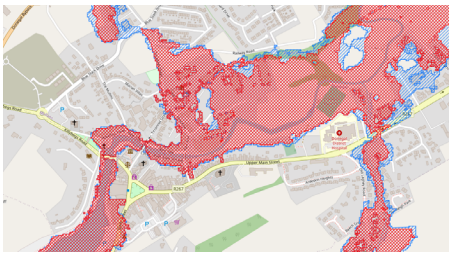
The town centre environment is a thriving, attractive and interesting place defined by the multiplicity of users, the vibrancy of shop fronts, signage, mix of building colours/types/detailing, and by the key landmark buildings and sites that emphasise the heritage and history of the town. There are 11 buildings listed on the Record of Protected Structures and numerous other buildings which are identified as important on the National Inventory of Architectural Heritage. The area around the town centre is home to a large archaeological complex and contains a number of important Archaeological Monuments including the ruins of Donegal Franciscan Abbey and Donegal Castle, a National Monument in State care, both dating back to the 15th Century.

Recognising the importance of the cumulative nature of buildings, structures, places and streets as a critical component in sustaining and further enhancing the character of the town centre as a busy, attractive and special place, an area of 'Townscape Character' is identified, where new developments and interventions in the existing fabric will be required to safeguard and enhance the special existing townscape character. In considering new development the Council will promote the sustainable and sensitive reuse/refurbishment of existing building stock with architectural merit and ensure new developments are of a high architectural quality reflective of the existing qualitative town character. Section 25.13 of this plan outlines the approach in more detail and provides implementing objectives and policies.

Accessibility and Movement within the Town Centre

Competing demands between pedestrians and vehicles in the town centre, including the significant level of tourism related traffic and traffic generated from 'school run' times results in substantial congestion, particularly in and around the Diamond. Measures to alleviate the transport, accessibility and movement issues within the town centre requires a joined up and ongoing approach across the private and public sector involving a range of different measures across traffic management, physical infrastructural improvements and investment, car parking proposals and other measures. Revised objectives and policies to address traffic management are contained in Section 25.8.

Flood Risk Within the Urban Core



Significant areas of the urban core have been identified as being at risk from flooding in the SFRA for the County Donegal Development Plan 2024-2030, concentrated around the River Eske generally and in the areas of Mill Town to Railway Road and Tirchonaill Street. This Area Plan integrates flood risk as a critical consideration in the identification of sites for the future expansion of the town centre, particularly in relation to a number of brownfield sites that are identified as Opportunity Sites 4 and 5.

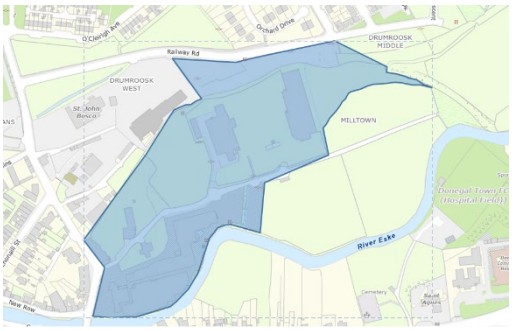
Furthermore, proposals for individual development proposals within the urban core must be accompanied by a detailed Site Specific Flood Risk Assessment (SSFRA).

Opportunity Sites located within the Defined Urban Core

Opportunity Site 4: Milltown

Opportunity Site 4 comprises circa 6 hectares of mostly low-lying land much of which has been identified as Flood Zone A in the SFRA for the County Development Plan 2024-2030, with a slightly larger area within the site identified as being within Flood Zone B. It must be acknowledged that all development proposals within this site must be accompanied by detailed Site Specific Flood risk assessments (SSFRA) and will be subject to a justification test.

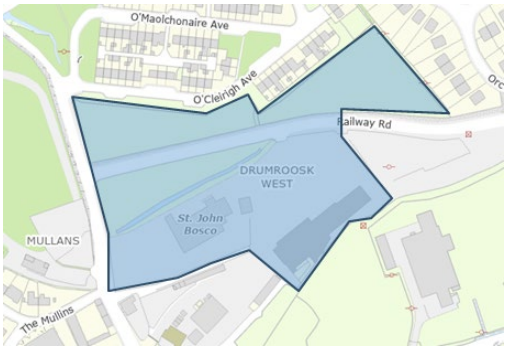
This brownfield site is identified as a strategically important regeneration site located within the defined Urban Core and is part of a wider 'Masterplan Area' comprising this and adjoining Recreation and Amenity zoned lands, on both sides of the river. Proposed development within the opportunity site will require the submission of an overall development masterplan and design concept to integrate the development potential of Opportunity Site 4 and the potential of the adjoining 'Recreation and Amenity' lands as future riverine parklands. An existing entrance and laneway from lower Tirchonaill Street travels eastward through this site into the recreation and amenity zoned lands, and proposals must maintain this key access in a way that will not restrict access to Recreational Amenity uses. Indicative pedestrian and cycling linkages are identified within and immediately adjoining the opportunity site and it is important that these are retained and addressed in development proposals as part of the overall masterplan.



The west of the site fronts onto Tirchonaill Street, the lower section of which is identified as an 'Area of Townscape Character'; development along this road should address the street contributing to a strong, defined, and high-quality streetscape. The northern boundary faces existing housing developments and passive recreation areas; development within this opportunity site should have a soft and compatible interface between the residential amenities of housing along the Railway Road.

The southern boundary of the site is defined by the River Eske, part of the Lough Eske and Ardnamona SAC, supporting several important species listed on Annex I and Annex II of the EU Habitats Directive including Atlantic Salmon and Freshwater Pearl Mussel; in addition, the Donegal Bay (Murvagh) SAC and Donegal Bay SAC are designated from Bridge Street. In addition, there are significant corridors of Biodiversity within the Opportunity site, including along the old railway line and development within the site must also ensure that objectives and policies within Chapter 11 of the Plan are adhered to.

Opportunity Site 5: St John Bosco and the Mart



This, circa 3.2 hectare, site is located within the north of the identified urban core. The western boundary of the site fronts onto Tirchonaill Street and is dissected east to west by Railway Road.

Lands to the north of Railway Road are presently open space/green areas, the Mart lies within the south-east of the site, and to the south-west is St John Bosco Centre. Donegal Railway Heritage Centre is located to the south of the site and the indicative route of the proposed Barnesmore Greenway generally follows the route of the old railway line into the site and skirts just below the northern boundary. There is an opportunity to locate the Trailhead of the Greenway in the north-western are of the overall site. Like adjoining Opportunity Site 4, much of the site has been identified as Flood Zone A in the SFRA for the County Development Plan 2024-2030, and any application for development must be accompanied by a Site Specific Flood Risk Assessment (SSFRA) which demonstrates that surface water management issues can be successfully addressed, there is no unacceptable residual flood risk to the development and the development will not exacerbate flood risk elsewhere.

Mixed use developments including town centre use, recreational use associated with St. John Bocos site and development associated with the Barnesmore Greenway and Trail End offer a unique opportunity for the development of this site, that will require an overall masterplan inclusive of active travel linkages, public realm and open space. The re-alignment of Railway Road may be required to facilitate the overall development of this site, and this shall be a design consideration in the overall masterplan required as part of development proposals within this Opportunity Site.

Opportunity Site 6: Séné Lane



This site comprises circa 0.8 hectares and is located within the town centre to the south of the diamond and faces the public car park. The Credit Union, a landmark architectural style in the town, and Aldi Supermarket are located to the east. This site is undeveloped and has been cleared. Any proposal for the development of this site must create a strong frontage of a quality design and finish, along Séné Lane and Quay Street. This is a key infill development site in an optimal town centre location, with capacity for new build and a mix of town centre uses.

Opportunity Ste 7: Pier/Harbour



The site comprises a linear area of land of circa 0.1 hectares. It is within the defined urban core, adjoining the public car park at the pier/ harbour and Quay Street to the south. It is also located close to the tourist office. Whilst this is a narrow site with limited area, it represents a notable opportunity for new build development to address the pier/harbour area and provide floorspace for uses associated with the pier/harbour such as the boating club or activities servicing the daily tourist footfall. It is also an opportunity to provide a landmark building of fine grain in terms of segmented frontage and traditional features together with a notable

colour palette. While town centre uses are broadly appropriate, preferred uses include community, pier/harbour related, tourism, small scale retail floorspace or restaurant.

A portion of the site has been identified as Flood Zone A in the SFRA for the County Development Plan 2024-2030, and any application for development must be accompanied by a Site Specific Flood Risk Assessment (SSFRA) which demonstrates that surface water management issues can be successfully addressed, there is no unacceptable residual flood risk to the development and the development will not exacerbate flood risk elsewhere

25.6 Town Centre Objective and Policies

Objectives

DT-TC-O-1	To encourage and facilitate the strengthening and expansion of the town centre through a number of strategically important town centre Opportunity Sites.
DT-TC-O-2	To safeguard and further enhance the public realm through high quality design and specification and ensure a high-quality civic space.
DT-TC-O-3	To support improvements to public transport infrastructure in the town centre improving safe cycling and pedestrian infrastructure, in order to provide alternatives to the private car and reduce congestion.
DT-TC-O-4	To seek enhancement of walking and cycling routes within the town centre and delivery of connecting green infrastructure along the river and into urban parklands.
DT-TC-O-5	To support and encourage the provision of an enhanced and safe pedestrian network, providing disabled, age friendly and family friendly infrastructure.
DT-TC-O-6	To Support and facilitate the provision of the Barnesmore Greenway including the Greenway Trail Head.
DT-TC-O-7	To ensure all development proposals within the Urban Area comply with the objectives and policies contained within Section 8.4, Flooding, of this Plan.

Policies

DT-TC-P-1	To protect the character and integrity of the 'Areas of Townscape Character', including the requirement to provide for a high-quality built environment through quality design and materials used, inclusive of lighting, seating, bins and signage as examples.
DT-TC-P-2	To require development proposals within the town centre to make provision for identified 'pedestrian linkages' and shown on Land Use Zoning Map 25.1, and to ensure general connectivity is addressed.
DT-TC-P-3	To consider proposals for the development of town centre uses on Opportunity Site 4 (Milltown) excluding 'Highly Vulnerable development (including essential

	infrastructure)' as defined in Table 8.4.1 of this development Plan. Any proposal for development shall be required to provide for a masterplan relating to the 'Masterplan Area' identified on Land Use Zoning Map 25.1. The masterplan shall set out an overall layout concept to integrate the development potential of the Opportunity Site and the potential of identified 'Open Space and Recreation' lands as future active parkland, including a suitably located pedestrian bridge crossing. Any masterplan proposal made shall also: (i.) demonstrate suitable vehicular access to the site (ii) make provision for indicative pedestrian linkages identified on Map 25.1 (iii) make provision for the Barnesmore Greenway identified on Map 25.1 (iv) be accompanied by a Site-Specific Flood Risk Assessment (SSFRA) which demonstrates that surface water management issues can be successfully addressed, there is no unacceptable residual flood risk to the development and the development will not exacerbate flood risk elsewhere. (v) Include a transport assessment and set out transport requirements informed by the LTP.
DT-TC-P-4	To consider proposals for uses on Opportunity Site 5 for mixed use development including businesses, offices, tourism, comparison retail, greenway, greenway trail head, road realignment and an associated a high-quality civic space/public realm. Proposals must be accompanied with a masterplan for the entire site, demonstrating development of a high-quality design. Any application for development must be accompanied by a Site-Specific Flood Risk Assessment (SSFRA) which demonstrates that surface water management issues can be successfully addressed, there is no unacceptable residual flood risk to the development and the development will not exacerbate flood risk elsewhere.
DT-TC-P-5	To consider proposals for town centre uses on **Opportunity Site 6** (Séné Lane) of a high design standard, that address and contribute to a strong street frontage. Any proposed development shall also provide for improvements to the carriageway and footpaths along Séné Lane and Quay Street.
DT-TC-P-6	To consider proposals for town centre uses on **Opportunity Site 7** (Pier/Harbour) including community, pier/harbour related, tourism, small scale retail floorspace or restaurant, or a combination of some or all of the foregoing. Any proposed development will provide for a landmark building of fine grain in terms of segmented frontage and traditional features together with a notable colour palette. The proposal shall also address the creation of a linear shared interface between the new building frontage and the car park.
DT-TC-P-7	To require that proposals for development within the Urban Core fully comply with the Objectives and Policies contained within Section 8.4, Flooding, of this Plan. Where development proposals fall within an area identified as Flood Zone A or Flood Zone B, a Site Specific Flood Risk Assessment (SSFRA) shall be required, demonstrating that surface water management issues can be successfully addressed, there is no unacceptable residual flood risk to the development and the development will not exacerbate flood risk elsewhere.

25.7 Housing



The provision of quality sustainable housing units at accessible and serviceable locations is essential to permit future growth of the town. The Area Plan seeks to build upon the existing compact residential pattern within the town by identification of optimal locations for greenfield development but also via the consolidation of existing residential areas through re-development, infill and brownfield opportunities.
The Core Strategy of this Development Plan sets out a housing allocation/growth target of **566** units for Baile Dhún na nGall, Donegal Town. It is also noted that Baile Dhún na nGall, Donegal Town has a significant social Housing Need of 294 units.

The above context creates both challenges and opportunities for future housing provision in Baile Dhún na nGall, Donegal Town including:

- The provision of an adequate supply and mix of quality new housing lands to fulfil the core strategy requirements and provide for a range of private, social, affordable and age friendly housing needs.
- Ensuring the new housing in Baile Dhún na nGall, Donegal Town is provided in a compact/sequential manner at serviced, accessible, and socially inclusive locations in order to provide for a more consolidated and efficient urban form, encourage sustainable mobility, and ensure easy access to key services.
- The refurbishment and reutilisation of vacant and derelict town centre properties and urban brownfield sites to encourage town centre living and create a more vibrant physically attract town centre.

Methodology for the Identification of Housing Lands.

The overall methodology to identifying new housing lands for the Area Plan involved:

1. Identifying/estimating the **potential housing yield (91)** which may arise from:
   - New development within the **Established Development areas** (70Units).
   - Refurbishment of **vacant and derelict** properties/sites within the Plan Area. (21 units).
2. **Assessing and ranking a range of potential housing sites** across a range of planning criteria (including compact growth, water/wastewater infrastructure, active travel, flooding etc).
3. Discounting any potential sites more suitable for other essential uses (e.g. commercial, community etc).
4. Selecting the most optimal sites to fulfil both the **remaining core strategy housing allocation (475 units**) based on a **density of 35 units per ha** with an **additional provision of zoned lands of 50%** over and above said allocation (to avoid restricting supply if certain lands are not brought forward for development) the revised NPF Implementation Housing Growth Requirements Targets, 2025. This resulted in an **overall housing land requirement of 13.57ha** (475 unit/35ha) – 20.34 hectares when 50% is added
5. Otherwise **retaining all pre-existing serviceable and developable residential zonings on a phased basis** as per Section of 4.4.1 of the Development Plan Guidelines (DoHLGH 2022).
6. Assessing in conjunction with Uisce Éireann the quantum of potential residential related zonings which can be serviced with an adequate water supply and amending the proposed zonings accordingly.

This methodology resulted in the residential related zonings identified in the associated Baile Dhún na nGall (Donegal Town) Land Use Zoning Map. It provides sufficient Residential Phase 1 zonings at compact, accessible, and serviced locations to achieve the Baile Dhún na nGall (Donegal Town) Core Strategy housing target.

In the inter-plan period from 2018 to present, there has been considerable development of residential zoned land; an assessment of the sites that were zoned Residential Phase 1 in the previous Local Area Plan 2018-2024, concluded that circa 17 hectares of zoned lands remained undeveloped or without extant permission equating to circa 600 residential units. The uptake of residential zoned land in the period since 2018 correlates with the number of new housing completions in the town as identified by the CSO, reflective of the continued sustained growth of the town.

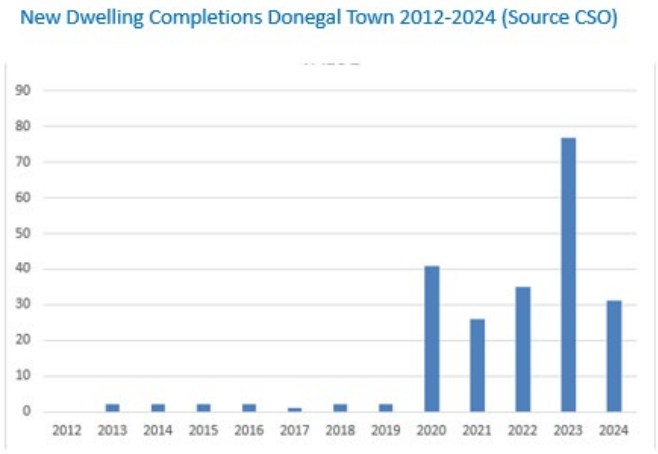


Figure 25.1 New Dwelling Completions in Donegal Town 2012-2024

Table 25.2: Residential Zonings, Associated Site Area and Potential Housing Yield

Zoning Ref:	Site Zoning Type	Weighted Site Area (Ha)	Site Area Weighting	Potential Housing Yield (35 Ha)
Phase 1 Residential Zonings				
NR 1.1	New Residential Site Phase 1	4.931	1	173
NR 1.2	New Residential Site Phase 1	4.829	1	169
NR 1.3	New Residential Site Phase 1	3.463	1	121
NR 1.4	New Residential Site Phase 1	1.471	1	51
NR 1.5	New Residential Site Phase 1	0.2205	1	8
NR 1.6	New Residential Site Phase 1	7.933	1	278
NR 1.7	New Residential Site Phase 1	6.335	1	222
NR 1.8	New Residential Site Phase 1	0.5676	1	20
NR 1.9	New Residential Site Phase 1	2.677	1	94
NR 1.10	New Residential Site Phase 1	1.424	1	50
NR 1.11	New Residential Site Phase 1	0.7793	1	27
NR 1.12	New Residential Site Phase 1	0.4395	1	15
Subtotal		**35.0699**		**1227**
Opportunity Sites Facilitating Residential Development				
Opp Site 2	Opportunity Site	1.44	0.5	50
Opp Site 12	Opportunity Site	4.5625	0.5	160
Subtotal		**6.0025**		**210**
Total		**41.0724**		**1437**

Notes:

- The total area of Residential Phase 1 zoned lands meets, and is in excess of, the Revised NPF Implementation Housing Growth Requirements Targets, 2025 (including the Additional Provision of up to 50% set out in Policy and Objective 2 of same).
- The site area and associated housing yield for Opportunity Site 2 has been amended to reflect the OPR's S.63(6) Preliminary View Notice of the 16th of September 2026 which has the effect of suspending Material Alteration DT-PMA-25 which had originally extended the size of said site.

Objective

DT-H-O-1	Support the sustainable development of housing on lands zoned 'New Residential Phase 1' to meet the future housing need in Donegal Town including social and affordable housing need, providing an adequate supply and mix of quality housing units at serviced and accessible locations.

Policy

DT-H-P-1	To require that all proposals for the development of 'New Residential Phase 1 Sites ' numbered NR 1.1, NR 1.2, and NR 1.6 shall make provision for the indicative Strategic Road Lines and Pedestrian and Cycling Lanes identified on the Land Use Zoning Map, or such other strategic road lines and linkages that will facilitate the comprehensive delivery of the wider zoning objectives of that area in addition to compliance with all other policies of this Plan.

25.8 Transport

The town is readily accessible via the county's strategic road network due to it's location adjacent the N15 National Primary Road which forms part of the wider Atlantic Economic Corridor and TEN-T network, linking Sligo to Lifford.



The dominant mode of transport in Baile Dhún na nGall (Donegal Town) is the car, as evidenced in the 2022 census which indicates that 63% of the town's residents travel to work or school via car whilst only 15% walk or travel and 2% use public transport. At present buses, cars, vans and lorries are vying for the same roads space, leading to significant congestion at peak times, particularly within and around the Diamond. This is compounded by the fact that there is no dedicated bus hub within the town and leads to buses parking on the carriageway. There is an evident need to address traffic issues within the town that require policy interventions. One such way is through Sustainable Mobility, a Strategic Objective of the National Planning Framework and a National Transport Priority that provides significant benefits in terms of transport efficiency, reduced congestion, improved health, climate change mitigation and reduced air pollution. Accordingly, this Plan focuses significantly on interventions which provide for sustainable transport and mobility to provide for a more liveable, climate resilient, healthy town and improved quality of life. The Council has prepared a Local Transport Plan in consultation with the consultancy firm Jacobs and the National Transport Authority, and this has significantly informed the transport interventions detailed in the plan.

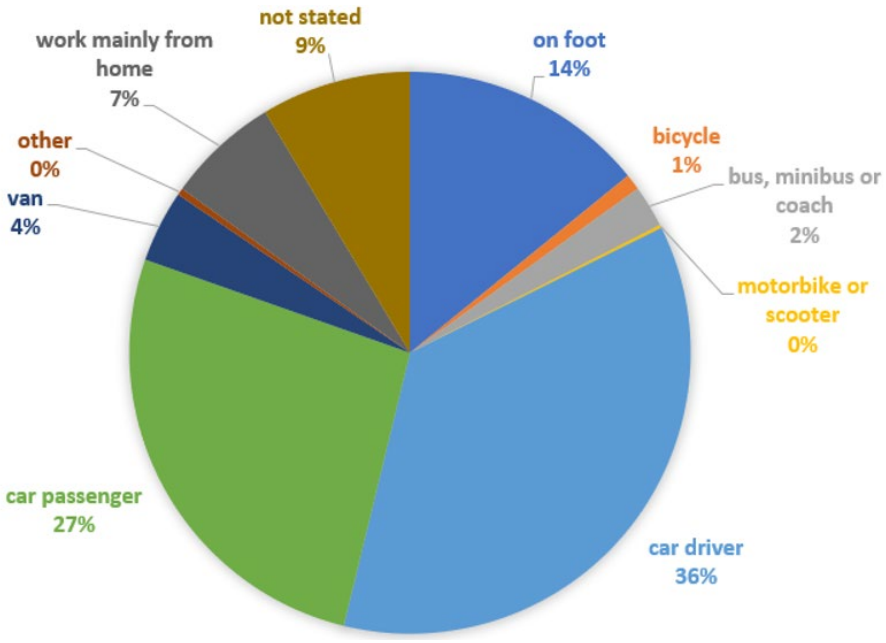


Figure 25.2 Usually Resident by Means of Travel to Work, School, College or Childcare (census 2022)

Active Travel

The towns compact form offers an excellent opportunity for active travel interventions in that most residential areas are located within one kilometre of the urban core boundary. There is significant potential for developing a network of walkways and cycleways as well as improvements to the existing infrastructure, creating new linkages between residential areas to essential services and schools. The Plan identifies a network of walking routes including paths along the shore and riverside that will add to the tourism offer of the town. Within the town centre, including around the Diamond, there is a challenge to achieving some of the requisite standards for walkability; narrow roads and footpaths of various widths make the streets more difficult to navigate for people with mobility issues, the elderly, wheelchair users and pushchairs as examples. The Local Transport Plan has identified a broad range of Active Travel interventions specific to Baile Dhún na nGall (Donegal Town) to tackle these issues and realise the opportunities (see map below)

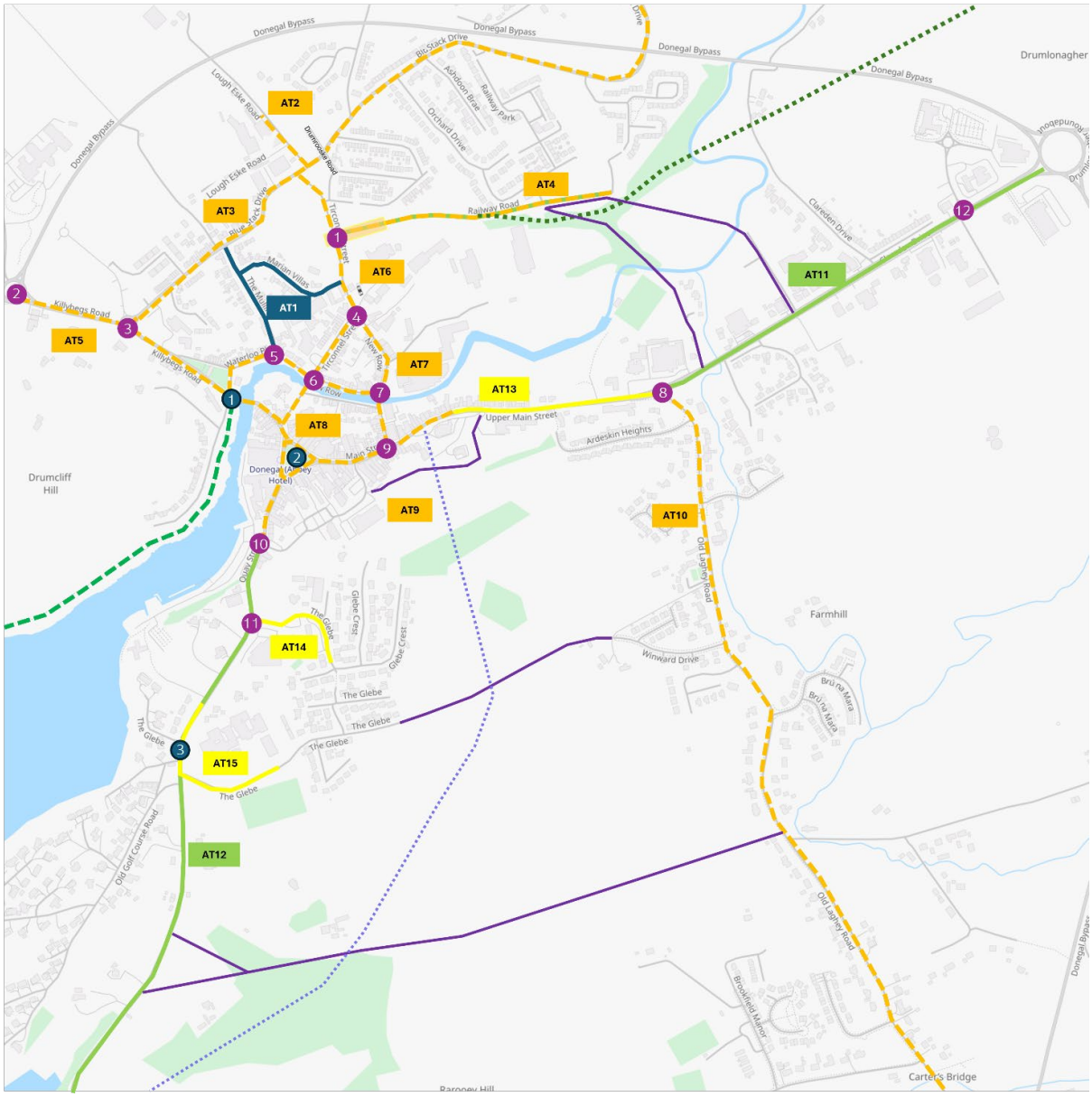


Figure 25.3: Active Travel Network contained in the LTP

Public Transport

The town is well serviced by bus, having six Local Link bus routes to Ballybofey/Stranorlar, Letterkenny, Glencolmcille, Narin, Pettigo and Coragh. There are also Bus Eireann express services to Dublin and Galway and Bus Eireann services to Glencolmcille and Dungloe. The Connecting Ireland Rural Mobility Plan includes proposals for: an integrated hourly service on the Donegal to Sligo corridor incorporating 3 existing routes; a two hourly service between Donegal and Glencolmcille incorporating 2 existing routes; and enhance route 492 (Baile Dhún na nGall to An Clochán Liath via Glenties) from three to five services per day. Despite the high volume of buses to the town, there is only one stop in the Diamond outside the Abbey Hotel that is highly inefficient, with buses regularly waiting and blocking the traffic in the town. There is a need to identify bus stops in the town and in particular beside the Public Service Centre. Donegal County Council, along with the National Transport Authority are working to develop alternative and new locations for bus stops and a bus interchange.



Figure 25.4: Public Transport Measures

Vehicular Transport

The town benefits from the N15 and N56 bypasses that provides strategic north-south and east-west connectivity, significantly reducing traffic in the town, however the town centre experiences high levels of vehicular congestion particularly at peak commuter time and during the tourist season. The Local Transport Plan that accompanies the Donegal Town Plan has identified potential interventions to improve the traffic situation by providing revised traffic management proposals in and around the town. The Land Use Zoning Map includes two indicative strategic road lines connecting the Old Laghy Road and Quay Street, the delivery of which will be primarily developer led. The routes are within an area of proposed future strategic growth, comprising lands zoned New Residential Phase 1, New Residential Phase 2 and Community Infrastructure.

Objectives

DT-TSM-O-1	To support and facilitate the delivery of actions identified in the Local Transport Plan including active travel projects, improvements to public transport infrastructure, and improvements to the vehicular network, subject to any required technical assessments and studies and not to permit development that would prejudice the implementation of same.
DT-TSM-O-2	To improve network reliability and reduce conflict for all modes in the town centre through enhanced traffic and parking management.
DT-TSM-O-3	To improve travel and accessibility throughout the plan area by promoting compact growth and providing enhanced walking, cycling and public infrastructure.
DT-TSM-O-4	To provide a high quality and safe pedestrian infrastructure that is accessible to all, including children, the elderly, and people with disabilities.
DT-TSM-O-5	To improve public transport accessibility to, from and within the town centre and enhance public transport facilities.
DT-TSM-O-6	To review car parking provision in the town with a view to ensuring that adequate parking is provided and that it is done so in accordance with national transport policy and local transport objectives.
DT-TSM-O-7	To support and encourage the delivery of 'Indicative Strategic Road Lines' and 'Active Travel/Recreational Linkages' delineated in Land Use Zoning Map 25.1, subject to the requirements of the Habitats Directive.

Policies

DT-TSM-P-1	To reserve the indicative strategic road linkages on the land use zoning map in order to facilitate future development opportunities and improve accessibility and circulation throughout the plan area.
DT-TSM-P-2	To require that proposals for the development of lands within which indicative strategic road access is identified shall make suitable provision to integrate the identified access requirements into the development proposal.
DT-TSM-P-3	To seek the provision of suitably designed Active Travel/Recreational Linkages at the locations identified on the Land Use Zoning Map 25.1, subject to the requirements of the Habitats Directive.
DT-TSM-P-4	To support the delivery of projects which provide for active travel, public transport, and vehicular network interventions identified in the Local Transport Plan and not permit development that would prejudice the implementation of same.

DT-TSM-P-5	To protect the route corridors for, and positively facilitate, the development of the Barnesmore Greenway.
DT-TSM-P-6	To support the delivery of the National Transport Authority's National Cycle Network 'Cycle Connect' Network in Baile Dhún na nGall (Donegal Town).
DT-TSM-P-7	Support and facilitate the delivery of active travel, public transport, and vehicular network actions detailed in the Local Transport Plan (and in associated maps above) and the active travel linkages otherwise detailed in the Land Use Zoning map subject to any required technical assessments and studies and not permit development that would prejudice the implementation of same.

25.9 Water and Wastewater Supply

The provision of an adequate water supply and wastewater treatment is essential for environmental protection and to support the future residential and commercial growth of the town.

Uisce Éireann Water Supply Capacity Register 2024 (published August 2025) states that Baile Dhún na nGall (Donegal Town) lies within the Donegal (River Eske) Water Resource Zone with potential capacity available to cater for the targeted population increase to 2034 as set out in the core strategy subject to Level of Service improvements required as demand increases. Level of Service improvements include capital upgrades and leakage reduction as examples, and connection applications will be assessed on an individual basis. Consequently, the quantum of residential related zonings identified in the land use zoning map have had regard to the current water supply capacity as advised by Uisce Éireann, and where existing network infrastructure has been identified.

Uisce Éireann Wastewater Treatment Capacity Register 2024 (published August 2025) indicates that Baile Dhún na nGall's (Donegal Town) wastewater treatment plant has an overall capacity of 12000, a current load of 5464 PE and consequently an estimated spare capacity of 6536 PE available to cater for the targeted population increase identified in the core strategy.

Objectives and policies for provision of safe and reliable water and wastewater infrastructure to cater for the planned growth of Baile Dhún na nGall (Donegal Town) are contained within Section 8.2 of this County Development Plan.

25.10 Flooding

The Strategic Flood Risk Assessment (SFRA) for the County Donegal Development Plan 2024-2030 notes that a flood relief scheme for Baile Dhún na nGall, Donegal Town, is currently being progressed as part of the Flood Risk Management Plan for the North Western River Basin Region. There are extensive areas of 'High End Future Scenario' Flood Zones A and B across the town, including significant areas identified within the 'Urban Core' of the Area Plan.

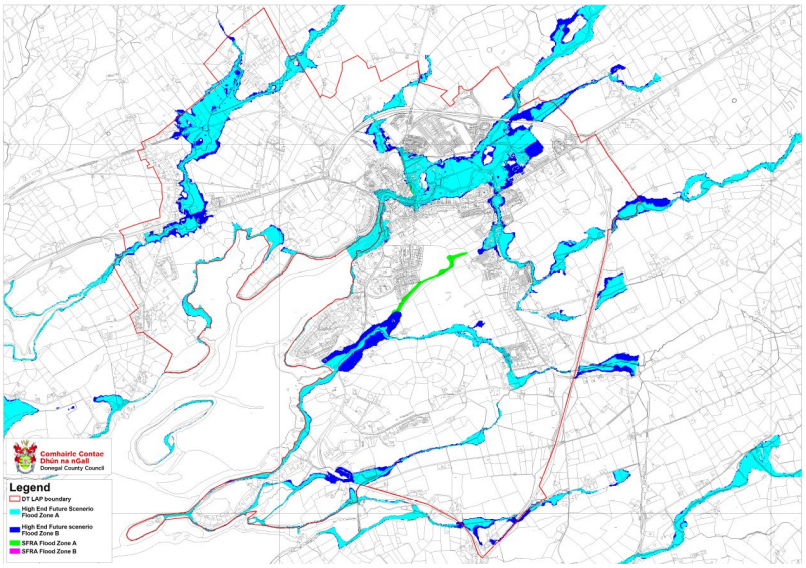


Figure 25.5 High End Future Scenario Flood Risk Zones A and B in Baile Dhún na nGall, Donegal Town (source: SFRA CDP 2024)

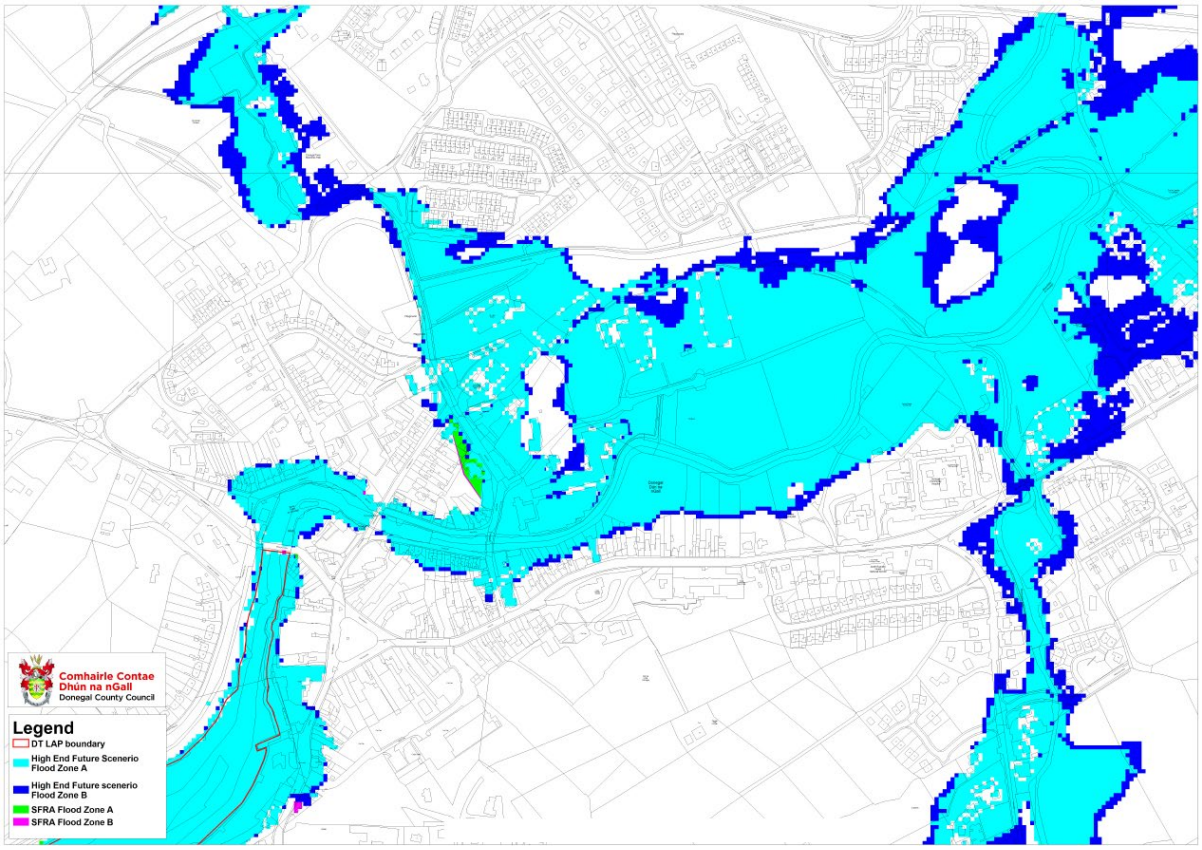


Figure 25.6 High End Future Scenario Flood Risk Zones A and B within the town centre area of Baile Dhún na nGall, Donegal Town (source: SFRA CDP 2024)

This Area Plan has been prepared based on the precautionary principle and the sequential approach of 'Avoid, Substitute, Justify, Mitigate and Proceed' as set out in the Planning System and Flood Risk Management Guidelines. Where vulnerable uses are permitted in principle within areas of potential flood risk, appropriate 'justification tests' have been carried out in accordance with the provisions of

said Guidelines. In addition, new developments will be required to ensure that surface water management issues can be successfully addressed, that they do not exacerbate flood risk elsewhere and utilize Sustainable Urban Drainage Systems in accordance with the Flood Risk Management objectives and policies contained in Section 8.4 of this Plan. Furthermore, this Plan fully supports the implementation of the Baile Dhún na nGall (Donegal Town) Flood Relief Scheme.

Objectives

DT-F-O-1	Deliver all aspects of the Baile Dhún na nGall (Donegal Town) Flood Relief Scheme.
DT-F-O-2	Ensure that development does not give rise to unacceptable new flood risks nor exacerbate existing flood risk within, or adjoining, lands identified as being within Flood Risk Zones A and B, illustrated in Figure 25.4 above.

Policies

DT-F-P-1	a) Positively consider all developments associated with the delivery of the Baile Dhún na nGall (Donegal Town) Flood Relief Scheme. b) Ensure that all development proposals shall be compatible with and not otherwise impede or prevent the delivery of the Baile Dhún na nGall (Donegal Town) Flood Relief Scheme.
DT-F-P-2	Proposals for all development must demonstrate that surface water management issues can be successfully addressed, that they do not exacerbate flood risk elsewhere and utilize Sustainable Urban Drainage Systems in accordance with the Flood Risk Management objectives and policies contained in Section 8.4 of this Plan.

25.11 Economic Development

Baile Dhún na nGall (Donegal Town) has a significant employment function relative to its catchment. It has the highest jobs to resident workers ratio in the County at 1.680, detailed in Table 7.1 of this Plan, indicating a healthy economic function. The town's identification as a 'County Growth Driver' is a further reflection of the strength of the town's economic success, using recent significant development and investment as a platform for further growth. The robust economic and employment base is underpinned by Abbott Ireland pharmaceutical manufacturing plant, a wide range of local and multinational retail offer, a thriving business and commercial sector and a booming, successful tourism sector.



This Area Plan targets the provision of sustainable economic development opportunities to increase the number of jobs based in the town. The provision of appropriately zoned, serviceable lands suitable to facilitate the continued growth of the economic sector in Baile Dhún na nGall (Donegal Town), scaffolded by robust objectives and policies, will provide an attractive and viable environment to attract local and foreign investment.

There is a significant 45% increase in land zone for business and enterprise from the previous Local Area Plan, to a total of 21 hectares. The expanded area is designated to accommodate a diverse range of economic and business expansion and development, at optimal locations. An area of land to the east of Opportunity Site 4 has direct access onto the Railway Road with potential to accommodate economic development including, as examples, IT, Health and financial service, light manufacturing, warehousing/logistics, research and development or business set-ups, subject to the avoidance of development within Flood Zone A. Development of a similar economic type is suitable on lands zoned for business and enterprise use either side of the Ballybofey Road.

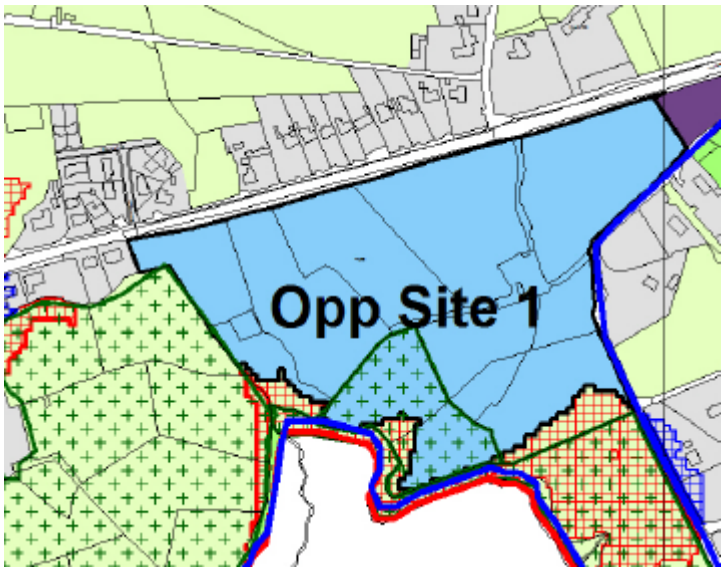
The Business/Enterprise zoned lands in the south of the Plan area are adjacent to existing large scale economic businesses including Abbotts and Cherrymore Kitchens, are strategically located along the R267, 1 km away from its junction with the N15. Direct access is onto the Drumgowan Road, and development of the lands will require road improvements to accommodate an increase in traffic volume associated with new developments. This primarily greenfield location has the potential to accommodate a wide range of economic uses including, but not restricted to, industry/manufacturing, warehousing/logistics and large-scale service enterprises.

There is a strong and well-balanced retail sector within the town and the area around the Diamond has an eclectic mix of independent retailers, that add significantly to the character of the town. Multinational shops are located on lands that are visually separated from the town centre. Retail is a strong source of local employment and further expansion will be encouraged in accordance with the overall retail policy framework of this Plan, Section 7.6, and compliance with the Retail Planning Guidelines.

Tourism is also a strong economic driver within Baile Dhún na nGall (Donegal Town) and this is explored further in Section 25.12 below.

Opportunity sites have been identified within the Plan area, of a unique character and potential to deliver multifaceted and mixed-use developments inclusive of business and economic uses.

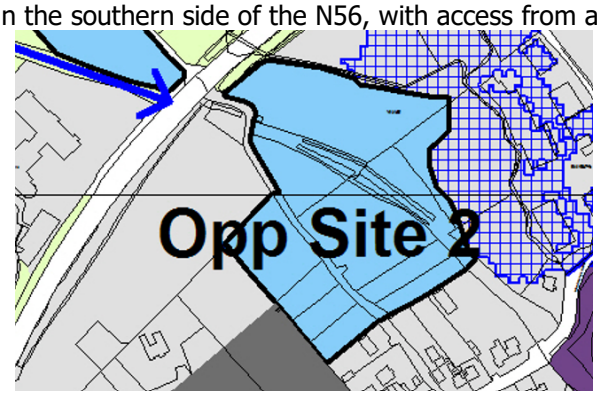
Opportunity Site 1: Revlin



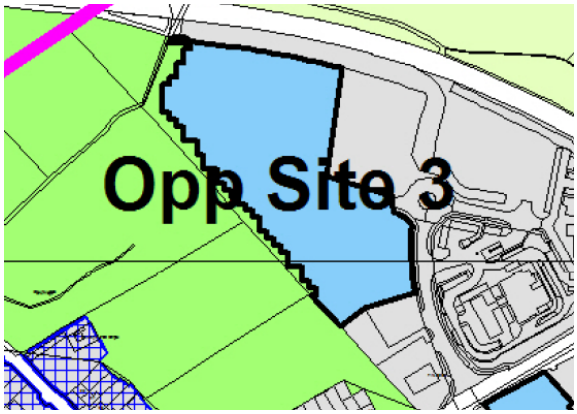
The site consists of 10 hectares of agricultural land, the northern boundary extends along a portion of the N56 road to Killybegs within the 100kph speed limit; there is no footpath on this side of the N56. The eastern site boundary extends along a length of a local county road, that provides access to the nearby GAA club and a scattering of single one-off dwellings. A ribbon of single dwellings and a small cluster of dwellings are located on the opposite side of the N56. The site and surrounding lands are rural in nature with the western and part of the southern boundary abutting agricultural land, the remainder of the southern portion of the site consists of a shingle, mud shore along Donegal Bay, an SAC and SPA. This undulating site contains both hedging and trees, these should be retained as biodiversity corridors. There are notable views over the site from the N56/Wild Atlantic Way of Donegal Bay through Rossylongan Strand and Revlin Point and it is important these are addressed and protected in any design proposals for the development of the site. The lands, at their most easterly part are 1km from the Diamond and 0.5km away from the edge of urban core as defined in this Area Plan. The lands present a challenge for development, having regard to environmental, access and visual amenity considerations; there is however an opportunity for modest tourism related uses, leisure/recreational, healthcare, medical facility and educational uses or a mix of same within the overall site.

Opportunity Site 2: The Mullans

The site consists of circa 3 hectares located within the southern side of the N56, with access from a county road onto the Lough Eske Road. This site is located adjacent to residential areas, established development and mixed use developments. It is important that a long-term strategy is submitted for the development of this site inclusive of design and layout linkages via existing infrastructure, and the integration of walking and cycling routes. Furthermore, there is a critical need to upgrade the substandard access requirements onto the Lough Eske Road. Under no circumstances will access be permitted directly onto the N56.



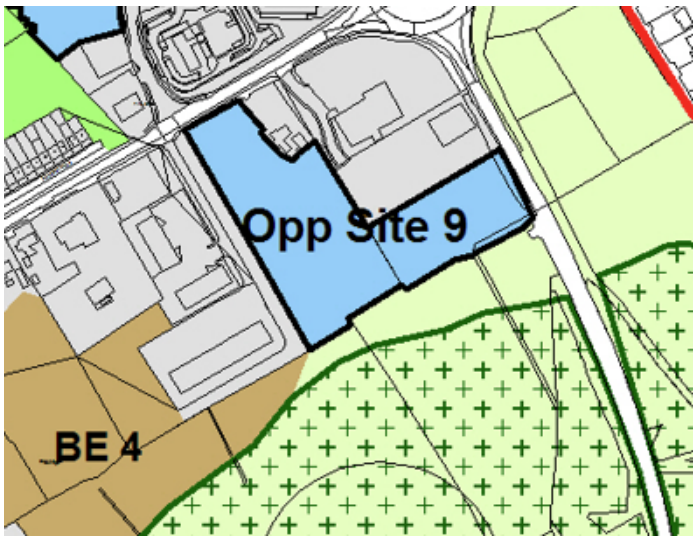
Opportunity Site 3: Drumlonagher



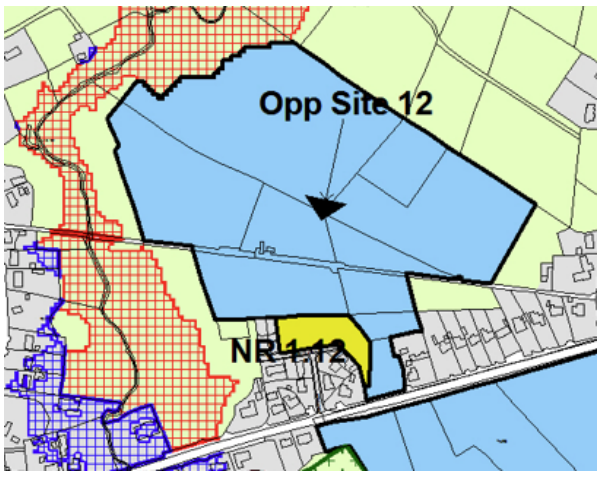
The site consists of circa 1.8 Hectares of land with access via a service road onto the R267 and the N56 bypass route adjoins the northern boundary of the site. The lands are near the eastern edge of the plan boundary on a site adjacent to the Public Services Centre, Primary Care Centre and large service station. Potential uses include enterprise, business, research and innovation, commercial uses and education and civic/ health provision. Significant issues are evident in relation to flood risk on adjacent lands and downstream of this site which will require any proposals to accord fully with Chapter 8.4 (Flooding) of this Plan.

Opportunity Site 9: Drumlonagher adjacent to Lidl Foodstore

The area comprises 2.7 hectares and is located adjacent to the existing Lidl food store, a single dwelling and an area of existing economic development. The lands are located on the eastern edge of the town and form the end point of an area of mixed-use development types. The lands represent a gateway location that has the potential for tourism, leisure and economic type uses that are more appropriate for edge of town activity and that do not conflict with the objectives for town centre regeneration. There are traffic and transport issues associated with the future development of this site and options in this regard will vary dependant on the specific uses that come forward and the associated traffic arising, its intensity and its potential interaction with existing and planned developments. In this regard, a Traffic and Transport Assessment of the impact of any development on the adjacent national road and national road junction shall be required.



Opportunity Site 12: Doonan



The site consists of circa 13.7 hectares of agricultural land on the western side of the town with direct access onto the N56 road, at a location outside the 60kmh speed limit. The site is located to the rear of a ribbon of single one-off dwellings as well as a small housing development. It is proposed that a mix of residential and business/enterprise uses be considered for this site. A Traffic and Transport Assessment of the impact of any development proposed on this site shall be required. The residential amenities of existing and proposed residential developments must also be one of the core considerations of the development of this site.

Objective

DT-ED-0-1	To consolidate and strengthen existing economic developments within Baile Dhún na nGall (Donegal Town) and provide suitable land capacity for new economic and employment generating developments including new flagship economic development projects.

Policies

DT-ED-P-1	To consider proposals on **Opportunity Site 1** (Revlin) for the development of leisure/recreational, healthcare, medical facility, educational and office accommodation, tourism related uses; or for development providing for a combination of some, or all, of the aforementioned uses, subject to the requirements of the Habitats Directive. Having regard to the availability of lands within and closer to the town centre, retail development will not be acceptable on this opportunity site. Any proposed development will be required to prepare a design report in accordance with TII Publication DN-GEO-03030 demonstrating suitable access proposals comprising the realignment of the County Road L-18451 and the N56, and the design and construction of a roundabout or other approved junction at the intersection of the N56 with the County Road L-6605. Such proposals will demonstrate sufficient capacity to accommodate the traffic that will be generated as a result of the development of the entire Opportunity Site 1 and that the volumes and traffic movements associated with the proposed development will not have a negative impact on the capacity and safety of the N56. In addition, any proposed development will be required to demonstrate a layout that ensures the retention of critical views to Donegal Bay from the N56, Wild Atlantic Way. Development proposals on the western portion of the lands shall also demonstrate suitable integration into the receiving landscape through appropriate building design, height and composition as well as consideration of layout, levels, use of contours and landscaping. Any application made for the development of Opportunity Site 1 shall also be accompanied by proposals that demonstrate the proposed site can be served by sustainable modes of transport and shall not be wholly car dependant.
DT-ED-P-2	To consider proposals for uses on **Opportunity Site 2** (The Mullans) for mixed use residential and commercial development including businesses, offices, and tourism and demonstrate quality design. Provision must be made to upgrade access from the L-19151-0, onto the Lough Eske Road, and for active travel linkages via existing infrastructure. Under no circumstances will access be permitted directly onto the N56.
DT-ED-P-3	To consider proposals on lands identified as **Opportunity Site 3** for the development of enterprise, business, research and innovation, commercial uses and education and civic/ health provision; or for a combination of some, or all, of the aforementioned uses. Residential and retail uses will not be considered favourably within this site. Proposals for the development of all or part of this site shall make provision for flood risk assessment including appropriate storm water attenuation.

