

Seven Strategic Towns Local Area Plan 2018 - 2024



**Comhairle Contae
Dhún na nGall**
Donegal County Council



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FOREWORD

On behalf of the Elected Members of Donegal County Council, I am delighted to introduce the Seven Strategic Towns Local Area Plan, 2018-2024. The Plan has been prepared in the context of the recently adopted County Development Plan 2018-2024, and has been formulated with a view to building on the regeneration and growth agenda of said County document.

The Plan seeks to apply these principles of regeneration and growth in a more detailed level for each of the seven towns in a manner most appropriate to the context and particular economic functions of each town.

This Plan seeks to deal with these challenges, and to harness the opportunities of each town, but in a balanced way that will improve the quality of life for the residents of the towns, thereby contributing to the uniquely attractive environment of the County as an excellent place to live, work, visit and to do business.

Cllr Seamus O'Domhnaill

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1 Introduction

1.1 Local Area Plan Status and Process

The Seven Strategic Towns Local Area Plan 2018-2024 (hereinafter referred to as the LAP) for the towns of An Clochán Liath (Dungloe), Ballybofey-Stranorlar, Ballyshannon, Bridgend, Carndonagh, Donegal Town and Killybegs has been prepared in accordance with the requirements of the Planning and Development Acts 2000-2017 (P&D Acts).

The LAP sets out an overall strategy for the proper planning and sustainable development of the seven towns in the context of the County Donegal Development Plan 2018-2024 (the CDP) and the Border Regional Authority's Regional Planning Guidelines 2010-2022 (RPGs). It is informed by Ministerial Guidelines issued pursuant to Section 28 of the Planning and Development Act 2000-2017 (P&D Acts) together with EU requirements regarding Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA). The commitment to prepare a LAP for the seven strategic towns and the programme for delivery is set out in the Core Strategy in Chapter 2A of Part A of the CDP (see Objective CS-O-15, Chapter 2A of Part A of the CDP).

1.2 Requirement to Prepare Local Area Plan

Sections 18-20 of the P&D Acts provide that a Local Area Plan (LAP) may be prepared in respect of any area which a planning authority considers suitable, in particular for areas which require economic, physical and social renewal and for areas likely to be the subject of large-scale development within the lifetime of the Plan. It is a mandatory requirement for a planning authority to make a LAP for any town with a population in excess of 5,000. In addition a planning authority must indicate land use zoning objectives for any town or village within its functional area with a population between 1,500 and 5,000 and in indicating such objectives, the planning authority has the option to either prepare a LAP for the area, or include the objectives in the Development Plan.

Table 1.1 sets out the population for each of the seven Layer 2 'Strategic Towns' as recorded in the recent Census 2016. Notwithstanding the fact that three of the seven towns are below the 1,500 threshold it is noted that the decision as to whether to prepare a LAP in a sub-threshold context or to include specific objectives in a development plan is a matter for the planning authority. In this regard, it is noted that it is an objective of the CDP to prepare a LAP for, inter alia, six of the seven towns the subject of this LAP namely An Clochán Liath (Dungloe), Ballybofey-Stranorlar, Ballyshannon, Carndonagh, Donegal Town and Killybegs (see Objective CS-O-15, Chapter 2A of Part A of the CDP). In addition, the Council has identified Bridgend as a settlement that would also benefit from the preparation of a LAP, particularly for the reasons as noted in Table 2.1 in Chapter 2 of this LAP.

The period of the LAP shall be taken as being six years from the date of its adoption or until it is reviewed or another LAP is made, unless it is extended under Section 19 (1)(d) of the P&D Acts.