DT-ED-P-4	To consider proposals on lands identified as **Opportunity Site 9** for tourism, leisure and economic type developments; or for a combination of some, or all, of the aforementioned uses. Any proposed development types shall be required to demonstrate appropriateness as an edge of town activity and that will not conflict with the objectives of this plan for town centre regeneration. In addition, any proposals for development shall address the traffic and transport associated with the future development of this site and options in this regard will vary dependent on the specific uses proposed and associated traffic generation, its intensity and its potential interaction with existing and planned developments and importantly the TEN-T network.
DT-ED-P-4	To consider economic development proposals (including light engineering/ manufacturing, logistics/warehousing, service based enterprises, bulky goods and the extension of adjoining commercial enterprise) on sites zoned as Business/Enterprise within the Baile Dhún na nGall/Donegal Town Land Use Zoning Map 25.1.
DT-ED-P-5	To consider new retail developments within the Urban Core and at other locations subject to compliance with site specific policies/zonings of this Area Plan, compliance with the Councils Retail Strategy, and where retail proposals fall within an area identified as Flood Zone A or Flood Zone B, a Site Specific Flood Risk Assessment (SSFRA) shall be required, demonstrating that surface water management issues can be successfully addressed, there is no unacceptable residual flood risk to the development and the development will not exacerbate flood risk elsewhere.
DT-ED-P-6	Proposals for development of the Business Enterprise lands at Lurganboy (to the east, south and southwest of Donegal precision Engineering) shall be required to reconfigure junctions/provide new junctions and access roads in order to provide a safe means of access onto Local Road L-6695-1.
DT-ED-P-7	To consider proposals on Opportunity Site 12 for the development of residential and business/enterprise use. Proposals for the development of this site must be accompanied by an overall masterplan that includes, inter alia, details of the nature of commercial business proposed, and indicate how the impact on existing or proposed residential amenities has been considered. All proposals for development will be required to demonstrate appropriate access proposals for access onto the N56 to the satisfaction of the Planning Authority and be accompanied by a Traffic and Transport Assessment.

25.12 Tourism

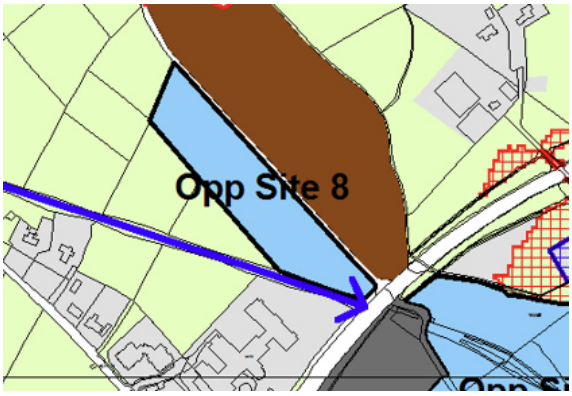
Baile Dhún na nGall (Donegal Town) is at a strategic location along the Wild Atlantic Way and could be considered as the principal tourist town serving the coastal hinterland, offering quality tourism facilities. The town is a tourist destination in itself with many attributes including: archaeological sites dating back to the 15th Century, the Jacobean Donegal Castle, the Franciscan Abbey, quality built heritage, historical and cultural heritage, marine leisure facilities and its premium townscape character.



This Plan recognises the historical, environmental and social importance of the town's location on Donegal Bay, and the route of the River Eske as it meanders through the centre of the town. Notwithstanding the known flood risk and its economic and social implications, the bay and the river add to the aesthetics of the town particularly around key sites such as Donegal Castle. The Area Plan identifies the importance of positively addressing the towns coastal fringe identifying measures to improve coastal access and connections to the river through a range of indicative active travel and recreational linkages. The indicative network of linkages includes the identification of a linking Bank Walk to the Harbour Front, and a walkway along the river at the rear of Donegal Castle and a pedestrian bridge over the river at Milltown providing access to lands zoned as Open Space and Amenity within the Town Centre Area.

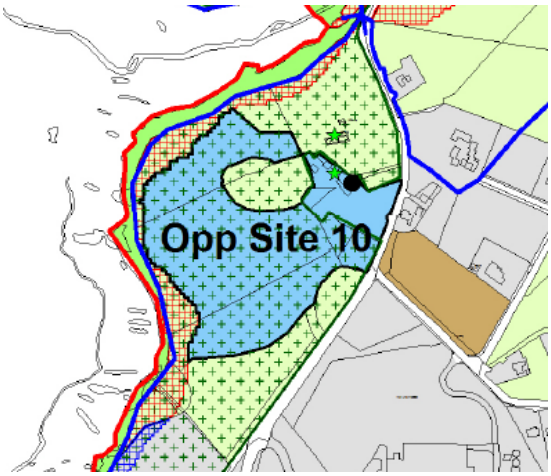
An 'Area of Townscape Character' has been identified within the town centre recognising the importance of safeguarding and enhancing the townscape and improving the physical appearance of the town as an attractive public space. Within this area there will be an emphasis on the importance of a heritage-led approach to new development or interventions in the built fabric. The Plan aims to ensure there will be no loss of authenticity in any historical features that may exist. In addition, the Area Plan supports the development and enhancement of the tourism product with potential for tourism related uses identified in OPP 10.

Opportunity Site 8: The Mullans (adjacent to the Millpark Hotel)



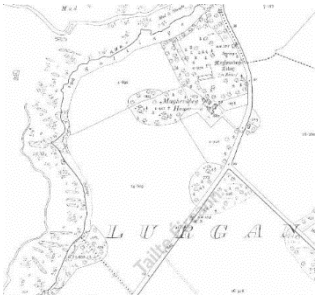
This area comprises 3.4 hectares of land located to the immediate north of the Millpark Hotel. The land is bounded to the east by the national road and to the north by the old railway line. It exclusively represents a potential opportunity for the future expansion of existing tourism use in order to provide opportunity to increase tourist accommodation capacity and/or facilities in line with expected visitor numbers to the area. Access to the site will not be permitted via the national road and should be via the existing access arrangements serving the Millpark Hotel. The route of the old railway line runs along the south of the site and is identified as a pedestrian and cycle linkage on the land use zoning map. Proposals for the development of and access to this site shall not compromise the provision of pedestrian and cycling linkages identified on the land use zoning map, nor the development of the old railway line.

Opportunity Site 10: Magherabeg



This circa 6 hectare site visually reads as part of a larger sensitive coastal landscape. It is situated between the regional road and the shoreline of Donegal Bay. An opportunity has been identified for small scale tourism development associated with the historic Magherabeg house and curtilage, and it is of the upmost importance to ensure that proposals for tourism related development is both sustainable and respectful of the environmental and historical context of this site. Magherabeg House, outbuildings and mature grounds is on the Record of Protected Structures, and all proposed developments will be required to harmonize with, and be cognisant of, the design and scale of the original structures. It is important to retain all trees and landscaping that are intrinsic to the character of the site, and those that define the boundary with the R267 and all proposals for the development of this site shall require a comprehensive landscape assessment.

The remains of Magerabeg Abbey is a protected archaeological monument located immediately adjacent to the north of the building complex and it is critical that this be protected. All proposals for development of this site must have regard to the archaeological monument and its setting and where required must be accompanied by an archaeological assessment.



Donegal Bay is identified as both a Special Area of Conservation and a Special Protection area. As the site immediately abuts this environmentally protected bay, all proposals for development of the site shall be accompanied by suitable environmental reports and assessments. Such reports shall also have regard to biodiversity corridors across the site and any potential impact on the stands of native deciduous trees on and adjacent to site.

Objectives

DT-TOU-O-1	Support and strengthen Baile Dhún na nGall (Donegal Town) as a major tourism destination, whilst recognising the interdependency between archaeological, historic, environmental and built environments.
DT-TOU-O-2	Safeguard, strengthen and expand the network of green infrastructure throughout the town.
DT-TOU-O-3	Support the development of new tourist facilities or the upgrading/extension of existing tourist facilities.
DT-TOU-O-4	Support the further development of railway heritage in the town, particularly in and around the railway station.
DT-TOU-O-5	Support the further development of Donegal Craft Village.

Policies

DT-TOU-P-1	Support appropriate development proposals that support the development of new tourism infrastructure and improvement of the overall tourism product.
DT-TOU-P-2	Ensure new development proposals do not limit nor restrict the progression of identified coastal and riverine linkages.
DT-TOU-P-3	To consider proposals on lands identified as **Opportunity Site 8** for the expansion of the tourism related uses associated with the adjoining hotel in order to provide an opportunity to increase tourism accommodation, capacity and/or facilities. Access to the site shall not be permitted via the N56. Any proposals for the development of these lands shall be required to demonstrate (i) adequate access through the existing access arrangements serving the Mill Park Hotel; (ii) necessary setback from the N56 to the east; (iii) the integration of a walkway/greenway along the old railway line for the length of the southern boundary of the site and to futureproof it so as to ensure a viable connection to the remainder of the old railway line to the west. Any proposals shall also be required to demonstrate compliance with all other relevant objectives and policies of this Plan.
DT-TOU-P-4	To consider proposals for modest scale tourism development on **Opportunity Site 10** associated with the historic Magherabeg house and curtilage. Proposals must demonstrate quality design commensurate with the design and scale of existing structures on the site. Proposals for the development of this site must be accompanied with: a) a comprehensive landscape assessment inclusive of proposals for boundary treatment along the R267 and the shoreline, and consideration of existing trees and planting on site, and biodiversity corridors. b) Proposals for addressing the adjoining archaeological monument and its setting. c) Requisite environmental reports and assessments.

25.13 Community, Recreation, Environment and Heritage



The town benefits from a range of existing recreational facilities, including the river park, the pier area and associated open spaces. However, there remains significant opportunity to further enhance the town's recreational infrastructure through the provision of additional sports facilities, public parks, riverside walks and passive recreation. Expansive undeveloped lands located within the floodplain zoned as 'Open Space and Recreation' present a unique opportunity to deliver natural wetland parks that support recreational use, biodiversity enhancement, and climate resilience. Future interventions should prioritise ecological protection, public accessibility, and the delivery of nature-based amenities, while ensuring compatibility with the flood management objectives contained within Chapter 8.4 of this Plan.

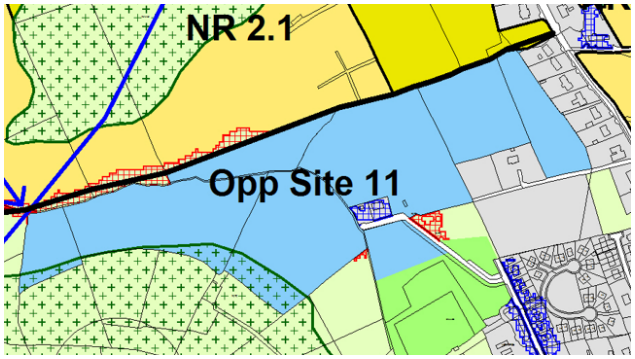
A route corridor has been identified for the proposed Barnesmore Greenway which is to extend eastwards from the vicinity of the old railway station following the alignment of the disused railway corridor. The delivery of this greenway, together with a proposed trail hub, presents a significant opportunity to enhance the town's recreational infrastructure, contribute to quality of life, and support tourism development. In addition, the greenway will serve as a key sustainable mobility corridor, promoting active travel modes such as walking and cycling, and linking residential areas with natural amenities.

Likewise, an integrated network of active travel and recreational linkages has been identified throughout the town, incorporating key routes along the river and along the coast. These corridors are important to improve connectivity and encourage healthy lifestyles through improved access to natural and recreational amenities.

Many of these routes adjoin sensitive biodiversity zones (such as the river and mudflats) and as such the design of these linkages must ensure they complement and protect the surrounding natural environment and ecological sensitivity, using appropriate materials, signage and landscaping.

Opportunity Site 11: Old Laghy Road

Opportunity Site 11 comprises circa 13.3 hectares of undeveloped land with a substantial area of lands identified as within Flood zone A and Flood Zone B. All developments within this site must be accompanied by detailed Site Specific Flood Risk Assessments (SSFRA).



This The lands present an opportunity for development of community infrastructure related uses including the development of a multi-use recreational campus, that could accommodate a sports hub, swimming pool, indoor and outdoor sports facilities and sports pitches, as examples. Owing to the extensive Flood Zones A and B dissecting the site, highly vulnerable and vulnerable development only shall be facilitated within lands outside of the identified flood zones. Only proposals for 'Water-

compatible development' will be considered within lands identified as within Flood Zones A and B. The site is serviced by water and wastewater and is just over 1km from the town centre. It benefits from good accessibility via the county road with footpaths and public lighting to the site. The surrounding area includes established residential development, and this Plan has identified approximately 28 hectares at this location as New Residential Phase 1. The proximity to existing and planned residential areas enhances the strategic suitability of the site for such development. Furthermore, the site lies along an indicative route of a strategic developer led road, which will link the Old Laghy Road with the R267, and any development of this site would contribute to the construction of the road. This connection will provide access to this site from the R267 as well as an alternative traffic route through the town, relieving congestion in the town centre, particularly during school hours, by diverting flow away from the Diamond. Indicative Active Travel/Recreational linkages have also been identified that will extend from this site to the Abbey Vocational School campus.

Education

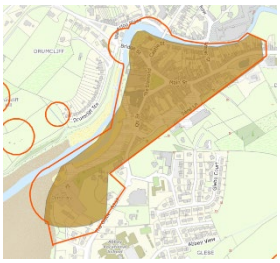
The town serves as a key educational centre for the surrounding hinterland, accommodating 2 national schools and 1 post-primary school. All three institutions have experienced a steady increase in enrolment numbers since the 2013-2014 academic year. To meet the demands of the planned population growth, the continued provision of adequate school places will be essential.
Scoil Aodh Rua & Nuala and Scoil an Linbh Iosa are located on separate sites with access directly onto Upper Main Street. The proposal to zone lands to the rear of existing roadside development between these 2 accesses could facilitate the development of a shared campus, offering potential for future expansion and more efficient use of resources. The Abbey Vocational School, situated along the R267, also has potential for future connectivity, with lands identified for community infrastructure along the Old Laghy Road, supporting active travel linkages, to and from schools.

Environment and Heritage

The landscape around Baile Dhún na nGall (Donegal Town) consists of a large distinctive drumlin belt that flows along a northeast-southwest axis from the Bluestack Mountains and the Pettigoe Plateau west towards Donegal Bay. The elevated drumlins are distinctive in their character and provide for an environmental and visual transition between the urban fabric and rural areas. The wider peripheral area of Donegal Town comprises a sporadic settlement pattern of one-off housing and agricultural activity. There are three natura 2000 sites located within the plan boundary - Donegal Bay (Murvagh) SAC, Lough Eske & Ardnamona SAC, and Donegal Bay SPA. In particular, the Lough Eske and Ardnamona Wood SAC includes several important habitats listed on Annex I of the Habitats Directive and supports a number of important species as listed in Annex II of the Directive including Atlantic Salmon and Freshwater Pearl Mussel. The town's Drumlin landscape is threaded with a network of streams, riparian corridors and field boundary biodiversity corridors, all of which play a vital role in supporting the ecological integrity of the wider area.

Built and Archaeological Heritage

There are 11 structures on the Record of Protected Structures within the town as well as a substantial number of other buildings that are identified as important on the National Inventory of Architectural Heritage. The cumulative nature of the towns buildings, structures, places and streets is a critical component in sustaining and further enhancing the character of the town as a busy, attractive and special place and this Plan therefore identifies 'Areas of Townscape Character' within the town centre where there is a notable relationship between buildings and their interaction as a street. They comprise for example, stepped ridgelines, repetition of chimney detail, vertical fenestration and a traditional relationship of solid to void.



Baile Dhún na nGall (Donegal Town) has a rich heritage and history, the Annals of The Four Masters record Viking presence in the bay as early as the 9th century. There is also archaeological evidence of settlements in and around the town dating from prehistoric times, and as such, much of the town centre is designated as an archaeological complex. Notable monuments within the town include Donegal Castle, a site of national importance and architectural merit. Other key archaeological sites in the area include the Franciscan Abbey, which is associated with the Annals of the Four Masters.

In addition to those set out below, further objectives and policies relating to the Natural, Built and Archaeological Heritage are contained within Chapter 11 of this County Development Plan.

Objectives

DT-CREH-O-1	Protect and enhance Baile Dhún na nGall's (Donegal Town's) recreational and public amenity assets.
DT-CREH-O-2	Protect and enhance the built fabric of the town as a vital civic and tourism resource, through a heritage led approach in the existing built fabric within 'Areas of Townscape Character'.
DT-CREH-O-3	Safeguard, strengthen and expand the network of green infrastructure throughout the town respecting the riverine and coastal landscape setting.
DT-CREH-O-4	Safeguard the character, amenity and environmental vulnerability of the areas identified as 'Visually Vulnerable'.
DT-CREH-O-5	Improve educational and associated ancillary infrastructure in Donegal Town
DT-CREH-O-6	Support the development of the Barnesmore Greenway and Trailhead.
DT-CREH-O-7	Protect and sustainably enhance Donegal Town's architectural and archaeological heritage and historic built environment as an intrinsic part of its character and identity.
DT-CREH-O-8	To consider proposals for community and recreational infrastructure uses on **Opportunity site 11** and support the development of a multi-use sports and recreation campus.
DT-CREH-O-9	Ensure that Donegal Town is recognised and actively promoted as a Gaeltacht Service Town, and to support and promote the use of the Irish Language within the town.
DT-CREH-O-10	Support the provision of new recreational development including accessible public parks and children's play areas.

Policies

DT-CREH-P-1	Support the appropriate development of new recreational infrastructure and extensions to existing recreational facilities.
DT-CREH-P-2	Reserve the 'active travel / recreational linkages' identified on the land use zoning map and require that development applications through lands where these linkages are identified include proposals for incorporating them into the overall design. Such development proposals shall not limit nor restrict any existing or proposed pedestrian linkages.
DT-CREH-P-3	Require that development proposals within 'Areas of Townscape Character' are appropriate in scale, massing, grain, finishing, detail and colour so as to enhance and integrate effectively in the townscape. Prospective developers will also be required to consider the following: i. Buildings identified within the area shall be reused/refurbished as a preference to demolition ii. Consider the treatment of traditional railings, stone kerbing, steps, gates and boundary condition. iii. Use of appropriate heritage range colours shall be encouraged iv. Respect the context and setting of buildings, including those on the Record of Protected Structures and on The National Inventory of Architectural Heritage v. Respect existing building lines vi. Protect amenity and open space associated with buildings and groups of buildings vii. Retain traditional shopfronts.
DT-CREH-P-4	Proposals for development within areas identified as 'Visually Vulnerable' must demonstrate the following: i. There will be no negative impact on the landscape character of that area ii. The development would not be prominent or result in a visually obtrusive structure on the landscape iii. The development will not significantly interfere with important natural vegetation or tree cover that is intrinsic to the landscape character iv. The development will not detract from views from the road to the sea v. The development will not detract from views from the sea to the land vi. There will be no negative environmental impact
DT-CREH-P-5	Ensure that development proposals within the area zoned as 'Area of Townscape Character' adopt a heritage led approach of a high quality standard including the reuse/refurbished of existing vernacular buildings. Proposals for improvements to the public realm must contribute positively to the areas historical integrity and enhance its unique character.
DT-CREH-P-6	To consider proposals for community and recreation uses within **Opportunity site 11** subject to the following:

	i. A Masterplan setting out an overall layout concept for the entirety of the lands zoned ii. Identification of linkages throughout the site iii. only proposals for 'Water-compatible' development' will be considered within Flood Zones A and B. iv. Be accompanied by a Site-Specific Flood Risk Assessment (SSFRA) which demonstrates that surface water management issues can be successfully addressed, there is no unacceptable residual flood risk to the development and the development will not exacerbate flood risk elsewhere.

Appendix: Baile Dhún nan Gall, Donegal Area Plan Infrastructural Assessment Matrices

Table 25.3: Residential Development Zonings Summary Infrastructural Assessment Matrix
The table below contains an assessment of the suitability of zoned sites for residential development having regard to the provisions of the National Government's 'National Planning Framework' (Section 10.2 'Co-ordinating Land Use Zoning, Infrastructure and Services') and 'Development Plan Guidelines' (Section 4.5.2 and Appendix A).

Zoning Reference	Site Area(ha)*	Site Area Weighting[2]	Weighted Site Area	Potential Housing Yield (Units)	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water Supply	Written Analysis Regarding Tier 1 & Tier 2.	Within CSO Boundary
Phase 1 Residential Zonings												
Opp. Site 2[1]	2.887	0.5	1.44	50	Y	Y	Y	Y	Y	Y	All Services available. Meets requirements for compact growth. Tier 1	✓
Opp. Site 12[1]	10.58	0.5	5.29	185	Y	Y	Y	Y	Y	Y		
NR 1.1	4.931	1	4.931	173	Y	Y	Y	Y	Y	Y	All Services available. Meets requirements for Compact growth. Tier 1	✓
NR 1.2	4.829	1	4.829	169	Y	Y	Y	Y	Y	Y	All Services available. Meets requirements for Compact growth. Tier 1	✓
NR 1.3	2.917	1	2.917	102	Y	Y	Y	Y	Y	Y	All Services available. Meets requirements for Compact growth. Tier 1	✓
NR 1.4	1.471	1	1.471	51	Y	Y	Y	Y	Y	Y	All Services available. Meets requirements for Compact growth. Tier 1	✓
NR 1.5	0.221	1	0.221	8	Y	Y	Y	Y	Y	Y	All Services available. Meets requirements for Compact growth. Tier 1	✓
NR 1.6	5.410	1	5.410	189	Y	Y	Y	Y	Y	Y	All Services available. Meets requirements for Compact growth. Tier 1	✓

Zoning Reference	Site Area(ha)*	Site Area Weighting[2]	Weighted Site Area	Potential Housing Yield (Units)	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water Supply	Written Analysis Regarding Tier 1 & Tier 2.	Within CSO Boundary
NR 1.7	6.335	1	6.335	222	Y	Y	Y	Y	Y	Y	All Services available. Meets requirements for Compact growth. Tier 1	✓
NR 1.8	0.568	1	0.568	20	Y	Y	Y	Y	Y	Y	All Services available. Meets requirements for Compact growth. Tier 1	✓
NR 1.9	2.677	1	2.677	94	Y	Y	Y	N	N	Y	Water extensions may be required and network reinforcement/upsizing.	✓
NR 1.10	1.42	1	1.424	50	Y	Y	Y	Y	Y	Y	All Services available. Edge of centre development.	✓
NR 1.11	0.7793	1	0.7793	27	Y	Y	Y	Y	Y	Y	All services available. Adjacent to existing established residential development	
NR 1.12	0.4395	1	0.4395	15	Y	Y	Y	Y	Y	Y	All Services available. Edge of centre development.	✓
Phase 2 Residential Zonings												
NR 2.1	7.208	1	7.208	342	N	N	N	N	N	N	Site is landlocked at present, suitable in context of compact growth but access and services will only become available when other residential zoned lands are developed Tier 2	✓
NR 2.2	1.458	1	1.458	51	Y	Y	Y	Y	Y	Y	All services available. Tier 2	✓
NR 2.3	3.967	1	3.967	139	Y	Y	Y	Y	Y	Y	All Services available. Tier 2	✓
NR 2.4	6.094	1	6.094	213.29	N	N	N	N	N	N	Site is landlocked and unserviced at present	✓

Footnotes:

1. The potential housing yield for mixed use Opportunity Site 2 was calculated based on 50% of the site area as this site may accommodate a mixture of development (e.g. both residential and commercial) and therefore a lower predicted housing yield was deemed more realistic.

Table 25.4: Economic Development Zonings Summary Infrastructural Assessment Matrix

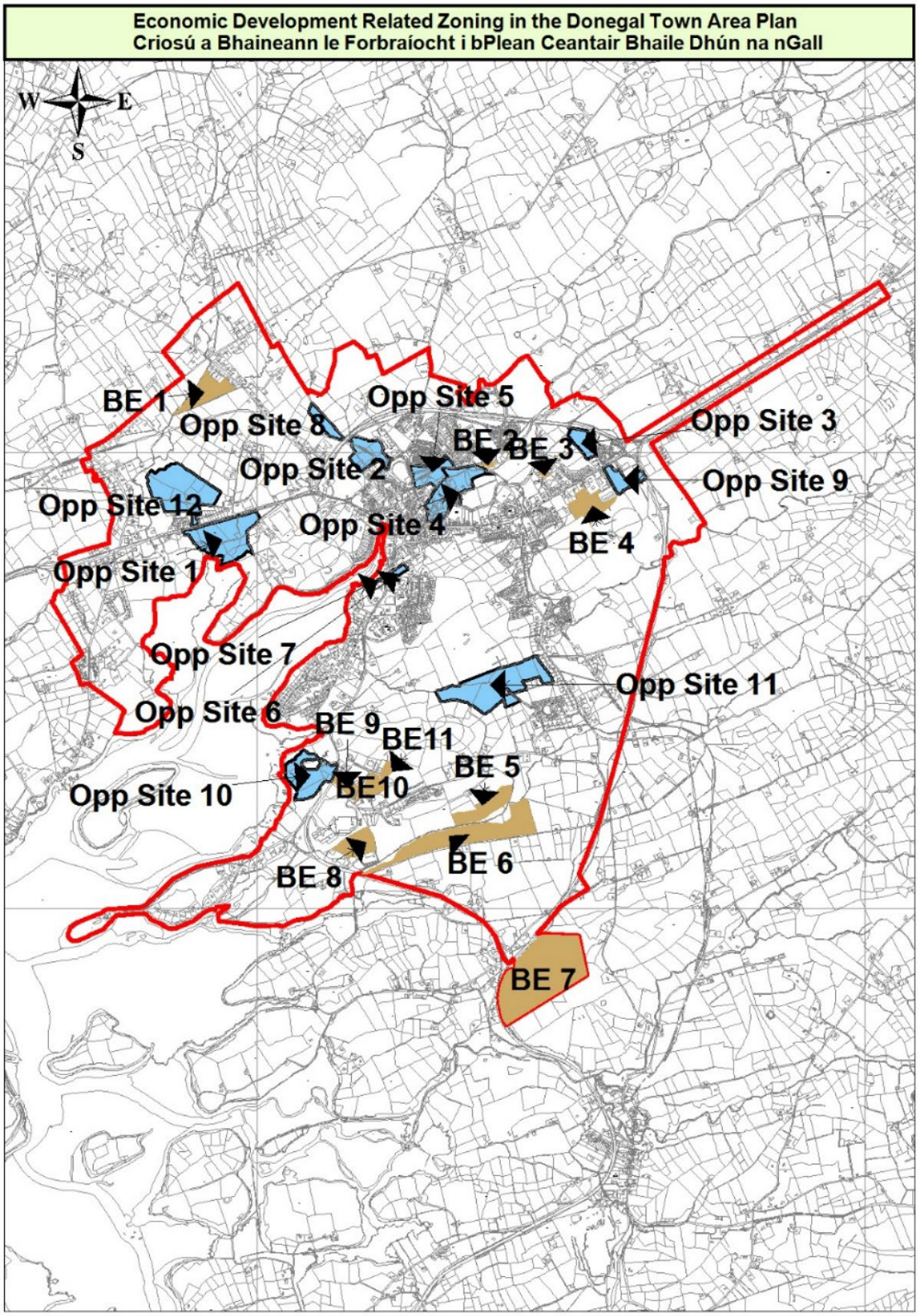
The table below contains a summary assessment of the suitability of zoned sites for economic development

Economic Development Land at Donegal Town			Infrastructural Assessment				
Site Code	**Developed (ha)**	**Undeveloped (ha)**	Wastewater	Water Supply	Roads	Footpaths	Lighting
BE1		3.998	X	✓	X	X	X
BE2		0.3108	✓	✓	✓	✓	✓
BE3		0.1941	✓	✓	✓	✓	✓
BE4		3.913	✓	✓	✓	✓	✓
BE5		4.188	X	X	X	X	X
BE6		11.97	X	✓	✓	X	X
BE7		20.28	X	X	✓	X	X
BE8		3.538	X	✓	✓	X	X
BE9		1.43	X	✓	✓	✓	✓
BE10		1.861	X	✓	✓	✓	✓
BE11		0.9783	X	✓	✓	✓	✓
OPP Site 3		1.818	✓	✓	✓	✓	✓
OPP Site 9		2.232	✓	✓	✓	✓	✓

Economic Development Land at Donegal Town			**Infrastructural Assessment**				
Site Code	**Developed (ha)**	**Undeveloped (ha)**	Wastewater	Water Supply	Roads	Footpaths	Lighting
OPP Site 12		10.58	✓	✓	✓	✓	✓
TOTAL	**0**	**47.0112**					

Note: The above undeveloped economic development land total does not include site BE7 which has been suspended pursuant to the Section 63(6) Notice issued by the OPR on the 16th of September 2026

Map 25.2: Location of Economic Development Zonings Referenced Above



Chapter 26 - Na Cealla Beaga/Killybegs Area Plan



26.1 Introduction

Na Cealla Beaga (Killybegs) is located in the south-west of the County some 27 km west of Baile Dhún na nGall (Donegal Town) along the R263 Regional Road and just off the N56 National Secondary Road. The town had a population of 1,258 recorded in the 2022 Census. Table 3.7 "Core Strategy Table" of this CDP provides for an increase to a population of 1,660 by 2030. Na Cealla Beaga (Killybegs) is the premier fishing port of Ireland and one of the best natural harbours in the country. The town is the centre of the Irish pelagic fishing and processing industries, specialising in the processing and freezing of species such as blue whiting, mackerel and herring, with the finished processed fish being exported predominantly *via* road freight but also by freezer ship to markets in Africa, the Middle East and Europe. The town has benefitted from numerous investments in critical supporting infrastructure in the past fifteen years. A new €50 million harbour development within the Fishery Harbour Centre was completed in May 2004, thereby providing added value to the port and serving to considerably broaden the range of activities undertaken in the harbour area. The Department of Agriculture, Food and the Marine has plans to further extend the harbour and this Area Plan makes provision for same. The new Industrial Road to the south of the town was opened in 2013 and has now been named the "Glenlee Pass". As well as improving traffic circulation in and around the town, the road has also opened up significant lands on either side for industrial development to capitalise on the opportunities arising from the nearby harbour and the fishing fleet. Some of these lands have already been developed. A third critical element of the town's industrial infrastructure, the industrial sewer collection network, is currently operational and provides a separate collection network for the disposal of fish processing waste arising within the town. As well

as being home to the fishing and port-related industries, Na Cealla Beaga (Killybegs) town centre also serves as an important sub-regional service town serving not only the needs of the local industrial workforce and their families but also a wide rural hinterland. The town is also a significant tourist destination with visitors drawn by the fishing fleet and harbour activity generally, the historical town centre layout, plus the natural attractions of the wider hinterland such as the nearby Fintragh Blue Flag beach. The town's position on the route of the Wild Atlantic Way and a recently-developed small craft harbour on the shorefront has strengthened the town's tourism product. A further important element that must inform policy making in Na Cealla Beaga (Killybegs) is the richness of its heritage assets. Most developments in the town stem from the 19th and 20th Centuries, yet this built form hides a much earlier settlement. The town has become associated with St. Catherine, a 4th Century Martyr from Egypt. The medieval area in the southern part of the town contains a Holy Well, St. Catherine's Church and 'Cat's' Castle. Along with the town centre, these areas are recognised as areas of archaeological importance. The town is home to the Donegal Atlantic Technological University (Na Cealla Beaga (Killybegs)) campus, at which a range of full and part-time third-level education programmes can be undertaken, including degree level courses in Hospitality and Tourism and Culinary Science, in addition to practical and theoretical education/apprenticeships in wind energy technology, welding and Electrician training. The link between the courses on offer at the Na Cealla Beaga (Killybegs) campus and the predominant industries/employment opportunities in the area (i.e. port-related and tourism-related opportunities) are self-evident and the continued presence of the college is therefore considered to be crucial in terms of maintaining a highly skilled and educated workforce in the locality and in terms of developing the town as an innovation hub for the sustainable use of marine resources.

26.2 Key planning Issues

The key issues in Na Cealla Beaga (Killybegs) are as follows:

- The importance of the fishing industry and port-related activities for the town's economy.
- The importance of the tourism sector to the town's economy.
- The promotion of Na Cealla Beaga (Killybegs) as an innovation hub for marine resources including food, tourism and ocean energy.
- The historical and cultural value of the rich heritage of Na Cealla Beaga (Killybegs), particularly in relation to the archaeological heritage.
- The identification of a sufficient amount of land for purposes other than housing, such as industry/employment/economic uses, recreational and community use.
- The renewal and regeneration of the town centre, focussing particularly on the development of the commercial centre and harbour area as one cohesive and integrated unit that offers an excellent level of services and amenities.
- The identification of a sufficient amount of land at optimum locations in order to cater for the housing need of the population of Na Cealla Beaga (Killybegs).
- The need to affect modal shift to healthier and more sustainable travel and commuting patterns.
- The visual quality of the main access routes into and out of the town.
- The need to safeguard the environmental and visual amenities of the town.
- The need to preserve a corridor for an outer relief route on the northwestern side of the town.

26.3 Strategic Vision:

Having regard to the strategic context of Na Cealla Beaga (Killybegs) as a port of national importance and to the significant potential that exists for the development of marine resource and tourism related

industry, this Local Area Plan sets out the following strategic vision to guide the future development of the town–

"To strengthen the Strategic Importance of Na Cealla Beaga (Killybegs) as a Fishing Port of National Importance, as a sub-regional service town, and as a regional coastal tourism gateway and to develop the town as an Innovation Hub for Marine Resources including Food, Tourism and Ocean Energy."

Measures to deliver the strategic vision are set out in the detailed policies and objectives below and should be read in conjunction with the relevant objectives of the CDP (as varied).

26.4 Zoning Matrix

As indicated in Section 17.3 development proposals in na gCealla Beaga will be considered in the context of the Zoning Objectives detailed in Table 17.1, the Na Cealla Beaga specific zoning matrix below, the policy framework in this plan and the policy framework in the wider County Development Plan. The Na Cealla Beaga Zoning Matrix below illustrates a range of land uses/development types together with an indication of their broad acceptability in each of the land use zones. The acceptability of uses within designated Opportunity Sites is also set out in site specific policies contained in this Town Area Plan.

Y= Acceptable in Principle; O=Open for consideration; N= Not acceptable

Land Use	Urban Core	New Residential (Phase 1)	New Residential (Phase 2)	Established Development 1	Established Development 2	Opportunity Site	Business/Enterprise	Community Infrastructure	Open Space and Recreation	Local Environment 1	Local Environment 2	Port/Harbour Related
Amusement Arcade/ Casinos	O[1]	N	N	N	N	N	N	N	N	N	N	N
Agricultural Buildings	N	N	O[2]	O	O[19]	N	N	N	N	Y	O[20]	N
Car Park (Standalone)	O[3]	N	N	O	O[19]	N	N	N	O[4]	N	O[20]	N
Betting Office	O[5]	N	N	N	N	N	N	N	N	N	N	N
Café	Y	N	N	O	O[19]	O[21]	N	N	N	N	O[20]	N
Caravan Parks	N	N	N	O	O[19]	N	N	N	N	N	O[20]	N
Cemetery	N	N	N	O	O[19]	N	N	O	N	O	O[20]	N
Cinema	Y	N	N	O	O[19]	O[21]	N	N	N	N	O[20]	N
Community/Recreational /Sports	O	O	O	O	O[19]	O[21]	N	Y	O[6]	N	O[20]	N
Creche/Playschool	Y	O[24]	N	O	O[19]	O[21]	N	Y	N	N	O[20]	N
Cultural Uses/Library	Y	N	N	O	O[19]	O[7]	N	O	N	N	O[20]	N
Dancehall/Disco	Y[8]	N	N	O[8]	O[19]	N	O	N	N	N	O[20]	N
Data Centre	N	N	N	O	N	O[21]	Y	N	N	N	N	N
Funeral Home	Y	N	N	O	O[19]	O[21]	N	O	N	N	O[20]	N
Garage/Car Repair	O[9]	N	N	O[9]	O[19]	O[21]	Y	N	N	N	O[20]	N

Land Use	Urban Core	New Residential (Phase 1)	New Residential (Phase 2)	Established Development 1	Established Development 2	Opportunity Site	Business/Enterprise	Community Infrastructure	Open Space and Recreation	Local Environment 1	Local Environment 2	Port/Harbour Related
Guesthouse/Hotel/Hostel	Y	N	N	O	O[19]	O[21]	N	N	N	O[10]	O[20]	N
Hot Food Takeaway	O[11]	N	N	N	O[19]	N	N	N	N	N	O[20]	N
Industry (light)	Y	N	N	O	O[19]	O[21]	Y	N	N	N	O[20]	O[23]
Industry (General)	N	N	N	O	O[19]	O[21]	Y	N	N	N	O[20]	O[23]
Medical/Consultancy/ Healthcare	Y	N	N	O	O[19]	O[21]	N	Y	N	N	O[20]	N
Motor Sales	N	N	N	O	O[19]	O[21]	O	N	N	N	O[20]	N
Nursing Home	Y	N	N	O	O[19]	O[21]	N	Y	N	N	O[20]	N
Offices	Y	N	N	O[12]	O[19]	O[12]	O	N	N	N	O[20]	O[23]
Park/Playground	Y	O	O	O	O	O[13]	N	Y	Y	O	O	N
Petrol Station	O	N	N	O	O[19]	O[21]	N	N	N	N	O[20]	N
Place of Worship	Y	N	N	O	O[19]	O[21]	N	Y	N	N	O[20]	N
Playing Fields	N	O	O	O	O	N	N	Y	O	O	O	N
Pub	Y	N	N	O	O[19]	O[21]	N	N	N	N	O[20]	N
Restaurant	Y	N	N	O	O[19]	O[21]	N	N	N	N	O[20]	N
Residential	Y	Y	Y	O	O[19]	O[21]	N	N	N	O[14]	O[20]	N
Retail	Y	N	N	O[15]	O[19]	O[16]	O[22]	N	N	O[17]	O[20]	N
School/Education	Y	N[20]	N[20]	O	O[19]	O[21]	N	Y	N	N	O[20]	N
Utility Scale Solar Energy Generation (other than exempted dev. or microgeneration)	N	N	N	N	N	N	N	N	N	O[18]	O[20]	N
Tourist Related Facilities	Y	N	N	O	O[19]	O[21]	N	N	O	N	O[20]	O[23]
Warehouse/Store/Depot	O	N	N	O	O[19]	O[21]	Y	N	N	N	O[20]	O[23]
Water/Wastewater Services	O	O	O	O	O[19]	O	O	O	O	O	O[20]	O[23]

Footnotes related to land-use zoning matrix

1. Amusement arcades/casinos shall only be considered within lands zoned as Urban Core in accordance with Policy TC-G-P-4.
2. Agricultural buildings proposals within lands zoned as New Residential (Phase 2) must be designed and located so as not to compromise the future residential development potential of said lands.
3. Standalone car parks will only be considered within lands zoned urban core where they are not contrary to Urban Regeneration and Town Centre objectives of the Area Plan.
4. Standalone car parks will only be considered in areas zone Open Space and Recreation where they would serve as ancillary infrastructure for recreational amenity and where they comply with the Flood Risk Management policies of the Development Plan.
5. Betting offices will only be open to consideration on lands zoned Urban Core in accordance with Policy TC-G-P-4.
6. Community/Recreational/Sports proposals shall comply with the flood risk management policies of the Development Plan.
7. Cultural Uses may be considered on Opportunity Sites within the Urban Core.

8. Dancehalls/discos will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
9. Garages/car repair will not be permitted where it is considered that they may have a detrimental impact on the established character or residential amenities of an area.
10. Guest houses of a limited scale may be considered on existing developed sites within lands zoned Local Environment 1 provided they are compatible with the Local Environment 1 zoning objective.
11. Hot food take aways will only be open to consideration on lands zoned Urban Core in accordance with Policy TC-G-P-4.
12. Professional services which provide services principally to visiting members of the public will be directed to the defined urban core or to established neighbourhood centres, in accordance with Objective GEN-ED-1.
13. Parks/Playgrounds ancillary to community or recreational developments may be considered on opportunity sites.
14. Only single dwelling residential proposals will be considered on lands zoned Local Environment 1 in accordance with GEN-H-P-2
15. Retail development proposals in areas zoned Established Development 1 shall be assessed in accordance with the related zoning objective and the retail policies in this Development Plan.
16. Retail development proposals on Opportunity Sites shall be assessed in accordance with the site-specific Opportunity Site Policies and the retail policies in this Development Plan.
17. Retail development proposals on lands zoned as Local Environment 1 shall only be considered where they comprise proposals for a farm shop selling goods that are produced on the subject landholding. Other types of retail shall not be permitted at these locations.
18. Utility scale Solar energy generation proposals on lands zoned Local Environment 1 will be assessed in accordance with Policy E-P-7 of the development plan.
19. Only proposals for minor developments such as small extensions to houses and most changes of use to existing buildings and/or extensions and additions to existing commercial and industrial enterprises shall be considered within land use zoning 'Established Development 2' in accordance with Policy GEN-F-P1.
20. Only proposals for minor agricultural, residential and commercial buildings such as small extensions to existing buildings will be considered in 'Local Environment 2' in accordance with Policy GEN-F-P-2.
21. Development proposals on Opportunity Sites shall be assessed in accordance with the site-specific Opportunity Site Policies and the all other relevant policies in this Development Plan.
22. Proposals for retail development on lands zoned as Business / Enterprise shall only be considered where such use would not be detrimental to the retail function of the town centre and the proposal is in accordance with the provisions of the Council's Retail Strategy and other policies of this CDP.
23. Only development ancillary to Port/Harbour operations, and that requires a waterside location or could not reasonably or practicably be carried out at a remove from the port, will be considered within the Port/Harbour zoning designation. At planning application stage a Site Specific Flood Risk Assessment will be necessary to demonstrate that flood risk can be satisfactorily managed. In the interest of clarity only minor wastewater infrastructure shall be permissible.
24. Creche/Playschools/Childcare facilities will be Open to Consideration on New Residential Phase 1 and Phase 2 site where they are a requirement for, and an integral part of large-scale residential proposals in accordance with relevant Childcare Planning Guidelines

26.5 Town Centre & Regeneration

The Killybegs Regeneration Strategy and Action Plan (KRSAP) was commissioned by the Killybegs Regeneration Group in conjunction with Donegal County Council. The project was funded by BIM FLAG and match funded by Donegal County Council. The study was led by Architects with support from socio economic consultants, historic building consultants, and cost consultants.

The purpose of the masterplan was to identify the key priorities and actions in supporting the sustainable regeneration of the town up to 2040 and beyond. The proposed masterplan is regeneration focused and considers key thematic areas: maritime heritage and infrastructure, natural and built heritage, community provision, tourism, conservation, regeneration sites, commercial/economic development opportunities, parking, access, and recreation.

This Town Area Plan, inserted by Variation No.1 to the CDP, presents the opportunity to give the KRSAP sufficient statutory footing to facilitate the realization of the Regeneration Strategy for the Town Centre of Na Cealla Beaga (Killybegs), which builds on an ambition and vision for the town to realize its full potential as a magnet that draws and keeps people here. The Strategy is a multi-

faceted project to deliver place-based change for the urban core and develops a range of regeneration priorities which have been identified as a result of thorough analysis, including a review of the state and functioning of the town centre; its physical, economic and policy/legislative context. The Strategy takes account of the attractive seaside setting of Na Cealla Beaga (Killybegs), its relatively healthy and vibrant Main Street, its cultural heritage; and its strategic status as both Ireland's premier fishing port and a deepwater port situate in the northwest of Ireland.

Therefore it is recognised that there is a need for intervention and to have a Strategy in place to address the challenges that the town centre faces over the coming years, and to unlock the great potential that the place has in an ambitious yet realistic and sustainable manner.

The Strategy has been developed to help drive this revitalisation. It is a regeneration focused road-map that identifies a range of potential improvements and new developments to regenerate the town that will result in environmental, economic and social benefits. It also aims to be a catalyst for further benefits, thereby strengthening the capacity of the town centre to perform competitively as an important Strategic Town and likewise addressing local needs.

Please note that the Regeneration Strategy & Action Plan is intended to be flexible to change/interventions over the course of its lifetime. In no way or form, are the actions and the associated content contained therein agreed and/or committed plans or designs. Conceptual sketches are merely an artist's impression of potential ideas of how particular spaces may look, alternatives may also be appropriate.

In relation to areas within the Urban Core that are subject to flood risk, the planning authority has applied 'justification tests' in accordance with the provisions of the 'Planning System and Flood Risk Management Guidelines for Planning Authorities' to ensure that all zoning designations are appropriate from a planning perspective and take account of potential flood risk. Further detail on this matter is contained in Part 26.10 of this plan.

Objective

KB-TC-O-1	To bring the concept proposals contained in the Na Cealla Beaga (Killybegs) Regeneration Strategy and Action Plan through the processes of detailed design, stakeholder engagement and any required statutory approval processes and thereafter to deliver on the collaborative vision of the Strategy save that, other than in the cases of minor extensions or alterations to existing development, only "less vulnerable" or "water compatible" uses (as defined in The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014)) shall be permissible in flood zones and where "less vulnerable" development is proposed within a flood zone it shall be subjected to a strategic flood risk assessment to an appropriate level of detail

Policies

KB-TC-P-1	Support the ambitions of the Na Cealla Beaga (Killybegs) Regeneration Strategy and Action Plan save that, other than in the cases of minor extensions or alterations to existing development, only "less vulnerable" or "water compatible"

	uses (as defined in The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014)) shall be permissible in flood zones and where "less vulnerable" development is proposed within a flood zone it shall be subjected to a strategic flood risk assessment to an appropriate level of detail.
KB-TC-P-2	Require that development proposals within the town centre are broadly consistent with, and would not prejudice the delivery of Na Cealla Beaga (Killybegs) Regeneration Strategy and Action Plan.
KB-TC-P-3	Support and facilitate an appropriate mix of town uses within the designated urban core of Na Cealla Beaga (Killybegs) save that, other than in the cases of minor extensions or alterations to existing development, only "less vulnerable" or "water compatible" uses (as defined in The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014)) shall be permissible in flood zones and where "less vulnerable" development is proposed within a flood zone it shall be subjected to a flood risk assessment to an appropriate level of detail. Only minor extensions, refurbishment and/or alterations to existing "highly vulnerable" development shall be permissible where the flood zones overlap the designated urban core.

26.6 Housing

26.6.1 Background

Currently, Na Cealla Beaga (Killybegs) has a number of distinct primarily residential areas, generally located west and north of the harbour area.

26.6.2 Identification of Housing Lands



This Area Plan seeks to build upon the existing residential development pattern within the town and will also seek to facilitate the consolidation of existing residential areas *via* redevelopment and infill opportunities, where appropriate. Chapter 2 of this overall County Development Plan sets out the broader planning policy context in relation to housing land supply for Na Cealla Beaga (Killybegs), as contained in the Core Strategy. The Core Strategy allocates a total of 151 new dwellings to be provided in the town of Na Cealla Beaga over the lifetime of the CDP.

This plan identifies a need for 5.32 Hectares of greenfield residential land in Na Cealla Beaga (Killybegs), equating to a housing target of approximately 133 residential units. This need is calculated by discounting the overall requirement (151 dwellings) by the number of dwellings with the benefit of extant planning permissions, the number of dwellings likely to be delivered through refurbishment of derelict or vacant properties, and the number of houses that are capable of being delivered on residual lands zoned as "Established Development" and/or within the designated Urban Core of the town (circa 18 units). The remaining housing target that needs lands zoned for "New Residential; Phase 1" (133 units) has been calculated at 25 dwellings per hectare and a 50% surplus of land has then been added to allow for some lands not coming on stream over the lifetime of this development plan in accordance with Section of 4.4.3 of the Development Plan Guidelines (DoHLGH 2022)) as revised by the Revised NPF Implementation Housing Growth Requirements Targets, 2025.

In order to identify the 6.384 Hectares of residential land required in Na Cealla Beaga (Killybegs), the Planning Authority undertook an analysis of available lands within the defined town boundary. The criteria used in the analysis included, inter alia, – An examination of potential flooding issues, distance of lands from the town centre; compatibility with adjoining land uses; the presence of sites of conservation importance; accessibility and visual vulnerability, and availability of drinking water and wastewater infrastructure. Further to this assessment the Planning Authority has identified the lands deemed most suitable for housing within the town and these lands (comprising 7.765 hectares in total) are zoned as 'Residential Phase 1' on the accompanying land use zoning Map 26.1.

In addition to the identification of lands that are suitable for "New Residential Phase 1' development, the assessment also led to the identification of five sites that could be suitable housing development in the longer term. These lands are zoned 'New Residential Phase 2' on the Land Use Zoning Map and have a cumulative area of a further 6.58ha.

Table 26.1 Details of Selected Sites designated as "Residential Phase 1" & "Residential Phase 2" on the Area Plan Land Use Zoning Map (Map 26.1 refers)

Housing Site	Scheduling	Area (ha)	
NR1.1	PHASE 1	0.216	
NR1.2	PHASE 1	0.627	
NR1.3	PHASE 1	1.270	
NR1.5	PHASE 1	1.506	
NR1.6	PHASE 1	2.005	
NR1.7	PHASE 1	0.98	
NR1.8	PHASE 1	3.29	
NR2.1	PHASE 2	0.986	
NR2.2	PHASE 2	0.417	
NR2.3	PHASE 2	0.823	
NR2.4	PHASE 2	1.777	
NR2.5	PHASE 2	1.602	
TOTAL AREA		14.959 HA	
TOTAL AREA BETWEEN PHASE 1 AND PHASE 2		**PHASE 1**	9.894 HA
		PHASE 2	5.065 HA

Please note that the total area of residential phase 1 zoned lands meets and is in excess of the Revised NPF Implementation Housing Growth Requirements Targets, 2025 (including the Additional Provision of up to 50% set out in Policy and Objective 2 of same).

Objective

KB-H-O-1	Identify approximately 8.22 hectares of appropriate lands to meet future housing need in Na Cealla Beaga (Killybegs), including social and affordable housing need.

Policies

KB-H-P-1	Ensure that all proposals for residential development provide for safe and adequate pedestrian connectivity and public lighting from the development site/s to existing pedestrian paths in the vicinity, in addition to compliance with all other relevant policies of this County Development Plan.
KB-H-P-2	Require that all proposals for residential development on 'Primarily Residential' sites NR1.1 and NR1.2 provide for a new means of vehicular access to the site/s via local road L-1305-1, inclusive of pedestrian paths and lighting. Access to sites NR1.1 and NR1.2 solely via the existing entrance to Riverdale Heights shall not be permitted. All proposals for residential development on sites NR1.1 and NR2.2 must otherwise comply with all other relevant policies of this County Development Plan.
KB-H-P-3	It is the policy of the Council to ensure that any proposals for development of lands zoned for residential development under NR1.7, in addition to normal design requirements, address the following: • The need for widening of the access road from the Roshine Road to accommodate a pedestrian footpath and a two-lane vehicular carriageway, • The incorporation of the sheough crossing the site into public open space, serving the development as a landscape feature as part of a landscape plan prepared by a Landscape Architect, • The need to create an aesthetic buildings skyline as viewed from Shore Road, most particularly, though not exclusively, from the area proximate to the Town Centre Diamond, • The need for natural visual and noise screening from established industrial uses, • The need for a shortened (relative to the vehicular roadway) pedestrian access/linkage to the Roshine Road from the site, • The need for safety fencing and planting where steep slopes at edges of the site exceed 1.2 metres in height.

26.7 Transport & Sustainable Mobility

As stated elsewhere in this CDP, effecting an increase in Sustainable Mobility (e.g. walking/cycling/public transport) is a Strategic Objective of the National Planning Framework and a National Transport Priority. This is motivated by a desire to reduce carbon emissions to mitigate against climate change, to reduce vehicular congestion in town centres, and in the interests of the many health benefits that arise from being physically active. Accordingly, this Area Plan will assist with bringing into effect a significant shift in modes of transport used by the public, away from cars and towards walking and cycling.

As with other towns throughout rural Ireland, Na Cealla Beaga (Killybegs) has historically been heavily dependent on vehicular transportation. This is evidenced by Census 2016 which indicates that 78% of residents travel to work or school via car or van, whilst 15% travelled via foot, 1% cycled and 3% travelled via bus (see below). It is acknowledged that vehicular transport will continue to play a key role in meeting the mobility needs of the town; however, this Plan aims to facilitate a shift towards more sustainable forms of transport for the reasons set out above.

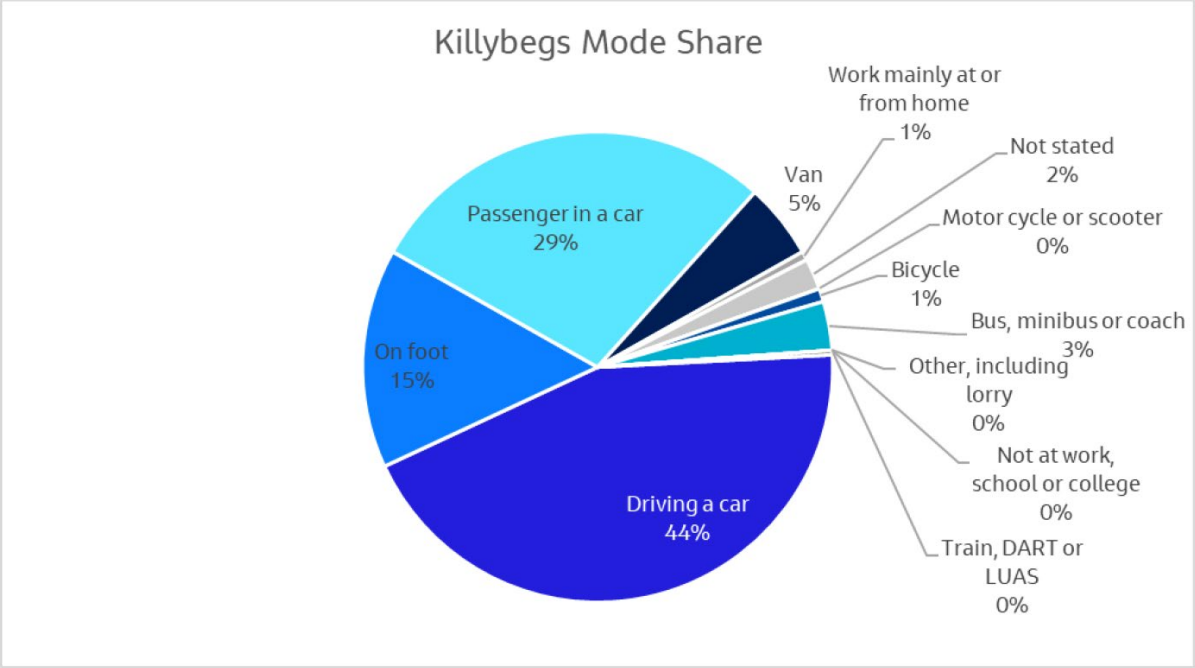


Figure 26.1 Mode of Transport Share in Na Cealla Beaga (Killybegs) (Source: Census 2016 Place of Work, School or College - Census of Anonymised Records (POWSCAR))

72% of commutes into Na Cealla Beaga (Killybegs) are for less than 15 minutes travel; thus, the current journey patterns are conducive to a potentially substantial shift toward active travel or public transport being effected over the coming ten years.

The National Transport Authority has contracted Planning Consultants to prepare a Local Transport Plan (LTP) for Na Cealla Beaga (Killybegs). Key Actions of that LTP to help optimise this shift toward increased use of more sustainable transport choices over the lifetime of this Town Area Plan include the following:

- Provision of new and enhanced footpaths and pedestrian crossings, as well as traffic calming measures both within the town centre and on approach roads;
- Improve safety of pedestrians on Quay Street;
- Provision of cycle infrastructure where feasible within the town centre and along key approach roads such as Shore Road;
- Improved pedestrian environment in town centre through reduced parking demand.
- Reduce demand for parking through additional bus stop infrastructure on approach roads *via* the provision of new bus stops at the periphery of the town at the Glenlee Pass Business/Industrial Park, the ATU and the Graveyard in addition to the town centre bus stops at the Diamond to facilitate increased use of public transport into the centre of the town and to places of concentrated employment along the routes of the buses serving Na Cealla Beaga (There are four regular bus services operating within Na Cealla Beaga (Killybegs), with a mixture of town bus services and regional bus services and there is an additional bus service which only operates during college term time).

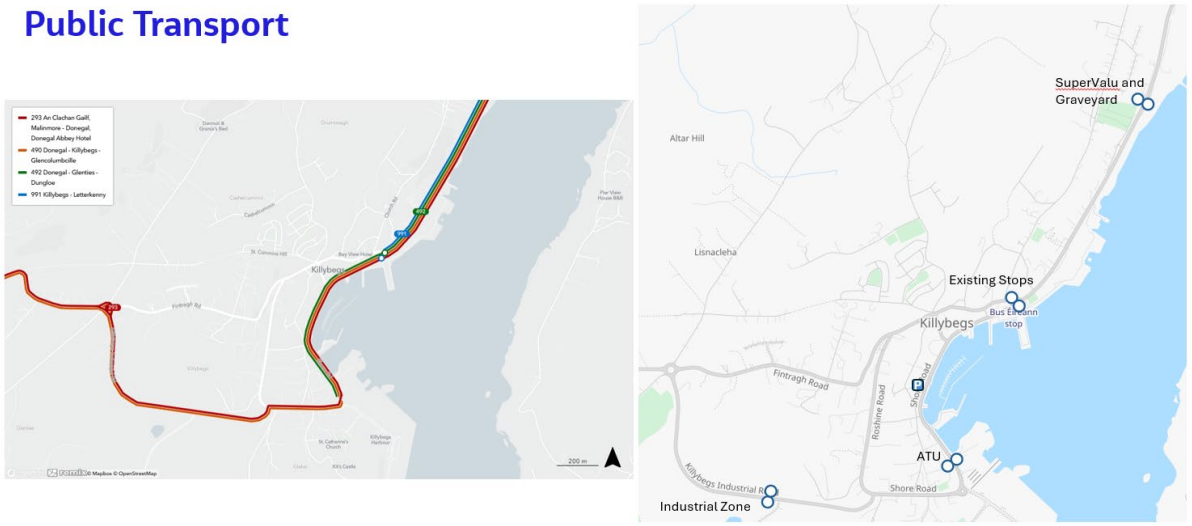


Figure 26.2: Indicative sites for new bus set-down and pick-up bays at Na Cealla Beaga (Killybegs) with inset showing the five bus routes into and out of Na Cealla Beaga.

In addition to the above, a major road realignment from the Glenlee Roundabout to Fintra Beach will provide a pedestrian / cycle link from Glenlee Roundabout to the Fintra Beach access road. The design of that project has been finalised by the DCC Road Design Office (see further details in relation to same under Part 26.9 of this Chapter). The proposed Cycle Connect network for Donegal aims to improve pedestrian and cycle infrastructure to accommodate the local community and tourists. It is planned that there will be good cycling infrastructure all the way from Donegal Town to Glencolmcille (passing through Na Cealla Beaga). While these cycleways are mainly to be used for recreational purposes by pedestrians, cyclists and people with impaired mobility, they also will make a contribution toward an increase in active travel choices being made by persons living within a short commute of Na Cealla Beaga.

The LTP makes a proposal for an Active Travel Network (see Fig.26.3 below) with its primary focus on the urban core and it shall be an objective of this Town Area Plan to prioritise delivery of facets of that network within the town over the lifetime of this Town Area Plan, subject to all necessary technical studies and assessments.

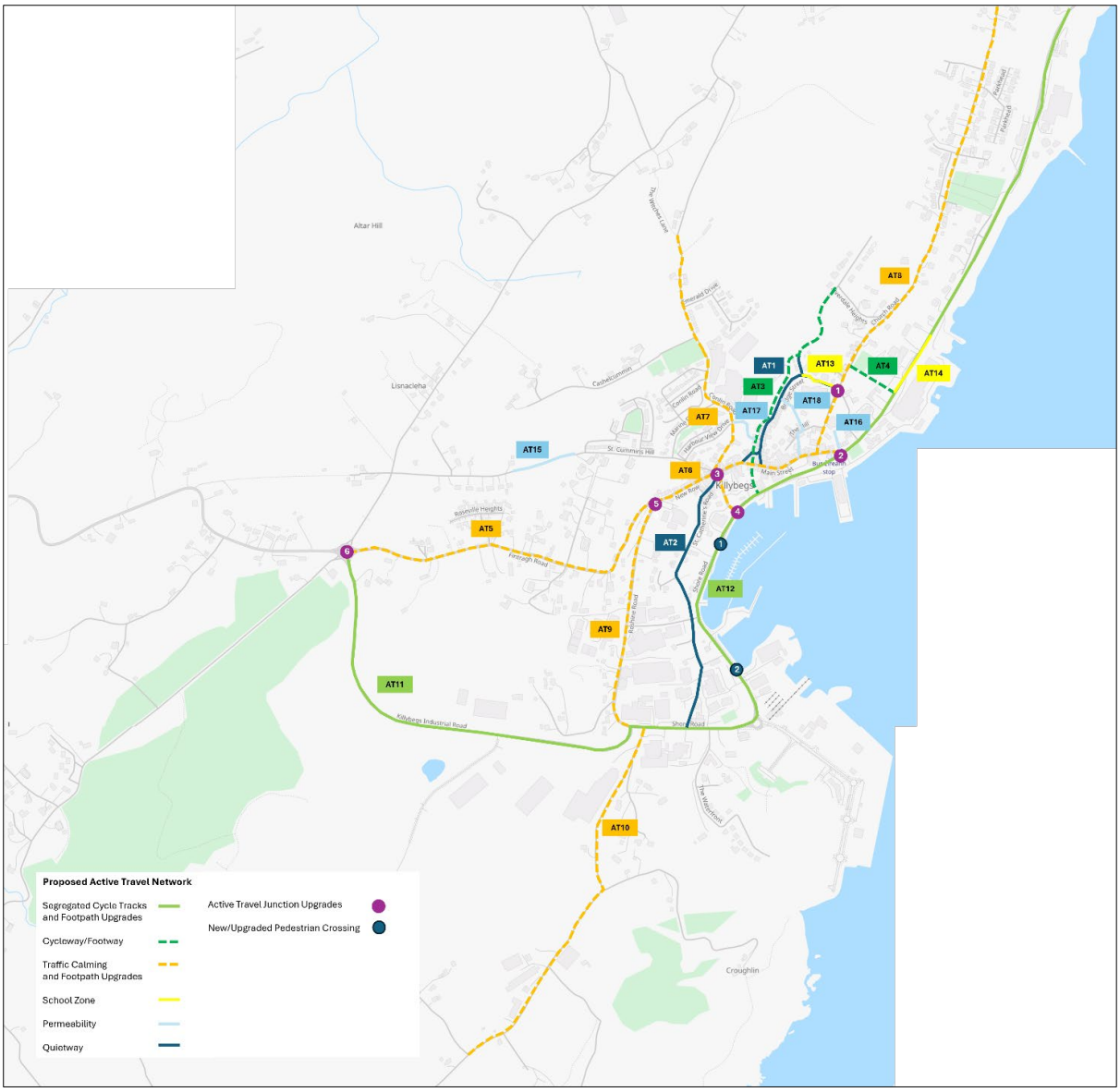


Figure 26.3: Active Travel Network proposed in the Local Transport Plan for Na Cealla Beaga

Objectives

KB-TSM-O-1	Support the progress and implementation of the 'Killybegs Regeneration Strategy & Action Plan" as regards provision of linkages and civic space and to support any future subsequent phases of the project as funded under the Rural Regeneration and Development Fund or similar town and village renewal funding schemes.
KB-TSM-O-2	Deliver and facilitate significantly enhanced public transport services infrastructure and facilities for Na Cealla Beaga in line with provisions in of the Local Transport Plan, subject to the completion of all necessary technical studies and assessments.

Policies

KB-TSM-P-1	a) Not permit development that would prejudice the implementation of any active travel scheme as set out on Fig 26.3 ''Active Travel Network proposed in the Local Transport Plan for Na Cealla Beaga" or successor of same. b) Utilize existing footpaths and roads, and off-line routes identified on the Land Use Zoning Map and as opportunities arise, for the purpose of the development of 'Local Scale' and 'Interconnecting Arterial' walking and cycling routes. c) Support and facilitate the delivery of the active travel, public transport, and vehicular network actions detailed in the Local Transport Plan (and in the associated maps above) and the active travel linkages otherwise detailed in the Land Use Zoning map subject to any required technical assessments and studies.
KB-TSM-P-2	Require that all new proposed development(s) where appropriate, shall include active travel connectivity using permeability desire lines including filtered pedestrian permeability link(s) to adjoining land uses where such links would serve a meaningful purpose in terms of promoting active travel and/or connecting to a wider walking and cycle network. Design of such links shall be agreed in principle at pre-planning design stage and then in further detail at planning application stage/planning condition compliance stage, and thereafter be incorporated into finalized schemes, and delivered by the developer. This policy shall be applied to aid delivery of those Schemes set out on Fig 26.3 ''Active Travel Network proposed in the Local Transport Plan for Na Cealla Beaga" (or its successor) and other opportunities that may present.
KB-TSM-P-3	Support the development of Baile Dhún na nGall (Donegal Town) to Ghleann Cholm Cille Strategic Greenway route as it affects any lands within Na Cealla Beaga Town Area Plan boundary and to ensure that it integrates effectively with active travel initiatives within the town.
KB-TSM-P-4	Facilitate provision of bus services that will connect origins and destinations throughout the town including residential, education, healthcare facilities, and employment centres broadly in line with Fig.26.2, "Indicative sites for new bus set-down and pick-up bays at Na Cealla Beaga".

26.8 Water Supply & Wastewater Infrastructure

Na Cealla Beaga is served by Killybegs Water Resource Zone and there is sufficient capacity available to cater for CDP population projections. There are no known major network constraints though localised upgrades and/ or extensions may be required to facilitate new development at several locations within the town boundary. The 2024 Uisce Éireann Drinking Water Capacity Register published in August 2025 states that from 2020 to 2034 there was capacity available to cater for an additional 446 (four hundred and forty six) people within the town.

Similarly, in relation to wastewater treatment infrastructure - sufficient capacity exists to cater for CDP population projections. There are no known major network constraints though localised upgrades and/or extensions may be required to facilitate new development at several locations within the town boundary. Localised upgrades may be required especially in areas served by 80mm diameter

watermains or 150mm diameter sewers or less. Where new developments are being proposed additional surface water will not be accepted into combined (foul and surface water) networks. The 2024 Uisce Éireann Wastewater Treatment Capacity Register published in August 2025 states that there is estimated spare capacity to cater for the wastewater from an additional 2,077 (two thousand and seventy seven) people within the town.

26.9 Roads, Footpaths, and Ports Infrastructure

Movement and Transportation

The existence of the port at Na Cealla Beaga (Killybegs) means that the town must cater for high volumes of commercial traffic in addition to domestic traffic accessing the town for retail or other service purposes. The nature of the commercial traffic is primarily heavy goods vehicles carrying a wide variety of cargo, inclusive of fish destined for export markets or project cargo such as large wind turbine components. In light of this fact and having regard to the need to maintain the viability of Na Cealla Beaga (Killybegs) going forward, it is vital that the quality and capacity of access routes into and out of the town are protected and improved into the future, particularly Regional Road R263 to the north of the town, which in turn connects into National Secondary Route N56, the primary road corridor in the western half of the county.

Within the CDP:

- DCC recognises the importance of the stretch of the R263 linking Na Cealla Beaga (Killybegs) and the N56,
- The N56 National Secondary Road, Inver to Na Cealla Beaga (Killybegs), is identified as a Key Transportation Improvement Project,
- DCC identifies that access to Na Cealla Beaga (Killybegs) forms part of the County's Strategic Road Network.

Outer Relief Road

As noted above, Na Cealla Beaga (Killybegs) caters for a high volume of commercial traffic. It is an objective of this plan to improve traffic and transport accessibility throughout the plan area and in order to aid with this objective, a route corridor for an 'Outer Relief Road' has been identified on the land use zoning map (Map 26.1) This route is now reserved as a corridor to allow for the strategic development of the Outer Relief Road, which would provide an alternative route for heavy goods vehicles (HGV's) associated with the fishing and port related import/export industries and which would reduce congestion by diverting traffic around the town. The construction of an Outer Relief Road would further serve to improve access and aid industry along the industrial road.

Road Widening Reserves

Within the Plan area, there are certain stretches of road that will require widening in order to facilitate additional development. These stretches of road have been denoted as 'Road Widening Reserve' on the accompanying land-use zoning Map 26.1 and the Council will require that road widening works, commensurate with the scale and nature of a proposed development, be included as part of any development proposals at these locations.

Junction Improvements

Within the Plan area, there are certain junctions that will require upgrading in order to facilitate the haulage of large bulky project cargo such as wind turbine components. These junctions have been denoted as 'Junction Upgrade Reserve' on the accompanying land-use zoning Map 26.1 and the Council will require that junction improvement works, commensurate with the scale and nature of a proposed development, be included as part of any development proposals that give rise to a requirement for said junction improvements. The junction at the Roshine Road / Glenlee Pass is of particular importance and will need to be upgraded to facilitate any new large business/enterprise

that will generate high bulk haulage traffic off the Glenlee Pass Road. Also the Glenlee roundabout will eventually need to be upgraded to enable the haulage of project cargo.

Port Infrastructure

A key planning issue for Killybegs is the need for provision of the infrastructure necessary to allow the expansion of the town in accordance with policies of both the Regional Spatial and Economic Strategy for the Northern and Western Region 2020-2032, and the National Ports Policy, which recognises Killybegs as a Port of Regional Significance.



Critical pieces of infrastructure in this respect include, inter alia, the following :

- Development of a pier extension and associated wave attenuation structures,
- Cargo and storage facilities,
- The provision of dry-docking facilities for large vessels,
- Road access improvements,
- Service facilities for shipping,
- Substantial high-capacity electricity grid connection upgrades,
- Enabling strategic infrastructure including an upgraded grid connection.

A number of the above requirements are addressed under objectives and policies in Part 26.11 of this Chapter and also within the overall CDP.

Objectives

KB-I-O-1	Support designation of Na Cealla Beaga as a TEN-T Network Port and developments that contribute to the provision of additional harbour infrastructure and to sustain the Port of Killybegs as one of the premier Fishery Harbour Centres in Ireland, subject to the requirements of the Habitats Directive.
KB-I-O-2	Reserve the indicative route of the proposed Outer Relief Road as depicted on the Land Use Zoning Map (Map 26.1) and manage development so as not to prejudice the construction of the Outer Relief Road.
KB-I-O-3	Progress the delivery of the Outer Relief Road for Killybegs.
KB-I-O-4	Improve traffic and transport accessibility throughout the plan area, in particular for sustainable modes.
KB-I-O-5	Explore opportunities for the provision of additional public car parking to serve the town centre of Killybegs to facilitate reallocation of space for other modes and to encourage use of off-street parking where available, thus improving traffic circulation in the town centre.

Policies

KB-I-P-1	Reserve lands (along the indicative route identified on Map 26.1) for the construction of an Outer Relief Road for Killybegs. All development proposals shall be required to maintain a 25 metre building setback from the indicative route of the proposed outer relief road on Map 26.1. Development proposals that potentially hinder the provision of the Outer Relief Road will not be permitted. The provision of access points onto the Outer Relief Road will be strictly managed in order to safeguard the carrying capacity and safety of the route and details in this respect shall be agreed in writing with the Road Design Office of Donegal County Council.
KB-I-P-2	Consider proposals for the provision of appropriately designed car and coach parking areas adjacent to the Killybegs Harbour area, subject to compliance with all other relevant policies of this Town Area Plan.
KB-I-P-3	It is a policy of the Council that, in areas marked Road Widening Reserve on Map 26.1, any development proposals adjoining the road shall include proposals for the widening and upgrading of the relevant road. All road works shall be carried out in strict accordance with the specifications provided by the Roads Department of Donegal County Council and the extent of upgrading and widening works required shall be determined commensurate with the scale and nature of the proposed development.
KB-I-P-4	Seek the provision of suitably designed active travel/recreational linkages at the locations identified on Map 26.1. (NB – the routes on Map 26.1 are indicative only and minor variations to these routes may be agreed with the Planning Authority as appropriate) where developments being proposed would directly benefit from them.
KB-I-P-5	It is a policy of the Council that vehicular access from the Glenlee Pass (New Industrial) Road shall only be permitted from the specifically designed, existing access points along that route.
KB-I-P-6	Any development proposals on lands zoned 'Business/Enterprise' along the Roshine Road must make provision for road widening and road improvements as deemed necessary by the Planning Authority and must also include provisions to enable pedestrian connectivity from the development site/s towards the town centre.

26.10 Flooding

Objectives and policies pertaining to flooding are set out under Chapter 8 of the County Development Plan. The flood extents mapping for Na Cealla Beaga (Killybegs) is re-produced below for ease of reference (Fig.26.4 a. – e. refer).

The SFRA for the County Donegal Development Plan 2024-2030 identified that certain areas around Na Cealla Beaga (Killybegs) are at risk from flooding. In particular, large sections of the Shore Road are potentially affected. Of further critical importance is the severe flooding that has occurred at Bridge

Street, most recently in November 2024 when Storm Bert caused an extreme flooding event that caused substantial damage to private properties.

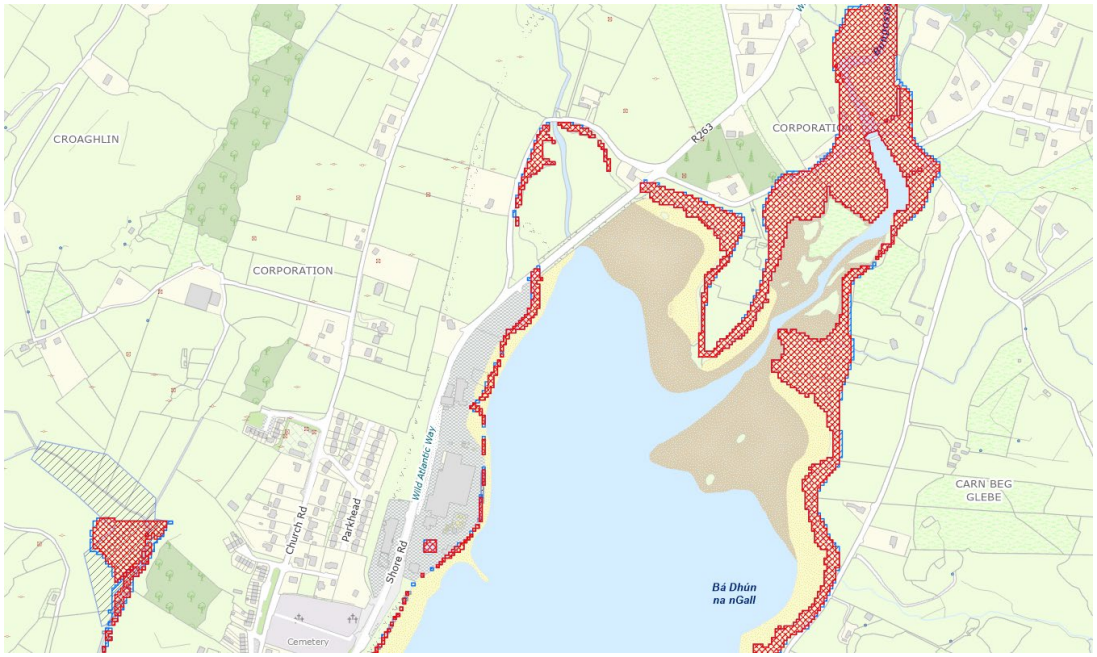


Fig.26.4a Flood Zone A & B (Q1000) High-End Future Scenarios - CDP 2024 - 2030 SFRA

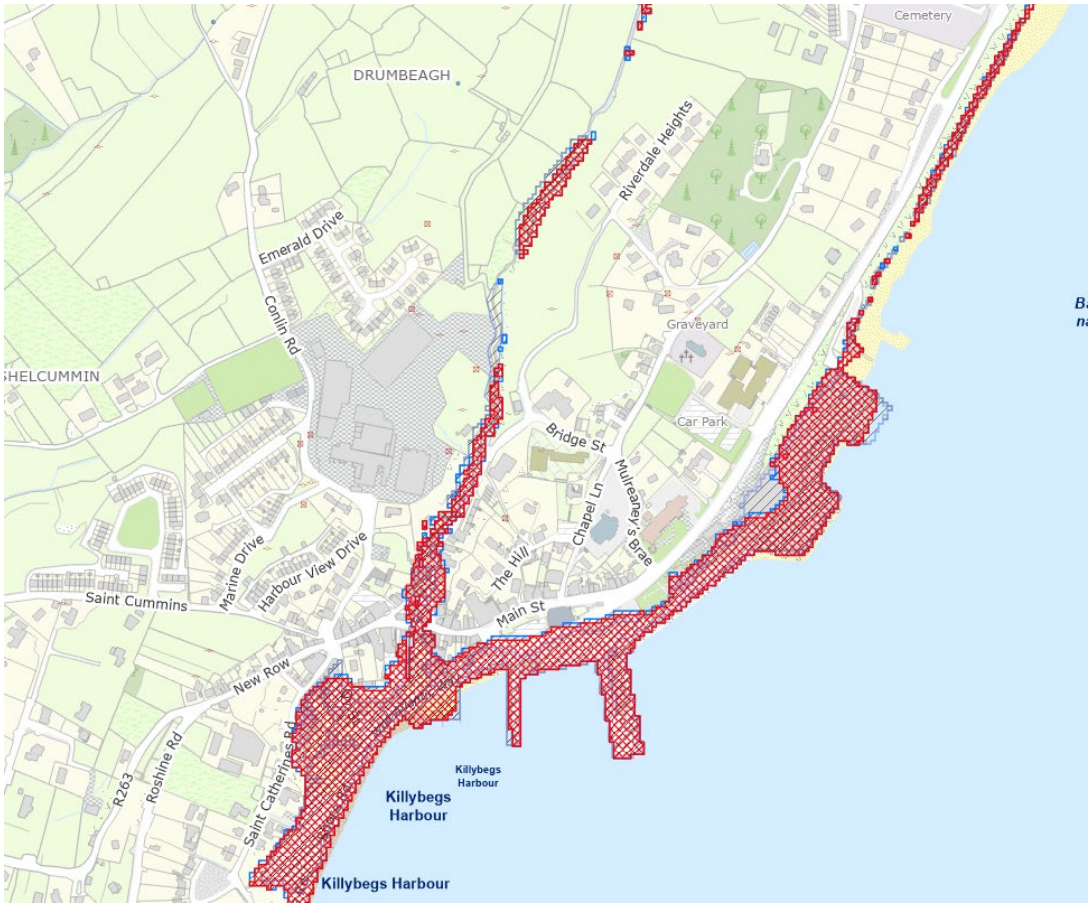


Fig.26.4b Flood Zone A & B High-End Future Scenarios - CDP 2024 - 2030 SFRA

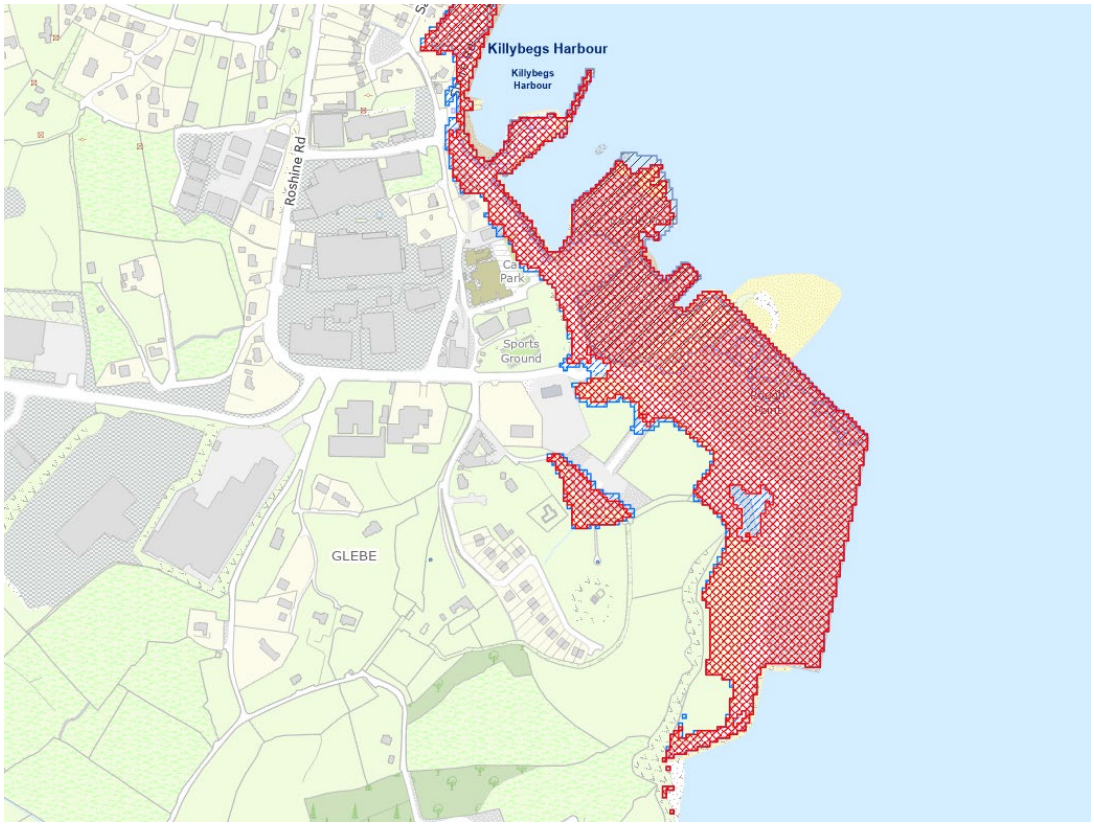


Fig.26.4c Flood Zone A & B High-End Future Scenarios - CDP 2024 - 2030 SFRA

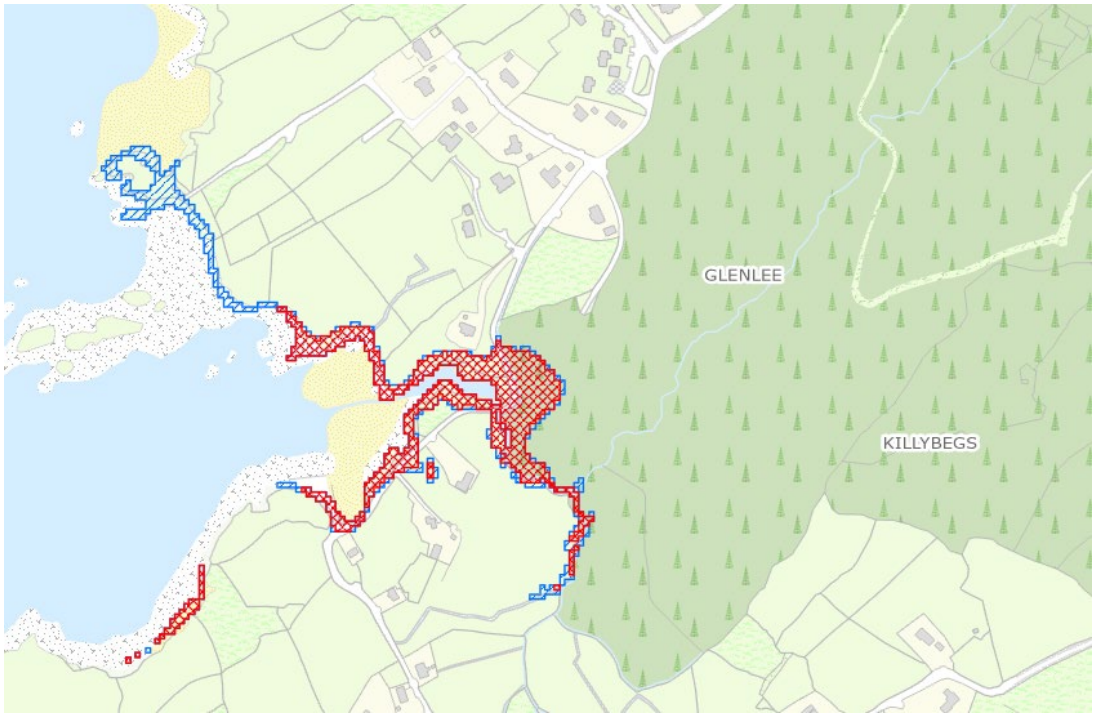


Fig.26.4d Flood Zone A & B High-End Future Scenarios - CDP 2024 - 2030 SFRA

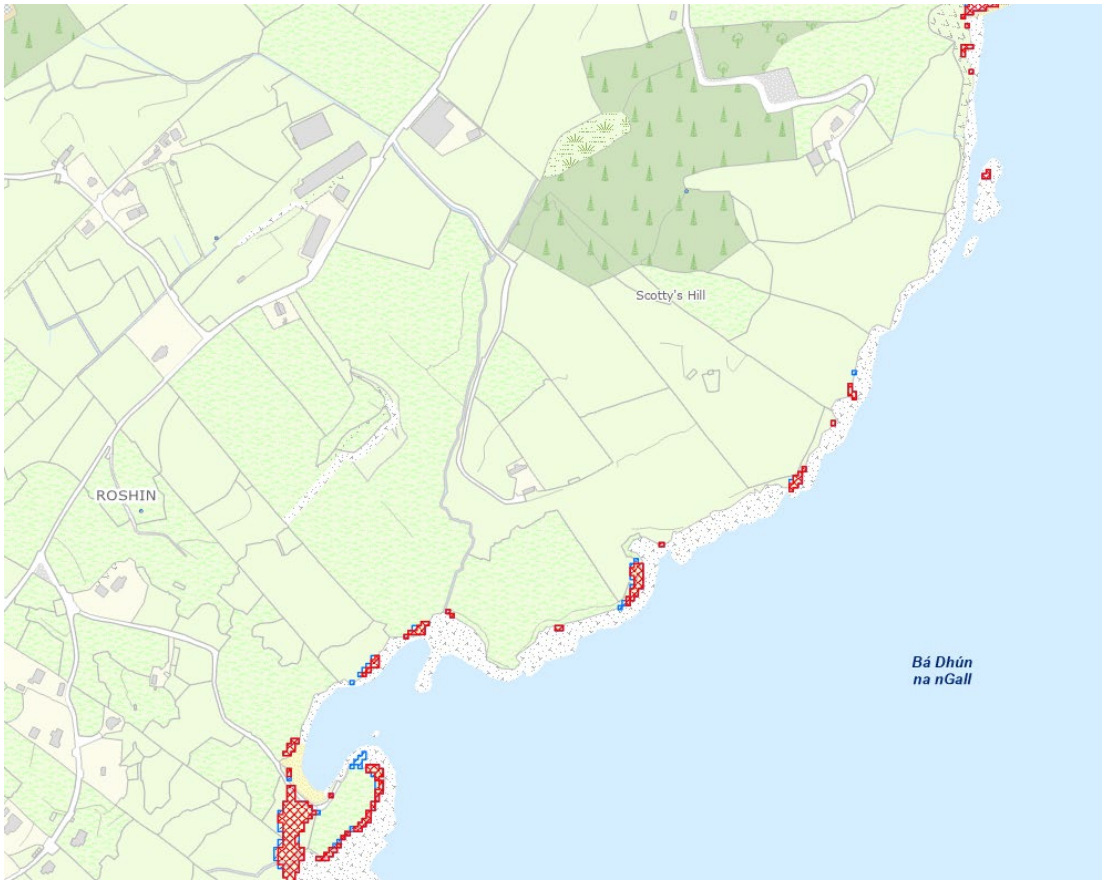


Fig.26.4e Flood Zone A & B High-End Future Scenarios - CDP 2024 - 2030 SFRA

This Area Plan has been prepared based on the precautionary principle and the sequential approach of 'Avoid, Substitute, Justify, Mitigate, Proceed' as set out in the Flood Risk Management Guidelines for planning authorities. Proposals for new development that have potential to create or exacerbate flood risk will be required to demonstrate that surface water management issues can be successfully addressed, that the proposal will not exacerbate flood risk elsewhere and that Sustainable Urban Drainage Systems are utilised in accordance with the Flood Risk Management policies of the CDP. Zoning designations that allow in principle for vulnerable development within areas of potential flood risk (e.g. within the 'urban core') have been subject of 'justification tests' in accordance with the provisions of the Flood Risk Management Guidelines. Furthermore, this plan fully supports the implementation of flood risk management measures to address flood issues within the town. Specific objectives pertaining to flood risk in Killybegs are set out below and these should be read in conjunction with the general flood risk management policies and objectives set out in Section 8.4 of the County Development Plan.



Objectives

KB-F-O-1	To manage or prohibit development, including development that would be otherwise exempt, where such development would potentially exacerbate issues of flooding of the Drumbeagh River, most particularly onto Bridge Street.
KB-F-O-2	Work in collaboration with the Office of Public Works to devise and thereafter implement flood relief works to mitigate against flooding of roads and property from the Drumbeagh River, most particularly at the Shore Road Bridge and further upstream at Bridge Street.

26.11 Economic Development

Fishing & Marine Industry

Killybegs is Ireland's premier fishing port with €121m worth of landings recorded in 2021. In terms of marine activity, the port of Na Cealla Beaga (Killybegs) is designated as one of the country's six fishery harbour centres and the town is a base for a wide range of marine services, from maritime logistics and engineering to value added processing and leisure tourism. The Council acknowledges the recent formation of the Killybegs Marine Cluster which strives to provide a hub for world class marine engineering servicing over a range of sectors to both a domestic and an international market. The Regional Spatial and Economic Strategy for the Northern and Western Region 2020-2032 focuses on Na Cealla Beaga in its policy objectives including commitment to protecting, upgrading and expanding Killybegs. This Town Area Plan aims to support appropriate proposals that can enhance the marine services and employment base within the town, thereby consolidating Na Cealla Beaga (Killybegs's) role as one of the premier ports in the country.

The Department of Agriculture, Food and the Marine owns and directly manages Killybegs Fishery Harbour Centre. It is managed and operated in accordance with the provisions of the Fishery Harbour Centres Act 1968, which requires the Minister to manage, control, operate and develop the Harbour. It also places specific responsibility on the Minister in relation to maintenance, repair, improvement, extension and modification of the harbours including buildings and road access. Any future expansion of the existing deep-water pier is likely to take place in a southerly direction and this plan supports the delivery of this strategic marine infrastructure. Any proposals relating to the harbour area must demonstrate consistency with the National Marine Planning Framework including the environmental, economic, social and sectoral objectives and policies detailed therein, as per Policy MRCM-P-1 (Chapter 14) of this County Development Plan.

Marine Innovation Centre & the Atlantic Technological University Campus at Na Cealla Beaga (Killybegs)

The Atlantic Technological University is a key economic driver for the county and wider region. Its campus in Na gCealla Beaga (Killybegs), particularly the New Ocean Innovation Centre on the campus, is growing the regions research, innovation, and development capabilities. It is a stated objective of the Council to facilitate and support the future development of the ATU campus (Objective ED-O-14 refers).



Figure 26.5: Photo of ATU Campus at Na gCealla Beaga

Killybegs is well known as Irelands premier fisheries harbour. Killybegs has recognised potential to also grow further as:

- A centre for Value-Added Fish Processing,
- An International Cruise Ship destination,
- A hub for the delivery and servicing of onshore and offshore renewable energy projects in line with ambitious national targets for revolutionary transition to a neutral carbon economy,
- A centre for support operations and maintenance, storage, engineering activities, marine support services, and,
- A marine leisure tourism asset.

Development of the Blue Bioeconomy at Na gCealla Beaga (Killybegs)

This plan allows for the development of the blue bioeconomy sector at Killybegs. The blue bioeconomy refers to the sustainable use of aquatic biological resources to create products and services. It encompasses activities like aquaculture, fisheries (when focused on innovative uses of biomass or waste), and the application of biotechnology to marine organisms. Essentially, it's about finding value in the ocean's resources while minimizing environmental impact and promoting sustainability

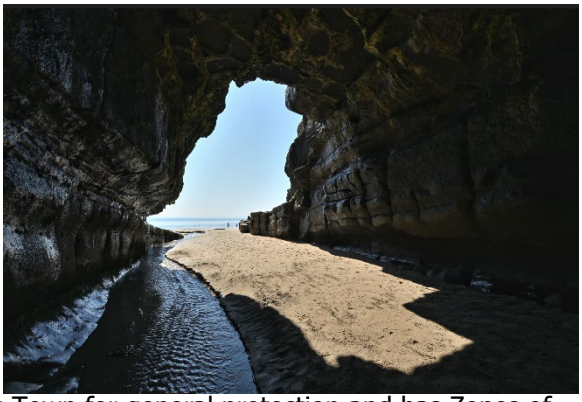
The Donegal Blue Economy Working Group— an initiative comprising Donegal County Council, Bord Iascaigh Mhara (BIM), the Marine Institute, Enterprise Ireland, Atlantic Technological University (ATU), and the Killybegs Marine Cluster—is committed to advancing the blue economy in the region in line with the National Smart Specialisation Strategy for Innovation and the North West Regional Enterprise Plan.

To support this goal, BIM and Donegal County Council will seek expert support to carry out a scoping study that will assess the feasibility of establishing a facility to enable seafood businesses nationally to develop new products, processes, and services, moving towards a more circular, sustainable model. It will also support the connection of businesses and stakeholders with cross border/regional, national and international bioeconomy networks to leverage R&D, partnerships, and funding opportunities. Provision is made in this plan to position Na Cealla Beaga/Killybegs as a national centre for the Blue Bioeconomy and the findings of the scoping study will help define the shape, form and location of same.

Green Hydrogen

The Council recognises the strategic potential offered by hydrogen fuel to contribute to transition to low carbon operations. It continues to liaise with external stakeholders in relation to the potential for development of an installation for production of Green Hydrogen fuel and the identification of suitable locations for this sector. The County Development Plan outlines the opportunity and options as regards Green Hydrogen for Killybegs – see chapters 9 and 14.

Tourism



Na Cealla Beaga (Killybegs) offers considerable tourism potential. Extensive interventions have, and are being, made to harness the tourism potential of Killybegs. Facilitating economic development of an industrial nature will need to be balanced carefully with protecting and nurturing Killybegs as a high amenity tourist destination. The broad area around Na Cealla Beaga (Killybegs) benefits from a wide array of varied tourist attractions, including the Blue Flag beach at Fintra, the sea cliffs at Slieve Liag, golf courses, an equestrian centre at Bruckless, sea angling and boat hire. Na Cealla Beaga is designated as a Historic Town for general protection and has Zones of Archaeological Potential where intense archaeology is present. This is acknowledged to enhance tourism potential also if managed properly.

Recreational Craft: Marina & Cruise Ships

Na Cealla Beaga (Killybegs) harbour facility offers a unique opportunity for tourism in the northwest and the town has become the port of call for many cruise ships that can benefit from the modern berthing and quayside facilities, resulting in additional spin-off benefits for the town and further afield as a consequence of retail spending and passengers undertaking visits to the many tourist attractions in the area. In 2019 eleven cruise ships visited Killybegs bringing onshore a total of 8,208 passengers. The Council recognises the potential for a growing contribution to the tourist industry from the cruise ship market in Killybegs and to the Southwest of County Donegal, including Donegal Town.



Going forward, it is envisaged that Na Cealla Beaga (Killybegs) will continue to grow as an important regional tourist destination and with that in mind this Town Area Plan shall seek to facilitate appropriate tourism opportunities and to ensure the development of a high quality townscape, inclusive of pedestrian and cycle ways, amenity spaces, the provision of appropriate tourism accommodation and marine leisure developments along the shorefront.

Identification of Lands for Economic Development

To realise the potential for the various sectors mentioned in the paragraphs above, there arises a need for sufficient lands to be zoned for economic development. This plan identifies additional lands for business and enterprise including long term land banks to meet a strategic future need. Constraints and opportunities to development such as those detailed below have been considered in the identification of new sites:

- Strategic economic role of Na Cealla Beaga (Killybegs) as Ireland's primary fishing port,
- Potential to harness ORE and marine resource innovation,
- Tourism base needs to be reflected in the provision of an adequate quantum of zoned lands for economic development purposes in the town,
- Infrastructural needs, e.g. water/wastewater/road/networks or capacities,
- Topography / access to lands, unsuitable terrain, site access, bypass,

- Flood Risk Lands within Flood Zones A & B potentially not compatible with certain classes of use,
- Built Heritage and Designations such as presence of structures on the RPS, NIAH, and/or Landscape designations which preclude or limit development potential,
- Proper Planning & Sustainable Development - compact urban form, consolidation and strengthening of the town, safeguarding and enhancing the unique character and sense of place.

The key strategic 'business/enterprise' sites identified in the preceding Seven Strategic Towns Local Area Plan 2018-2024 comprise a developable area of 42 ha (103 acres). Lands zoned for economic development purposes in the previous plan which have been developed comprise a further 20ha (49 acres). Further lands contiguous to the lands already/being developed off the Glenlee Pass (formerly known as the "New Industrial Road") have been identified in terms of their potential to meet strategic economic development needs of Killybegs and the wider area going forward. These new sites off the Glenlee Pass comprise a total of a further 2.66 hectares (6.57 acres).

Redevelopment/reuse of underutilised/ derelict buildings is critical to strengthening the town and driving commercial growth in Killybegs. The recent Regeneration Strategy identified in the region of 30 vacant/derelict properties in the urban core. Additional derelict and vacant commercial buildings are to be found beyond the town centre area. The Council recognises that the re-purposing of these buildings presents strong potential to create space for new businesses that are locating in Killybegs.

The focus of land for business and enterprise is zoned to the southern side of town and this situation carries a benefit in that the predominantly residential use areas within Na gCealla Beaga are for the greater part segregated from industrial areas. This has the effect of mitigating against conflicts arising between non-compatible uses sitting adjacent to each other. It is for this reason that the extension of the business/enterprise area north of the Glenlee Pass Road stops at the ridge of the local topography as viewed from the southern approach to town. This preserves the skyline and maximizes the visual and noise screening available between residential and commercial areas.

This plan zones 49.6356 ha of developed economic development land and 30.5234 ha of undeveloped economic development land, full details of which, including details of available infrastructure, are given in Table 26.3 appended to this chapter. Map 26.2, also appended to this chapter, identifies the locations of each site code referenced in Table 26.3.

Objectives

KB-ED-O-1	Facilitate appropriate development proposals that will support marine service related enterprises, the local tourism product and recreational activities in Na Cealla Beaga (Killybegs), subject to the requirements of the Habitats Directive.
KB-ED-O-2	Promote the re-purposing of vacant, derelict and underutilised commercial buildings to create additional space for new emerging businesses.
KB-ED-O-3	Cautiously consider the appropriate development of green hydrogen energy options, subject to strict adherence to all relevant safety standards, national guidance and legislation.
KB-ED-O-4	Support developments in Na gCealla Beaga that: a) Facilitate operations and maintenance associated with renewable energy, or, projects, particularly offshore renewable energy and onshore renewable energy, associated storage and engineering activity requirements, or, b) Provide marine support services, or,

	c) Progress the research and development sector.
KB-ED-O-5	Support the development of the Marine Resource Innovation Park within, and/or in close proximity to, the ATU campus.
KB-ED-O-6	Support the development of Na Cealla Beaga as a cruise ship destination.
KB-ED-O-7	Promote, encourage and facilitate the sustainable growth and competitiveness of enterprise activities associated with the ocean and coastal economy including transport, trade, fishing, aquaculture, research, marine industries, renewable energy, tourism and leisure), subject to the requirements of the Habitats Directive.
KB-ED-O-8	Facilitate appropriate development proposals for a blue bioeconomy innovation hub in na gCealla Beaga (Killybegs) where it is supported by the findings of a scoping study of the Donegal Blue Economy Working Group.

Policies

KB-ED-P-1	Support offshore industries, particularly wind energy, and offshore support industries, which will contribute to a low carbon economy and generate employment.
KB-ED-P-2	Support the sustainable re-development and extension of the Port of Na Cealla Beaga subject to environmental, visual, economic viability and transportation considerations in line with the National Marine Planning Framework 2021, and any successor thereof, and any existing or emerging national ports strategies.
KB-ED-P-3	Ensure development adheres to prevailing environmental standards and guidelines and accords with emerging legislation and strategy on the marine environment.
KB-ED-P-4	Consider proposals that would facilitate the further development of the cruise ship market in Na Cealla Beaga (Killybegs), and visitor infrastructure, subject to compliance with all relevant policies of this County Development Plan.
KB-ED-P-5	Facilitate appropriate developments that support the tourist economy in Na Cealla Beaga (Killybegs), subject to compliance with all relevant policies of this County Development Plan.

26.12 Community, Recreation, Environment and Heritage

Primary and Post-Primary Education

Both the Primary School in Na Cealla Beaga (Killybegs), Scoil Naisiúinta Niall Mór, and the Secondary School, Saint Catherine's Vocational Education Committee, may need to expand over the lifetime of this Town Area Plan, most particularly to accommodate facilities for special needs education where the national government has made commitments to meeting obligations to provide such services as a constitutional right of persons with special needs. In this regard, land has been zoned west of Murray

Lodge to allow for community facilities and also Opportunity Site 9 allows for community infrastructure development and car parking ancillary to community uses. It is intended that these lands have potential to facilitate reconfiguration of existing schools within the vicinity of those sites and thus to facilitate their potential extension and the provision of special needs education facilities. Issues of safe access to and from the schools, most particularly between the schools and the town centre, are dealt with under Part 26.7, "Transport & Sustainable Mobility" and Part 26.9, "Infrastructure (Roads & Footpaths)".



Saint Catherine's Vocational Education Committee School i Na Cealla Beaga (taken from Google Streetview)

Atlantic Technological University (ATU) Donegal, Killybegs Campus

The Atlantic Technical University is a key economic driver for the county and wider region. Its campus in Killybegs, particularly the New Ocean Innovation Centre on the campus, is growing the region's research, innovation, and development capabilities. It is an Objective of the CDP to facilitate and support the future development of the ATU campus (Objective ED-O-14 refers). While the Killybegs Campus currently has room for growth and expansion, to further underpin this objective, this Town Area Plan has identified part of the harbour as Opportunity Site 8. This site is owned by the Harbour Authority and is currently vacant. It is considered that it offers development potential for Port-Related Activities and/or development as a Marine Innovation Hub or as an area that could facilitate an extension of the Atlantic Technical University, or a collaborative Research and Development facility between the DAFM and the Department of Education, or similar.