Table 1.1: Population of the Seven Layer 2 'Strategic Towns' as recorded in Census 2016

Town	Population (No. of Persons) Census 2011	Population (No. of Persons) Census 2016	Change in Population (No. of Persons)	Change in Population (%)
An Clochán Liath (Dungloe)	1,183	1,164	-19	-1.6%
Ballybofey-Stranorlar	4,852	4,852	0	0%
Ballyshannon¹	2,503	2,299	-204	-8.2%
Bridgend	497	454	-43	-8.7%
Carndonagh	2,534	2,471	-63	-2.5%
Donegal Town	2,607	2,618	11	0.4%
Killybegs	1,297	1,236	-61	-4.7%

Source: www.cso.ie

1.3 Form and Content of the LAP and Relation with the CDP

The LAP comprises a Written Statement with accompanying maps. The Written Statement shall take precedence over the maps should any discrepancy arise between them. The CDP and the LAP should be read in tandem when interpreting the specific policies and objectives for the seven strategic towns. Where conflicting policies and objectives arise between the CDP and the LAP, the policies and objectives of the CDP shall take precedence. The general development management policies and standards of the CDP are applicable to the LAP.

For ease of reference, the main objectives and policies of the CDP that are relevant in the context of this LAP are set out in Appendix A. The CDP in its entirety can be viewed at www.donegalcoco.ie. All proposals for development put forward in accordance with the provisions of this LAP must demonstrate compliance with the objectives and policies of the County Plan in operation. In addition, objectives and policies that are common across each of the towns covered by this LAP are set out in Chapter 3. Site specific objectives and policies relevant to each town are set out within the individual town chapters of this document (Chapters 4-10).

1.4 Public Consultation

The preparation of this LAP commenced in July 2015. To inform the preparation of the LAP, the Council carried out a preliminary consultation exercise as provided for by section 20(1) of the P&D Acts. Donegal County Council published a General Information Booklet in addition to specific Information Booklets for each of the 7 towns and invited submissions and observations from interested parties for an 8 week period between 16th July 2015 and 11th September 2015. Submissions were received from residents, local businesses, local community and recreation groups, local representatives, prescribed bodies, statutory authorities, and adjoining local authorities. A total of 654 written submissions and the issues raised are summarised in a report entitled, 'Report on the Initial Stage of Public Consultation to prepare a Local Area Plan in respect of Tier 2 Towns, October 2016' and the report was considered by Elected Members at their Municipal District workshops in November 2015.

¹ 80 legal towns were abolished under the Local Government Reform Act 2014. Census towns which previously combined legal towns and their environs, including Ballyshannon, have been newly defined using the standard census town criteria. For some towns, including Ballyshannon, the impact of this has been to lose area and population, compared with previous census figures. This could account for the decrease in population in Ballyshannon.

A further phase of consultation commenced on 27th January 2016 through to 29th February 2016 including seven drop-in events during which written submissions or observations were invited. In total 69 written submissions were received during the 2nd consultation period with two further late submissions received on 1st and 2nd March 2016. The issues raised during this phase of consultation are summarised in a report entitled, 'Report on the Second Period of Public Consultation to Prepare a Local Area Plan in Respect of Tier 2 Towns, April 2016' and the report was considered by Elected Members at their Municipal District workshops in April 2016.

The Planning Authority published notice of the proposal to make the LAP in 4 newspapers circulating in the area and advertised throughout the County via social media and the Council's website. Copies of the Draft LAP, inclusive of the associated Environmental Report, were made available from Friday 24th November, 2017 – Wednesday 24th January, 2018 (both dates inclusive) at the following Council offices:

- The Planning Office, Donegal County Council, County House, Lifford
- Letterkenny Public Services Centre, Neil T. Blaney Road, Letterkenny
- Milford Public Services Centre, Main St., Milford
- An Clochán Liath (Dungloe) Public Services Centre, Gweedore Road, An Clochán Liath
- Carndonagh Public Services Centre, Malin Road, Carndonagh
- Donegal Town Public Services Centre, Drumlonagher, Donegal Town
- Buncrana Council Offices, St. Orans Road, Buncrana

In addition, a public 'drop-in' event was organised for each town addressed in the LAP between 28th November 2017 - 14th December 2017, in order to allow interested parties to view and discuss the contents of the Draft LAP. These drop-in events were also advertised in the press, radio and on social media. Facilities were made available at the drop-in events for persons to make written submissions in relation to the LAP if they wished.

As a result of the aforementioned consultation exercises, a total of 1152 submissions were received from members of the public in addition to submissions from 9 Prescribed Bodies and Environmental Authorities.