Healthcare

Lands have been zoned for community infrastructure northwest of Murray Lodge and they, as with the Primary School and Secondary School, will provide space for Na Cealla Beaga (Killybegs) Community Hospital to expand in the future should same become necessary. Clinics and Surgeries shall be permissible within the Urban Core (where they would be accessible by public transport) and within lands zoned for Community Infrastructure. They also will be open to consideration on lands zoned as "Established Development" where it can be demonstrated that they would not generate unsustainable traffic patterns and would not detract from the vitality of the urban core by virtue of displacement from same.



Na Cealla Beaga Community Hospital (taken from Google Streetview)

Recreation

Currently there is a requirement for the future development of community sporting and recreational facilities in Na Cealla Beaga (Killybegs). The land use zoning map (Map 26.1) identifies an 'Open Space and Recreation' zoning in the townland of Glenlee that could potentially facilitate such a use, on the relatively level lands closest to the Glenlee Roundabout, in tandem with an objective for improved pedestrian and cycling linkages between the Glenlee Roundabout and the centre of town. Only one 7ha area that is shared between multiple clubs shall be permissible and the rest of the woods shall be preserved in the interests of public health and wellbeing and the preservation of biodiversity. Said linkages aspire to eventually facilitate a walkway from the Shore Road passing the National Primary School, the Niall Mór Community Centre, and Opportunity Site 9, and then continuing all the way from the Shore Road up as far as Croaghlin Hill (which is just outside the town boundary). Opportunity Site 9 makes provision for, amongst other development types, a public swimming pool and leisure centre (in line with the opportunity for same identified in the Killybegs Regeneration Strategy Masterplan) in the future should funding become available.

Active Travel, Realignments and Cycle Connects Projects

Killybegs to Glencolmcille is named as a future active travel opportunity, and Killybegs to Donegal Town has also been named as another future active travel opportunity.

Fintra Bridge and Road Realignment

As infrastructure directly servicing the town of Na Cealla Beaga, the proposed scheme (see Figure 26.13 below) will provide an improved road alignment on the R263 as well as a new bridge crossing of the Fintra River. Improving the safety of the road is a key objective as this section of the R263 between Killybegs and the junction with the road to Fintra Beach has a number of sharp bends, is narrow, and has poor forward visibility. The scheme aims to improve pedestrian and cycle infrastructure to accommodate the local community and tourists. A new 1.9km pedestrian and cycle route will be developed between the Killybegs Industrial Road with access to Fintra Beach. At present, cycling and walking along this section of road is dangerous because of the poor road alignment and the lack of walking or cycling infrastructure. As a result, travel by these modes is low along the route despite the short distance into the town of Killybegs for people living along the route. The project will provide a pedestrian/cycle link from Glenlee Roundabout to the Fintra Beach access road and will involve both online (adjacent the main R263) and offline (shared use of truncated/Cul-de-sac) sections.

It shall be an aim of this plan to create a quality cycleway through the entire town coming in from the Cycle Connect route entering the northern side of town, along Shore Road, up the Glenlee Pass as far as the Glenlee Roundabout to connect to the Fintra Bridge and Road realignment.

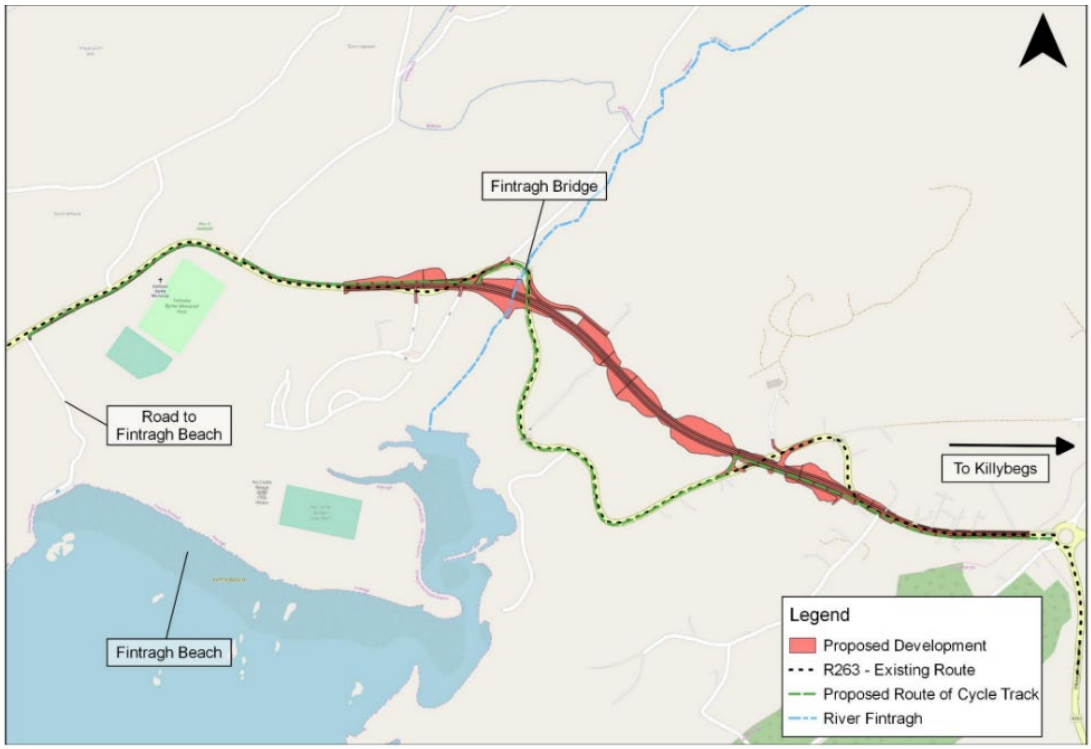


Figure 26.5 R263 Fintra Bridge and Road Realignment

The Marina

The Council recognises the value of the pleasure craft berthing facility at Na Cealla Beaga (Killybegs) as a facility for visitors and locals alike and shall only permit developments in its vicinity which would compliment its appropriate functioning.

Walkways

In addition to the Shore Road to Croaghlin Hill walkway referred to above, the Council has also included an objective in this plan for the creation of a shoreside boardwalk contiguous to the pleasure craft marina. It is considered that this would greatly enhance the amenity of the town as experienced by pleasure craft Sailors and cruise ship visitors, by students of the ATU and by local inhabitants. The boardwalk is specifically identified as an opportunity in the Killybegs Regeneration Masterplan.

Heritage

The Historic Town, Archaeology & Built Heritage

The built and archaeological heritage of Na Cealla Beaga (Killybegs) is particularly noteworthy and there are two identified areas of archaeological potential within the town boundary, one around the commercial centre/Main Street area of the town and the other around the St. Catherine's Well complex (see Figures 26.14 & 26.15 below).



Furthermore, the town is host to ten structures that are included on the Councils Record of Protected Structures (see Map 26.1 Na Cealla Beaga (Killybegs) Land Use Zoning Objectives; Built & Archaeological Heritage Insert Map), in addition to numerous structures that are included on the National Inventory of Architectural Heritage. The

town has a strong streetscape, with a good sense of enclosure and buildings of a human scale; features that contribute heavily to the attractiveness of the settlement. Furthermore, the view of Na Cealla Beaga (Killybegs) Harbour on the northern approach to the town on Regional Road R263 is considered to be of significant amenity value to the town and the Planning Authority will seek to ensure that this view is protected and maintained.

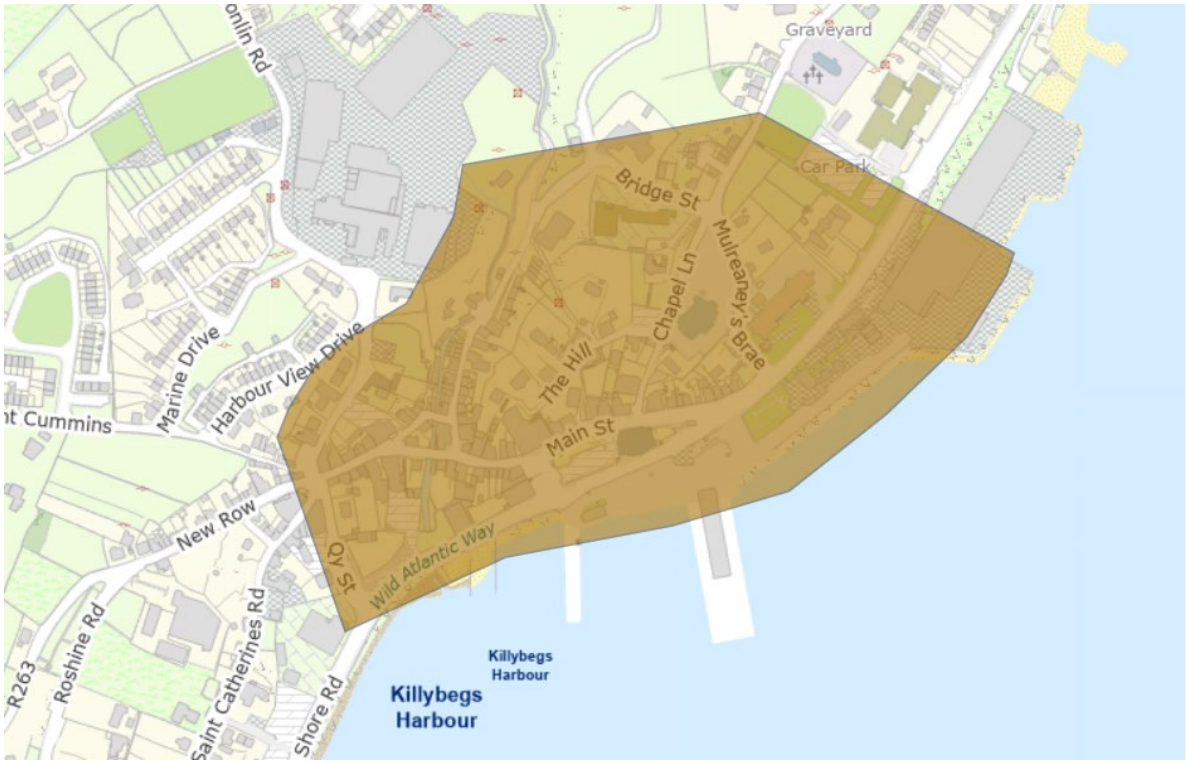


Fig.26.6 Na Cealla Beaga Archaeological Complex (38.64 ha)

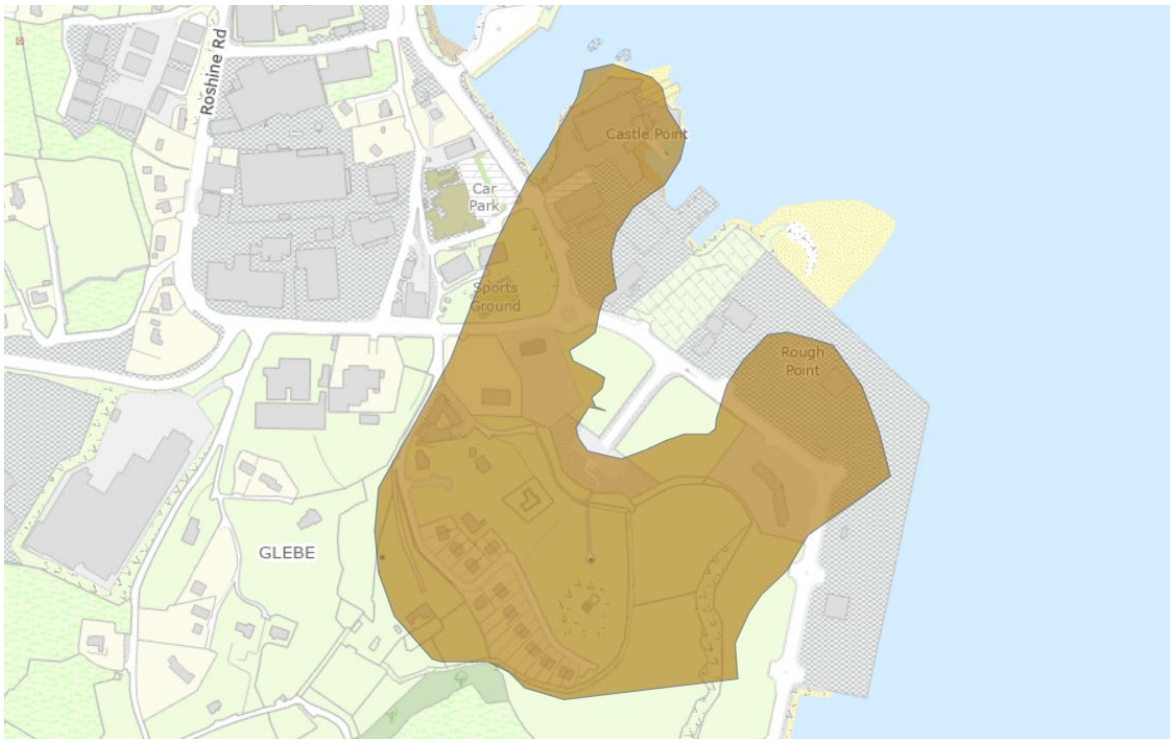


Fig.26.7 Rough Point Archaeological Complex (40.24 ha)

Cultural Heritage

The town has a rich maritime history, being, amongst other things, the last stop for the La Girona, a ship of the Spanish Armada during Spain's war with England. When two other Spanish ships were lost, the Girona anchored in Na Cealla Beaga (Killybegs) harbour, and local Chieftain MacSweeney Bannagh assisted in repairing the Girona's rudder and feeding its sailors. While in Na Cealla Beaga (Killybegs), the Girona took on-board 800 survivors from the other Spanish ships before setting sail for Scotland. Caught in a storm off the Antrim coast of Northern Ireland, however, the Girona sank; and it is recorded that nearly 1,300 people died. The development of a maritime museum thus has potential within the town urban core.

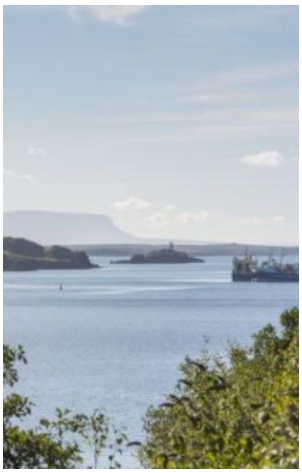
This Town Area Plan seeks to protect the historic built form, environment and amenities of Na Cealla Beaga (Killybegs), whilst facilitating progressive, attractive and sustainable development within the town. When formulating proposals therefore, it will be incumbent on developers to demonstrate that a development will respect and be sympathetic to heritage value qualities of Na Cealla Beaga (Killybegs), will provide additional public amenities where appropriate and will not detract in any way from any of the attributes that the town currently has to offer.

Natural Heritage

There are no parts of any Natura 2000 site nor Natural Heritage Area within the town boundary of Na Cealla Beaga (Killybegs). The closest Natura 2000 site to Killybegs is the Saint John's Point Special Area of Conservation (site code 000191 refers) which is approximately 3km due south of the town..



Extent of Saint John's Point SAC and its position relative to Na Cealla Beaga.



Na Cealla Beaga (Killybegs) sits within a natural harbour and is surrounded by rugged, scenic and elevated lands, much of which are inaccessible and un-serviced. It is important to protect the natural environment and setting of the town as there is significant potential to capitalise upon a clean and unspoilt environmental image, particularly in the context of the tourism focus within the area. In peripheral parts of the town that are zoned as 'Local Environment', the primary objective of the Planning Authority will be to maintain the rural character, landscape setting and environmental quality of these areas and the Planning Authority will require that all development proposals be of a scale appropriate to their context and integrate harmoniously with the local landscape.

Objectives

KB-CREH-O-1	Support the potential development of new greenway/walkway/cycleway projects in Na Cealla Beaga (Killybegs).
KB-CREH-O-2	Facilitate appropriate development proposals that will support recreational activities in Na Cealla Beaga (Killybegs). In the case of lands zoned for Open Space & Recreation in the vicinity of Glenlee Woods, and notwithstanding the provisions of Objective KB-CREH-O-4, community sporting facilities and ancillary development essential to those facilities shall be restricted to the 7ha of that

	zoning closest to the Glenlee Roundabout at the northernmost portion of that zo ning. Co-location by different clubs will be encouraged and facilitated where the facilities will be used by a broad section of the community. Where facilities are not co-located they shall be contiguous and restricted to the 7ha closest to the Glenlee roundabout to the effect that the rest of the Glenlee Forest shall be protected. Where natural woodlands are cleared within the 7ha to accommodate sporting facilities it shall be necessary for developers to propose mitigatory measures possibly including, but not limited to, compensatory planting of native woodlands at alternative suitable locations as ecological corridors or new replacement habitat.
KB-CREH-O-3	Facilitate the design and construction of a coastal board walk along the Shore Road from its junction with St. Catherine's Road to its junction with Quay Street.
KB-CREH-O-4	Protect important natural, built, historical and archaeological heritage environments within Na Cealla Beaga (Killybegs) for the enjoyment of present and future generations.
KB-CREH-O-5	Support and facilitate the development of a Maritime Museum within the urban core of Killybegs.

Policies

KB-CREH-P-1	Protect the amenity potential of the walkways and cycleways and their routes annotated on Map 26.1. The Council shall prohibit any development proposals that would militate against their delivery or amenity potential. Design for new developments where the development sites are contiguous to or traversed by the routes shall demonstrate compatibility with the objectives by incorporation of the walkway and/or cycleway.
KB-CREH-P-2	a) Facilitate and support the development of water-based recreation activity enterprises within Na Cealla Beaga (Killybegs) subject to appropriate environmental protection and principles of proper planning and development being adhered to, and, b) Support developments within the vicinity of the Pleasure Craft Marina that would complement its potential and safe operation.
KB-CREH-P-3	Encourage and support the use of neighbourhood, community woodland and native woodland schemes, subject to compliance with all relevant policies of this CDP.
KB-CREH-P-4	Safeguard the archaeological integrity and visual setting of the Saint Catherine's Well Complex.

26.13 Opportunity Sites:

A total of ten "Opportunity Sites" have been identified in this Town Area Plan. Five are located within the defined Urban Core due to their potential to contribute to the regeneration and development of

Na Cealla Beaga (Killybegs) and/or due to their particular strengths, characteristics or suitability for specific development types. A further five sites have been selected outside the defined Urban Core of the town. The appropriate development of the five 'Opportunity Sites' within the defined urban core is critical to the "Killybegs Regeneration Strategy and Action Plan".

A description of each 'Opportunity Site' follows and the descriptions inform the subsequent individual policies for each site which are set out below each. The extents of each of the individual Opportunity Sites are shown on Map 26.1 'Na Cealla Beaga (Killybegs) Land Use Zoning Map'.

Opportunity Site 1



This site comprises the 'town pier' and is host to Liam McCormick's Fish Auction Building, a striking piece of architecture designed in a distinctive nautical style. The pier site presents opportunities to facilitate the provision of appropriate harbour-related enterprises and/or compatible activities. Policy KB-O-P-1 refers. Any proposals affecting the Fish Auction building must retain the integrity and character of the building.

KB-O-P-1	Consider proposals for the development of harbour-related and/or compatible uses on Opportunity Site 1. All proposals for development on Opportunity Site 1 must fully address any potential safety issues at this waterside location and must fully address all flood risk issues. Any proposals involving the use of the Fish Auction Hall will be required to respect the original design, materials and craftsmanship of the building so as to maintain the character and integrity of the structure.

Opportunity Site 2



Gallagher Bros. Fish Merchants Ltd. Premises (Policy KB-O-P-2,3,4,10 refers)

Opportunity Site 3



The Old Coal Yard (Policy KB-O-P-2,3,4,10 refers)

Opportunity Site 4



Killybegs Fishermen's Organisation Ltd. Car Park and Adjoining Public Car Park (Policy KB-O-P-2,3,4,10 refers)

Opportunity Site 10



Ice plant Building - (Policy KB-O-P-2,3,4,10 refers)

Opportunity Sites 2,3 & 4 front the harbour area within the town centre and as such the highest standards of design, layout and open space provision shall be required. Development proposals must be designed to fully address the harbour setting and must demonstrably contribute towards the regeneration and revitalisation of the town centre. All proposals for development on these Opportunity Sites must fully address any/all flood risk issues at these locations along Shore Road.

The old ice plant building is vacant and unused and is identified in the "Killybegs Regeneration Strategy and Action Plan" as an opportunity to provide, amongst other things, a theatre or multi-functional youth space (Policy NCB-OPP-2,3,4,10 refers).

KB-O-P-2,3,4,10	Consider proposals for "less vulnerable" or "water compatible" uses (as defined in The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014)) on **Opportunity Sites 2, 3, 4 and 10** subject to compliance with the undernoted criteria, all other relevant policies of the CDP, compatibility with the provisions of the "Killybegs Regeneration Strategy and Action Plan" and taken in the context of the proper planning and sustainable development of the area. Development proposals on these sites must be designed to fully address the harbour setting and must demonstrably contribute towards the regeneration and revitalisation of the town centre. Development proposals must also be designed to address all potential flood risk and public safety issues. Where "less vulnerable" development is proposed within a flood zone it shall be subjected to a flood risk assessment to an appropriate level of detail. "Highly vulnerable" development shall only be considered where it entails a minor extension or alteration to an existing development.

Opportunity Site 5



This vacant site of circa 0.3 hectares is located beside the Old Carpet Factory in relatively close proximity to the commercial core of Na Cealla Beaga and, subject to the provision of safe pedestrian linkages towards the town, may be suitable for a mixed-use development including residential, commercial and light industrial. Policy KB-O-P-5 refers.

KB-O-P-5	Consider proposals for residential, commercial and light industrial development on **Opportunity Site 5**, or for development providing for a combination of some, or all, of the aforementioned uses subject to compliance with the undernoted criteria, all other relevant policies of the CDP and taken in the context of the proper planning and sustainable development of the area. All development proposals on this site must make provision for safe and adequate pedestrian linkages from the site to the town centre. Proposals for retail development on this site shall not be favourably considered unless it can be demonstrated that the proposal would comply with the County Retail Strategy. New developments will be required to ensure that surface water management issues can be successfully addressed, that they do not exacerbate flood risk elsewhere and utilize Sustainable Urban Drainage Systems in accordance with the Flood Risk Management objectives and policies contained in Section 8.4 of this Plan.

Opportunity Site 6



This site is located on the periphery of the settlement and has previously been approved for use as a motor home/touring caravan/camping facility. This area plan is supportive of the continuation of this previously approved use.

KB-O-P-6	Consider proposals for the use of **Opportunity Site 6** as a facility for motor homes/touring caravans/camping, subject to compliance with the undernoted criteria, all other relevant policies of the CDP and taken in the context of the proper planning and sustainable development of the area. Proposals for permanent/static mobile homes shall not be considered on this site.

Opportunity Site 7



This site is located on the northern periphery of Killybegs and previously had the benefit of planning permission for a mixed-use development. The site is generally seen as suitable for a commercial or light industrial use. Proposals for retail development on this site shall not be favourably considered unless it can be demonstrated that the proposal would comply with the County Retail Strategy.

KB-O-P-7	Consider proposals for commercial and light industrial development on **Opportunity Site 7**, or for development providing for a combination of some, or all, of the aforementioned uses subject to compliance with the undernoted criteria, all other relevant policies of the CDP and taken in the context of the proper planning and sustainable development of the area. All development proposals on this site must make provision for safe and adequate pedestrian linkages from the site to the town centre. Proposals for retail development on this site shall not be favourably considered unless it can be demonstrated that the proposal would comply with the County Retail Strategy.

Opportunity Site 8



This site is owned by the Harbour Authority and it is considered that it offers continued development potential for Port-Related Activities.

KB-O-P-8	Consider proposals for port-related activities on **Opportunity Site 8.** Proposals for residential or retail development on this site shall not be favourably considered. All proposals for development on this Opportunity Site must respect the amenity and setting of Saint Catherine's Well and Complex and access to same, and also must address any/all flood risk issues at this location. "Highly vulnerable" development shall not be permissible within the part of the site covered by flood zones A or B except where it entails minor extensions or alterations to existing development. Where "less vulnerable" development is proposed within a flood zone it shall be subjected to a flood risk assessment to an appropriate level of detail.

Opportunity Site 9



This site is beside the Niall Mór Community Centre and the Niall Mór Primary School and just east of the Drumbeagh River. It has been identified in the "Killybegs Regeneration Strategy and Action Plan" as a suitable location for a community sports and leisure centre. The site is considered suitable for the expansion of existing, or new, community facilities, and additional car parking ancillary for such community uses. It also potentially could be partially developed for housing, preferably on its northern and eastern edges. The development of this land should complement the development of a riverside walk along the Drumbeagh River and improved access to the residential area adjoining its northern side. It is noted that there is an issue with Japanese Knotweed growing on site and this will need to be eradicated prior to any buildings being constructed thereon.

KB-O-P-9	It is a policy of the Council to consider proposals for either a public sports and leisure centre, housing or community/educational facilities, or development ancillary to the foregoing development types such as car parking, or a combination

of all the foregoing on Opportunity site 9, subject to, in addition to standard proper planning and development considerations, the following:

a) Pedestrian and cycle connectivity will be provided from the public road access to the south of the site as far as the existing residential estate to the north of the site,

b) The design of the proposed development will not prejudice, but rather be conducive to, the provision of a riverside walkway along the Drumbeagh River,

c) Prior to commencement of any development all invasive weed species with capacity to cause damage to built structures, most particularly Japanese Knotweed, will be eradicated. Any development proposals shall be required to either demonstrate such invasive species have either been fully eradicated or otherwise include a detailed plan for the eradication of invasive species that has been prepared by a competent professional and that sets out a clear eradication timeframe.

Appendix: Na Cealla Beaga (Killybegs) Area Plan Summary Infrastructural Assessment Matrices

Table 26.2: Residential Development Zonings Summary Infrastructural Assessment Matrix
The table below contains a summary assessment of the suitability of zoned sites for residential development having regard to the provisions of the National Government's 'National Planning Framework' (Section 10.2 'Co-ordinating Land Use Zoning, Infrastructure and Services') and 'Development Plan Guidelines' (Section 4.5.2 and Appendix A).

Zoning Reference	Weighted Site Area(ha)*	Housing Yield (Units)	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water Supply	Written Analysis Regarding Tier 1 & Tier 2.	Within CSO Boundary
NR1.1	0.216	5	N	Y	Y	Y	Y	Y	Most Services available. Tier 1. Needs ROW access and connection to private foul sewer	✓·
NR1.2	0.627	16	N	N	Y	Y	Y	Y	Most Services available. Tier 1. Needs ROW access and connection to private foul sewer	✓·
NR1.3	1.270	32	Y	Y	Y	Y	Y[1]	Y	All Services available. Tier 1.	✓·
NR1.5	1.506	38	Y	y	Y	Y	Y[1]	Y	All Services available. Tier 1.	✓·
NR1.6	2.005	50	Y	N	Y	Y	Y	Y	All Services available. Tier 1 EXCEPT PUBLIC FOOTPATH.	✓·
NR1.7	0.98	24	Y	N	N	Y	Y	Y	Most services available. Tier 1. Needs ROW access and connection to watermain and foul sewer.	✓
NR1.8	3.29	82	Y	N	Y	N	Y[2]	Y[1]	Extensions to connect to infrastructure in Roshine Road required. Upsizing of sewer and localized network reinforcement may be required. Access to public road by private rights of ways.	✓
Residential Phase 2 Zonings[1]										
NR2.1	0.986	25	Y	Y	Y	N	Y[1]	Y	Upgrading of watermain and extension lead to foul sewer required. All other services available. Tier 2	✓·
NR2.2	0.417	10	Y	Y*	Y	Y	N	Y	Upgrading of watermain and extension lead to foul sewer required. All other services available. Tier 2	✓·
NR2.3	0.823	21	Y	Y	Y	Y	Y[2]	N	Watermain and sewer, extension Required. All other services available. Tier 2	✓·
NR2.4	1.777	44	Y	N	Y	Y	Y[1]	Y	Upgrading of sewer and provision of footpath required. All other services available. Tier 2	✓·

Zoning Reference	Weighted Site Area(ha)*	Housing Yield (Units)	Roads	Footpath	Public Lighting	Surface Water	Foul Sewer	Water Supply	Written Analysis Regarding Tier 1 & Tier 2.	Within CSO Boundary
NR2.5	1.602	40	Y	Y	Y	Y	Y[1]	Y[1]	Upgrading of watermain and sewer. All other services available Tier 2	

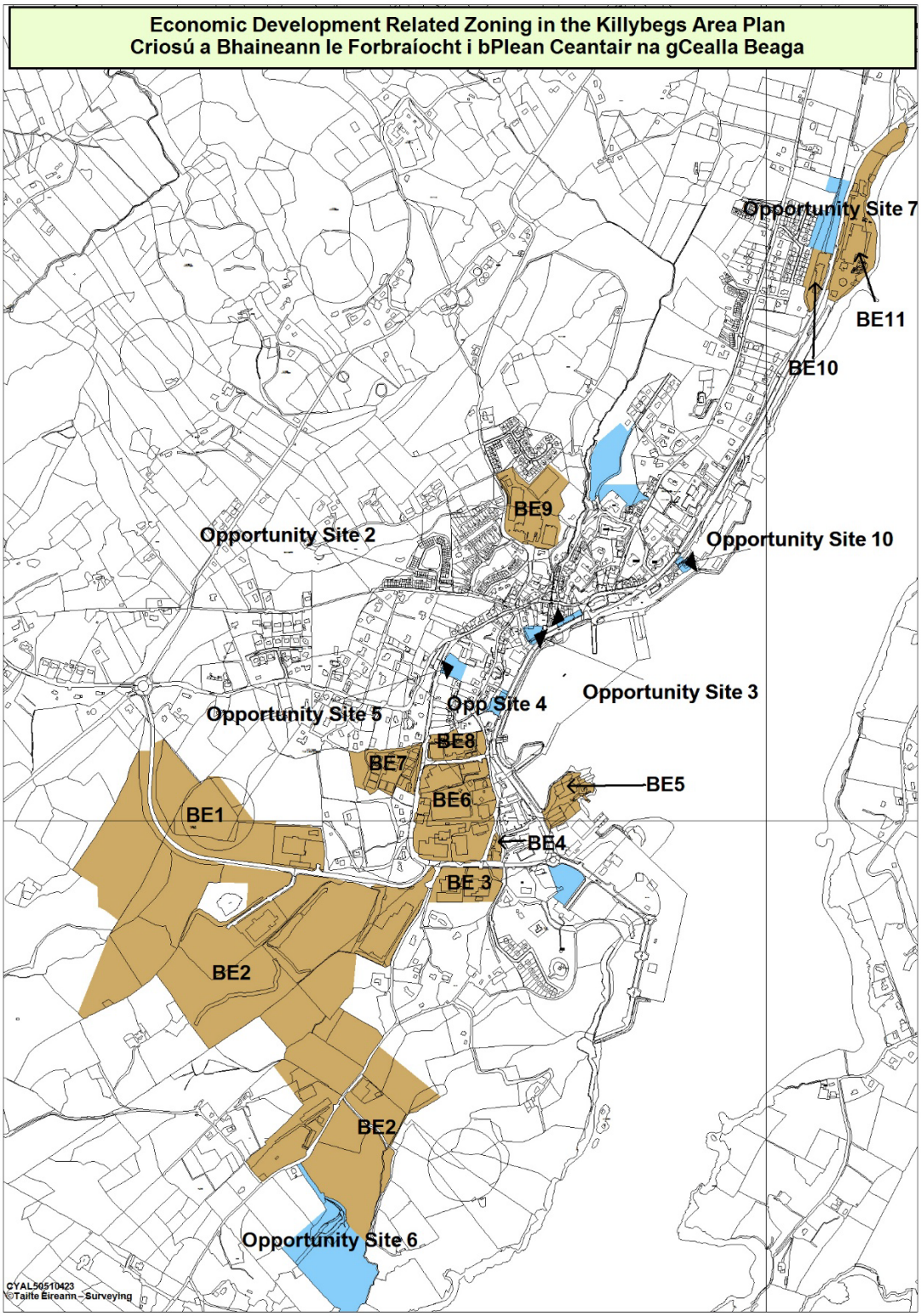
Footnote:
This infrastructural analysis includes New Residential Phase 2 which sites have not been identified for immediate residential development as other more optimal sites (in terms of key planning criteria) were selected to deliver the Core Strategy housing target.

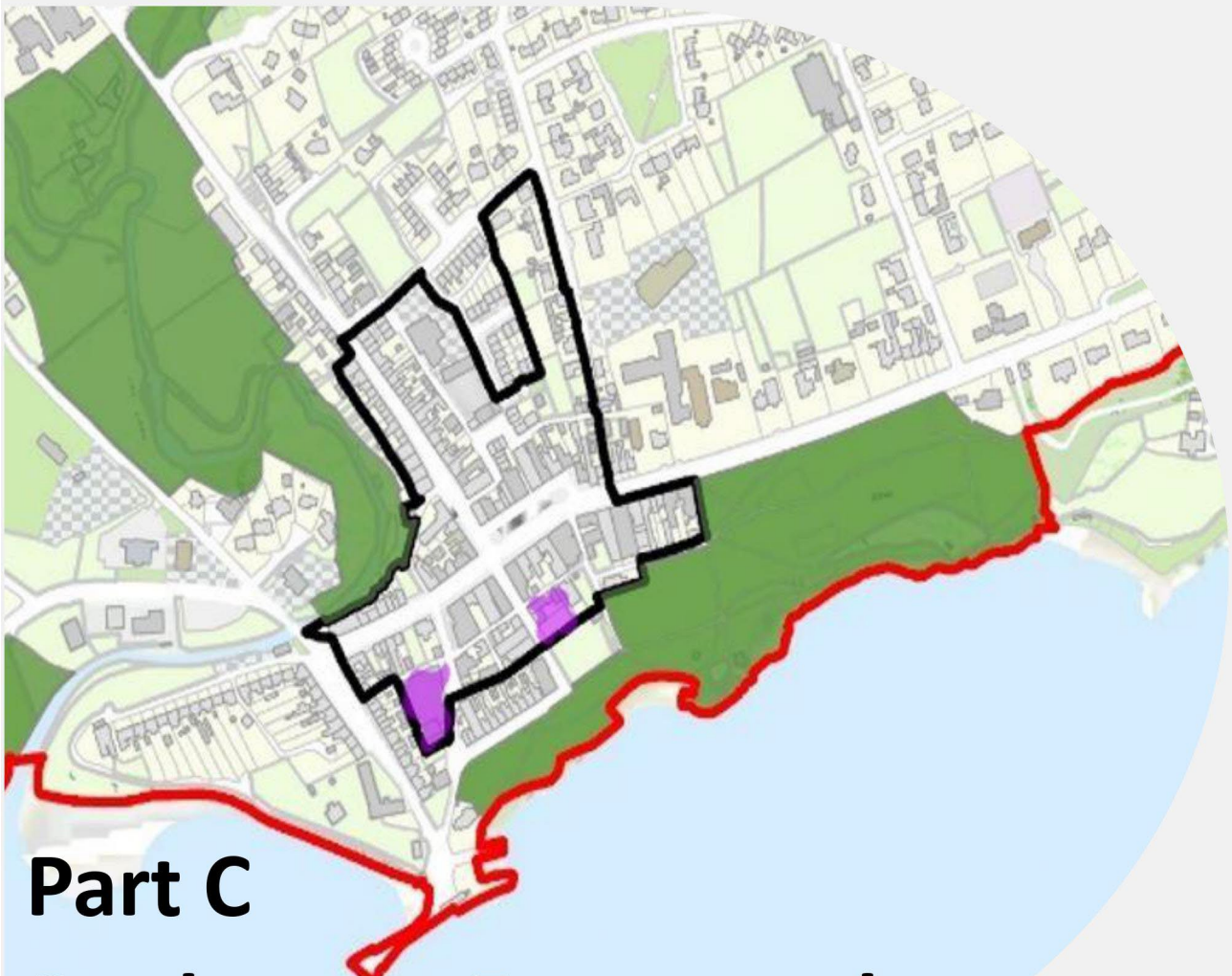
1. Depending on scale of development realised local network upgrades and/or extensions may be required.
2. Extensions to existing network will be required.

Table 26.3: Economic Development Zonings Summary Infrastructural Assessment Matrix
The table below contains a summary assessment of the suitability of zoned lands for economic development.

Economic Development Land at An Killybegs			**Infrastructural Assessment**				
Site Code	**Developed (ha)**	**Undeveloped (ha)**	Wastewater	Water Supply	Roads	Footpaths	Lighting
BE1	1.562	6.445	X	✓	✓	✓	✓
BE2	28.77	22.02	X	✓	✓	✓	✓
BE3	1.708		✓	✓	✓	✓	✓
BE4	0.2093		✓	✓	✓	✓	✓
BE5	1.225		✓	✓	✓	✓	✓
BE6	5.357		✓	✓	✓	✓	✓
BE7	2.116		✓	✓	✓	✓	✓
BE8	1.094		✓	✓	✓	✓	X
BE9	3.032		✓	✓	✓	✓	✓
BE10	0.7466		✓	✓	✓	✓	✓
BE11	3.465		X	✓	✓	✓	X
OppSite2	0.1345		✓	✓	✓	✓	✓
OppSite3	0.2162		✓	✓	✓	✓	✓
Opp Site 4		0.2257	X	X	✓	X	✓
Opp Site 5		0.3157	✓	✓	✓	X	X
OppSite7		1.517	X	X	✓	X	X
Opp site 10	0.1428		✓	✓	✓	✓	✓
TOTAL	**49.6356**	**30.5234**					

Map 26.2: Location of Economic Development Zonings Referenced Above





Part C
Settlement Frameworks

PART C

Chapter 27 – Settlement Frameworks

27.1 Introduction

The purpose of this Chapter is to set out spatial planning frameworks and associated land use zoning objectives to guide development within the 53 no. Settlement Frameworks identified in the Settlement Strategy in the Core Strategy, Chapter 3 of this Plan. These frameworks are listed alphabetically within their Municipal Districts (with their associated map numbers) in Table 21.1 below.

The Settlement frameworks are designed to be sufficiently detailed and/or geographically specific to successfully manage the overall pattern and type of development in these town and village locations.

The Settlement strategy has identified 5 Settlement hierarchies which seek to approach the urban structure in a balanced and proportionate manner. All 53 Settlement frameworks are spread across the Service Towns and Rural Settlement layers of the hierarchy which is set out below:

- **Regional Growth Driver** - Letterkenny
- **County Growth Drivers** – Buncrana, Ballybofey/Stranorlar, Donegal Town, Killybegs, An Clochan Liath.
- **Service Towns** – Lifford, Carndonagh, Ballyshannon, Bundoran, Raphoe, Bunbeg-Derrybeg, Milford.
- **Rural Settlements** – Gaeltacht, Border & WAW Settlements, Satellite towns and Rural settlements with a focus on Regeneration.
- **Open Countryside** .

and to achieve the following planning objectives:

- Create compact urban forms, protect the rural character of adjoining rural areas, and delineate the geographical extent of urban and rural policies of this Plan by setting an outer development envelope/boundary for each settlement.
- Ensure that new residential development is located in close proximity to local services, infrastructure and amenities and takes place in a sequential manner outwards from the settlement core.
- Create vibrant, consolidated, and accessible town centres which are the core of retail, commercial, cultural and community life within the settlements.
- Provide an adequate level of recreational and environmental amenity by protecting existing open/green spaces, reserving sufficient land for amenity purposes and protecting pedestrian linkages.
- Reserve sufficient land for educational, community and tourism purposes in appropriate locations.
- Protect specific development opportunities through the designation of opportunity sites.
- Provide for future road development by protecting infrastructural corridors.

To this end the Settlement Frameworks identify settlement envelopes, town centre boundaries, and land for inter alia residential, amenity, opportunity sites, community & education facilities,

regeneration opportunities and TEN-T Priority Route Improvement Project, Donegal and the latter is in the case of Lifford only.

In addition the Settlement Framework also consist of lands that, although not specified as being for a particular use, can be used for a variety of purposes such as community, educational, recreational, health and employment on a case by case basis and will thus help to achieve the abovementioned planning objectives.

The Settlement Frameworks are not designed to be exhaustive in the presentation of all the relevant matters that may be considered in the determining of a planning application, as further issues may evolve over time or may be pertinent in certain site-specific cases.

Table 27.1 List of Settlement Frameworks.

MAP NUMBER	SETTLEMENT
DONEGAL MD	
27.1	**AN CHARRAIG (CARRICK)**
27.2	**BALLINTRA**
27.3	**BRUCKLESS**
27.4	**CILL CHARTAIGH (KILCAR)**
27.5	**DUNKINEELY**
27.6	**FROSSES**
27.7	**GLEANN CHOLM CILLE (GLENCOLMCILLE)**
27.8	**LAGHY**
27.9	**MOUNTCHARLES**
27.10	**PETTIGO**
27.11	**ROSSNOWLAGH**
GLENTIES MD	
27.12	**AILT AN CHORRÁIN (BURTONPORT)**
27.13	**ANAGAIRE (ANNAGRY)**
27.14	**AN BUN BEG/DOIRÍ BEAGA (BUNBEG-DERRYBEG)**
27.15	**AN DÚCHORAIDH (DOOCHARY)**
27.16	**AN FÁL CARRACH (FALCARRAGH)**
27.17	**ARDARA**
27.18	**BAILE NA FINNE (FINTOWN)**
27.19	**CREESLOUGH**
27.20	**DUNFANAGHY**

27.21	**GLENTIES**
27.22	**GORT AN CHOIRCE (GORTAHORK)**
27.23	**LOCH AN IÚIR (LOUGHANURE)**
27.24	**PORTNABLAGH**
INISHOWEN MD	
27.25	**BALLYLIFFEN**
27.26	**BURNFOOT**
27.27	**CARRIGANS**
27.28	**CLONMANY**
27.29	**CULDAFF**
27.30	**FAHAN**
21.31	**GLENEELY**
27.32	**GREENCASTLE**
27.33	**KILLEA**
27.34	**MALIN**
27.35	**MANORCUNNINGHAM (Errata Letterkenny/Milford MD)**
27.36	**MOVILLE**
27.37	**MUFF**
27.38	**NEWTOWNCUNNINGHAM**
27.39	**QUIGLEYS POINT**
LETTERKENNY /MILFORD MD.	
27.40	**CARRAIG AIRT (Carrigart)**
27.41	**KERRYKEEL**
27.42	**KILMACRENAN**
27.43	**MILFORD**
27.44	**NA DÚNAIBH**
27.45	**PORTSALON**
27.46	**RAMELTON**
27.47	**RATHMULLAN**
LIFFORD/STRANORLAR MD.	
27.48	**CASTLEFIN**
27.49	**CONVOY**

27.50	**DRUMKEEN**
27.51	**KILLYGORDON**
27.52	**LIFFORD**
27.53	**RAPHOE**
27.54	**ST JOHNSON**

Land Use Zoning Objectives.

The zoning objectives set out in Table 27.2 below relate to land within the Settlement Framework boundaries and should be read in conjunction with the wider policies contained in Part A of this Development Plan.

On zoned lands within the Settlement Frameworks, applications may be granted where the Planning Authority considers that the proposed use or development would comply with the zoning objective of the area and would otherwise comply with the policies of the Plan and would be in accordance with the proper planning and sustainable development of the area.

Table 27.2: Land Use Zoning Objectives relating to Settlement Frameworks.

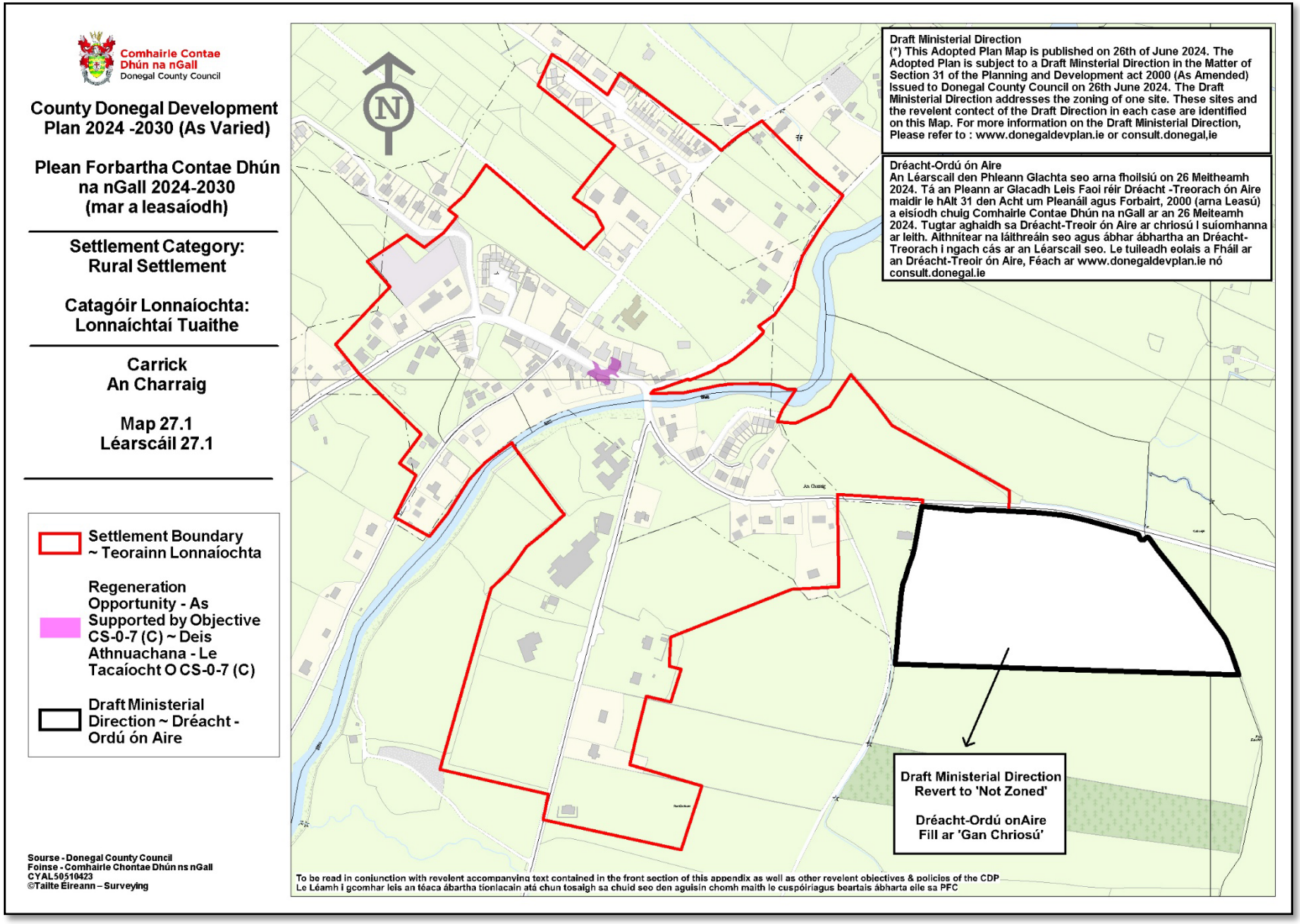
LAND USE ZONE	OBJECTIVE
Amenity	To reserve and enhance land for formal and informal amenity and open space purposes, and to make provision for new recreation, leisure and community facilities
Opportunity Sites	To provide for specific development opportunities that are appropriate in terms of mix of use and compatibility with the wider area whilst recognising features of importance that are specific to the site
Town Centre	To sustain and strengthen the core of towns as the centres for commercial, retail, cultural and community life.
Community & Education (Applies to Milford only).	To reserve land for community and institutional, cultural, recreational, healthcare, and amenity purposes.
TEN-T PRIPD/Amenity (Applies to Lifford only).	To reserve and enhance land for formal and informal amenity and open space purposes, to make provision for new recreation, leisure and community facilities and to provide for the development of the TEN-T Priority Route Improvement Project, Donegal.

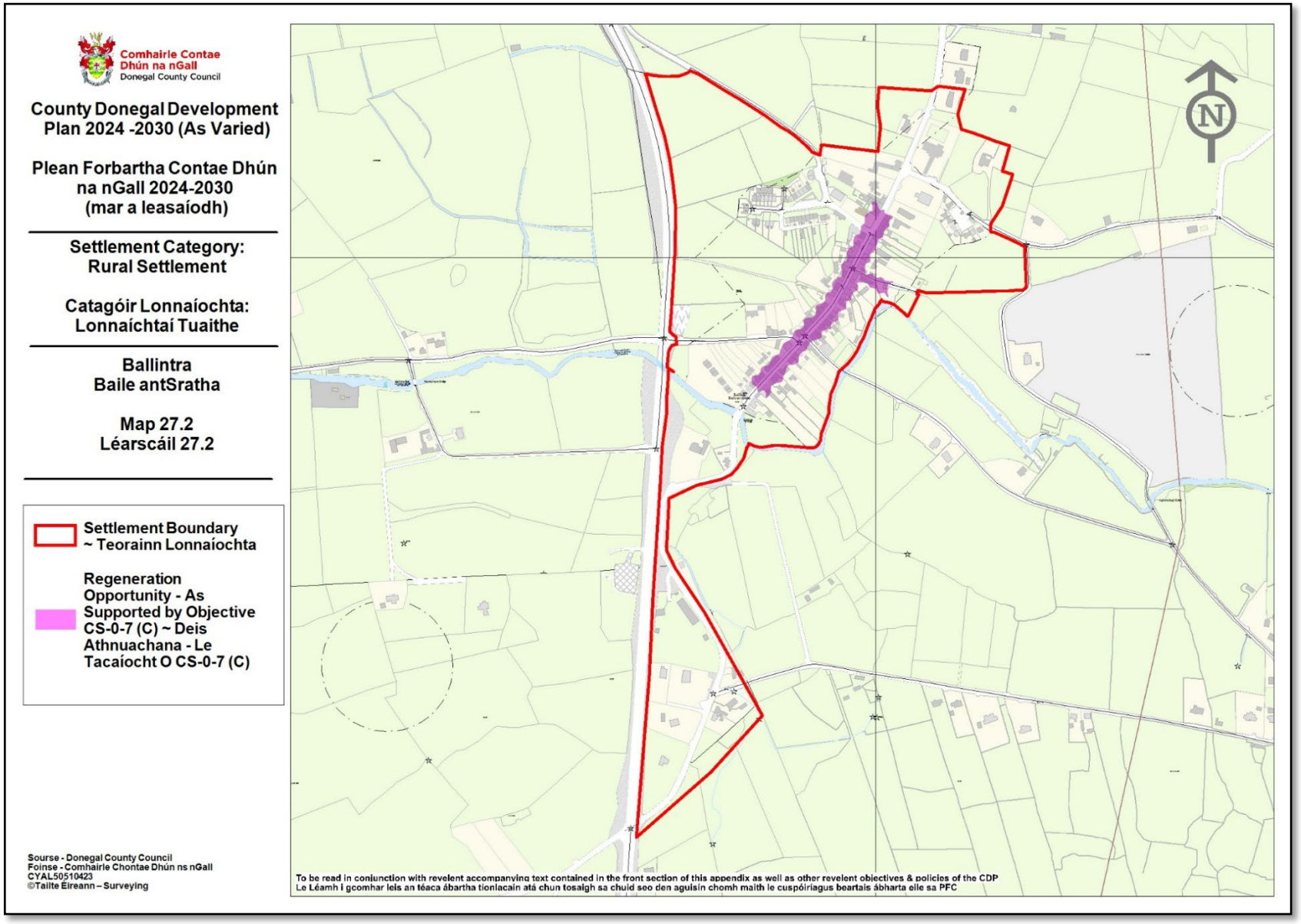
Land Use Zoning Policy Relating to Settlement Frameworks.