Following on from this, Proposed Material Alterations to the LAP were made available for consultation for a period of 4 weeks, from 11th May 2018 to 7th June 2018 (both dates inclusive). A total of 293 submissions were received, comprised of 285 from the public and 8 from Statutory Consultees, within the consultation period. One prescribed body submission was received outside the consultation period, and one public submission was received in relation to an issue unrelated to any proposed material alteration. All stages of consultation have informed the plan making process and the preparation of the final document.

1.5 Strategic Environmental Assessment

The preparation of this LAP has been informed by the preparation of a Strategic Environmental Assessment (SEA) in accordance with the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. No. 436 of 2004 as amended by S.I. No. 201 of 2011) which transpose the European Strategic Environmental Assessment (SEA) Directive 2001/42/EC into Irish Law.

The SEA process is the formal systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt the plan or programme. It informs the plan making process of the likely environmental impacts of alternative actions and contributes to the integration of environmental considerations into plan making.

1.6 Appropriate Assessment

An Appropriate Assessment of the LAP was carried out pursuant to Article 6 of the EU Habitats Directive (92/43/EEC), the EU (Birds and Natural Habitats) Regulations 2011 (S.I No 477 of 2011 as amended by S.I. No 355 of 2015) and the Planning and Development Act 2000 (as amended) (including by the Environmental (Miscellaneous Provisions) Act 2011).

The requirements for Appropriate Assessment of plans or projects, including masterplans, is outlined in Article 6(3) and (4) of the EU Habitats Directive (92/43/EEC). In any case where, following screening for Appropriate Assessment, it is found that any plan or project is likely to have a significant impact on areas designated as Natura 2000 sites, a full Appropriate Assessment must be carried out.

The Plan shall not have (or perpetuate) adverse effects on the integrity of the Natura 2000 Network or any European site (unless in exceptional circumstances where the provisions of Article 6(4) of the Habitats Directive may be invoked). Furthermore all policies and objectives of the Plan and their implementation are subject to compliance with Article 6 of the Habitats Directive and to the full range of considerations that may apply for compliance with the Birds Directive, the EIA Directive, the SEA directive and relevant national legislation. The Council in its duties as a public authority, under Regulation 27 of the European Communities (Birds and Natural Habitats) Regulations, 2011, shall exercise its functions, including consent functions, in compliance with or so as to secure compliance with the requirements of the Habitats Directive and the Birds Directive, and the above mentioned European Communities (Birds and Natural Habitats) Regulations 2011, and shall take appropriate steps to avoid in a European site the deterioration of natural habitats and the habitats of species as well as the disturbance of the species for which the site has been designated, insofar as such disturbance could be significant in relation to the objectives of the Habitats Directive.

1.7 Environmental Mitigation And Management

The LAP has incorporated significant environmental mitigation measures in the form of proactive objectives and policies. These reflect the consideration given to potential environmental impacts throughout the iterative process of plan development which has guided the formulation and environmental assessment of all policies and objectives. It should also be noted that objectives and policies set out in the CDP, and further contextualised in the Environmental Report and the Natura Impact Report of County Donegal Development Plan 2018 - 2024 also apply to the LAP.

Some 63 of the objectives and policies set out in the LAP specifically reference compliance with the Habitats Directive as a condition of implementation. A further 8 objectives or policies impose a constraint of no impact on Natura 2000 sites.

Some 27 of the objectives and policies set out in the CDP specifically include compliance with Article 6 of the Habitats Directive as a condition of implementation. A further 10 objectives or policies impose a constraint of no impact on Natura 2000 sites. In addition to this, wider environmental constraints are referenced throughout many of the objectives and policies of the CDP, including compliance with RBMPs and Programmes of Measures, Freshwater Pearl Mussel Sub-Basin Plans, Shellfish Pollution Reduction Programmes, and EU Biodiversity Strategy.