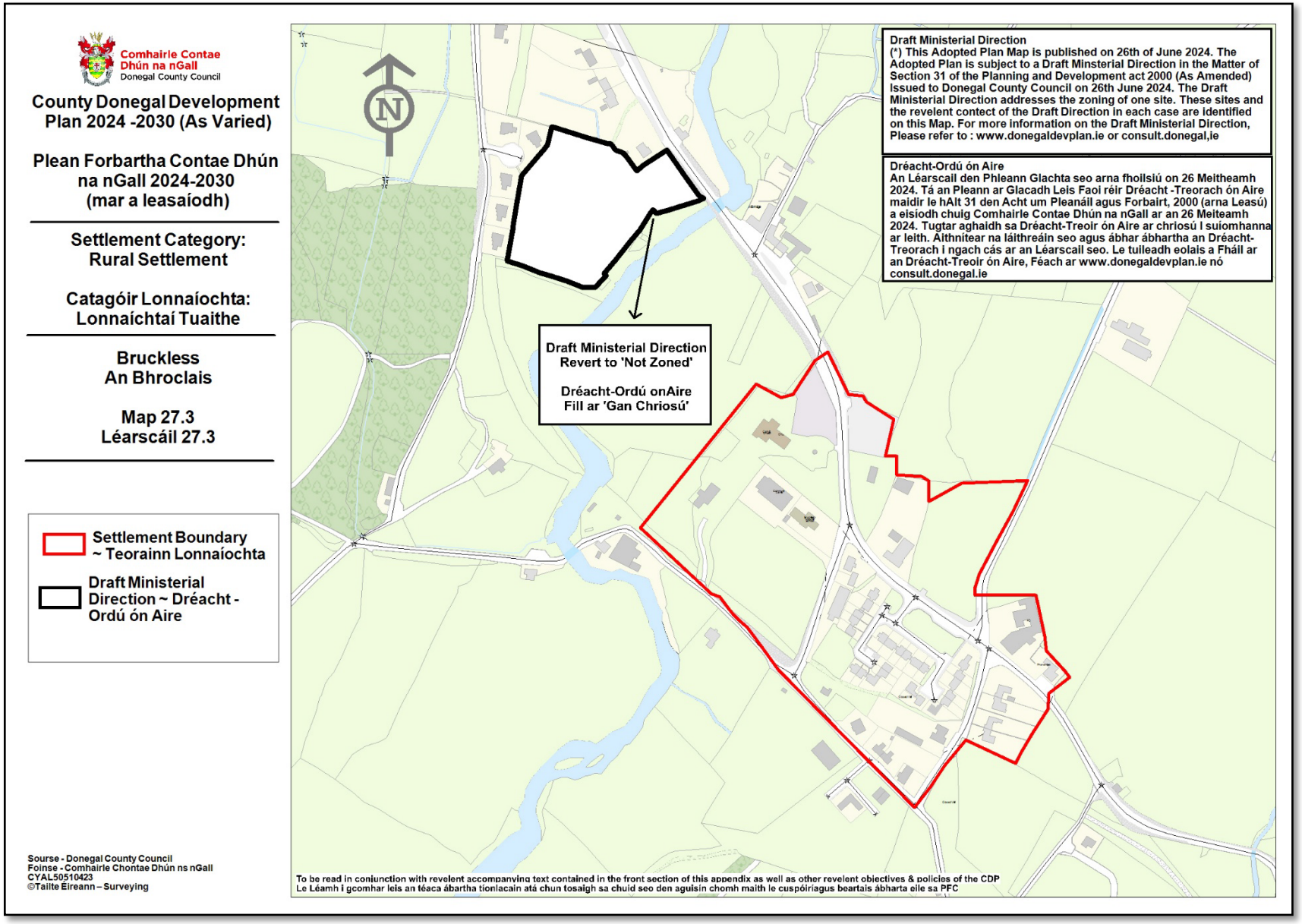
Policy LIFF-OPP-1:	It is a policy of the Council to only consider 'water compatible' development within Flood Zone A on the Opportunity Site at The Common, Lifford.
SF-P-1 [CC]	Within flood risk areas identified within settlement frameworks, only the following developments will be considered: **Areas of established development, including those parts of the Ballintra, Kilcar,** | **New (currently undeveloped) areas.**

	Pettigo, Burtonport, Dunfanaghy and Glenties, and Rathmullan Regeneration Opportunities, Minor development only (e.g. small extensions to houses, and most changes of use of existing buildings and or extensions and additions to existing commercial and industrial enterprises, unless they obstruct important flow paths, introduce a significant additional number of people into flood risk areas or entail the storage of hazardous substance); and Such applications shall be accompanied by a commensurate assessment of the risks of flooding to demonstrate that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities. Such proposals shall follow best practice in the management of health and safety for users and residents of the proposal.	Water compatible uses only as per Section 5.28 of the '*Planning System and Flood Risk Guidelines'* (DEHLG and OPW, Nov. 2009).
	Flood risk areas may be viewed at the following link: Settlement Frameworks with High-End Future Flooding Scenario Analysis (arcgis.com)	
SF-P-2	To guide development of all settlement frameworks including Lifford, Raphoe, Bunbeg-Derrybeg and Milford in a sequential manner, outwards from the core area in order to maximise the utility of existing and future infrastructure provision, promote the achievement of sustainability, avoid leap-frogging' to more edge-of-centre and edge-of-town areas and to make better use of under-utilised land. This policy shall not apply to small scale business enterprises (excluding retail development) of circa 1 to 5 employees.	
SF-P-3	To facilitate the sustainable provision of a hotel and marina leisure tourism development at Fahan Marina and its environs. In general, standalone holiday homes will not be supported.	
(This policy is the subject of Draft Ministerial Direction - for more information refer to www.donegaldevplan.ie or consult.donegal.ie.)		
RAM-P-1	Ensure that any development occurring within the area referenced R1 in the settlement framework map for Ramelton: a. Preserves the special character and sense of place of the host Ramelton Architectural Conservation Area. b. Provides vehicular/footpath access solely via the R249 to the north and a separate additional active travel only linkage along the 'Green Lane' to the south as far as the existing footpath in Ramelton village. c. Does not materially harm/affect the character of RPS 4080014, provides for the sensitive heritage led regeneration of said structure, preserves the visual setting of said structure and provides a substantial setback and appropriate screening between it and any new development.	

MOV-P-1	It is a policy of the Council to consider proposals for development of the site referenced M1 in the settlement framework map for Moville that provide for: a. A small hydro facility at the existing dam on the River Bredagh; and b. Ecotourism, including the provision of sustainable glamping and camping, compatible with the natural riverine habitat and cognisant of adjacent lands zoned for 'Amenity' purposes. Applications submitted for development of this site shall be accompanied by a flood risk assessment.


Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Carrick
An Charraig
Map 27.1
Léarscáil 27.1
Settlement Boundary ~ Teorainn Lonnaíochta
Regeneration Opportunity - As Supported by Objective CS-0-7 (C) ~ Deis Athnuachana - Le Tacaíocht O CS-0-7 (C)
Draft Ministerial Direction ~ Dréacht - Ordú ón Aire
Draft Ministerial Direction
(*) This Adopted Plan Map is published on 26th of June 2024. The Adopted Plan is subject to a Draft Minsterial Direction in the Matter of Section 31 of the Planning and Development act 2000 (As Amended) issued to Donegal County Council on 26th June 2024. The Draft Ministerial Direction addresses the zoning of one site. These sites and the revelent contect of the Draft Direction in each case are identified on this Map. For more information on the Draft Ministerial Direction, Please refer to : www.donegaldevplan.ie or consult.donegal,ie
Dréacht-Ordú ón Aire
An Léarscail den Phleann Glachta seo arna fhoilsiú on 26 Meitheamh 2024. Tá an Pleann ar Glacadh Leis Faoi réir Dréacht -Treorach ón Aire maidir le hAlt 31 den Acht um Pleanáil agus Forbairt, 2000 (arna Leasú) a eisíodh chuig Comhairle Contae Dhún na nGall ar an 26 Meiteamh 2024. Tugtar aghaidh sa Dréacht-Treoir ón Aire ar chriosú I suíomhanna ar leith. Aithnítear na láithreáin seo agus ábhar ábhartha an Dréacht-Treorach i ngach cás ar an Léarscail seo. Le tuileadh eolais a Fháil ar an Dréacht-Treoir ón Aire, Féach ar www.donegaldevplan.ie nó consult.donegal.ie
Draft Ministerial Direction Revert to 'Not Zoned'
Dréacht-Ordú onAire Fill ar 'Gan Chriosú'
Sourse - Donegal County Council
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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Ballintra
Baile antSratha
Map 27.2
Léarscáil 27.2
Settlement Boundary ~ Teorainn Lonnaíochta
Regeneration Opportunity - As Supported by Objective CS-0-7 (C) ~ Deis Athnuachana - Le Tacaíocht O CS-0-7 (C)
N
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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Bruckless
An Bhroclais
Map 27.3
Léarscáil 27.3
Settlement Boundary ~ Teorainn Lonnaíochta
Draft Ministerial Direction ~ Dréacht - Ordú ón Aire
Draft Ministerial Direction
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Draft Ministerial Direction
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Dréacht-Ordú onAire
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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

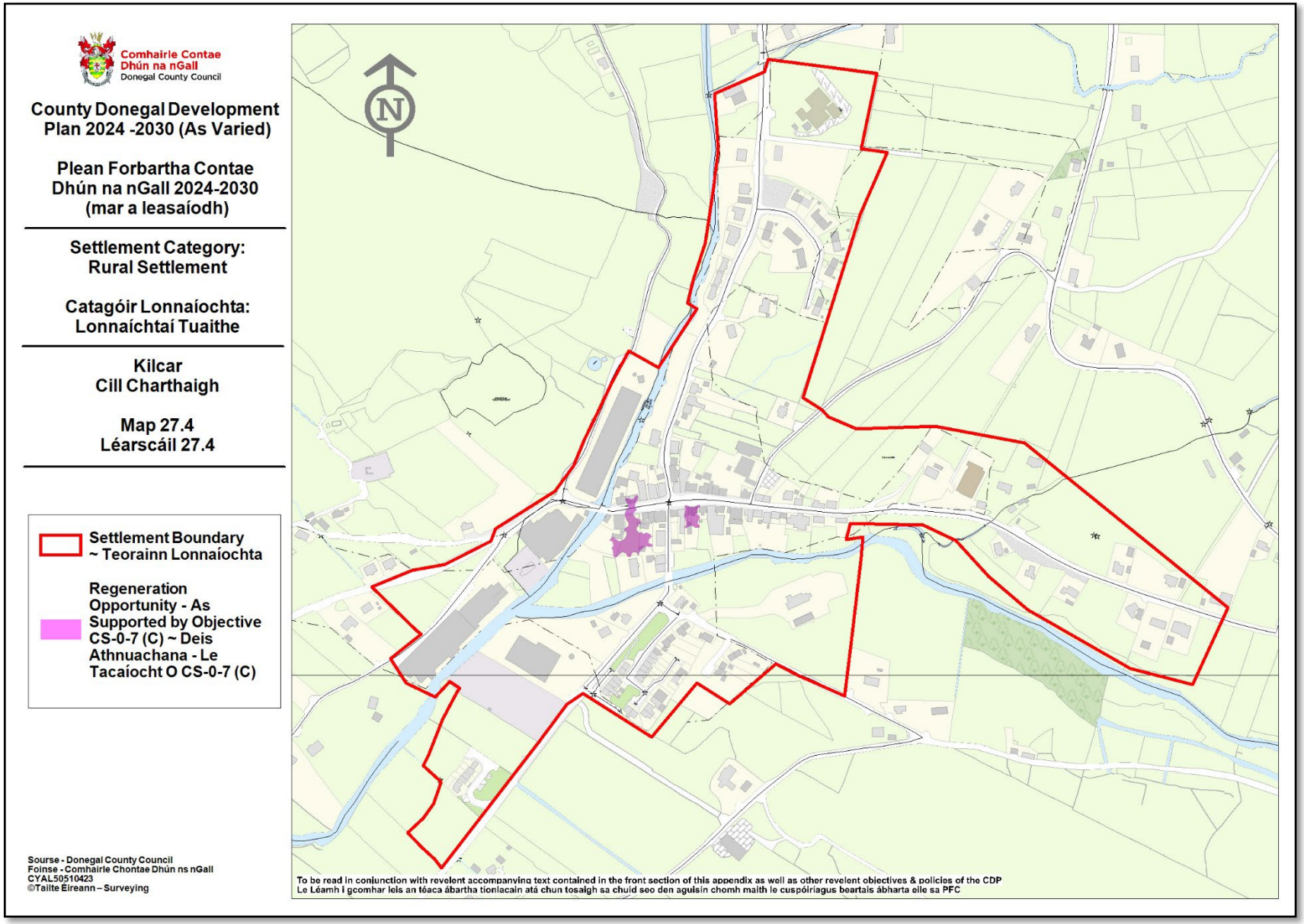
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

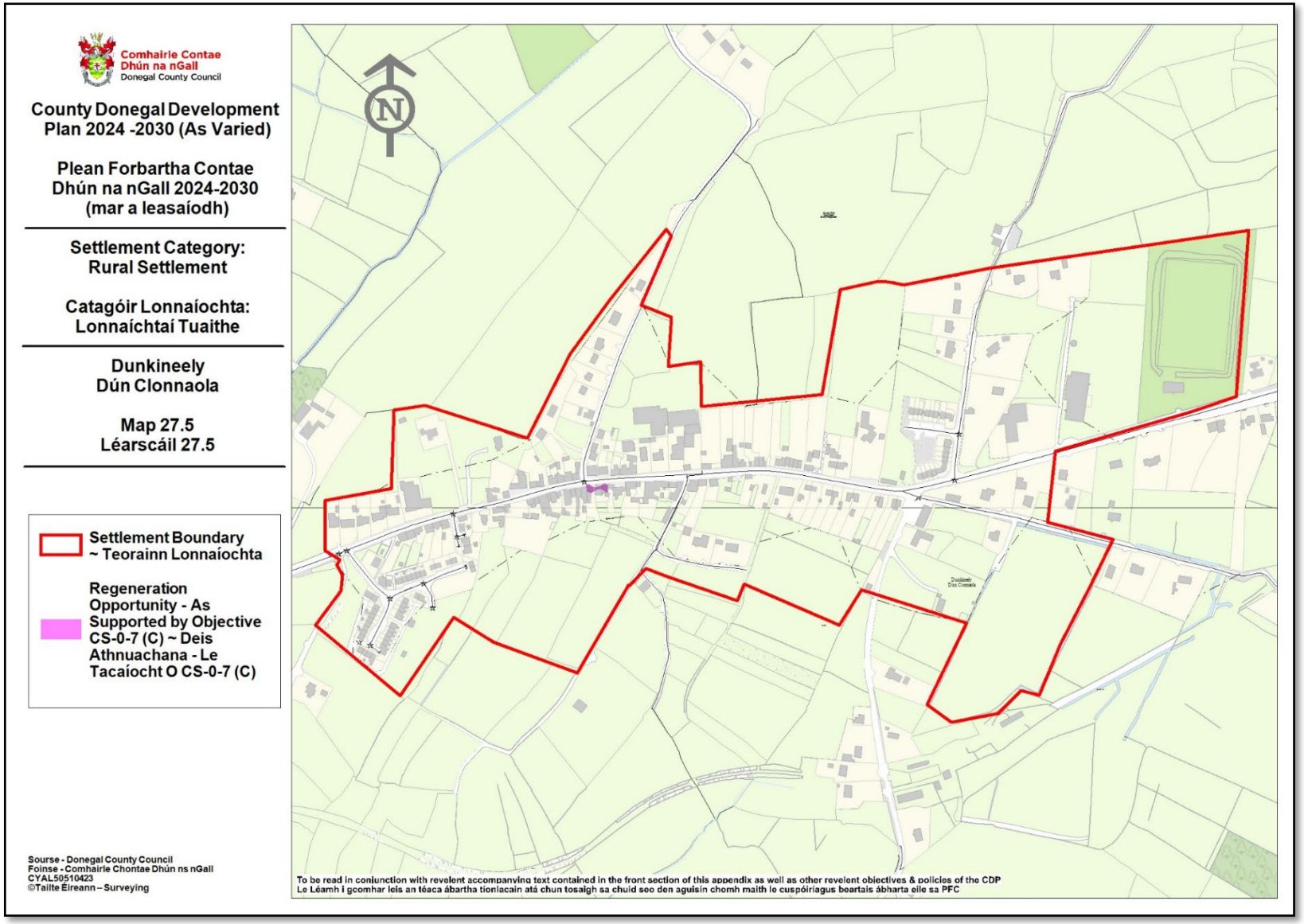
Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

Kilcar
Cill Charthaigh

Map 27.4
Léarscáil 27.4




Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Dunkineely
Dún Clonnaola
Map 27.5
Léarscáil 27.5
Settlement Boundary ~ Teorainn Lonnaíochta
Regeneration Opportunity - As Supported by Objective CS-0-7 (C) ~ Deis Athnuachana - Le Tacaíocht O CS-0-7 (C)
N
Sourse - Donegal County Council
Foinse - Comhairle Chontae Dhún ns nGall
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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

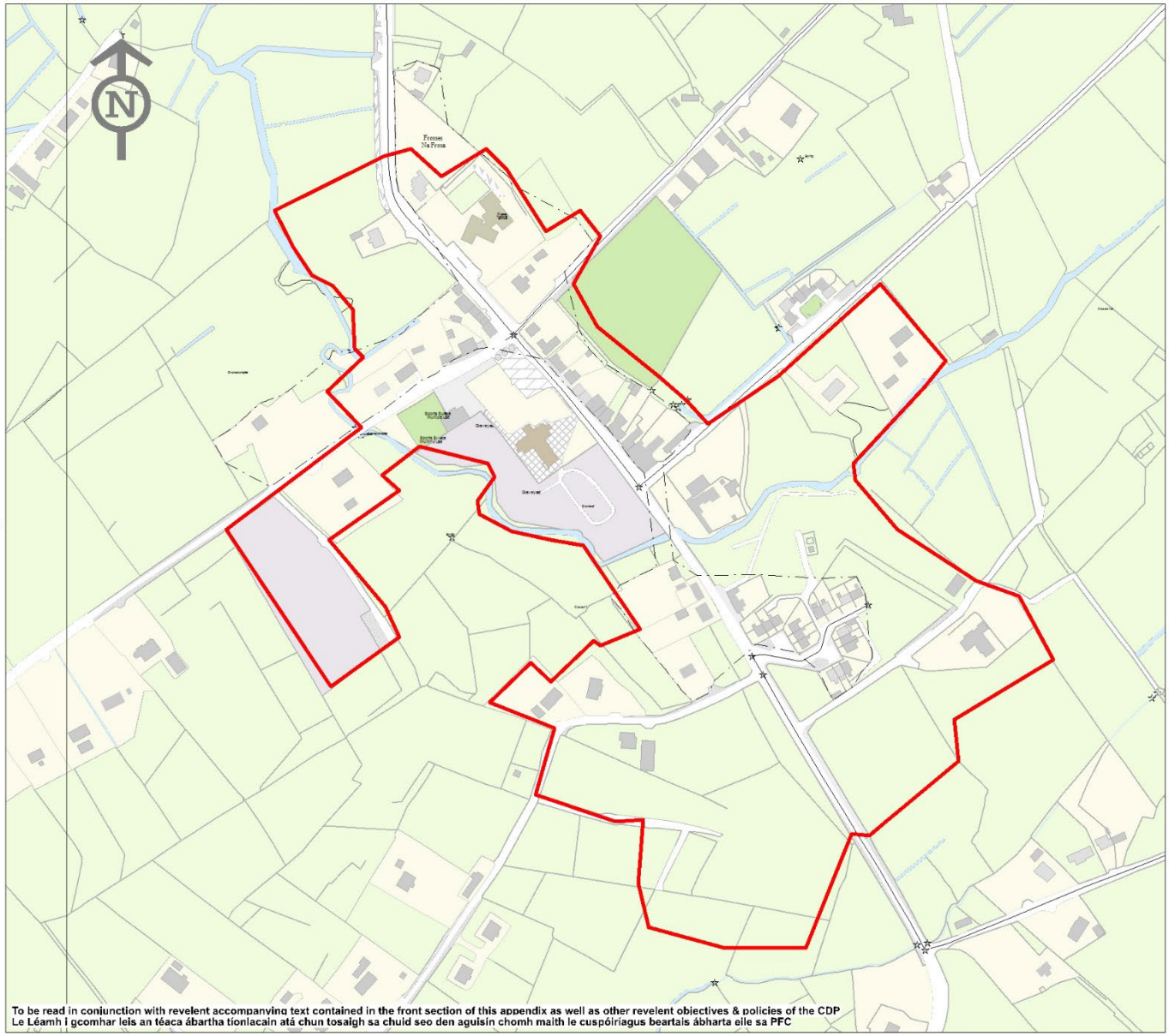
Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

Frosses
Na Frosa

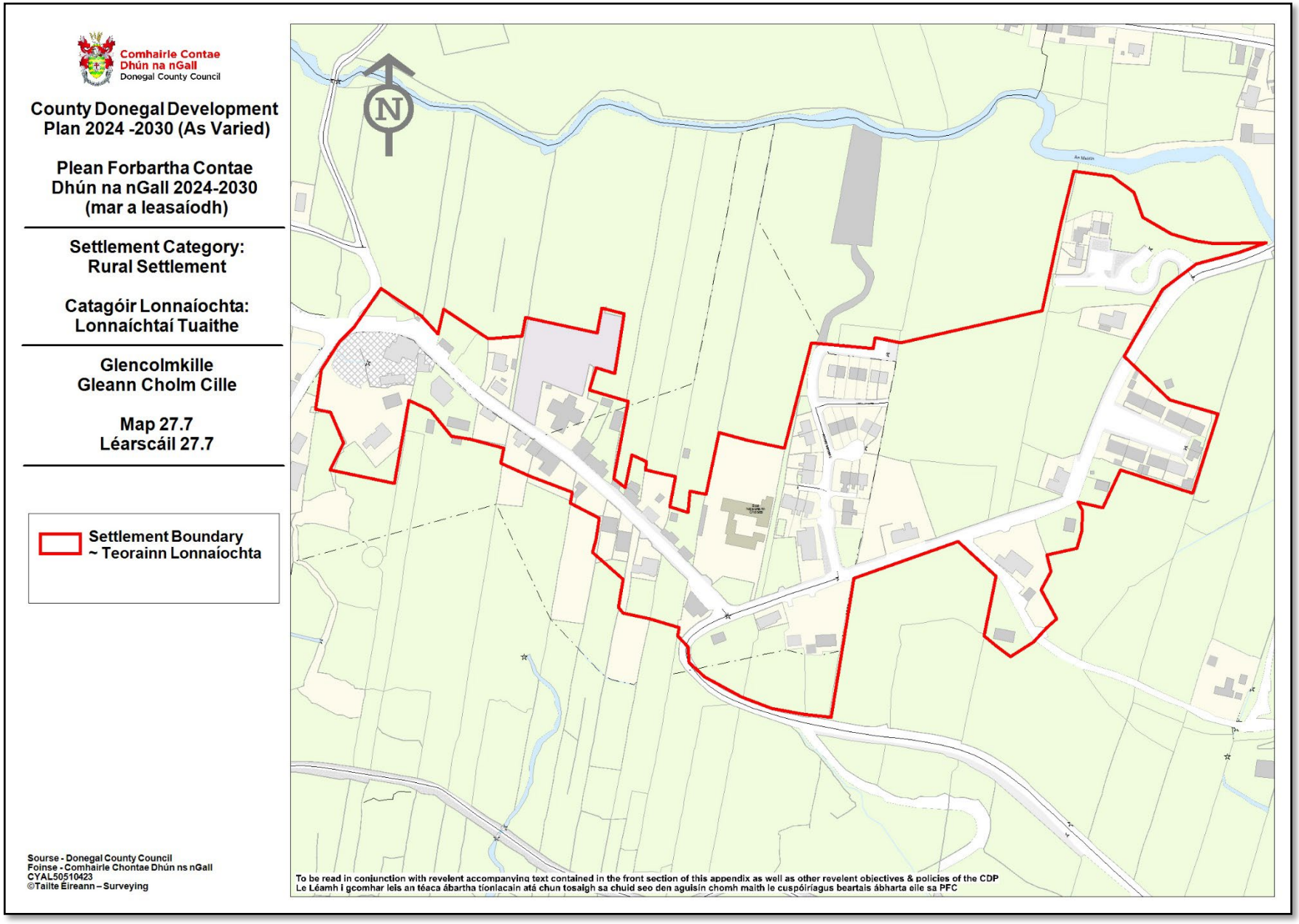
Map 27.6
Léarscáil 27.6

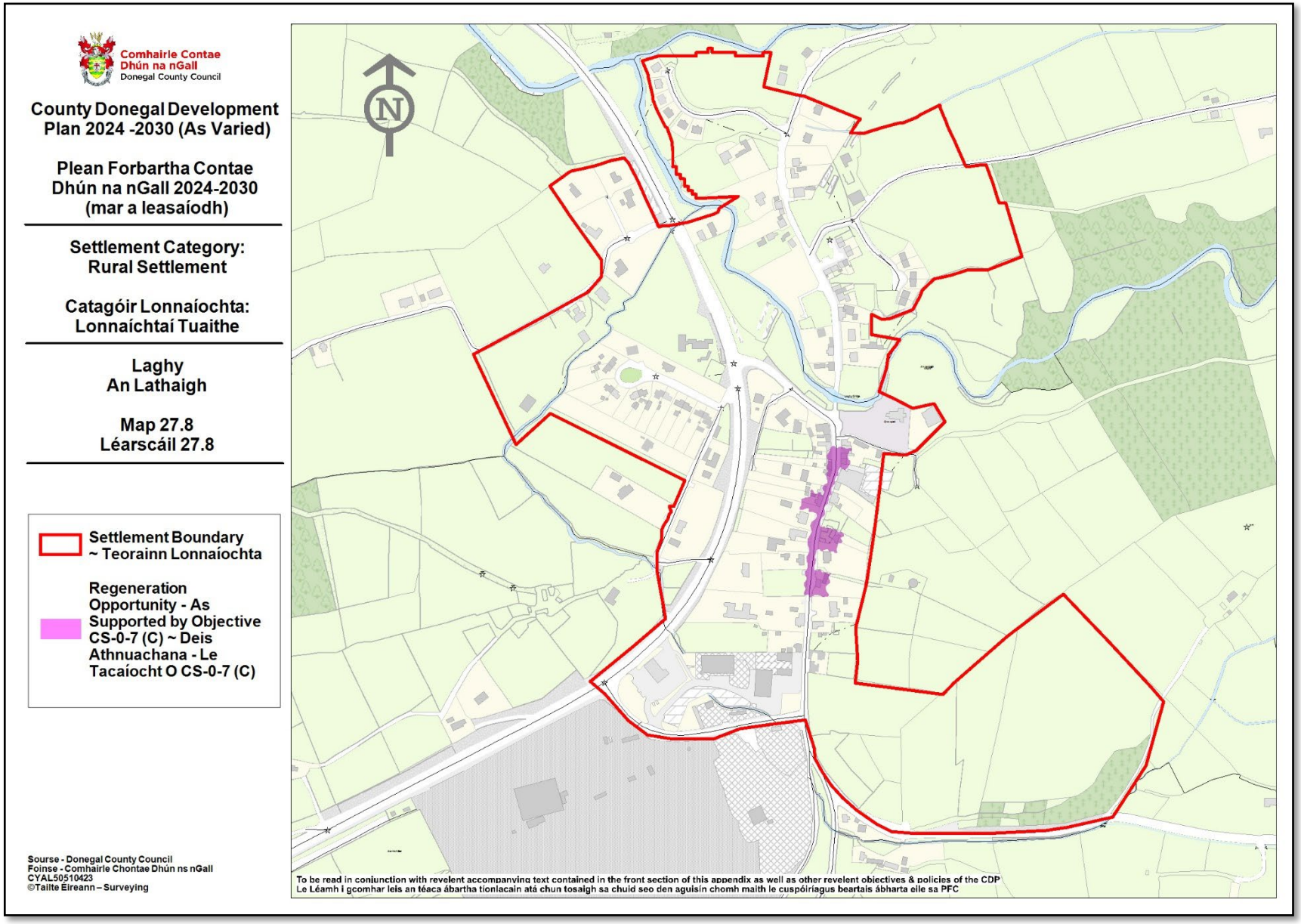
Settlement Boundary
~ Teorainn Lonnaíochta

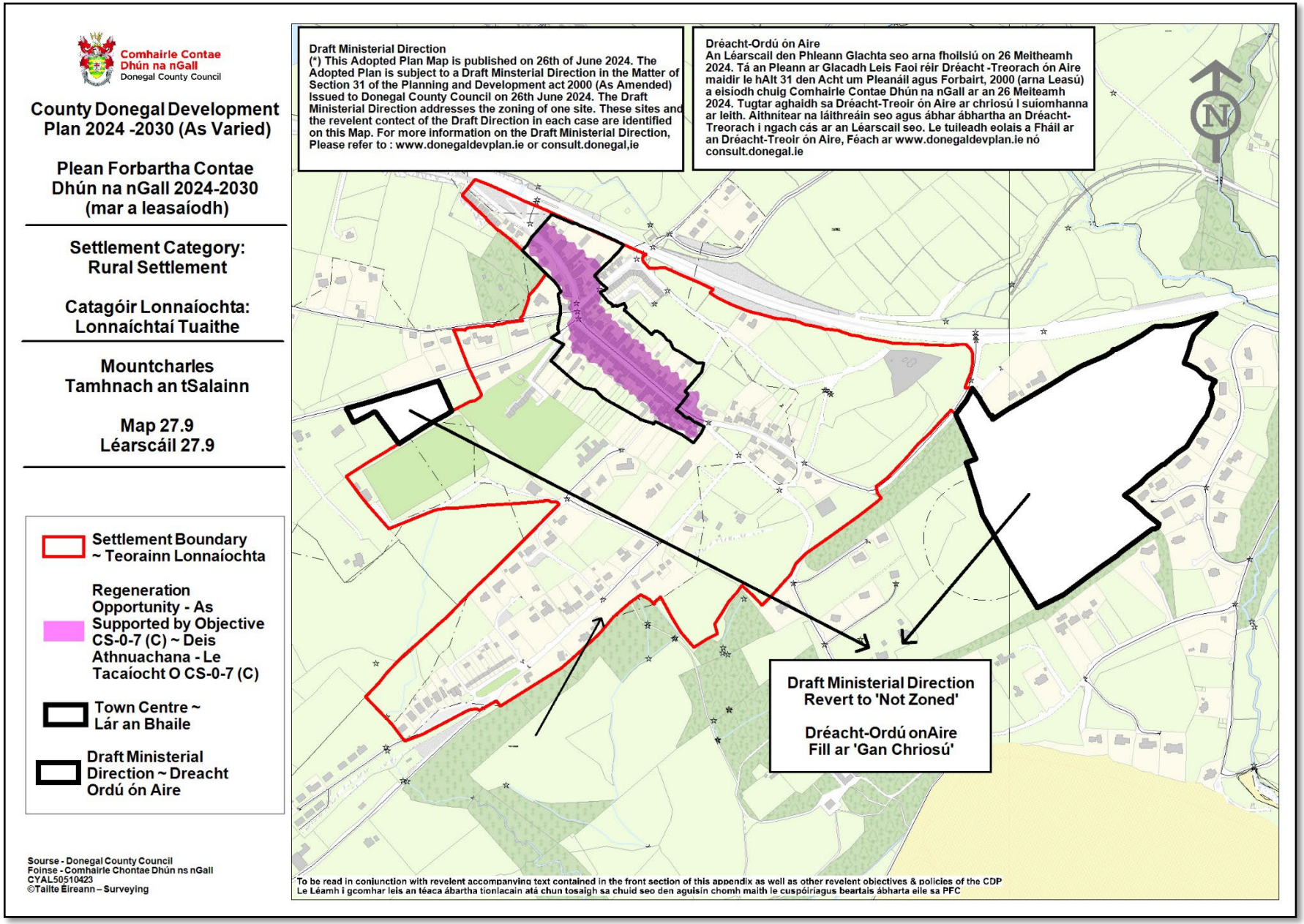


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Comhairle Contae
Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Glencolmkille
Gleann Cholm Cille
Map 27.7
Léarscáil 27.7
Settlement Boundary
~ Teorainn Lonnaíochta
N
Sourse - Donegal County Council
Foinse - Comhairle Chontae Dhún ns nGall
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Comhairle Contae
Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Laghy
An Lathaigh
Map 27.8
Léarscáil 27.8
Settlement Boundary ~ Teorainn Lonnaíochta
Regeneration Opportunity - As Supported by Objective CS-0-7 (C) ~ Deis Athnuachana - Le Tacaíocht O CS-0-7 (C)
N
Sourse - Donegal County Council
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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Mountcharles
Tamhnach an tSalainn
Map 27.9
Léarscáil 27.9
Settlement Boundary ~ Teorainn Lonnaíochta
Regeneration Opportunity - As Supported by Objective CS-0-7 (C) ~ Deis Athnuachana - Le Tacaíocht O CS-0-7 (C)
Town Centre ~ Lár an Bhaile
Draft Ministerial Direction ~ Dreacht Ordú ón Aire
Sourse - Donegal County Council
Foinse - Comhairle Chontae Dhún ns nGall
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N
Draft Ministerial Direction
Revert to 'Not Zoned'
Dréacht-Ordú onAire
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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

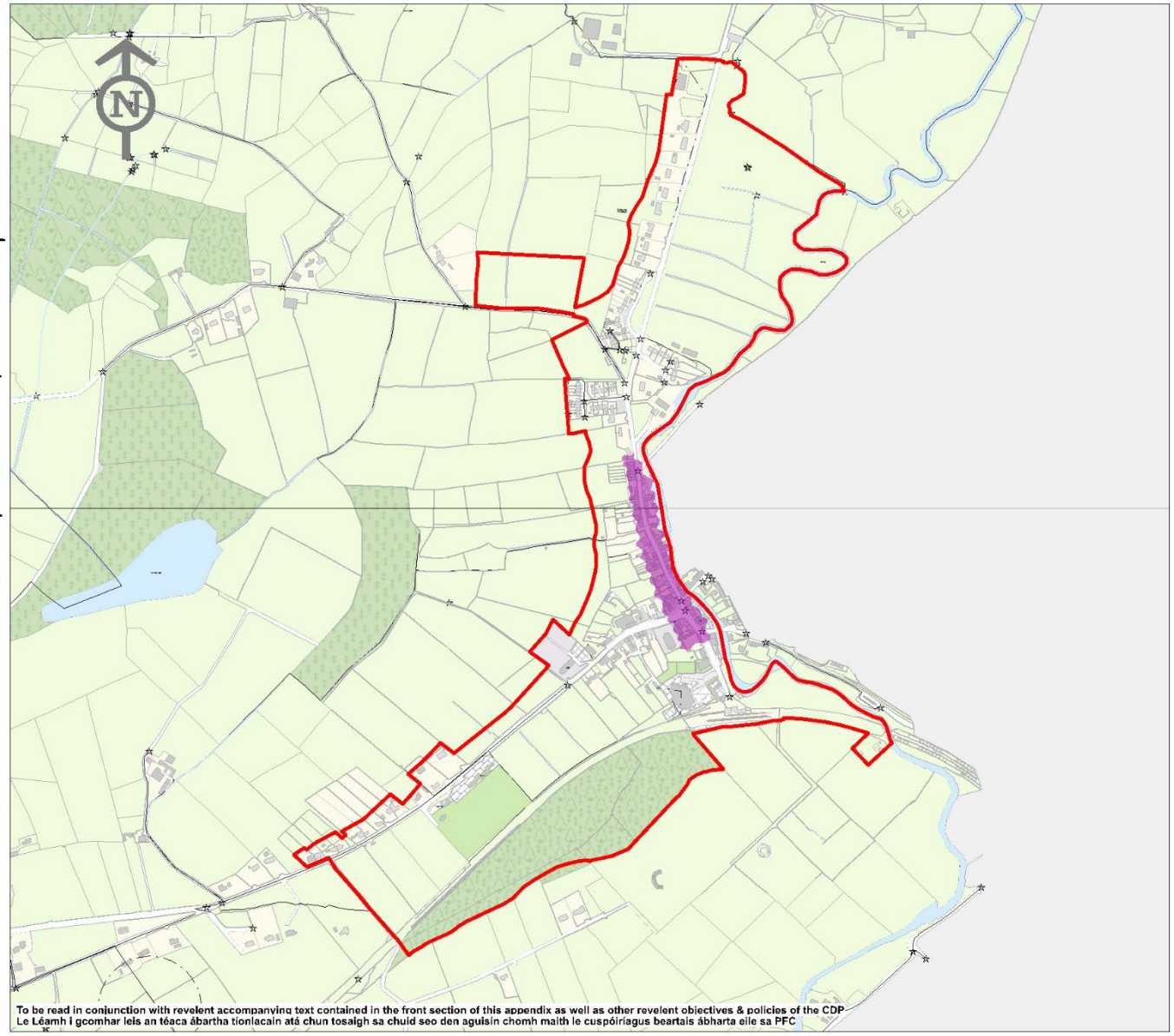
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

Pettigoe
Paiteagó

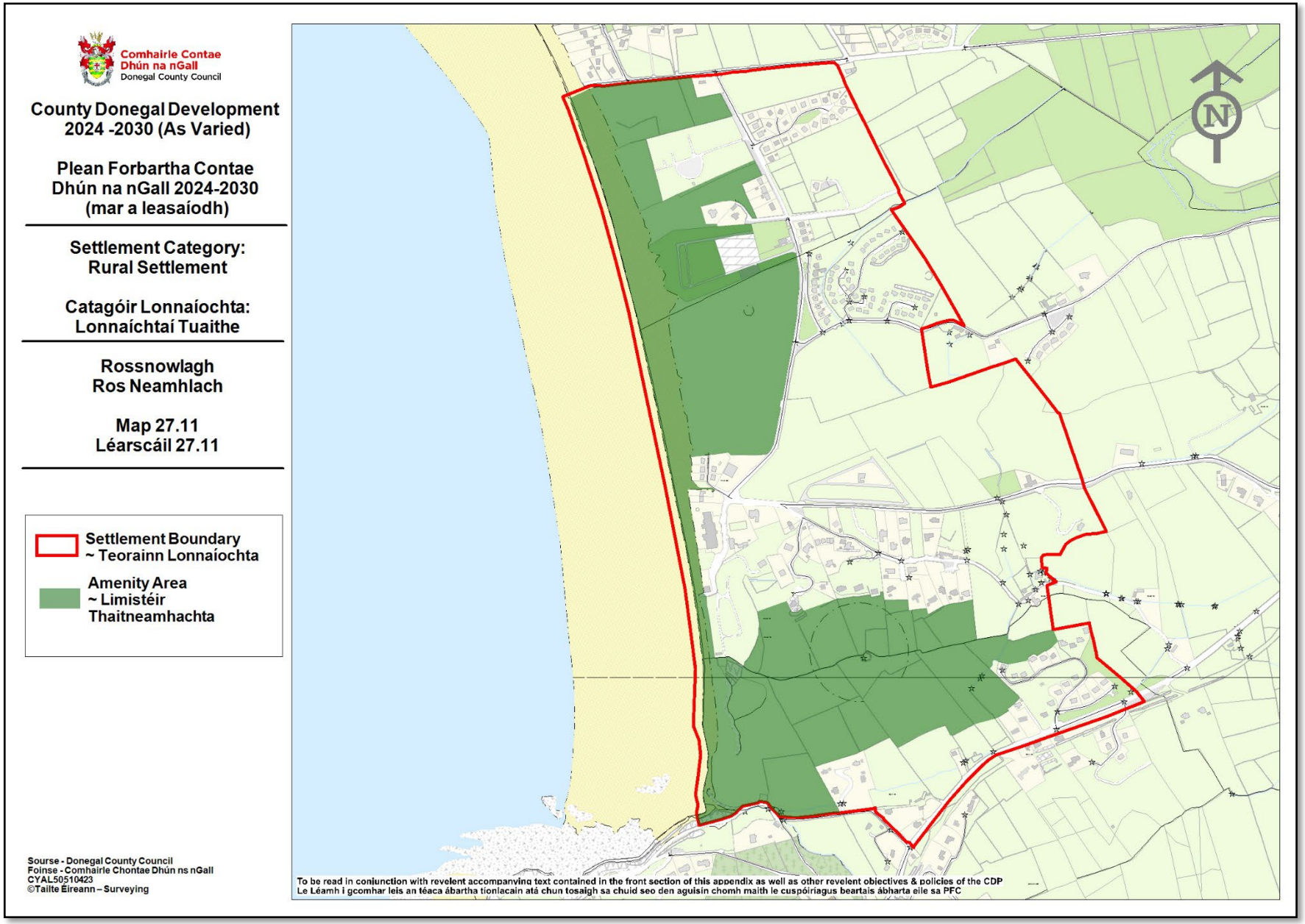
Map 27.10
Léarscáil 27.10

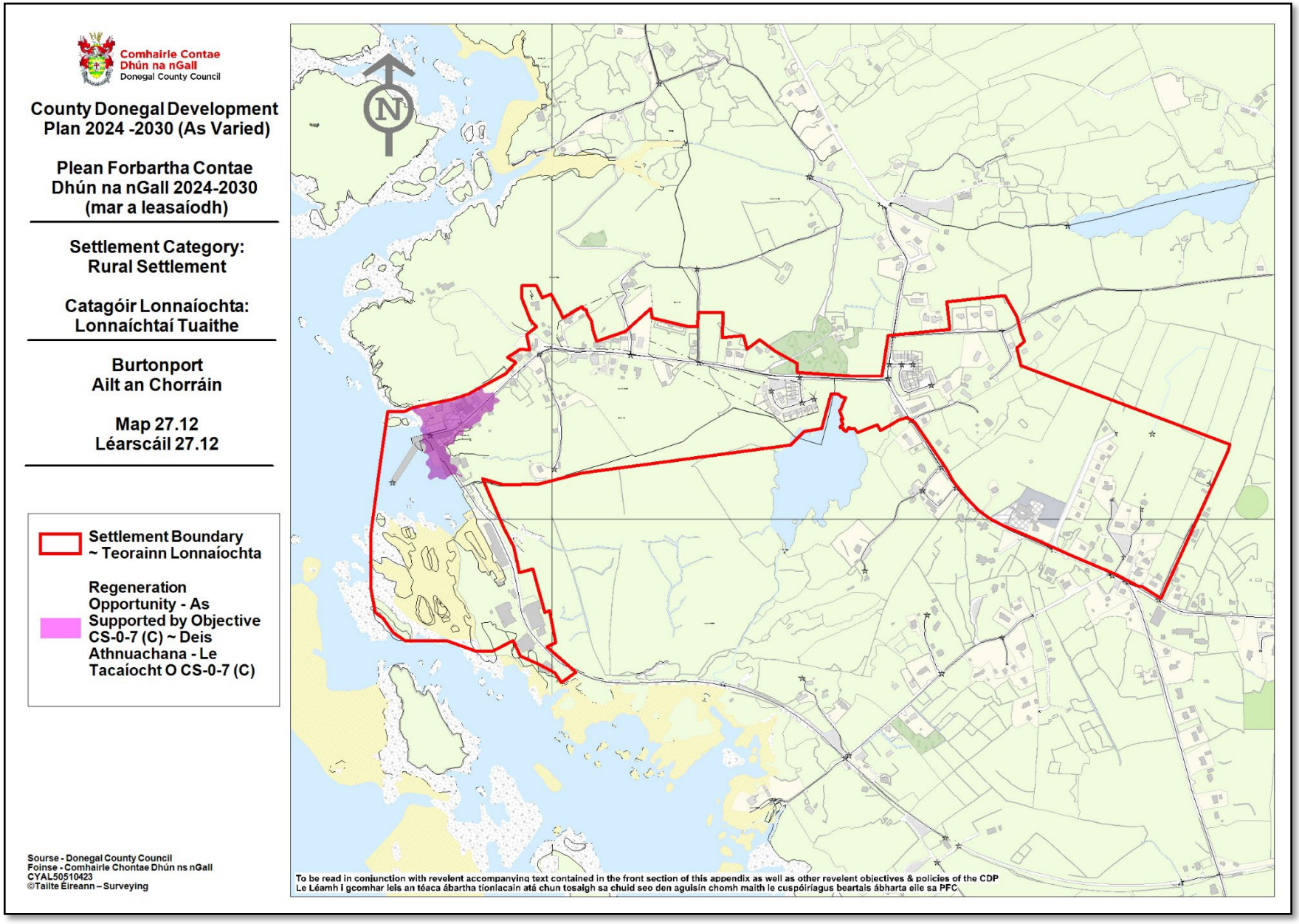


Settlement Boundary ~ Teorainn Lonnaíochta

Regeneration Opportunity - As Supported by Objective CS-0-7 (C) ~ Deis Athnuachana - Le Tacaíocht O CS-0-7 (C)

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Dhún na nGall
Donegal County Council
County Donegal Development
2024 -2030 (As Varied)
Plean Forbartha Contae
Dhún na nGall 2024-2030
(mar a leasaíodh)
Settlement Category:
Rural Settlement
Catagóir Lonnaíochta:
Lonnaíchtaí Tuaithe
Rossnowlagh
Ros Neamhlach
Map 27.11
Léarscáil 27.11
Settlement Boundary
~ Teorainn Lonnaíochta
Amenity Area
~ Limistéir
Thaitneamhachta
N
Sourse - Donegal County Council
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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Burtonport
Ailt an Chorráin
Map 27.12
Léarscáil 27.12
Settlement Boundary ~ Teorainn Lonnaíochta
Regeneration Opportunity - As Supported by Objective CS-0-7 (C) ~ Deis Athnuachana - Le Tacaíocht O CS-0-7 (C)
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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

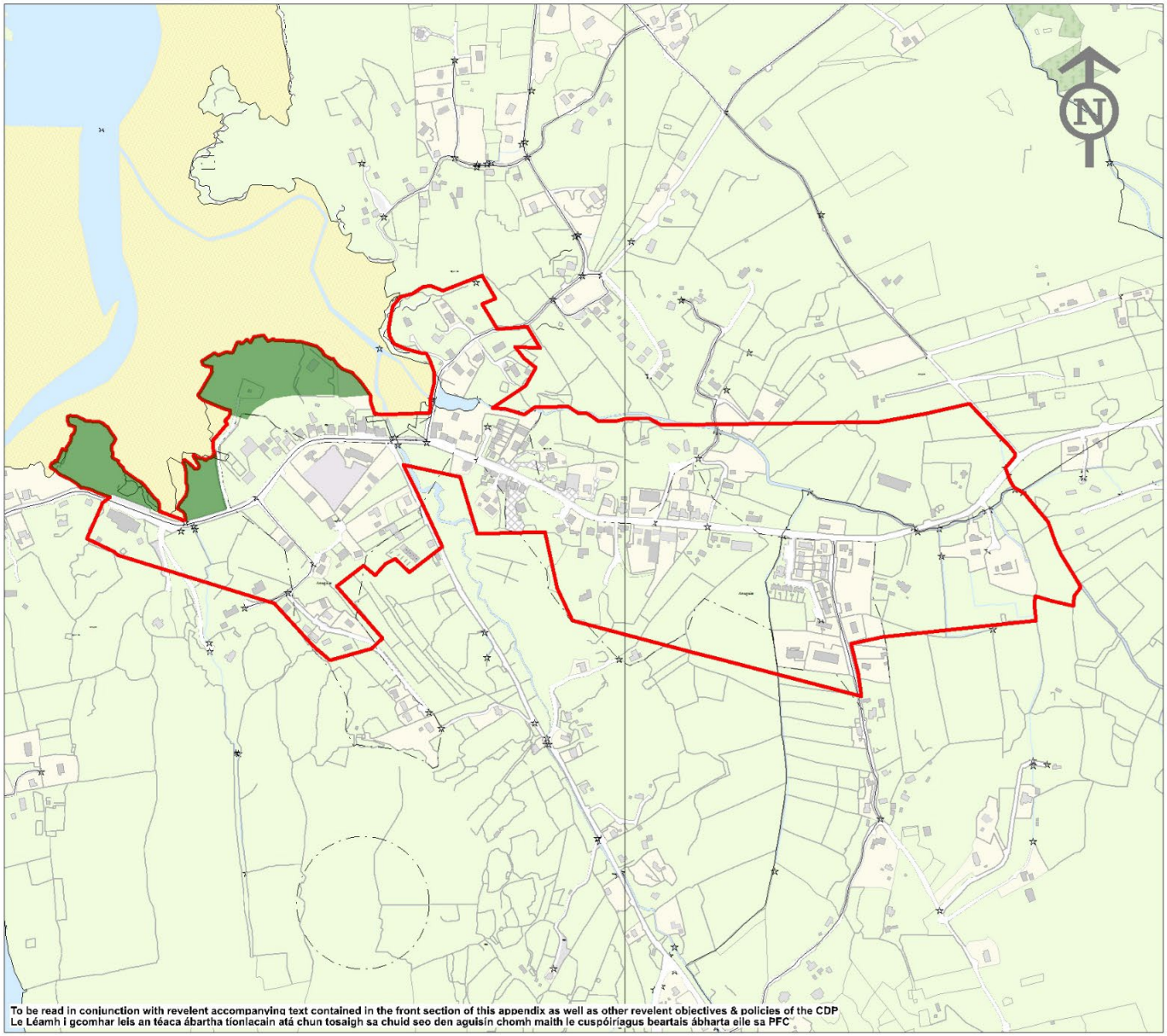
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

Annagry
Anagaire

Map 27.13
Léarscáil 27.13



Settlement Boundary
~ Teorainn Lonnaíochta

Amenity Area
~ Limistéir Thaitneamhachta

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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

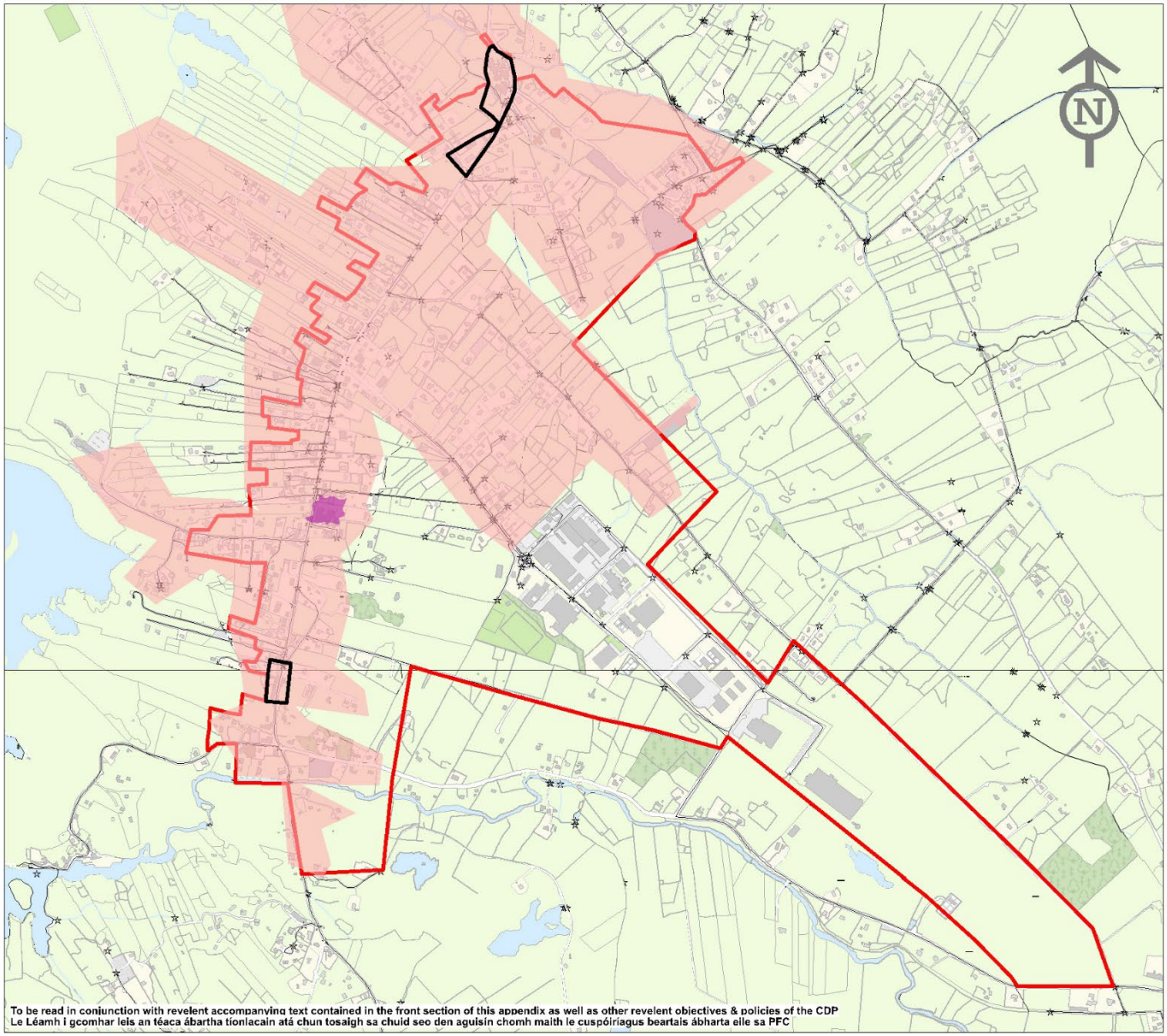
Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

Bunbeg - Derrybeg
An Bun Beag - Doirí Beaga

Map 27.14
Léarscáil 27.14

- Settlement Boundary ~ Teorainn Lonnaíochta
- Regeneration Opportunity - As Supported by Objective CS-0-7 (C) ~ Deis Athnuachana - Le Tacaíocht O CS-0-7 (C)
- Town Centre ~ Lár an Bhaile
- Catchment Areas for the Proposed Waste Water Treatment System ~ Dobhaircheantair don Chóras Cóireála Dramhuisce atá beartaithe



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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

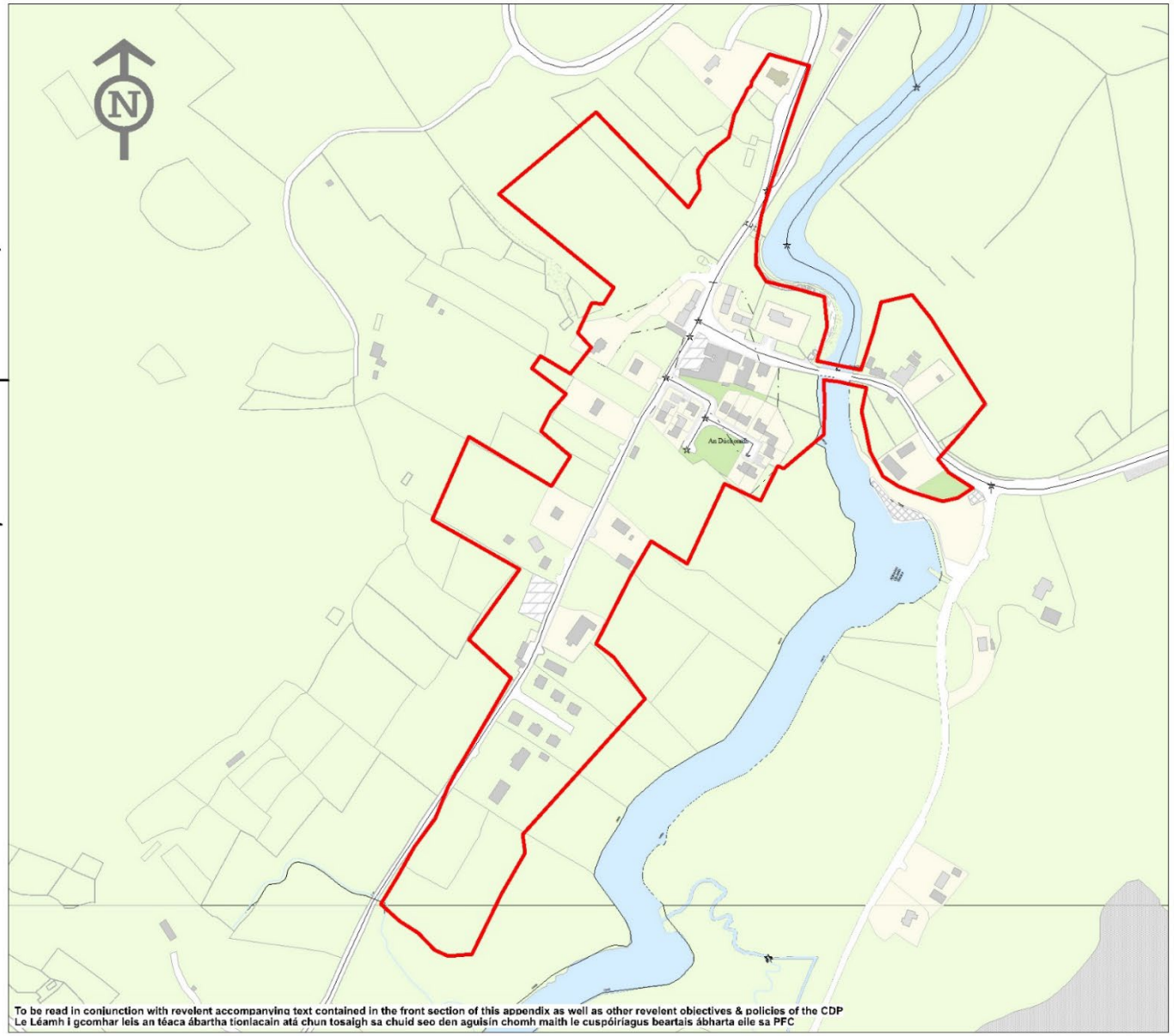
Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

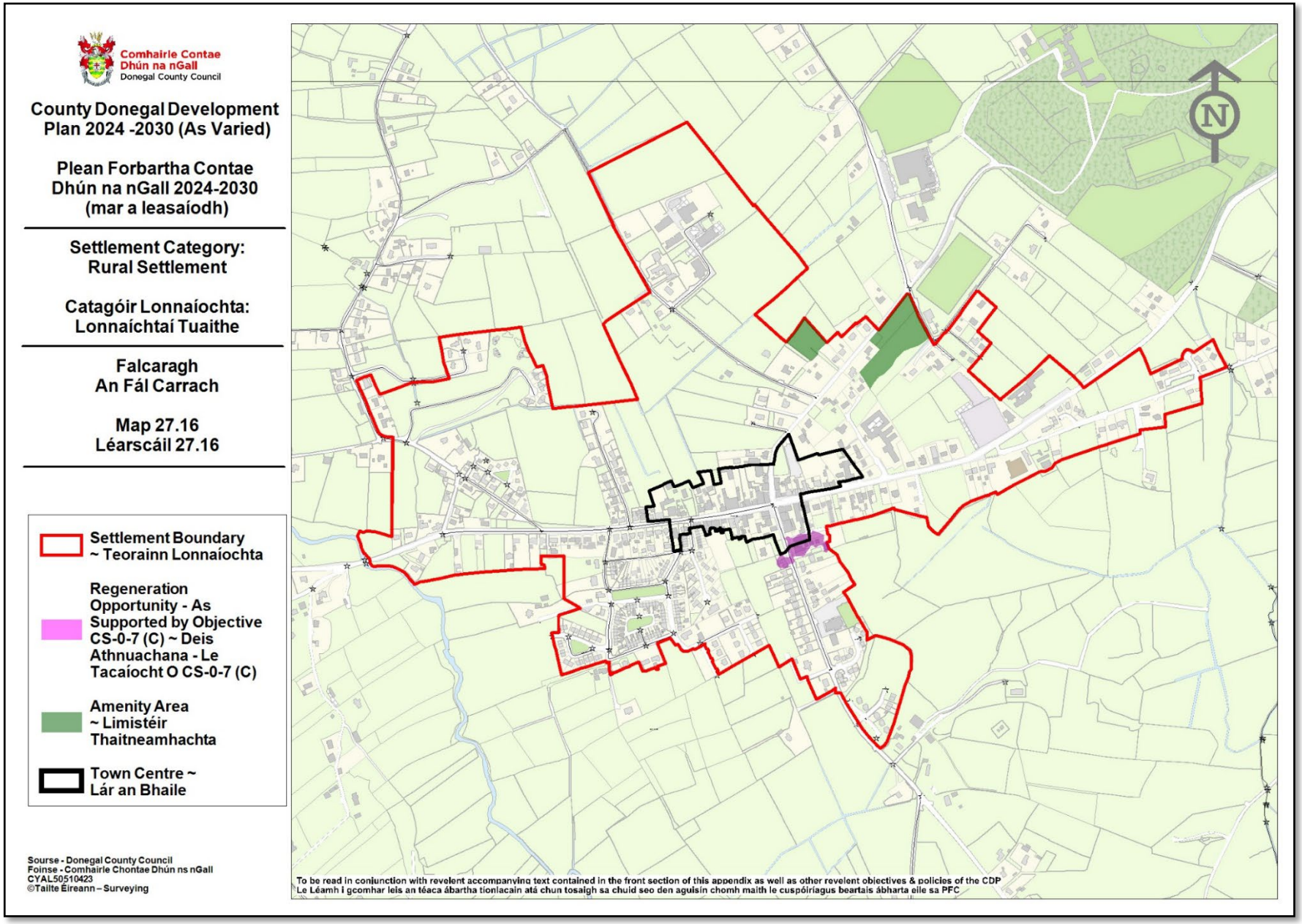
Doochary
An Dúchoraidh

Map 27.15
Léarscáil 27.15

Settlement Boundary
~ Teorainn Lonnaíochta



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Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Falcaragh
An Fál Carrach
Map 27.16
Léarscáil 27.16
Settlement Boundary ~ Teorainn Lonnaíochta
Regeneration Opportunity - As Supported by Objective CS-0-7 (C) ~ Deis Athnuachana - Le Tacaíocht O CS-0-7 (C)
Amenity Area ~ Limistéir Thaitneamhachta
Town Centre ~ Lár an Bhaile
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Foinse - Comhairle Chontae Dhún ns nGall
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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

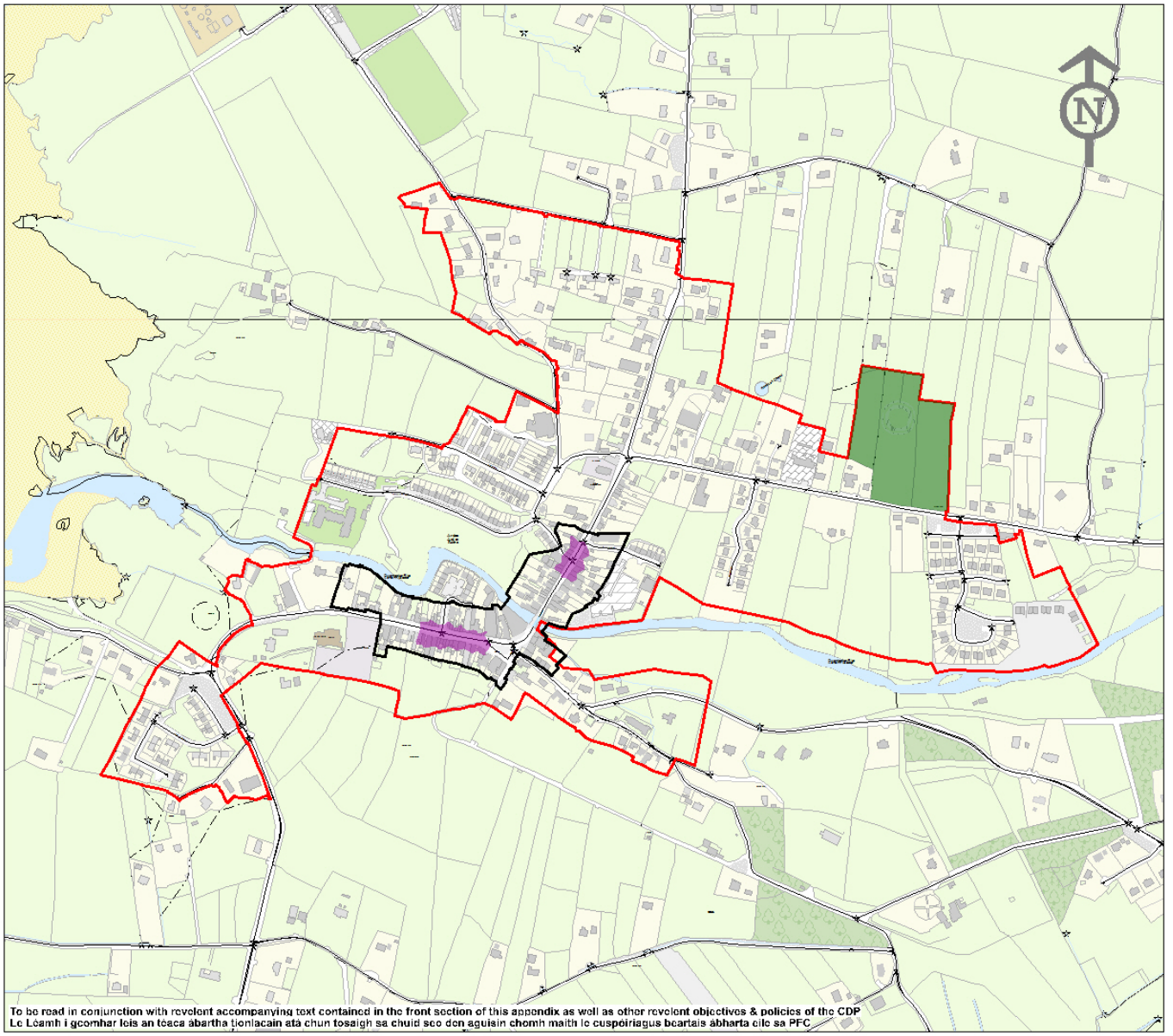
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

Ardara
Ard an Rátha

Map 27.17
Léarscáil 27.17



- Settlement Boundary ~ Teorainn Lonnaíochta
- Regeneration Opportunity - As Supported by Objective CS-0-7 (C) ~ Deis Athnuachana - Le Tacaíocht O CS-0-7 (C)
- Amenity Area ~ Limistéir Thaitneamhachta
- Town Centre ~ Lár an Bhaile

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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

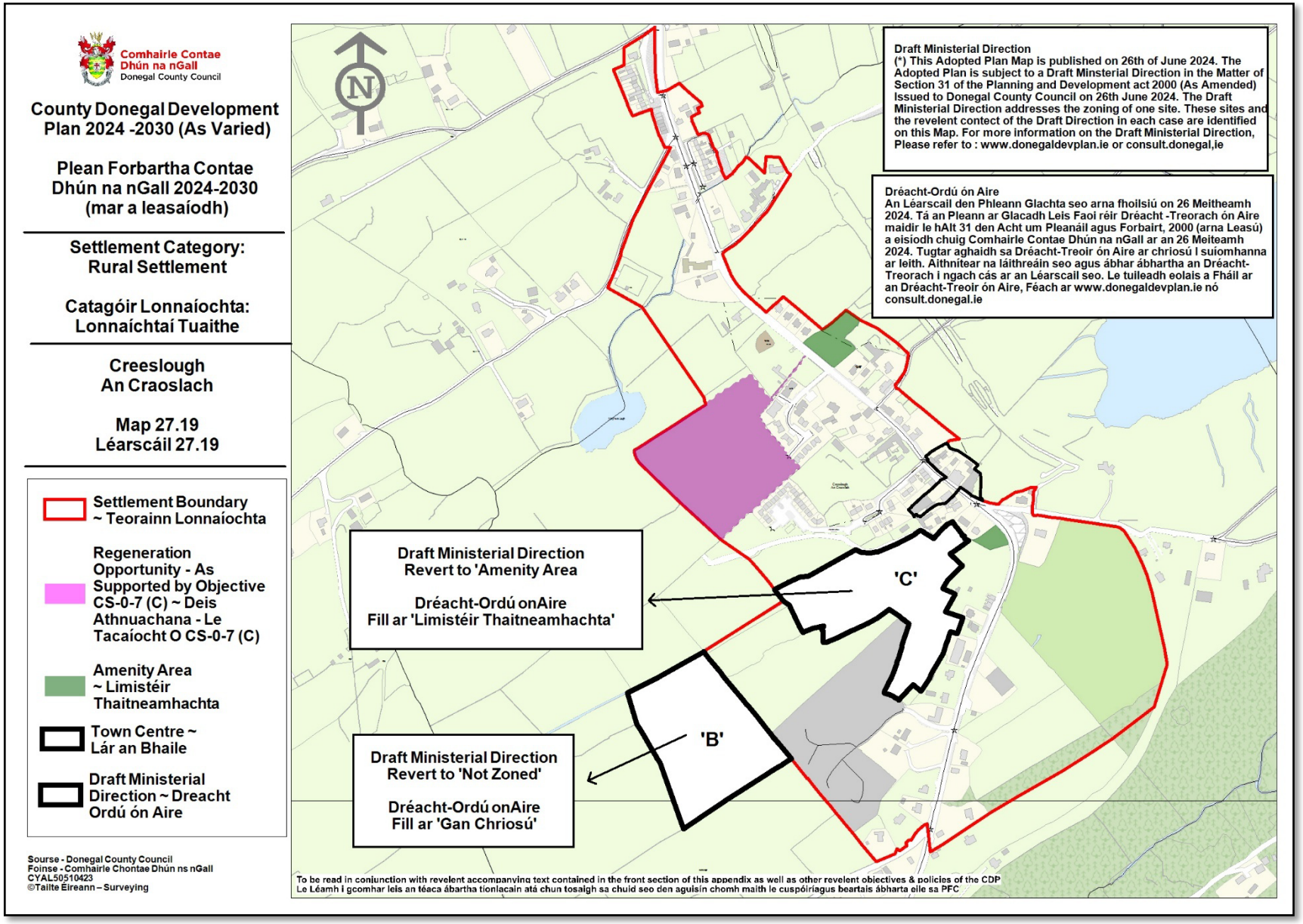
Fintown
Baile na Finne

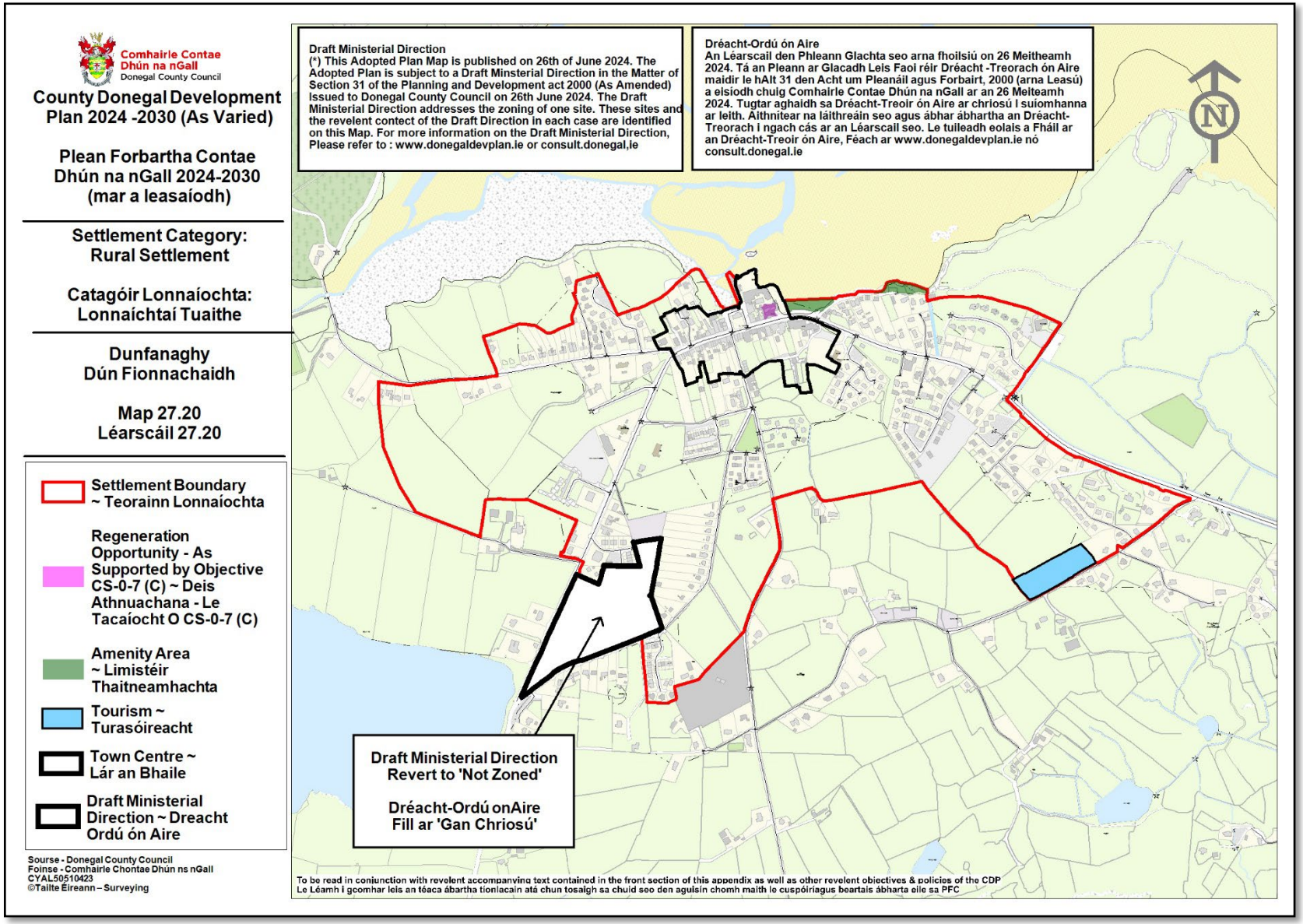
Map 27.18
Léarscáil 27.18

Settlement Boundary ~ Teorainn Lonnaíochta



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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Creeslough
An Craoslach
Map 27.19
Léarscáil 27.19
Settlement Boundary ~ Teorainn Lonnaíochta
Regeneration Opportunity - As Supported by Objective CS-0-7 (C) ~ Deis Athnuachana - Le Tacaíocht O CS-0-7 (C)
Amenity Area ~ Limistéir Thaitneamhachta
Town Centre ~ Lár an Bhaile
Draft Ministerial Direction ~ Dreacht Ordú ón Aire
Sourse - Donegal County Council
Foinse - Comhairle Chontae Dhún ns nGall
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Draft Ministerial Direction
(*) This Adopted Plan Map is published on 26th of June 2024. The Adopted Plan is subject to a Draft Minsterial Direction in the Matter of Section 31 of the Planning and Development act 2000 (As Amended) Issued to Donegal County Council on 26th June 2024. The Draft Ministerial Direction addresses the zoning of one site. These sites and the revelent contect of the Draft Direction in each case are identified on this Map. For more information on the Draft Ministerial Direction, Please refer to : www.donegaldevplan.ie or consult.donegal,ie
Dréacht-Ordú ón Aire
An Léarscail den Phleann Glachta seo arna fhoilsiú on 26 Meitheamh 2024. Tá an Pleann ar Glacadh Leis Faoi réir Dréacht -Treorach ón Aire maidir le hAlt 31 den Acht um Pleanáil agus Forbairt, 2000 (arna Leasú) a eisiodh chuig Comhairle Contae Dhún na nGall ar an 26 Meiteamh 2024. Tugtar aghaidh sa Dréacht-Treoir ón Aire ar chriosú I suíomhanna ar leith. Aithnítear na láithreáin seo agus ábhar ábhartha an Dréacht-Treorach i ngach cás ar an Léarscail seo. Le tulleadh eolais a Fháil ar an Dréacht-Treoir ón Aire, Féach ar www.donegaldevplan.ie nó consult.donegal.ie
Draft Ministerial Direction
Revert to 'Amenity Area
Dréacht-Ordú onAire
Fill ar 'Limistéir Thaitneamhachta'
'C'
'B'
Draft Ministerial Direction
Revert to 'Not Zoned'
Dréacht-Ordú onAire
Fill ar 'Gan Chriosú'
To be read in conjunction with revelent accompanying text contained in the front section of this appendix as well as other revelent objectives & policies of the CDP
Le Léamh i gcomhar leis an téaca ábartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóirí agus beartais ábharta eile sa PFC


Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Dunfanaghy
Dún Fionnachaidh
Map 27.20
Léarscáil 27.20
Settlement Boundary ~ Teorainn Lonnaíochta
Regeneration Opportunity - As Supported by Objective CS-0-7 (C) ~ Deis Athnuachana - Le Tacaíocht O CS-0-7 (C)
Amenity Area ~ Limistéir Thaitneamhachta
Tourism ~ Turasóireacht
Town Centre ~ Lár an Bhaile
Draft Ministerial Direction ~ Dreacht Ordú ón Aire
Sourse - Donegal County Council
Foinse - Comhairle Chontae Dhún ns nGall
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Draft Ministerial Direction
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Dréacht-Ordú ón Aire
An Léarscail den Phleann Glachta seo arna fhoilsiú on 26 Meitheamh 2024. Tá an Pleann ar Glacadh Leis Faoi réir Dréacht -Treorach ón Aire maidir le hAlt 31 den Acht um Pleanáil agus Forbairt, 2000 (arna Leasú) a eisíodh chuig Comhairle Contae Dhún na nGall ar an 26 Meiteamh 2024. Tugtar aghaidh sa Dréacht-Treoir ón Aire ar chriosú i suíomhanna ar leith. Aithnítear na láithreáin seo agus ábhar ábhartha an Dréacht-Treorach i ngach cás ar an Léarscail seo. Le tuileadh eolais a Fháil ar an Dréacht-Treoir ón Aire, Féach ar www.donegaldevplan.ie nó consult.donegal.ie
N
Draft Ministerial Direction
Revert to 'Not Zoned'
Dréacht-Ordú onAire
Fill ar 'Gan Chriosú'
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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

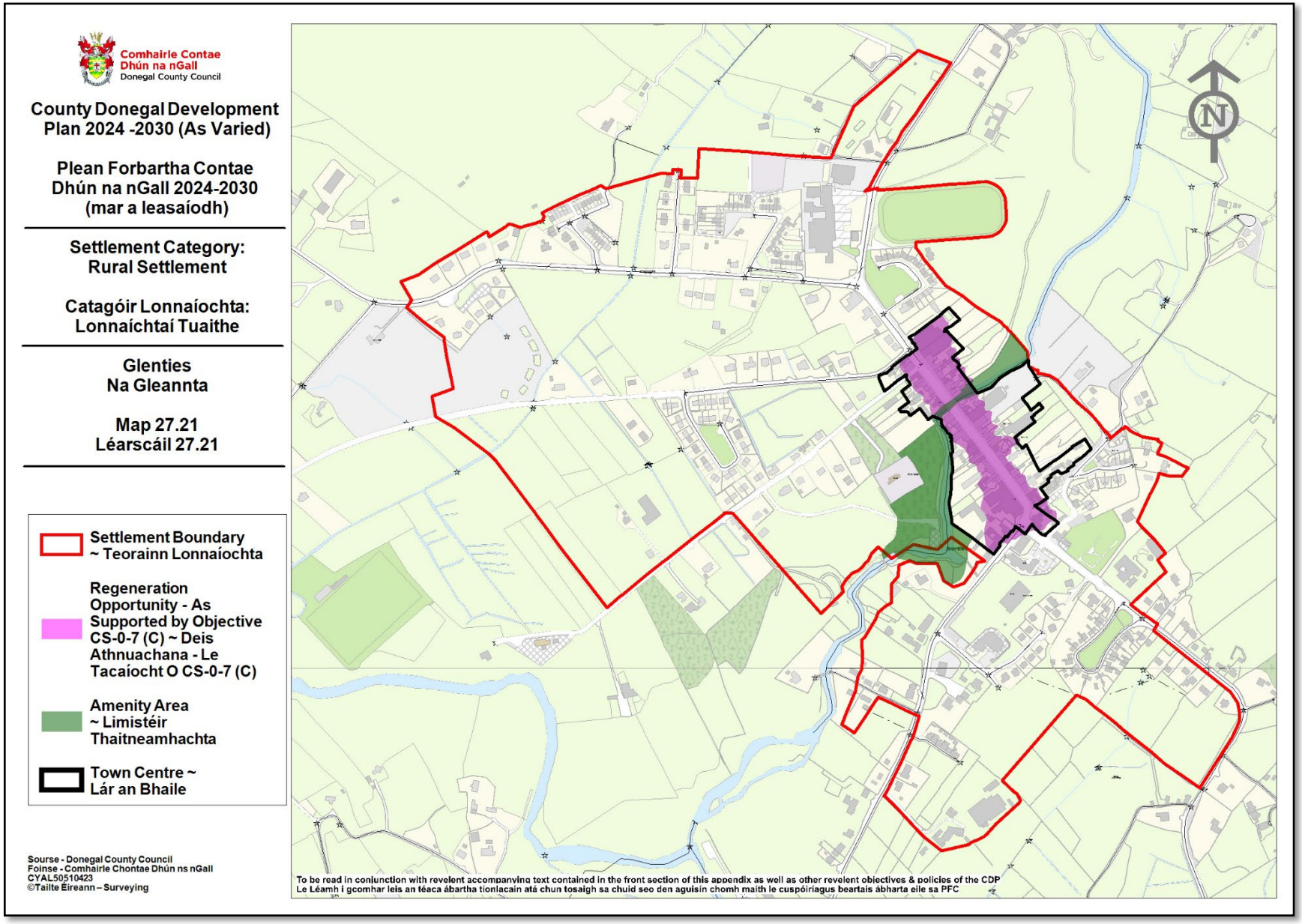
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

Glenties
Na Gleannta

Map 27.21
Léarscáil 27.21



Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

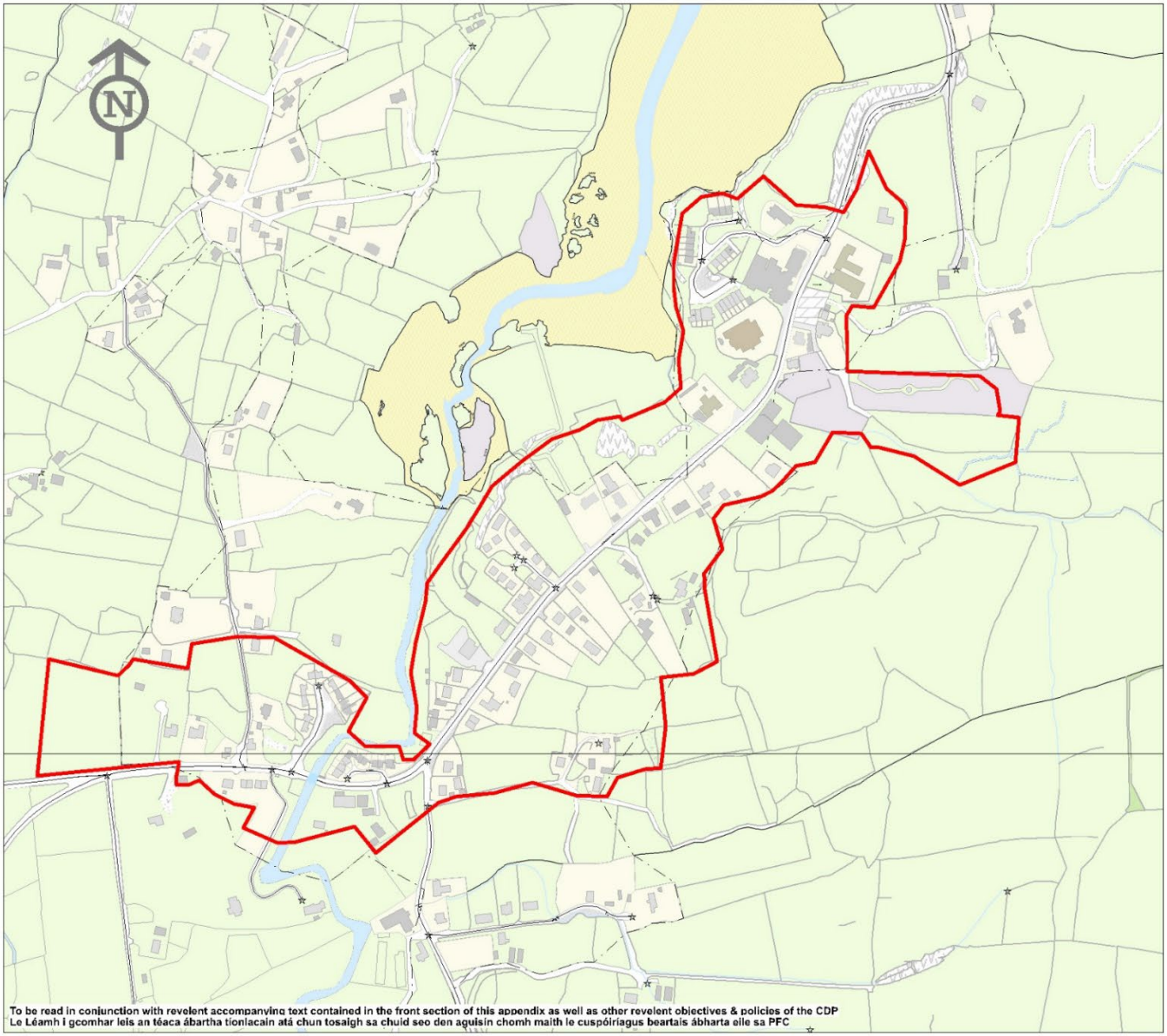
Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

Gortahork
Gort an Choirce

Map 27.22
Léarscáil 27.22

Settlement Boundary
~ Teorainn Lonnaíochta



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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

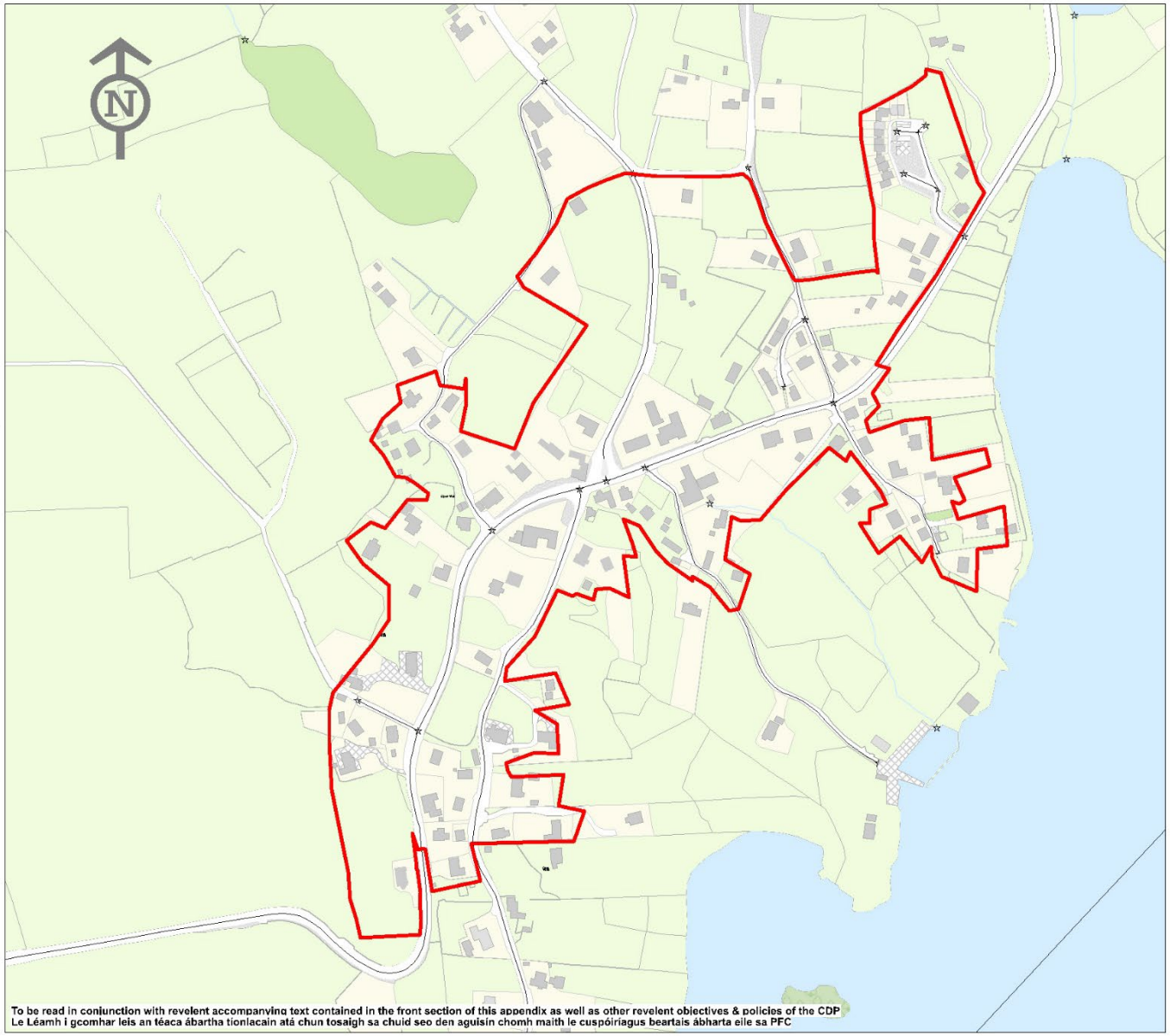
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

Settlement Category: Rural Settlement

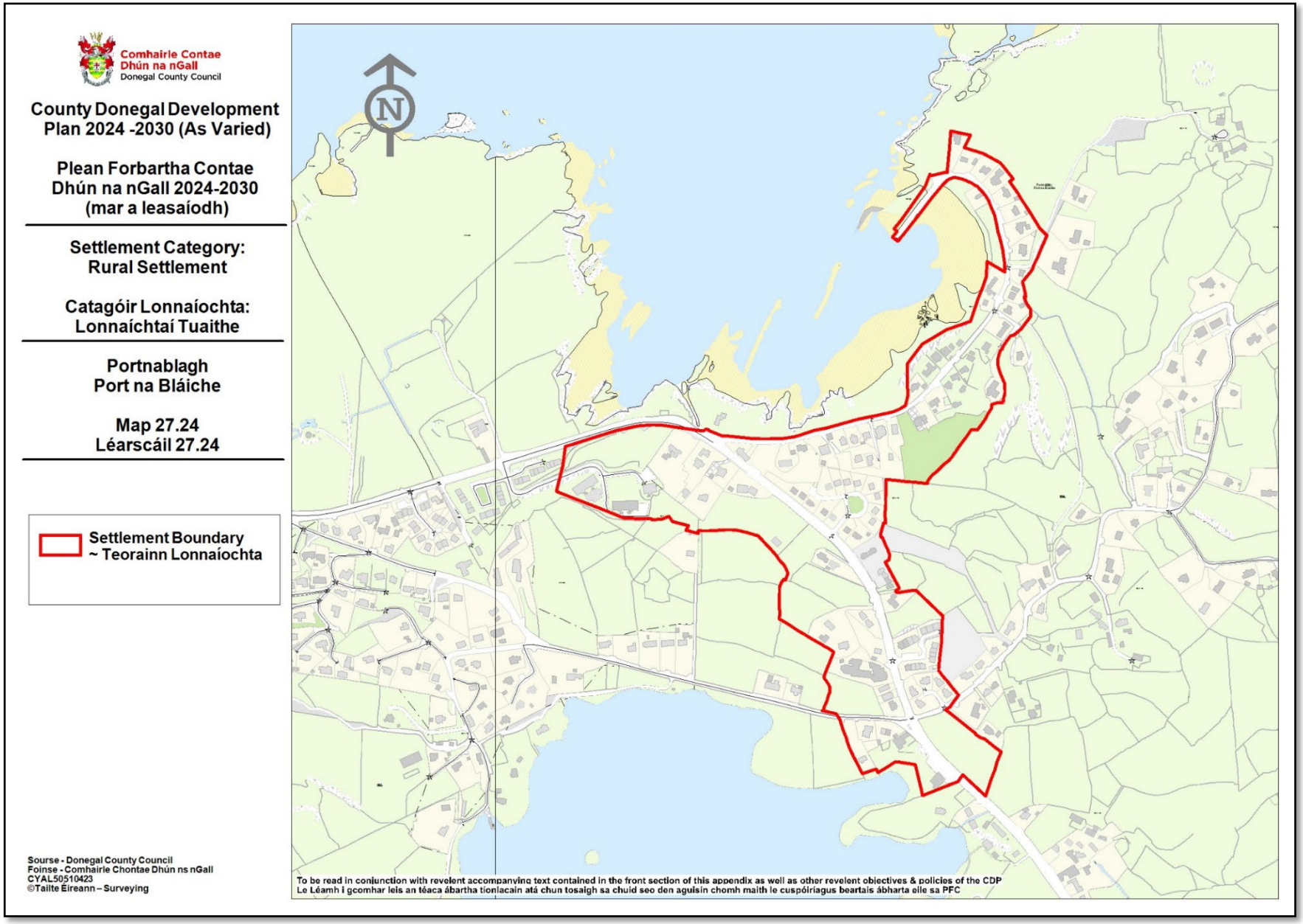
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

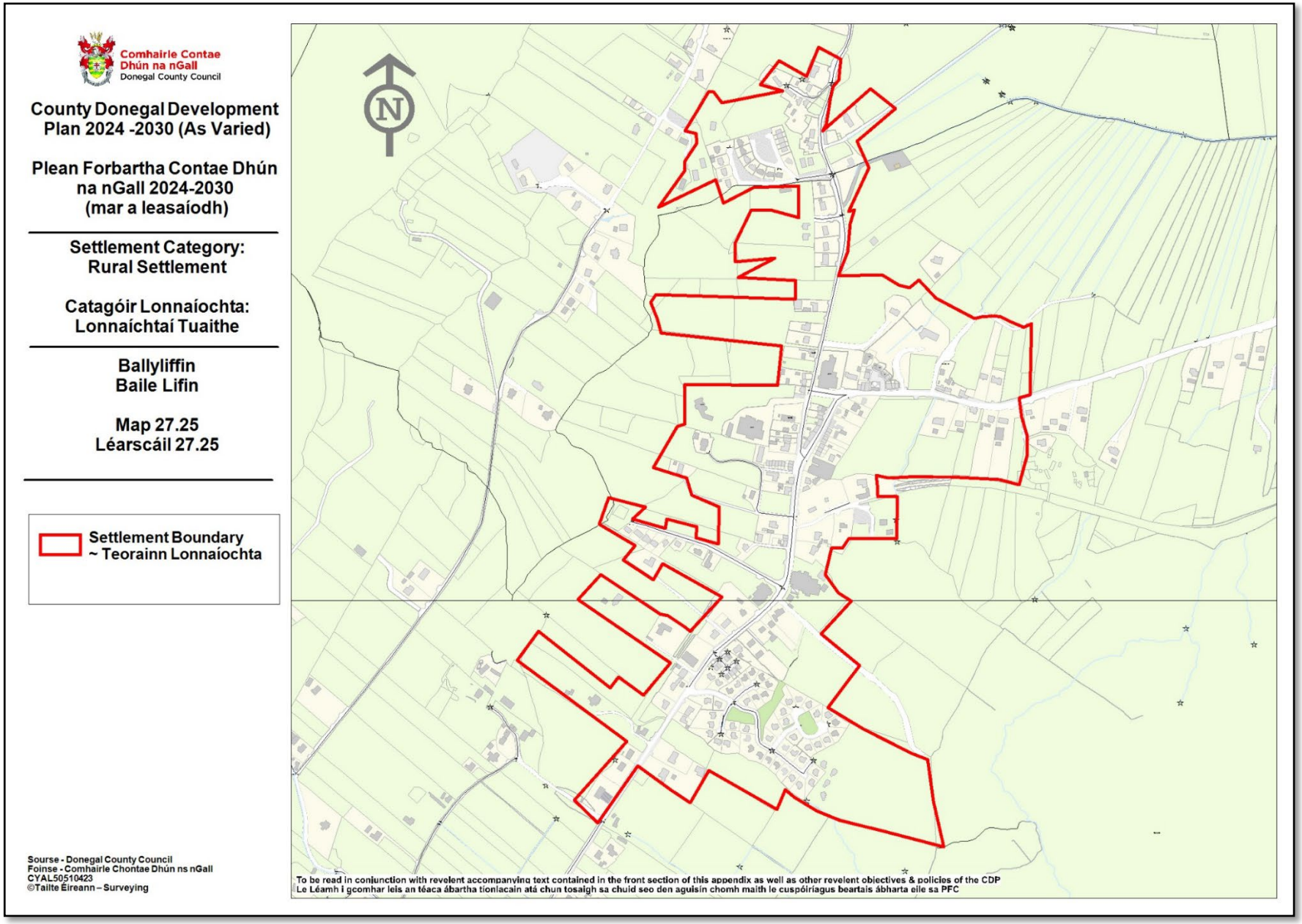
Loughanure
Loch an Iúir

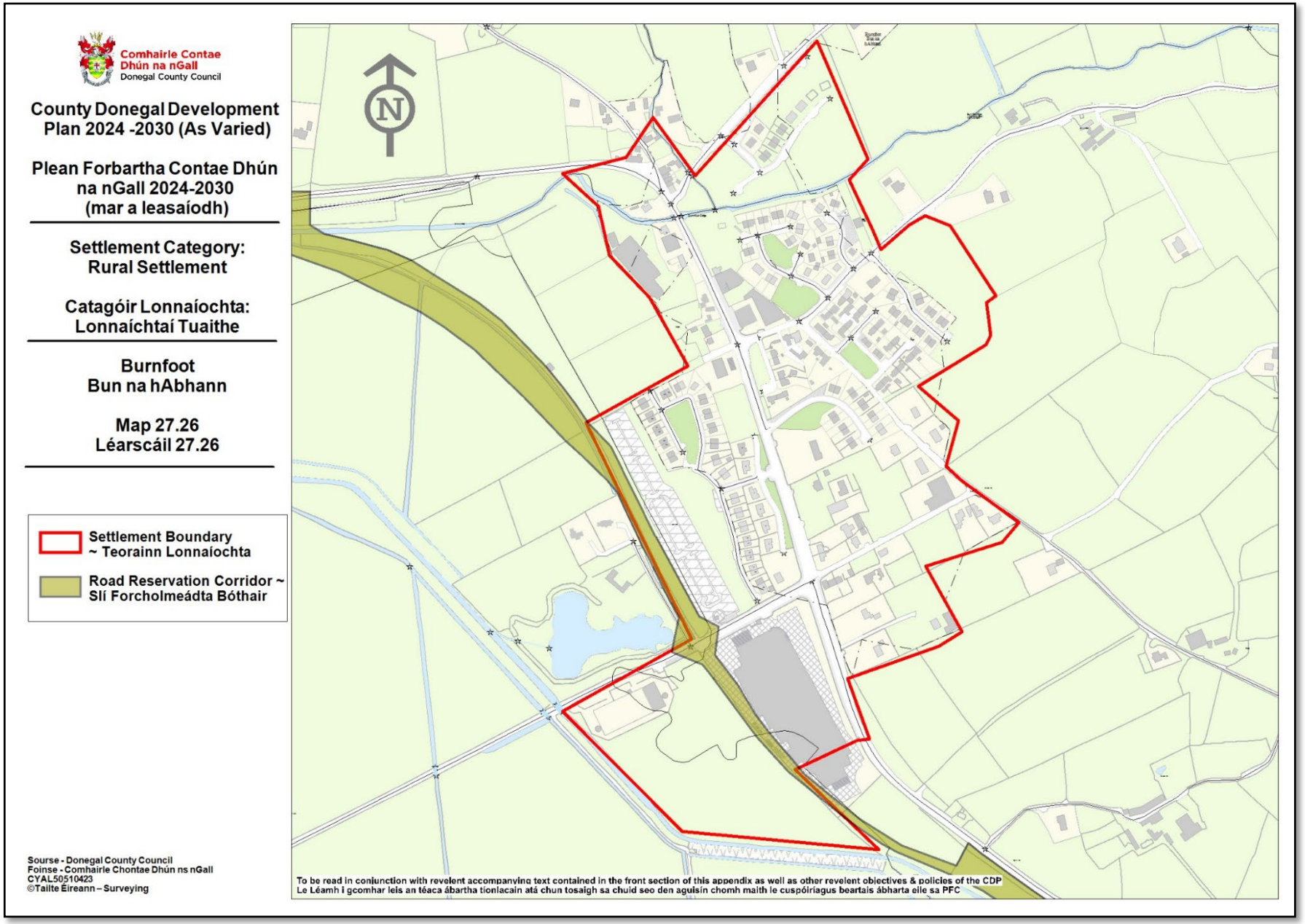
Map 27.23
Léarscáil 27.23

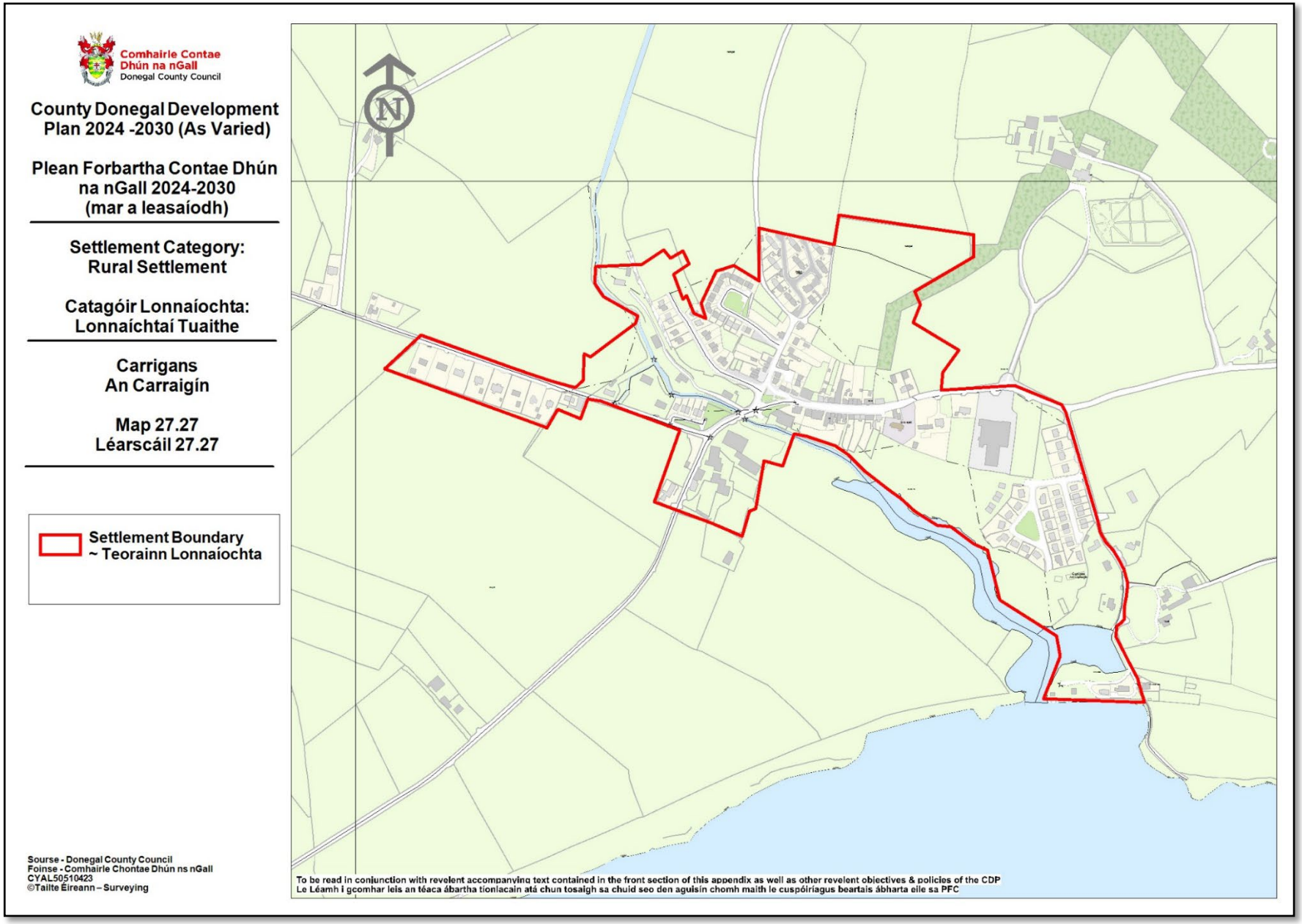


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Comhairle Contae
Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Portnablagh
Port na Bláiche
Map 27.24
Léarscáil 27.24
Settlement Boundary ~ Teorainn Lonnaíochta
N
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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Ballyliffin
Baile Lifin
Map 27.25
Léarscáil 27.25
Settlement Boundary ~ Teorainn Lonnaíochta
N
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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Burnfoot
Bun na hAbhann
Map 27.26
Léarscáil 27.26
Settlement Boundary ~ Teorainn Lonnaíochta
Road Reservation Corridor ~ Slí Forcholmeádta Bóthair
N
Sourse - Donegal County Council
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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Carrigans
An Carraigín
Map 27.27
Léarscáil 27.27
Settlement Boundary ~ Teorainn Lonnaíochta
N
Sourse - Donegal County Council
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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

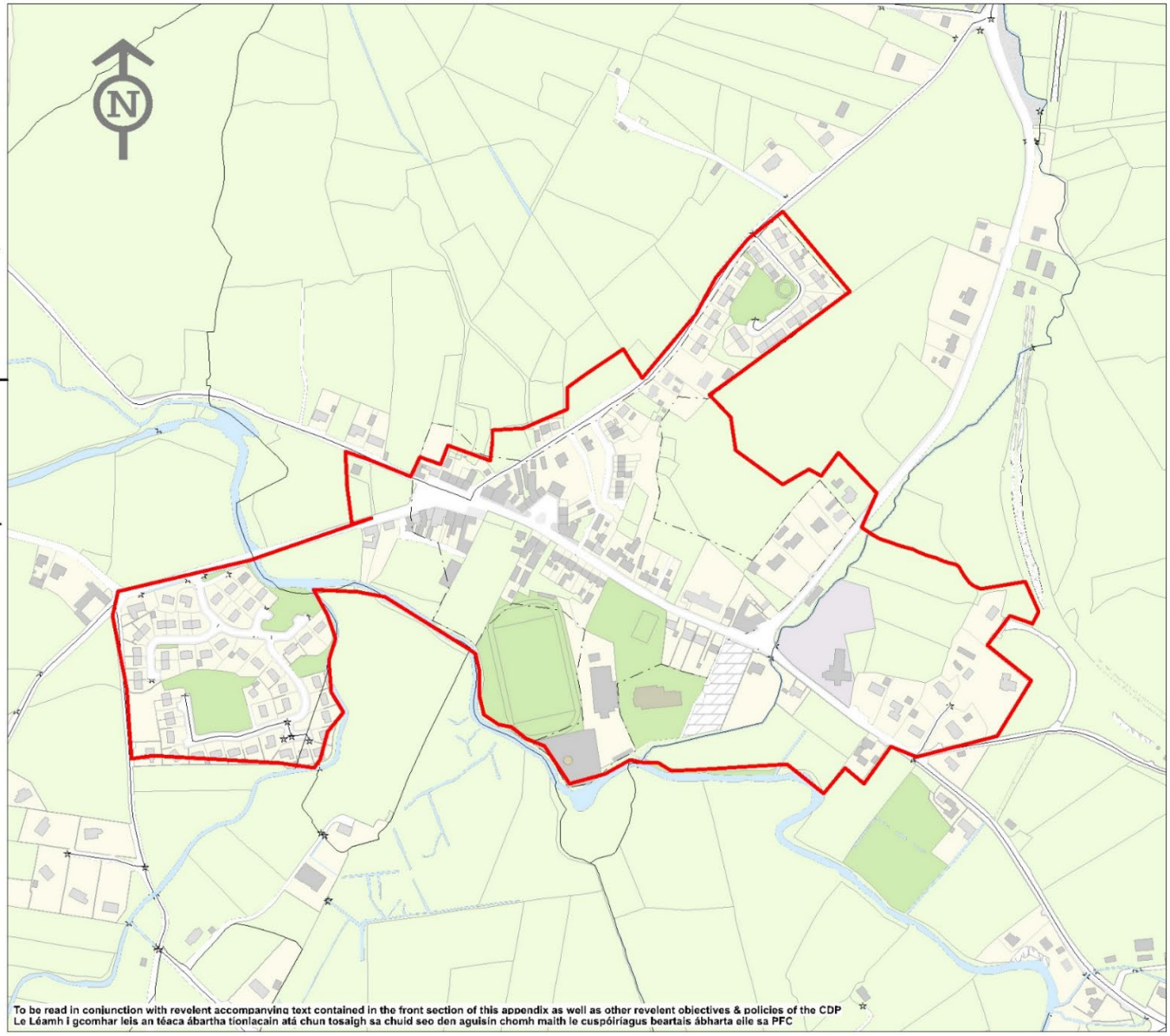
Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

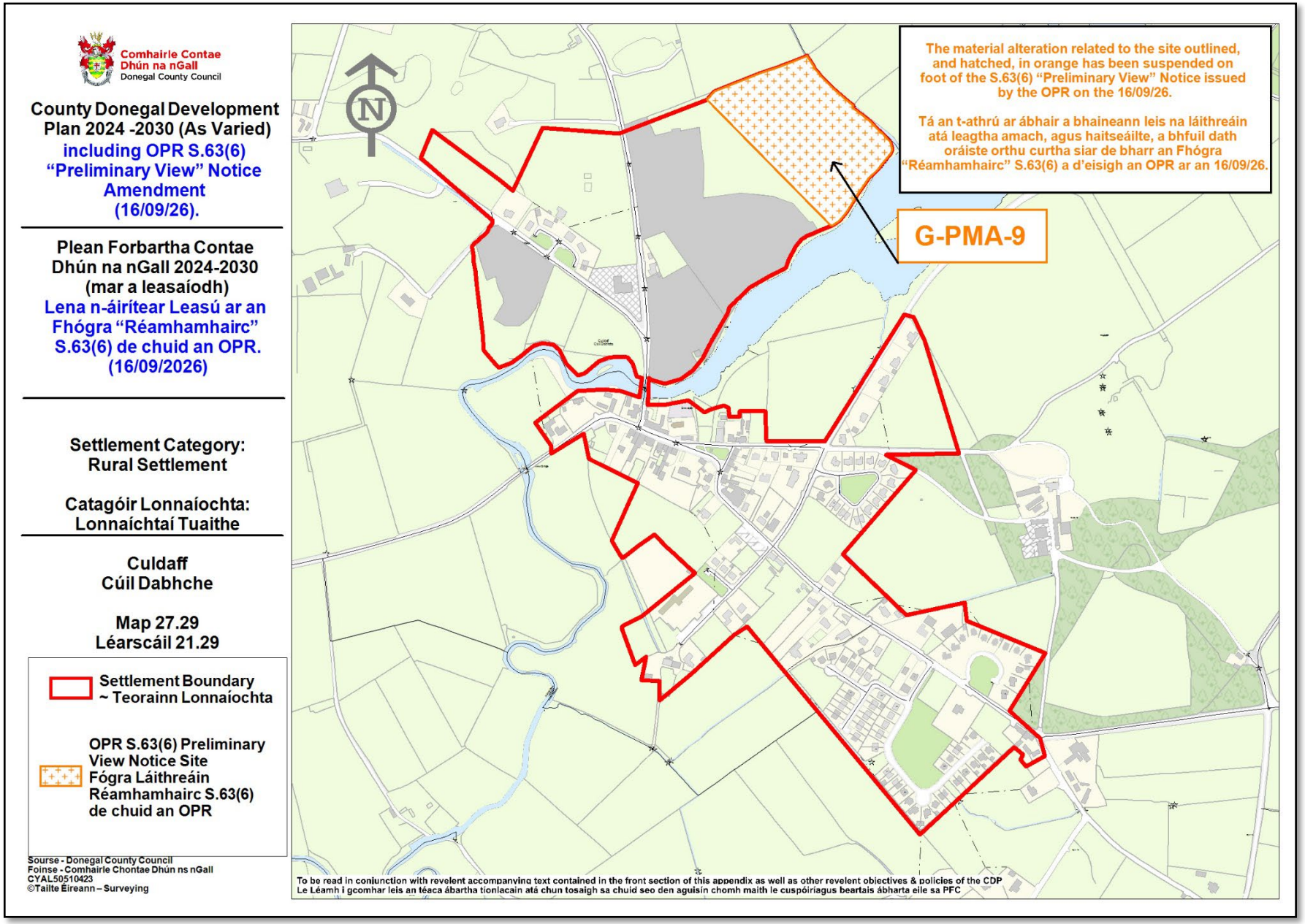
Clonmany
Cluain Maine

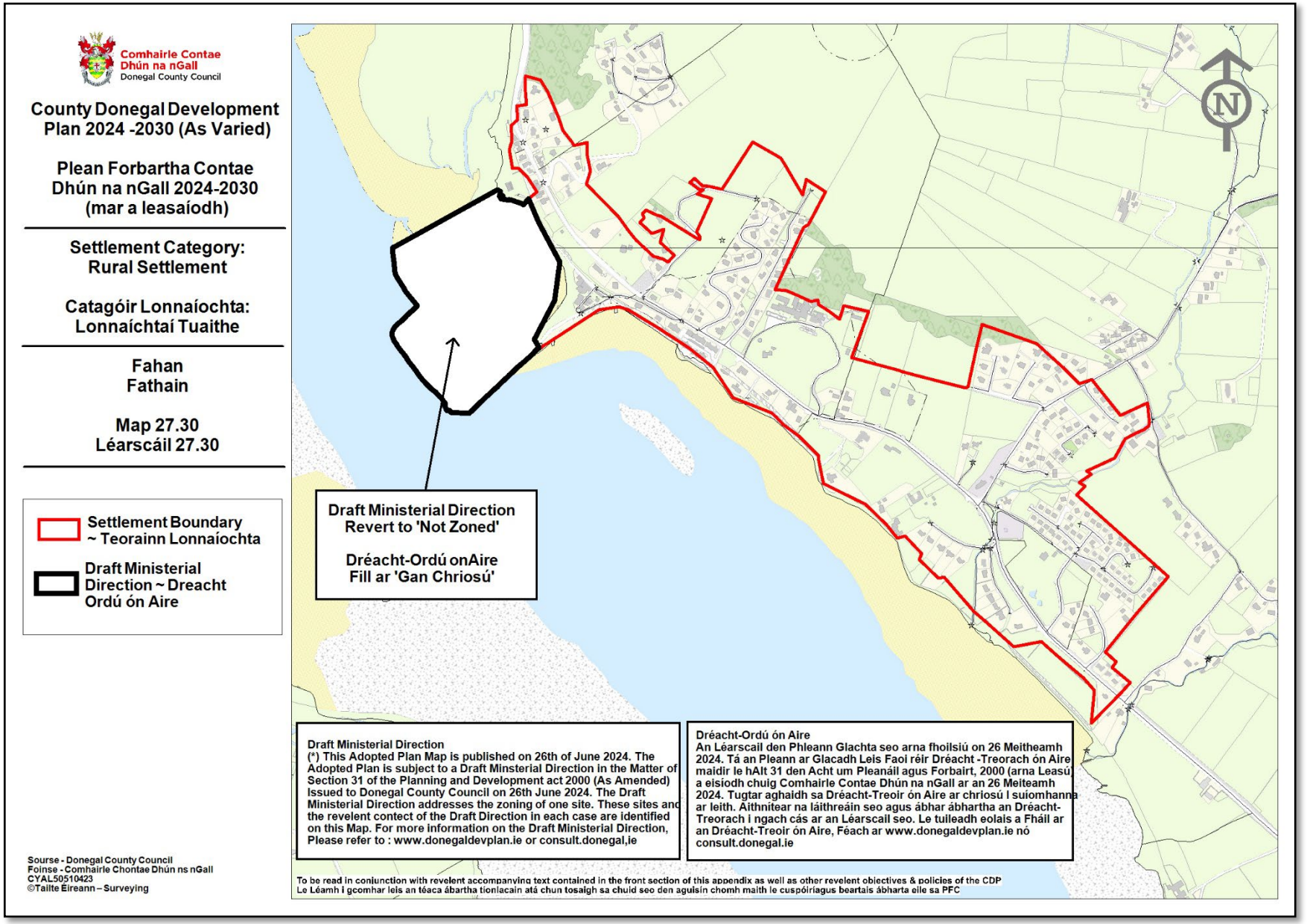
Map 27.28
Léarscáil 27.28

Settlement Boundary
~ Teorainn Lonnaíochta



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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied) including OPR S.63(6) "Preliminary View" Notice Amendment (16/09/26).
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh) Lena n-áirítear Leasú ar an Fhógra "Réamhamhairc" S.63(6) de chuid an OPR. (16/09/2026)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Culdaff
Cúil Dabhche
Map 27.29
Léarscáil 21.29
Settlement Boundary ~ Teorainn Lonnaíochta
OPR S.63(6) Preliminary View Notice Site Fógra Láithreáin Réamhamhairc S.63(6) de chuid an OPR
Sourse - Donegal County Council
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The material alteration related to the site outlined, and hatched, in orange has been suspended on foot of the S.63(6) "Preliminary View" Notice issued by the OPR on the 16/09/26.
Tá an t-athrú ar ábhair a bhaineann leis na láithreáin atá leagtha amach, agus haitseáilte, a bhfuil dath oráiste orthu curtha siar de bharr an Fhógra "Réamhamhairc" S.63(6) a d'eisigh an OPR ar an 16/09/26.
G-PMA-9
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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Fahan
Fathain
Map 27.30
Léarscáil 27.30
Settlement Boundary ~ Teorainn Lonnaíochta
Draft Ministerial Direction ~ Dreacht Ordú ón Aire
Draft Ministerial Direction Revert to 'Not Zoned'
Dréacht-Ordú onAire Fill ar 'Gan Chriosú'
N
Draft Ministerial Direction
(*) This Adopted Plan Map is published on 26th of June 2024. The Adopted Plan is subject to a Draft Minsterial Direction in the Matter of Section 31 of the Planning and Development act 2000 (As Amended) Issued to Donegal County Council on 26th June 2024. The Draft Ministerial Direction addresses the zoning of one site. These sites and the revelent contect of the Draft Direction in each case are identified on this Map. For more information on the Draft Ministerial Direction, Please refer to : www.donegaldevplan.ie or consult.donegal,ie
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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

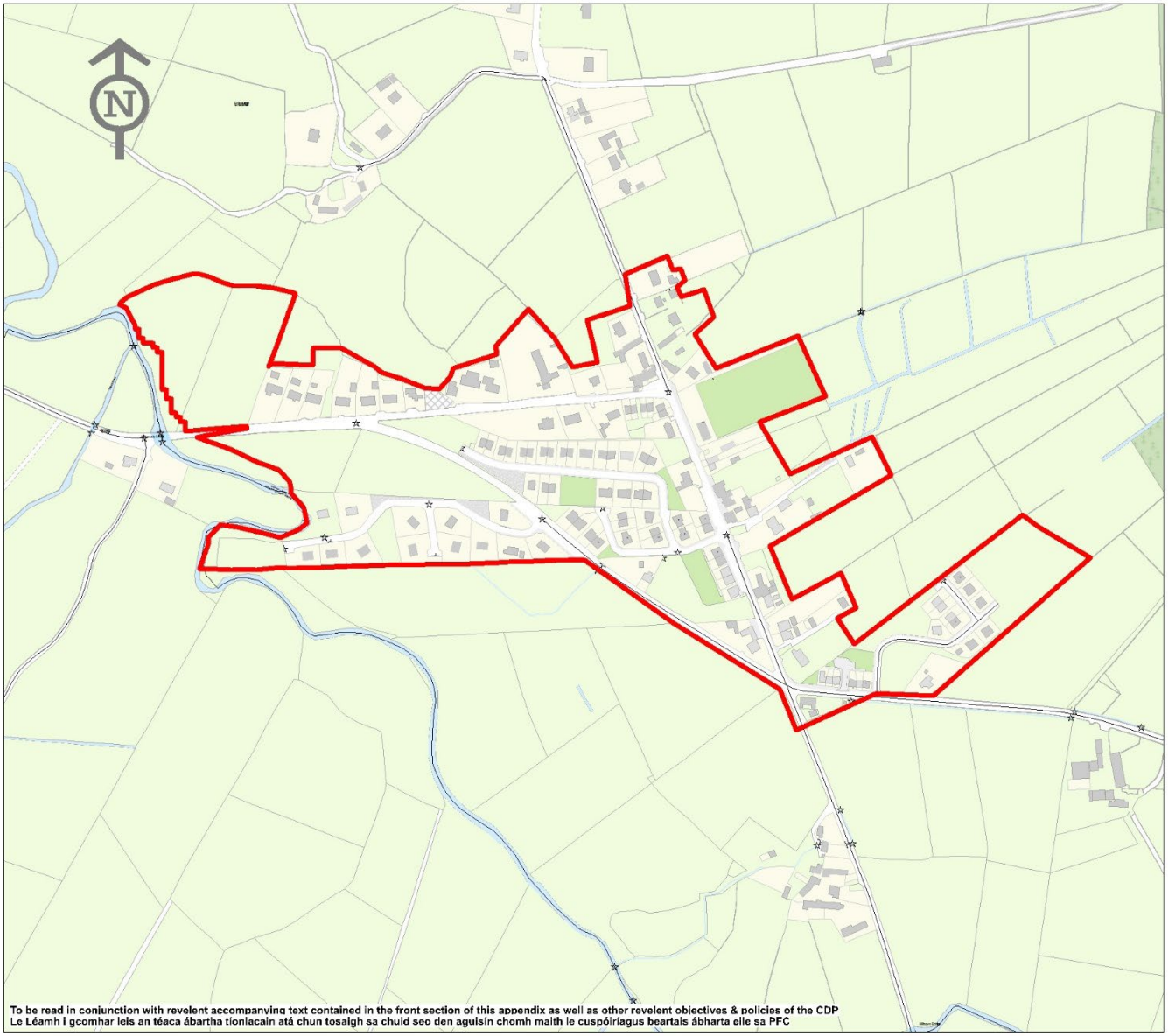
Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

Gleneely
Gleann Daoile

Map 27.31
Léarscáil 27.31

Settlement Boundary
~ Teorainn Lonnaíochta



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Foinse - Comhairle Chontae Dhún ns nGall
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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

Greencastle
An Caisleán Nua

Map 27.32
Léarscáil 27.32

Settlement Boundary
~ Teorainn Lonnaíochta



To be read in conjunction with revelent accompanying text contained in the front section of this appendix as well as other revelent objectives & policies of the CDP
Le Léamh i gcomhar leis an téaca ábhartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóirí agus beartais ábharta eile sa PFC

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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

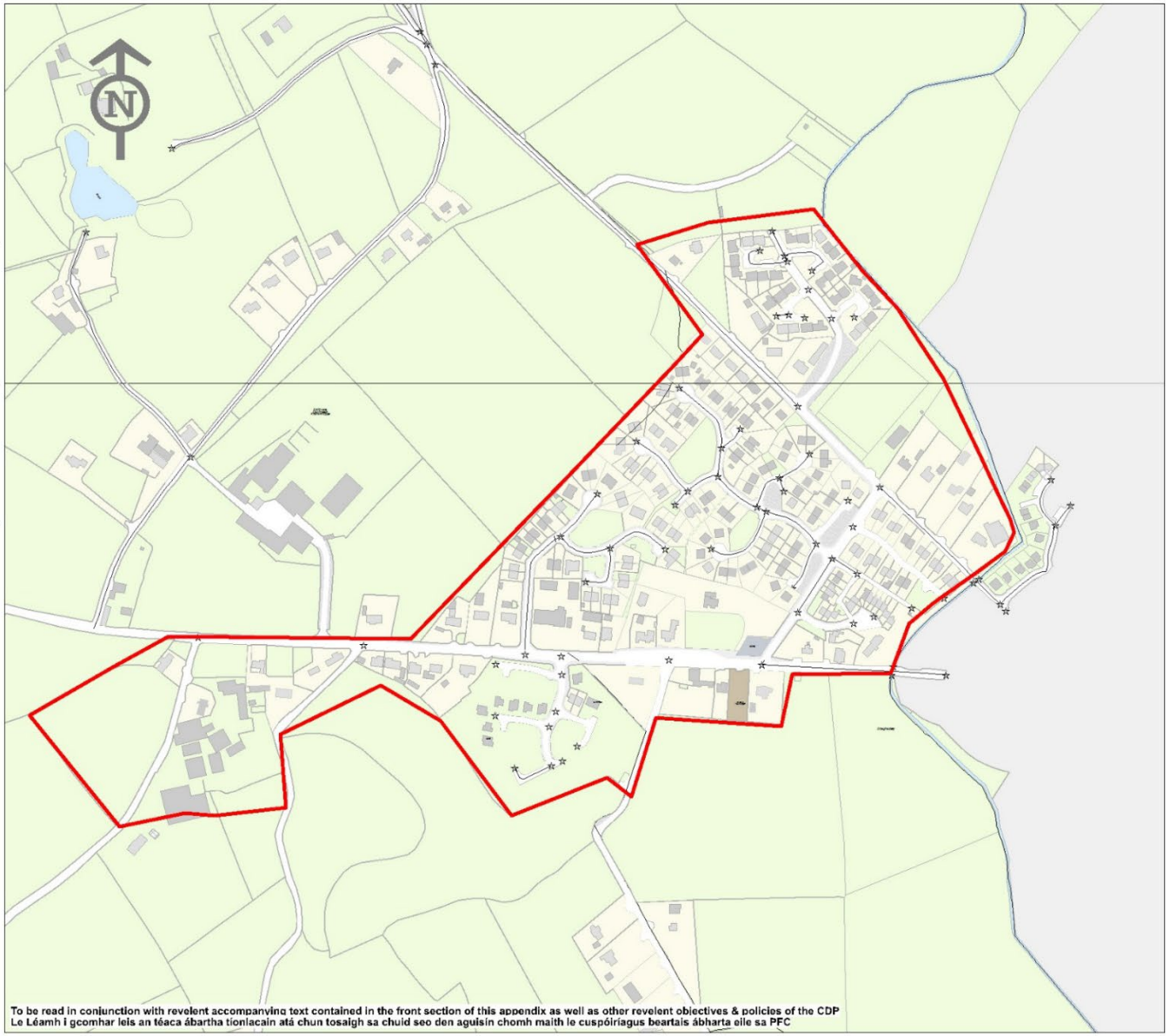
Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

Killea
Cill Fhéich

Map 27.33
Léarscáil 27.33

Settlement Boundary
~ Teorainn Lonnaíochta



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Foinse - Comhairle Chontae Dhún ns nGall
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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

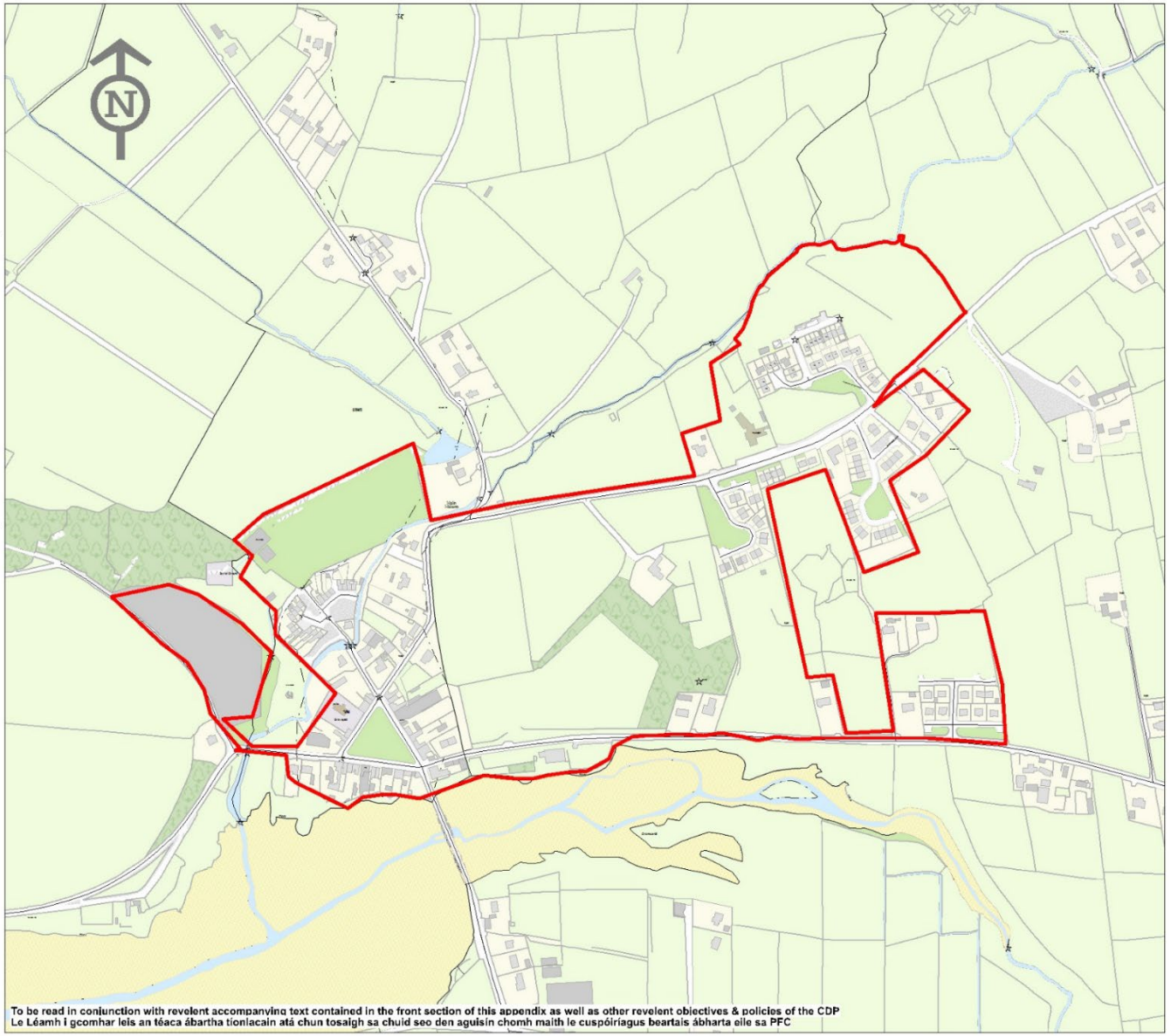
Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

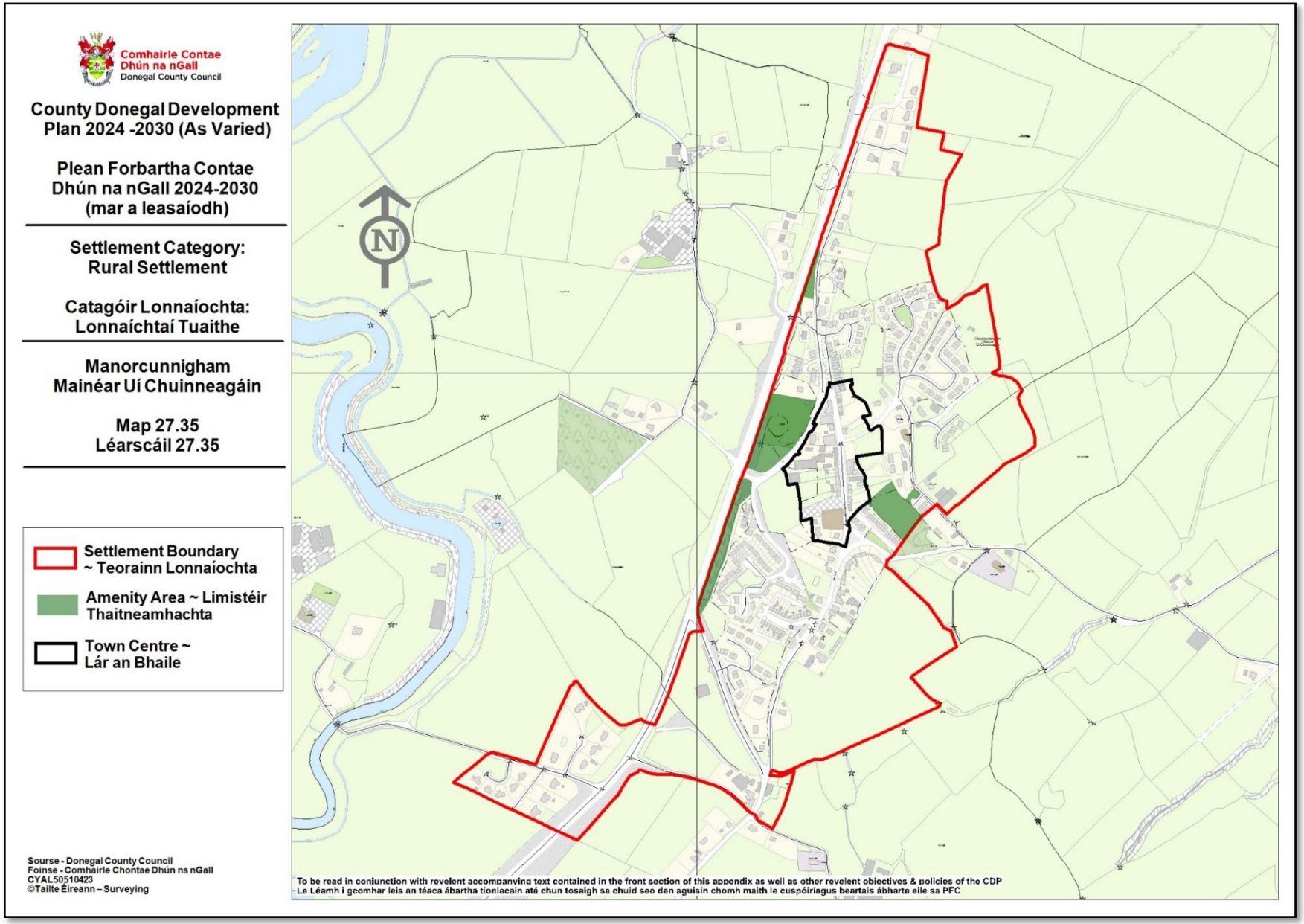
Malin
Málainn

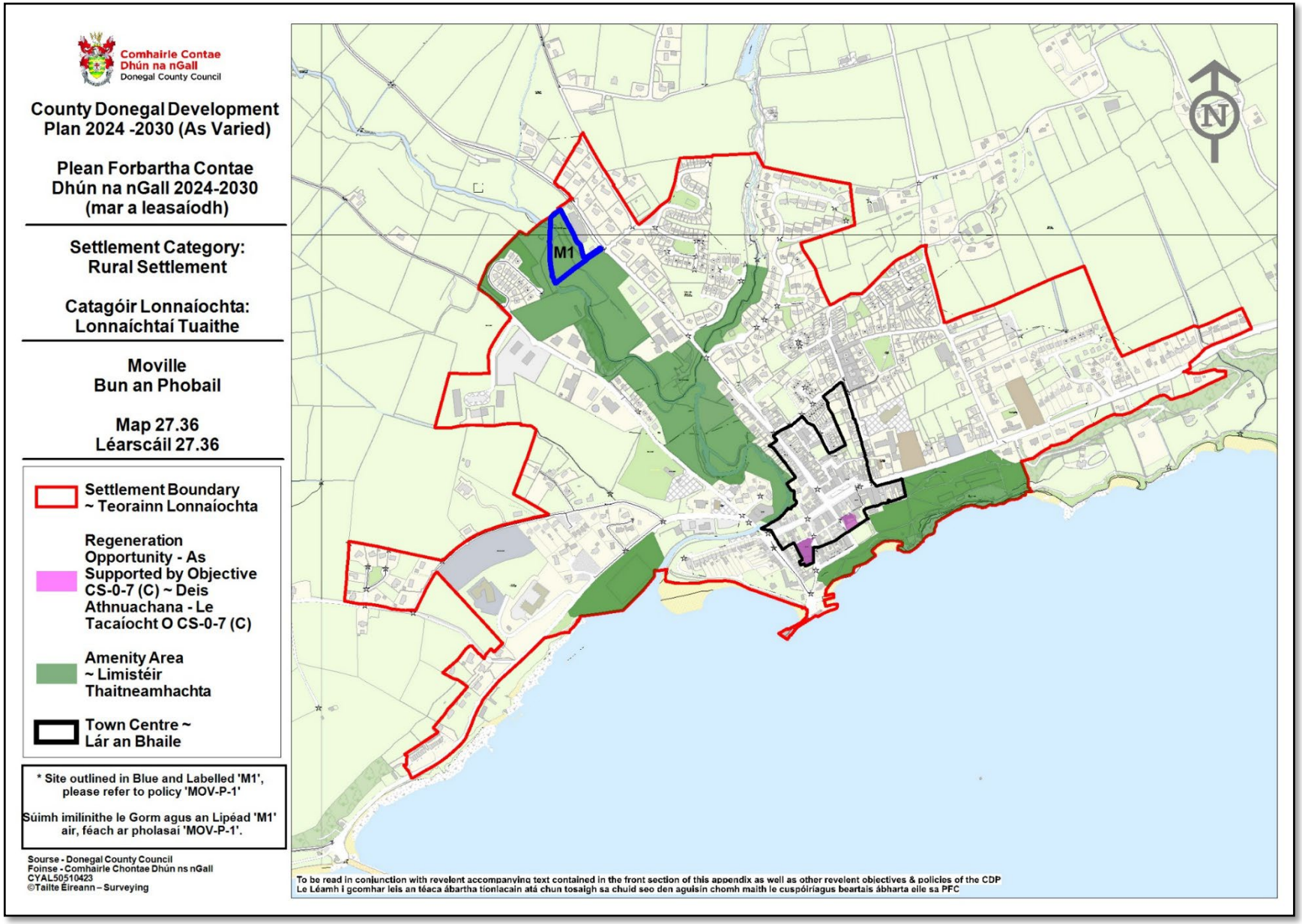
Map 27.34
Léarscáil 27.34

Settlement Boundary
~ Teorainn Lonnaíochta



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Comhairle Contae
Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Manorcunnigham
Mainéar Uí Chuinneagáin
Map 27.35
Léarscáil 27.35
Settlement Boundary ~ Teorainn Lonnaíochta
Amenity Area ~ Limistéir Thaitneamhachta
Town Centre ~ Lár an Bhaile
N
Sourse - Donegal County Council
Foinse - Comhairle Chontae Dhún ns nGall
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To be read in conjunction with revelent accompanying text contained in the front section of this appendix as well as other revelent objectives & policies of the CDP
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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Moville
Bun an Phobail
Map 27.36
Léarscáil 27.36
Settlement Boundary ~ Teorainn Lonnaíochta
Regeneration Opportunity - As Supported by Objective CS-0-7 (C) ~ Deis Athnuachana - Le Tacaíocht O CS-0-7 (C)
Amenity Area ~ Limistéir Thaitneamhachta
Town Centre ~ Lár an Bhaile
* Site outlined in Blue and Labelled 'M1', please refer to policy 'MOV-P-1'
Súimh imilinithe le Gorm agus an Lipéad 'M1' air, féach ar pholasaí 'MOV-P-1'.
Sourse - Donegal County Council
Foinse - Comhairle Chontae Dhún ns nGall
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M1
N
To be read in conjunction with revelent accompanying text contained in the front section of this appendix as well as other revelent objectives & policies of the CDP
Le Léamh i gcomhar leis an téaca ábartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóirí agus beartais ábharta eile sa PFC

Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

Settlement Category: Rural Settlement

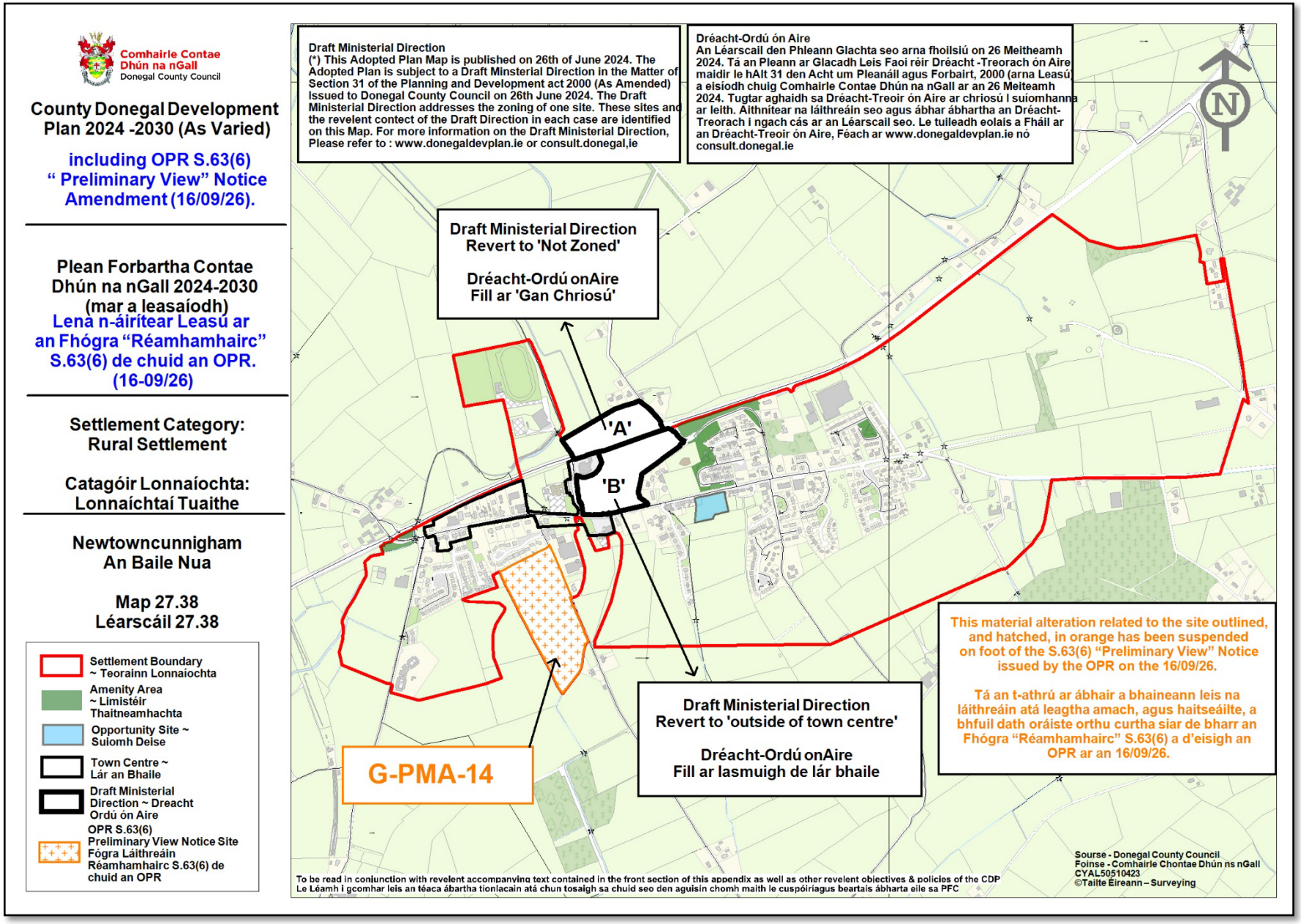
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

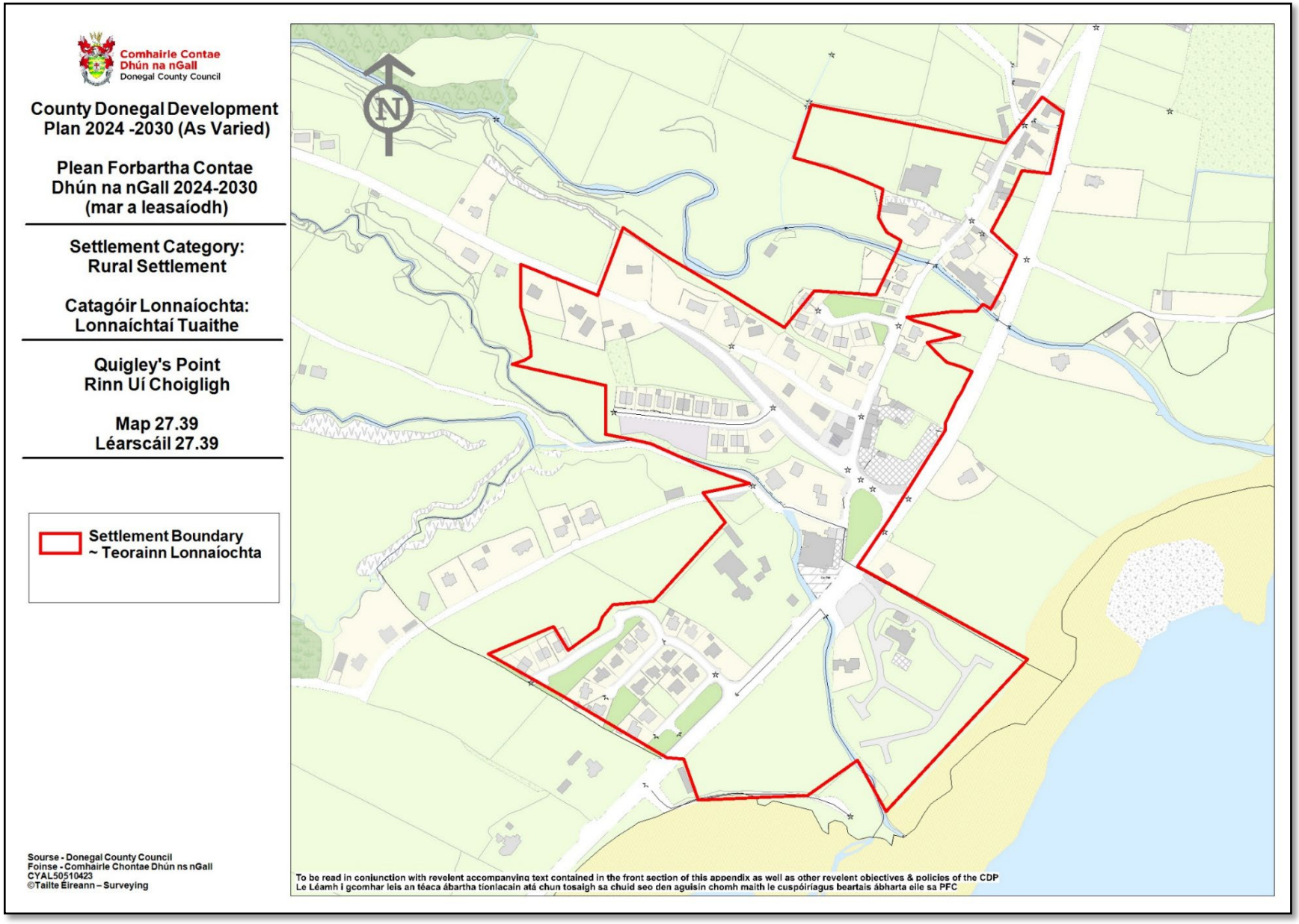
Muff
Magh

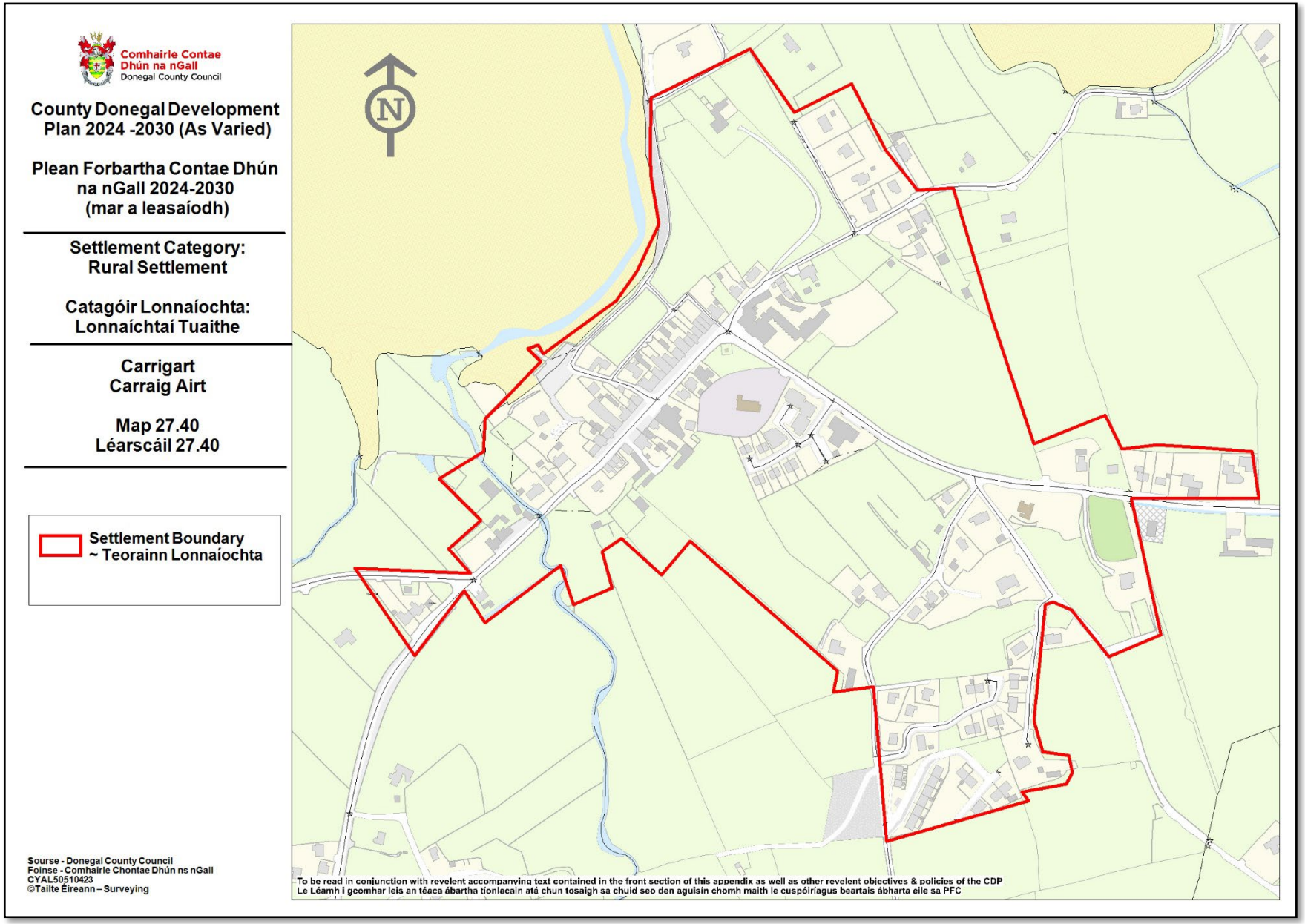
Map 27.37
Léarscáil 27.37



Sourse - Donegal County Council
Foinse - Comhairle Chontae Dhún ns nGall
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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
including OPR S.63(6) " Preliminary View" Notice Amendment (16/09/26).
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Lena n-áirítear Leasú ar an Fhógra "Réamhamhairc" S.63(6) de chuid an OPR. (16-09/26)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Newtowncunnigham
An Baile Nua
Map 27.38
Léarscáil 27.38
Settlement Boundary ~ Teorainn Lonnaíochta
Amenity Area ~ Limistéir Thaitneamhachta
Opportunity Site ~ Suíomh Deise
Town Centre ~ Lár an Bhaile
Draft Ministerial Direction ~ Dreacht Ordú ón Aire
OPR S.63(6) Preliminary View Notice Site Fógra Láithreáin Réamhamhairc S.63(6) de chuid an OPR
Draft Ministerial Direction
(*) This Adopted Plan Map is published on 26th of June 2024. The Adopted Plan is subject to a Draft Minsterial Direction in the Matter of Section 31 of the Planning and Development act 2000 (As Amended) Issued to Donegal County Council on 26th June 2024. The Draft Ministerial Direction addresses the zoning of one site. These sites and the revelent contect of the Draft Direction in each case are identified on this Map. For more information on the Draft Ministerial Direction, Please refer to : www.donegaldevplan.ie or consult.donegal,ie
Dréacht-Ordú ón Aire
An Léarscail den Phleann Glachta seo arna fhoilsiú on 26 Meitheamh 2024. Tá an Pleann ar Glacadh Leis Faoi réir Dréacht -Treorach ón Aire maidir le hAlt 31 den Acht um Pleanáil agus Forbairt, 2000 (arna Leasú a eisíodh chuig Comhairle Contae Dhún na nGall ar an 26 Meiteamh 2024. Tugtar aghaidh sa Dréacht-Treoir ón Aire ar chriosú I suíomhanna ar leith. Aithnítear na láithreáin seo agus ábhar ábhartha an Dréacht-Treorach I ngach cás ar an Léarscail seo. Le tuileadh eolais a Fháil ar an Dréacht-Treoir ón Aire, Féach ar www.donegaldevplan.ie nó consult.donegal.ie
N
Draft Ministerial Direction
Revert to 'Not Zoned'
Dréacht-Ordú onAire
Fill ar 'Gan Chriosú'
'A'
'B'
G-PMA-14
Draft Ministerial Direction
Revert to 'outside of town centre'
Dréacht-Ordú onAire
Fill ar lasmuigh de lár bhaile
This material alteration related to the site outlined, and hatched, in orange has been suspended on foot of the S.63(6) "Preliminary View" Notice issued by the OPR on the 16/09/26.
Tá an t-athrú ar ábhair a bhaineann leis na láithreáin atá leagtha amach, agus haitseáilte, a bhfuil dath oráiste orthu curtha siar de bharr an Fhógra "Réamhamhairc" S.63(6) a d'eisigh an OPR ar an 16/09/26.
To be read in conjunction with revelent accompanying text contained in the front section of this appendix as well as other revelent objectives & policies of the CDP
Le Léamh i gcomhar leis an téaca ábhartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóirlagus beartais ábharta eile sa PFC
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Foinse - Comhairle Chontae Dhún ns nGall
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Comhairle Contae
Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Quigley's Point
Rinn Uí Choigligh
Map 27.39
Léarscáil 27.39
Settlement Boundary
~ Teorainn Lonnaíochta
N
Sourse - Donegal County Council
Foinse - Comhairle Chontae Dhún ns nGall
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To be read in conjunction with revelent accompanying text contained in the front section of this appendix as well as other revelent objectives & policies of the CDP
Le Léamh i gcomhar leis an téaca ábartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóiriagus beartais ábharta eile sa PFC


Comhairle Contae
Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Carrigart
Carraig Airt
Map 27.40
Léarscáil 27.40
Settlement Boundary ~ Teorainn Lonnaíochta
N
Sourse - Donegal County Council
Foinse - Comhairle Chontae Dhún ns nGall
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To be read in conjunction with revelent accompanying text contained in the front section of this appendix as well as other revelent objectives & policies of the CDP
Le Léamh i gcomhar leis an téaca ábartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóiriagus beartais ábharta eile sa PFC

Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

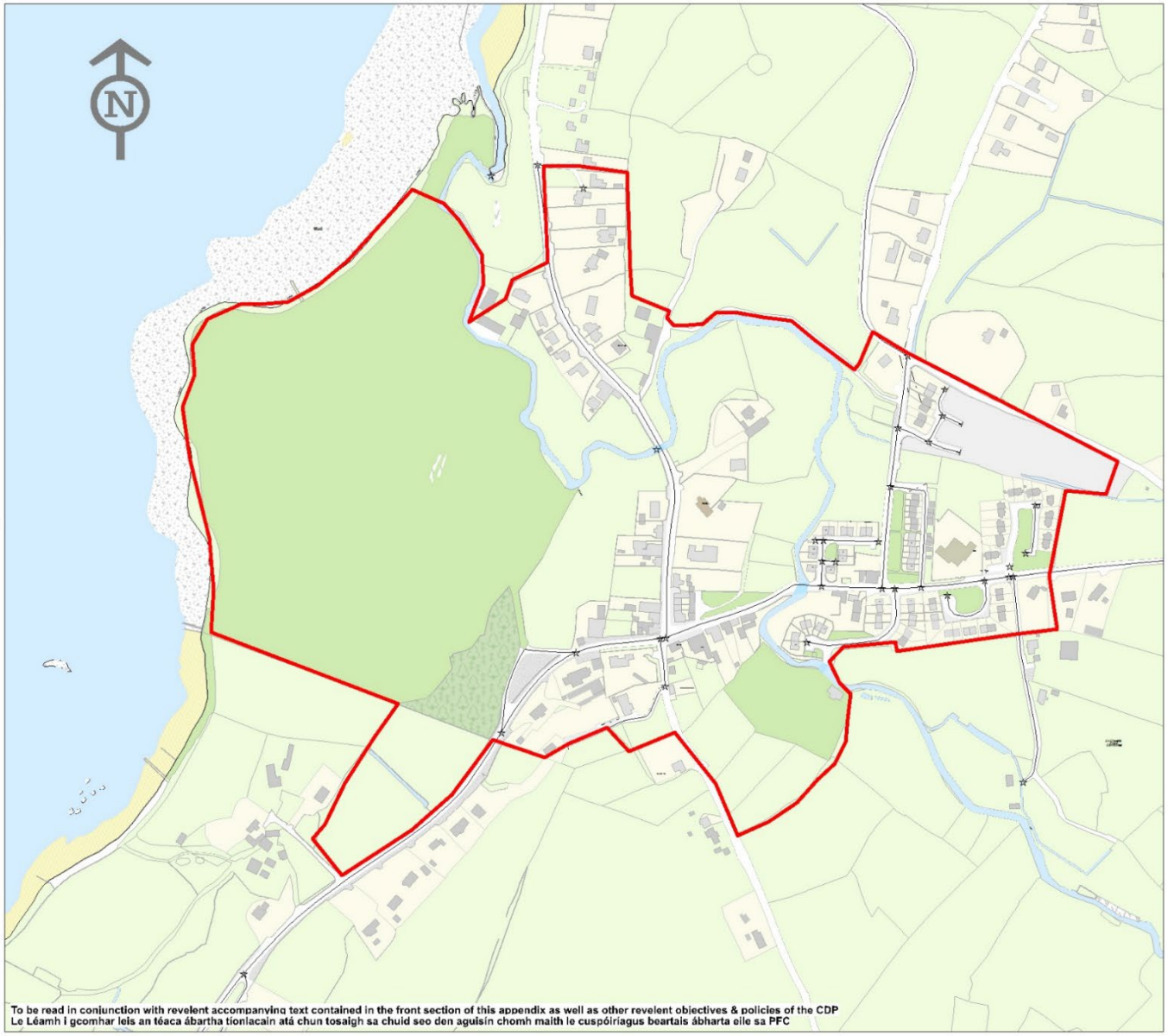
Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

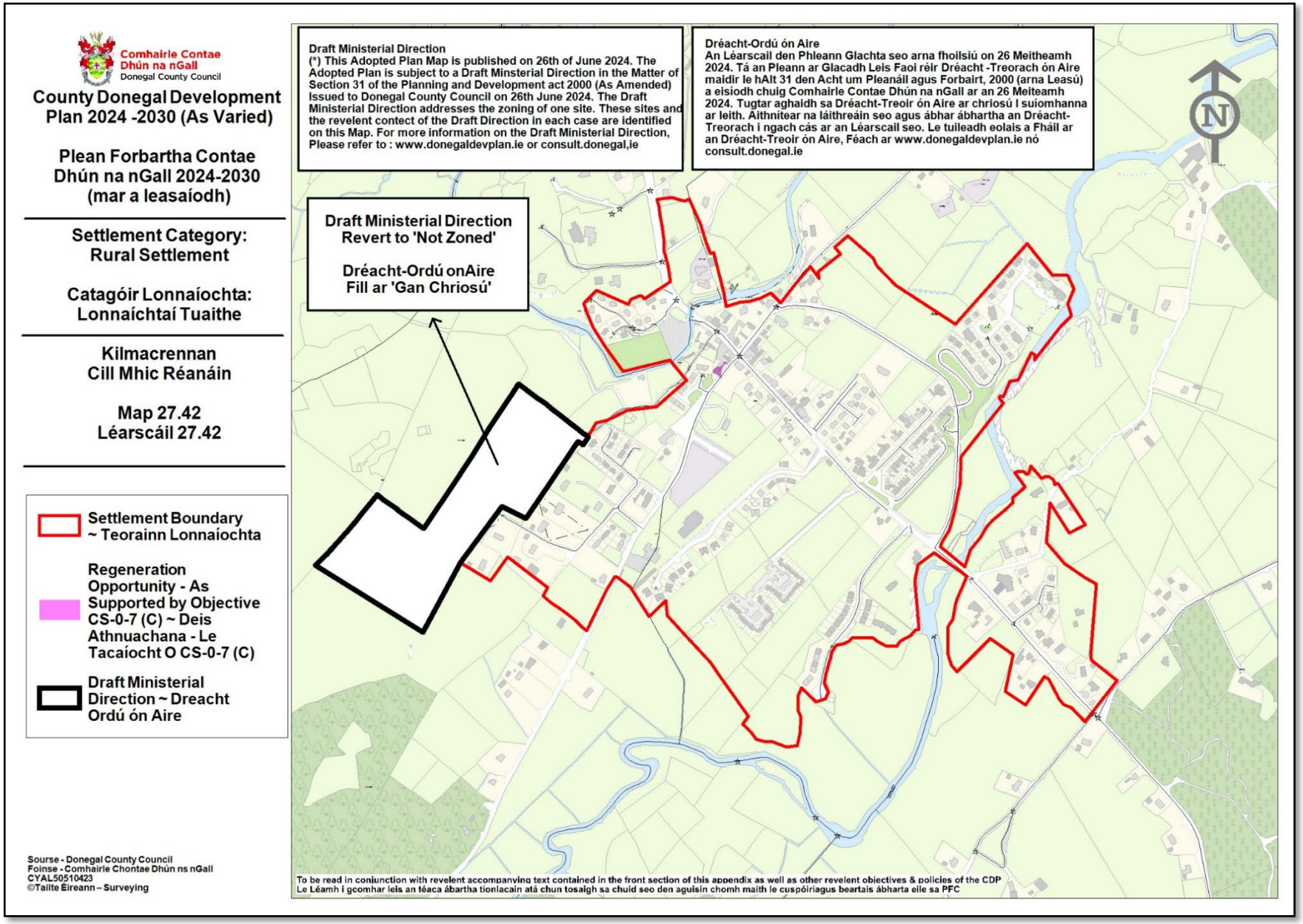
KerryKeel
An Cheathrú Chaol

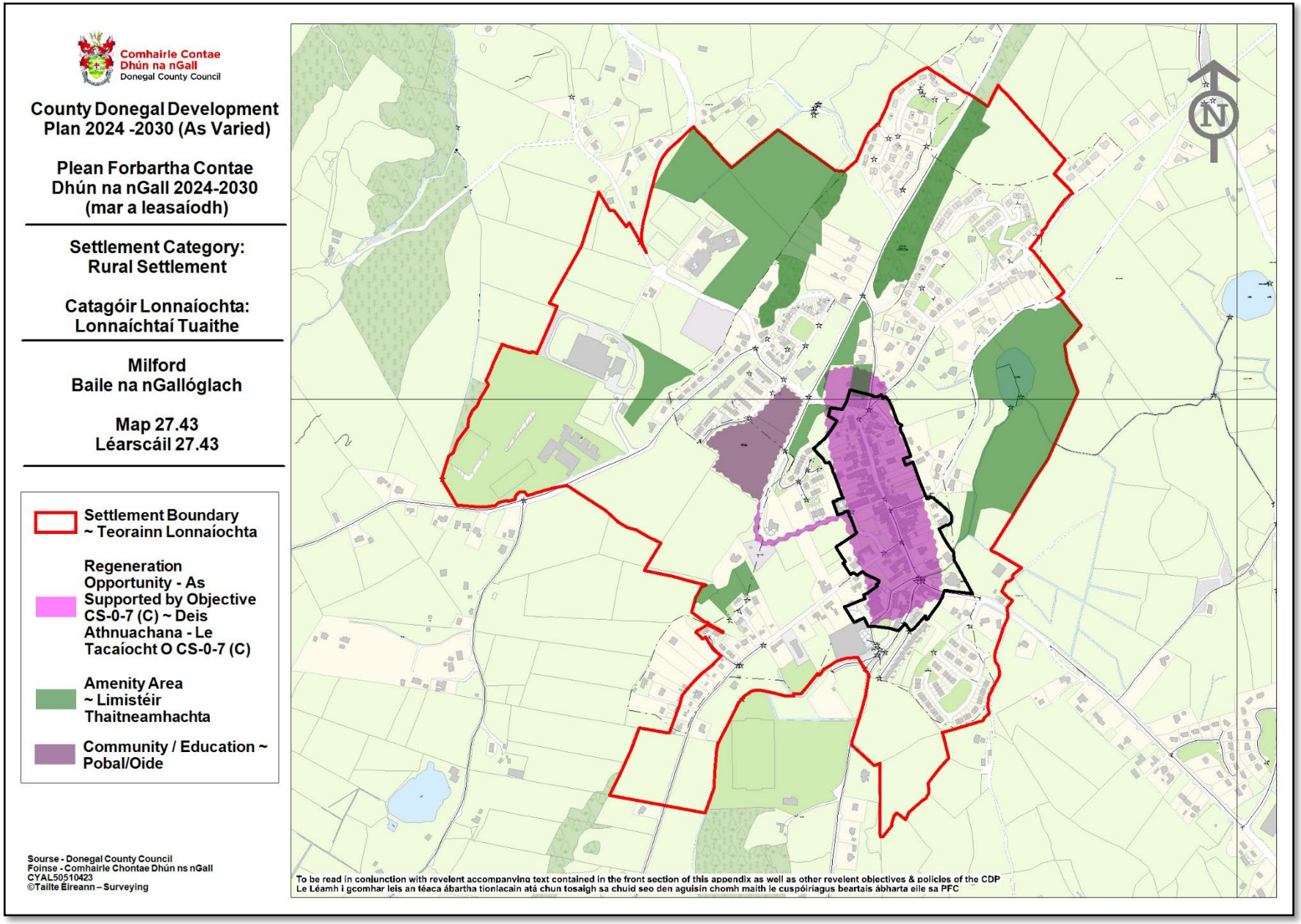
Map 27.41
Léarscáil 27.41

Settlement Boundary ~ Teorainn Lonnaíochta



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Foinse - Comhairle Chontae Dhún ns nGall
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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Kilmacrennan
Cill Mhic Réanáin
Map 27.42
Léarscáil 27.42
Settlement Boundary ~ Teorainn Lonnaíochta
Regeneration Opportunity - As Supported by Objective CS-0-7 (C) ~ Deis Athnuachana - Le Tacaíocht O CS-0-7 (C)
Draft Ministerial Direction ~ Dreacht Ordú ón Aire
Draft Ministerial Direction
(*) This Adopted Plan Map is published on 26th of June 2024. The Adopted Plan is subject to a Draft Minsterial Direction in the Matter of Section 31 of the Planning and Development act 2000 (As Amended) Issued to Donegal County Council on 26th June 2024. The Draft Ministerial Direction addresses the zoning of one site. These sites and the revelent contect of the Draft Direction in each case are identified on this Map. For more information on the Draft Ministerial Direction, Please refer to : www.donegaldevplan.ie or consult.donegal,ie
Dréacht-Ordú ón Aire
An Léarscail den Phleann Glachta seo arna fhoilsiú on 26 Meitheamh 2024. Tá an Pleann ar Glacadh Leis Faoi réir Dréacht -Treorach ón Aire maidir le hAlt 31 den Acht um Pleanáil agus Forbairt, 2000 (arna Leasú) a eisíodh chuig Comhairle Contae Dhún na nGall ar an 26 Meiteamh 2024. Tugtar aghaidh sa Dréacht-Treoir ón Aire ar chriosú I suíomhanna ar leith. Aithnítear na láithreáin seo agus ábhar ábhartha an Dréacht-Treorach i ngach cás ar an Léarscail seo. Le tuileadh eolais a Fháil ar an Dréacht-Treoir ón Aire, Féach ar www.donegaldevplan.ie nó consult.donegal.ie
Draft Ministerial Direction
Revert to 'Not Zoned'
Dréacht-Ordú onAire
Fill ar 'Gan Chriosú'
N
Sourse - Donegal County Council
Foinse - Comhairle Chontae Dhún ns nGall
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To be read in conjunction with revelent accompanying text contained in the front section of this appendix as well as other revelent objectives & policies of the CDP
Le Léamh i gcomhar leis an téaca ábartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóiriagus beartais ábharta eile sa PFC


Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Milford
Baile na nGallóglach
Map 27.43
Léarscáil 27.43
Settlement Boundary ~ Teorainn Lonnaíochta
Regeneration Opportunity - As Supported by Objective CS-0-7 (C) ~ Deis Athnuachana - Le Tacaíocht O CS-0-7 (C)
Amenity Area ~ Limistéir Thaitneamhachta
Community / Education ~ Pobal/Oide
N
Sourse - Donegal County Council
Foinse - Comhairle Chontae Dhún ns nGall
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Le Léamh i gcomhar leis an téaca ábartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóirlagus beartais ábharta eile sa PFC

Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

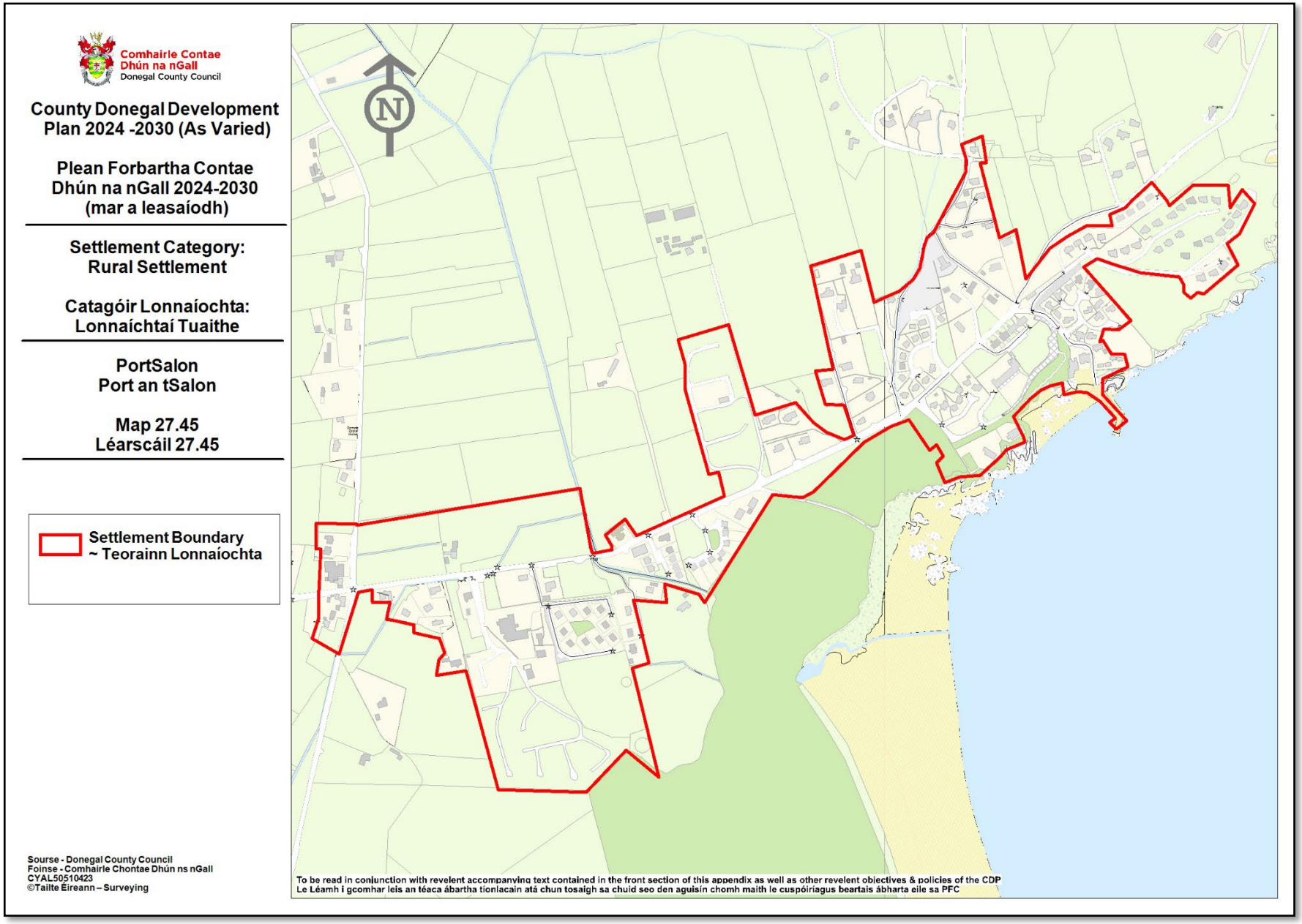
Downings
Na Dúnaibh

Map 27.44
Léarscáil 27.44

Settlement Boundary ~ Teorainn Lonnaíochta



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Comhairle Contae
Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
PortSalon
Port an tSalon
Map 27.45
Léarscáil 27.45
Settlement Boundary ~ Teorainn Lonnaíochta
N
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Foinse - Comhairle Chontae Dhún ns nGall
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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

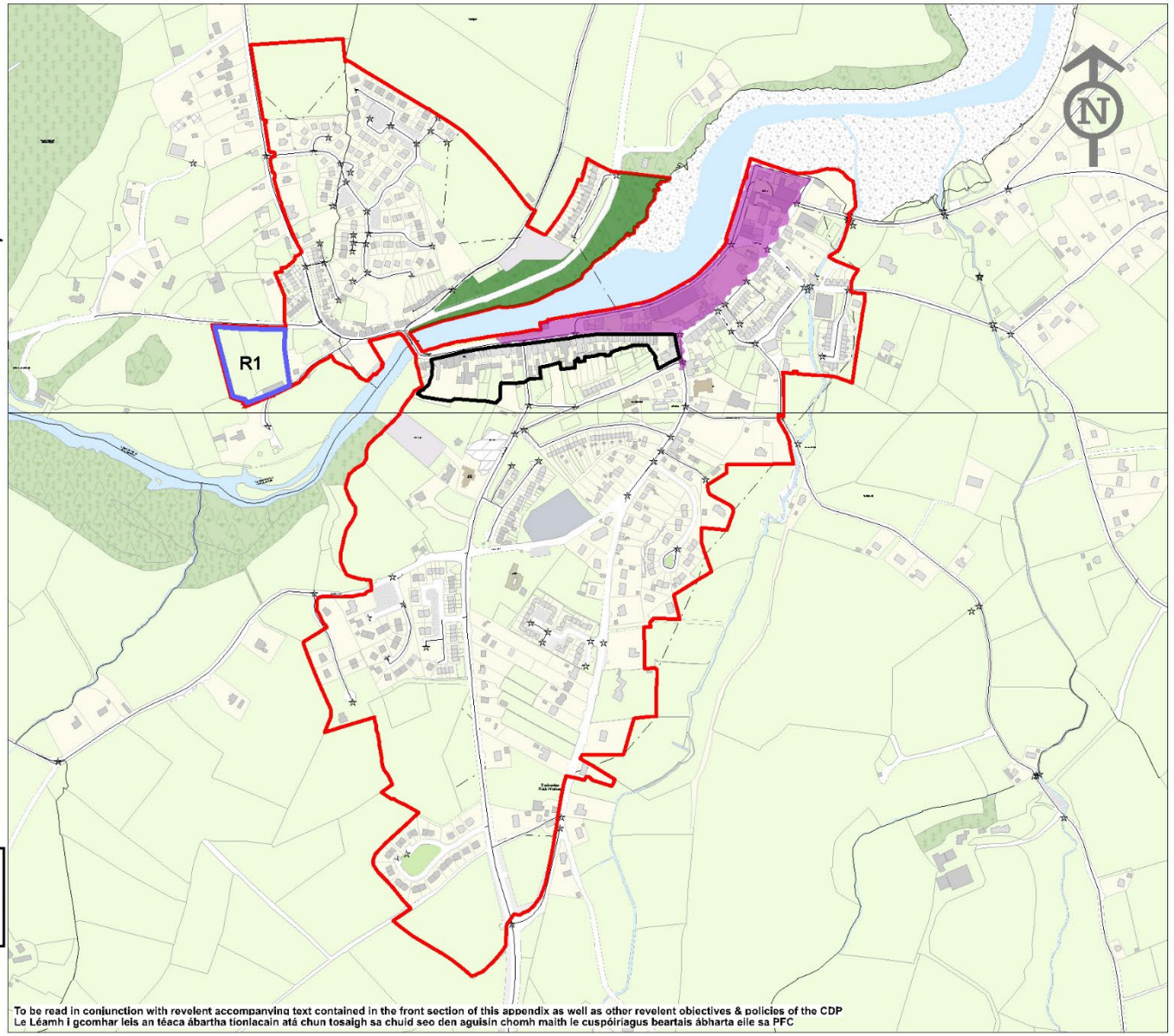
Ramelton
Ráth Mealtain

Map 27.46
Léarscáil 27.46

- Settlement Boundary ~ Teorainn Lonnaíochta
- Regeneration Opportunity - As Supported by Objective CS-0-7 (C) ~ Deis Athnuachana - Le Tacaíocht O CS-0-7 (C)
- Amenity Area ~ Limistéir Thaitneamhachta
- Town Centre ~ Lár an Bhaile

* Site outlined in Blue and Labelled 'R1', please refer to policy 'RAM-R-1'

Súimh imilínithe le Gorm agus an Lipéad 'M1' air, féach ar pholasaí 'RAM-R-1'.



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Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

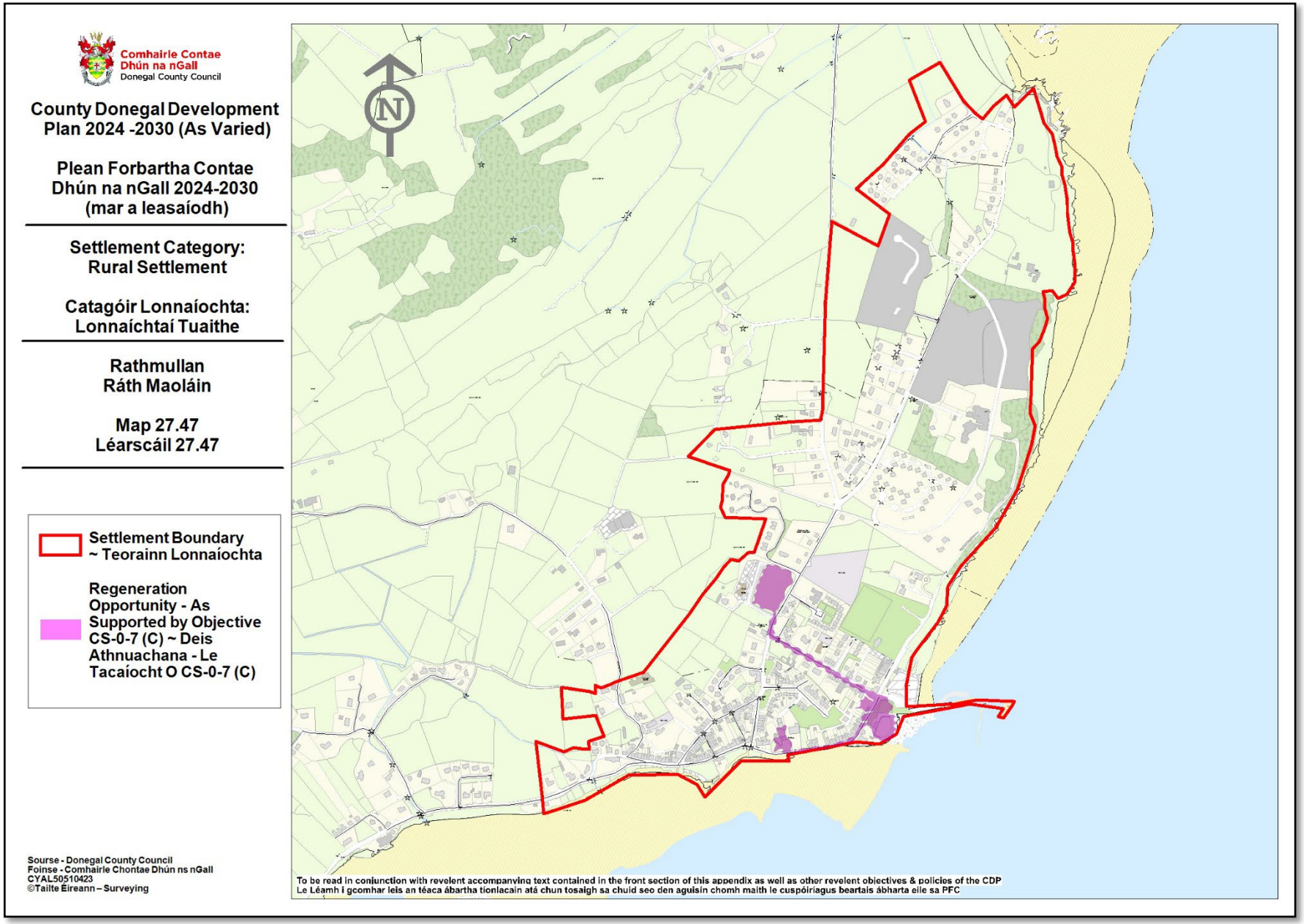
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

Rathmullan
Ráth Maoláin

Map 27.47
Léarscáil 27.47



Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

Settlement Category: Rural Settlement

Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

Castlefinn
Caisléan na Finne

Map 27.48
Léarscáil 27.48

Settlement Boundary
~ Teorainn Lonnaíochta



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Foinse - Comhairle Chontae Dhún ns nGall
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To be read in conjunction with revelent accompanying text contained in the front section of this appendix as well as other revelent objectives & policies of the CDP
Le Léamh i gcomhar leis an téaca ábartha tionlacain atá chun tosaigh sa chuid seo den aguisín chomh maith le cuspóiriagus beartais ábharta eile sa PFC

Comhairle Contae Dhún na nGall
Donegal County Council

County Donegal Development Plan 2024 -2030 (As Varied)

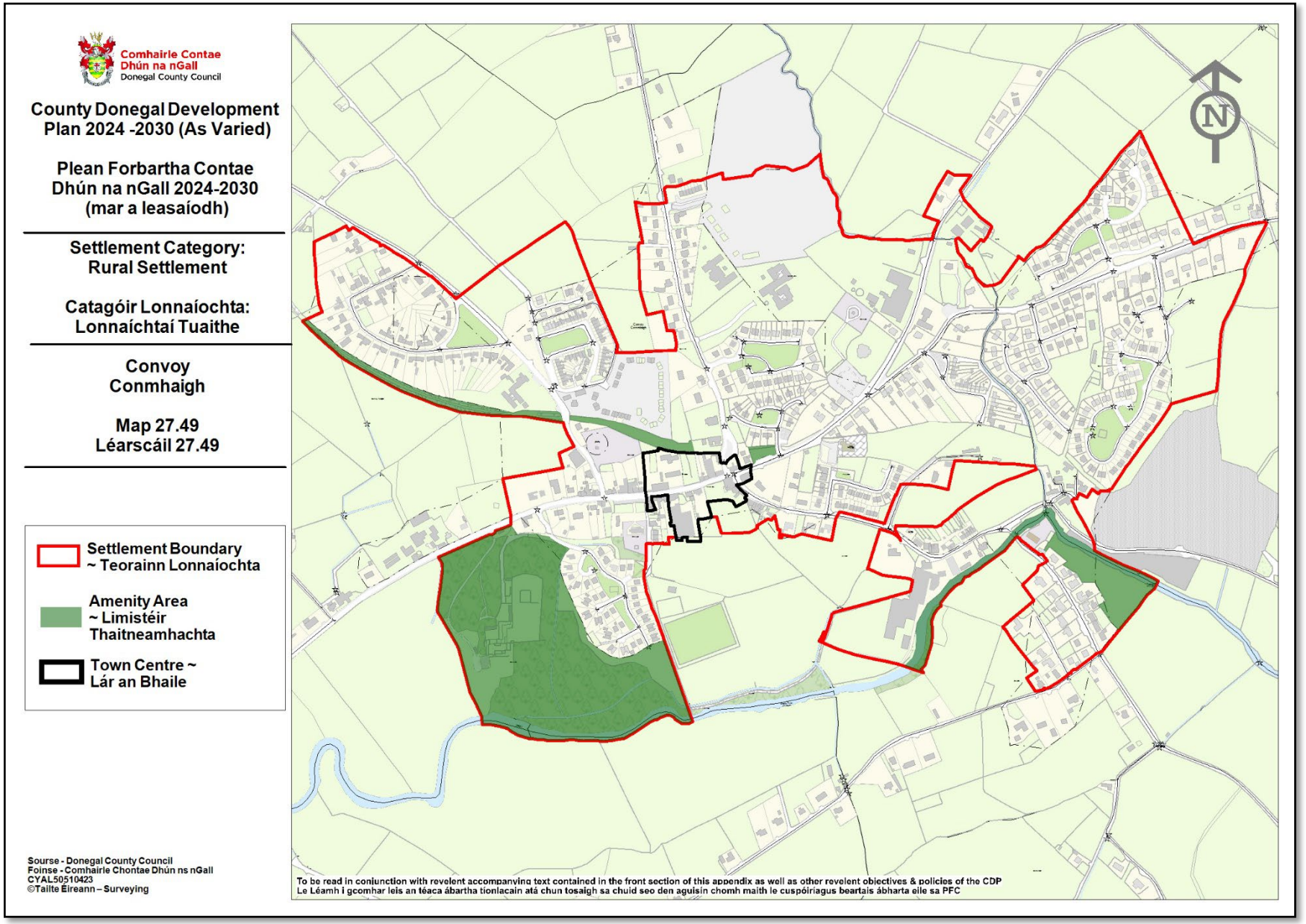
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)

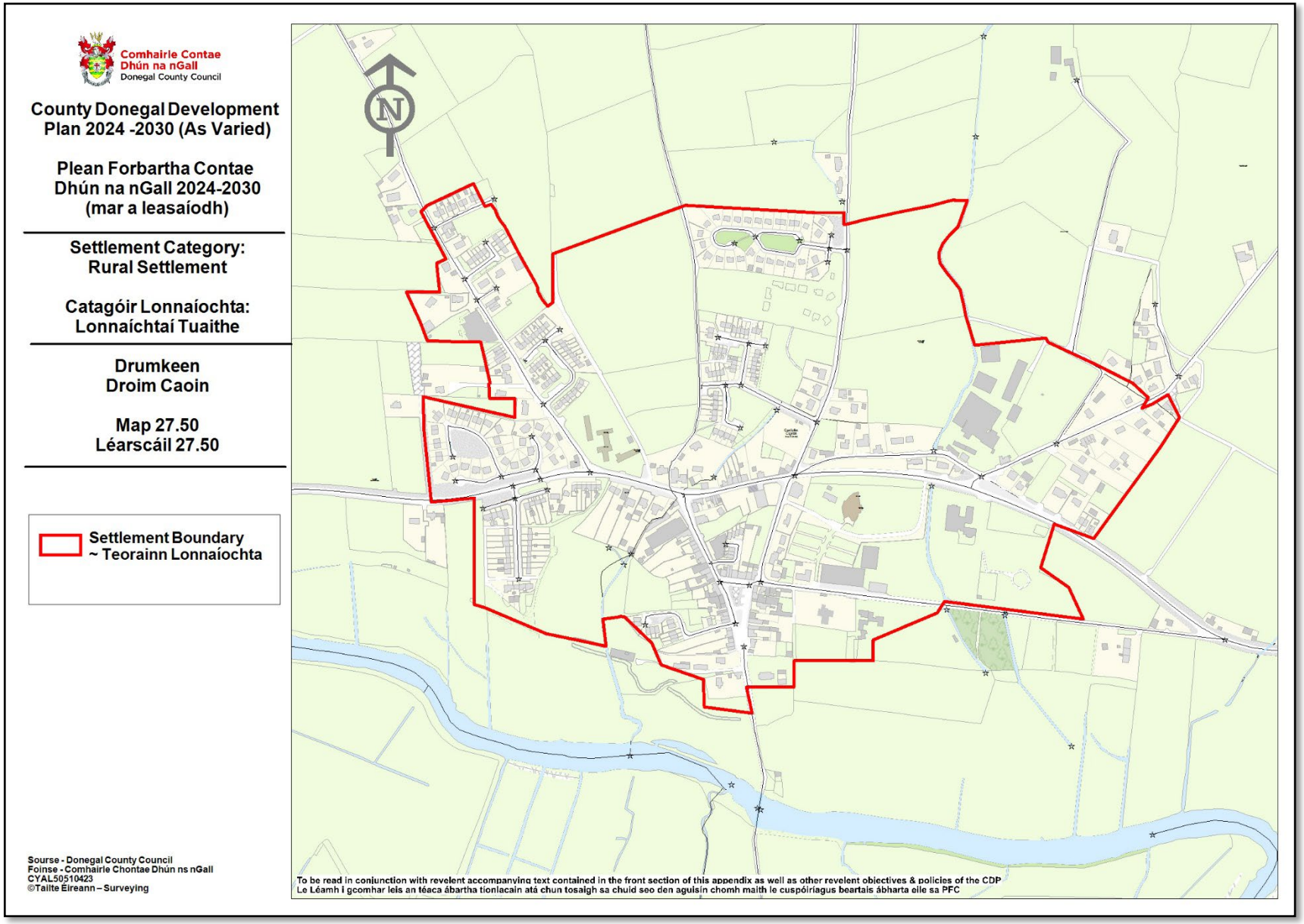
Settlement Category: Rural Settlement

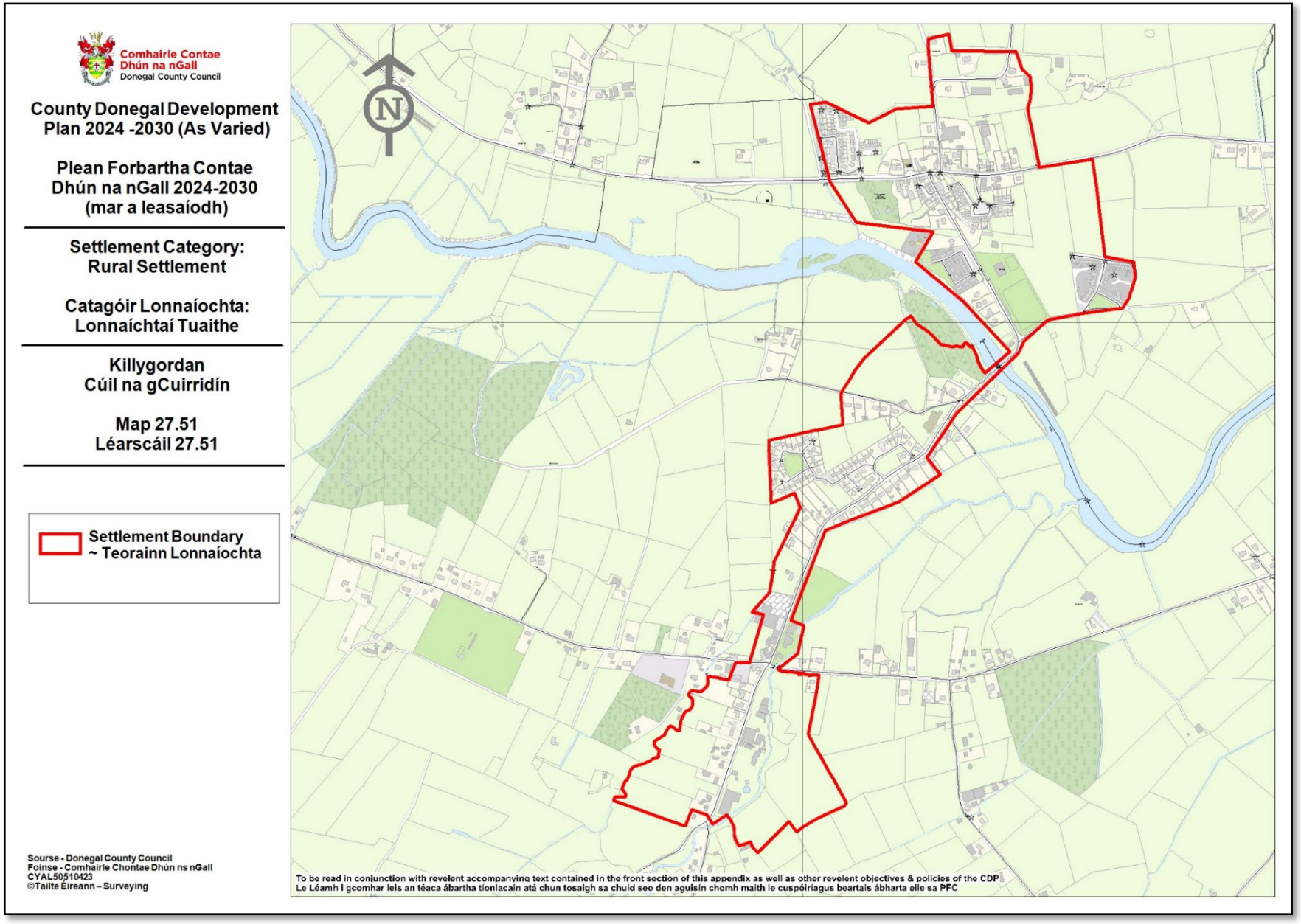
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe

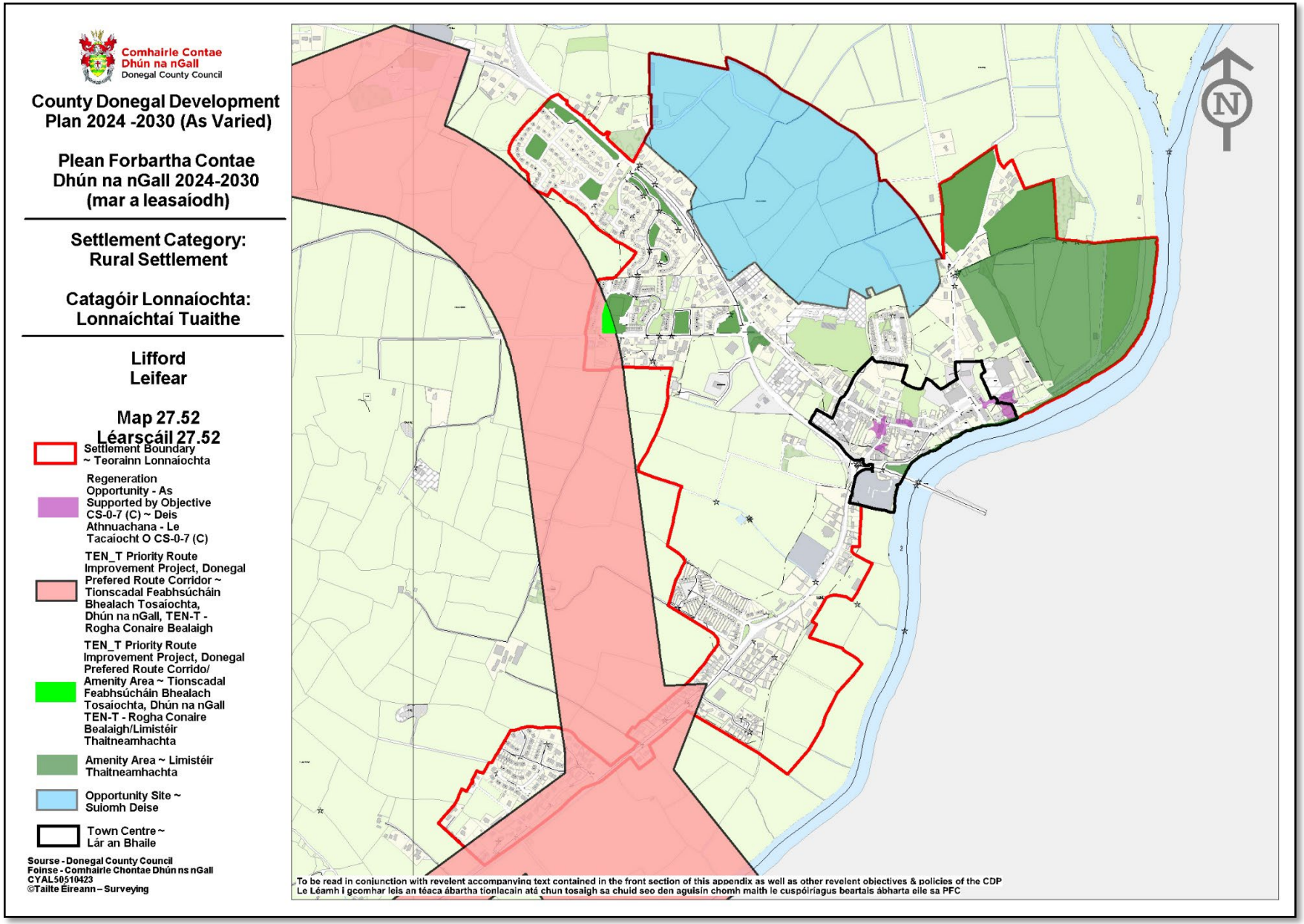
Convoy
Conmhaigh

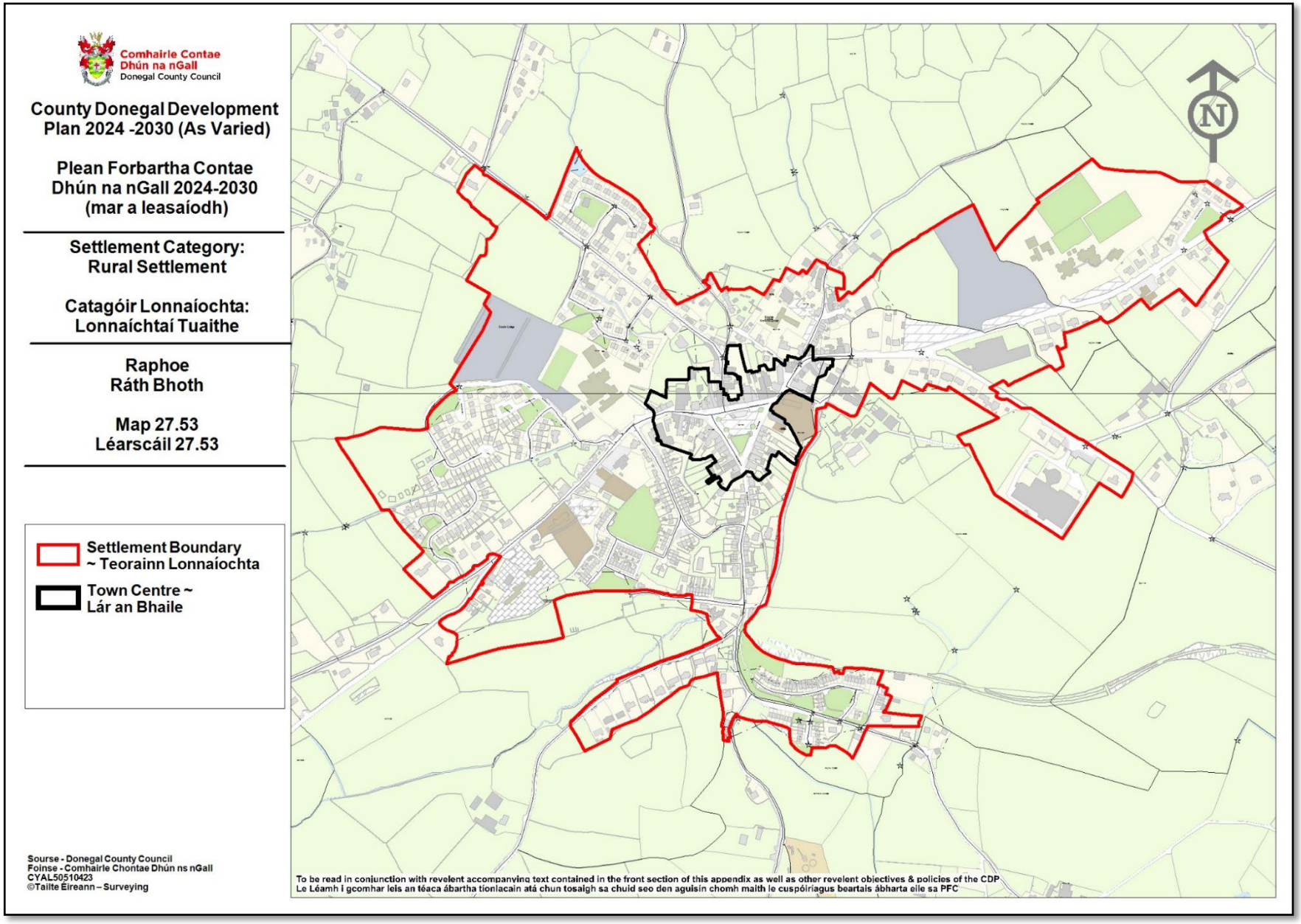
Map 27.49
Léarscáil 27.49

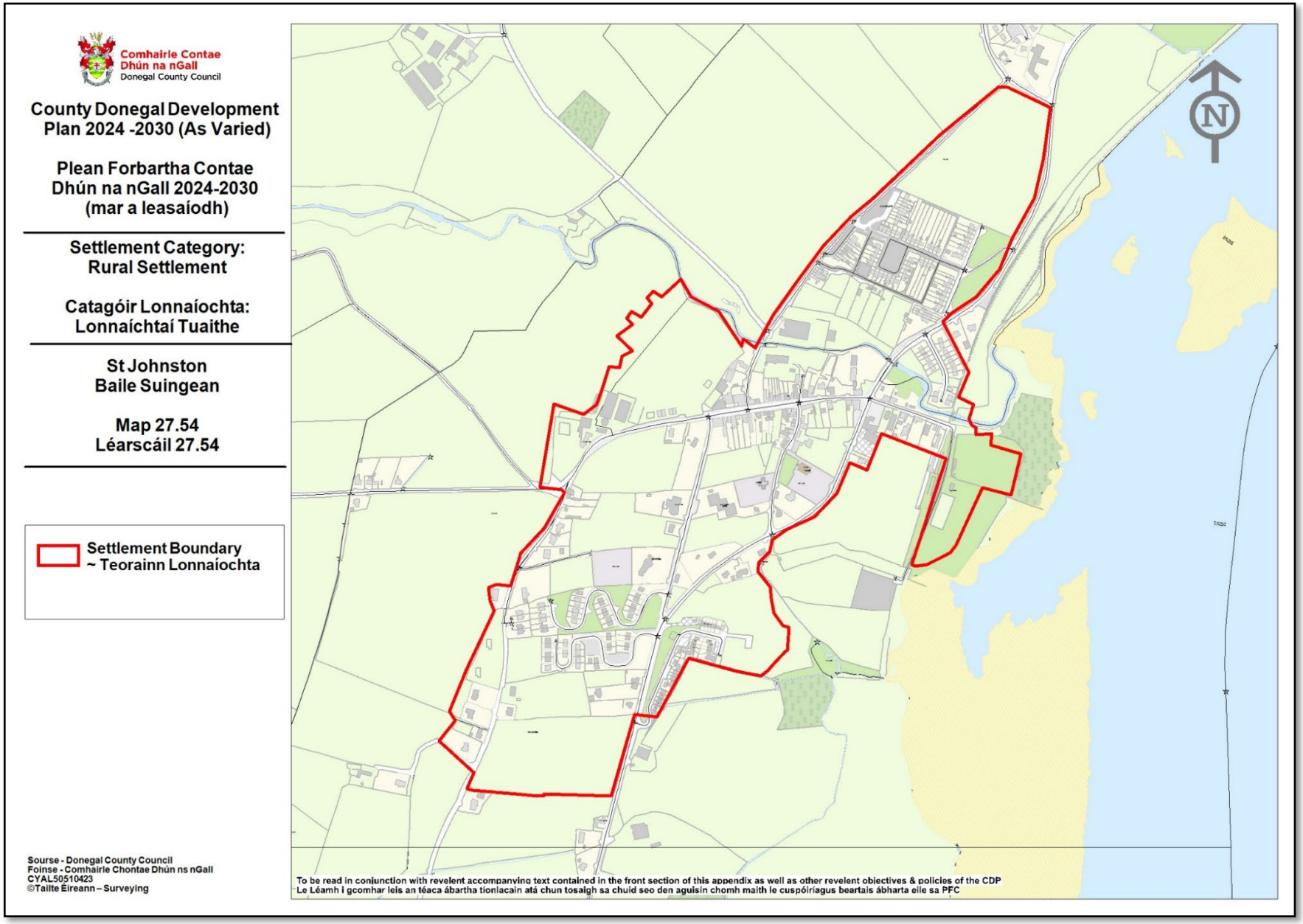



Comhairle Contae
Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Drumkeen
Droim Caoin
Map 27.50
Léarscáil 27.50
Settlement Boundary ~ Teorainn Lonnaíochta
N
Sourse - Donegal County Council
Foinse - Comhairle Chontae Dhún ns nGall
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Comhairle Contae
Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Killygordan
Cúil na gCuirridín
Map 27.51
Léarscáil 27.51
Settlement Boundary
~ Teorainn Lonnaíochta
N
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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Lifford
Leifear
Map 27.52
Léarscáil 27.52
Settlement Boundary ~ Teorainn Lonnaíochta
Regeneration Opportunity - As Supported by Objective CS-0-7 (C) ~ Deis Athnuachana - Le Tacaíocht O CS-0-7 (C)
TEN_T Priority Route Improvement Project, Donegal Prefered Route Corridor ~ Tionscadal Feabhsúcháin Bhealach Tosaíochta, Dhún na nGall, TEN-T - Rogha Conaire Bealaigh
TEN_T Priority Route Improvement Project, Donegal Prefered Route Corrido/ Amenity Area ~ Tionscadal Feabhsúcháin Bhealach Tosaíochta, Dhún na nGall TEN-T - Rogha Conaire Bealaigh/Limistéir Thaitneamhachta
Amenity Area ~ Limistéir Thaitneamhachta
Opportunity Site ~ Suiomh Deise
Town Centre ~ Lár an Bhaile
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Comhairle Contae Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
Raphoe
Ráth Bhoth
Map 27.53
Léarscáil 27.53
Settlement Boundary ~ Teorainn Lonnaíochta
Town Centre ~ Lár an Bhaile
N
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Comhairle Contae
Dhún na nGall
Donegal County Council
County Donegal Development Plan 2024 -2030 (As Varied)
Plean Forbartha Contae Dhún na nGall 2024-2030 (mar a leasaíodh)
Settlement Category: Rural Settlement
Catagóir Lonnaíochta: Lonnaíchtaí Tuaithe
St Johnston
Baile Suingean
Map 27.54
Léarscáil 27.54
Settlement Boundary ~ Teorainn Lonnaíochta
N
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