In addition to the specific objectives and policies listed in the LAP and CDP, many others promote environmentally beneficial measures such as retention of natural vegetation, hedgerows and woodland

and best practice in flood risk abatement, or consideration of statutory environmental management plans (e.g. RBMPs and Programmes of Measures, Freshwater Pearl Mussel Sub-Basin Plans, Shellfish Pollution Reduction Programmes, and EU Biodiversity Strategy). Together they create an ethos of environmental awareness and appreciation that pervades the CDP and LAP and will contribute significantly to maintaining the conservation status and integrity of the Natura network.

1.8 CLIMATE CHANGE MITIGATION AND ADAPTATION

Urgent action is needed to address climate change and to move Ireland towards a low carbon, climate resilient economy and society. The effects of climate change are already discernible in Ireland and projected impacts include higher intensity rainfall events, more intense storms and storm surge, sea level rise, warmer temperatures and longer periods of low rainfall. While the environmental objectives on climate change included in the SEA/ER are noted, recommend that the Plan includes a section detailing how climate change mitigation and adaptation measures will be considered in implementing the Plan. A commitment should be given to integrating the climate change recommendations of the Draft Donegal CDP 2018-2024, upon adoption, into the Plan.

The EPA has published guidelines to support local authorities in developing local climate adaptation strategies (EPA, 2016). The 'Climate Ireland' website provides information, support and advice to help local authorities, sectors and government departments to adapt to climate change and includes a Local Authority Adaptation Support Wizard. It can be consulted at www.climateireland.ie.

1.9 RELATIONSHIP WITH OTHER PLANS AND GUIDELINES

The LAP has been prepared having regard to national, regional and local policy documents, in addition to Guidelines issued under Section 28 of the P&D Acts, including those outlined in Table 1.2. (Note: This list is not exhaustive)

Table 1.2: National, Regional and Local Policy Documents Considered in the Preparation of the LAP

National	
National Spatial Strategy 2000-2020	National Policy Position on Climate Action and Low Carbon Development (2014)
Childcare Facilities Guidelines for Planning Authorities (2001)	Offshore Renewable Energy Development Plan (2014)
Guidelines for Planning Authorities on Sustainable Rural Housing (2005)	Forests, Products and People (2014)
The Planning System and Flood Risk Management: Guidelines for Planning Authorities (2009)	Forestry Programme 2014-220: Ireland
Smarter Travel, a Sustainable Transport Future, A New Transport Policy for Ireland 2009-2020	Rural Development Programme 2014-2020
National Cycle Policy Framework 2009	Social Housing Strategy 2020 (2014)
National Renewable Energy Action Plan (2010)	Investing in our Transport Future – A Strategic Investment Framework for Land Transport (2015)
Architectural Heritage Protection- Guidelines for Planning Authorities 2011	National Peatlands Strategy (2015)
Actions for Biodiversity 2011-2016, Ireland's National Biodiversity Plan	Water Services Strategic Plan (2015)
Sustainable Future – a Framework for Sustainable Development for Ireland (2012)	National Strategic Plan for Sustainable Aquaculture Development (2015)
National Climate Change Adaption Framework, Building Resilience to Climate Change (2012)	National Landscape Strategy for Ireland 2015-2025
Harnessing Our Ocean Wealth: An Integrated Marine Plan for Ireland (2012)	Rebuilding Ireland – Action Plan for Housing the Homelessness (2016)

National Broadband Plan (2012)	Heritage Council Priorities 2016 and Beyond
Spatial Planning and National Roads Guidelines for Planning Authorities (2012)	Heritage Plan 2016-2020 (Waterways Ireland)
Strategy for Renewable Energy 2012-2020	Building on Recovery; Infrastructure and Capital Investment 2016-2021
Local Area Plans; Guidelines for Planning Authorities (2013)	Realising our Rural Potential – Action Plan for Rural Development (2017)
Manual for Local Area Plans (2013)	Ireland 2040 Our Plan, National Planning Framework - Issues Paper (2017)
National Ports Policy (2013)	River Basin Management Plan for Ireland 2018-2021 (2017)
Regional	
North Western International River Basin Management Plan (NWIRBMP) 2009-2015,534	North Western–Neagh Bann Catchment-based Flood Risk Assessment and Management (CFRAM) Study (2012-2016)
Border Regional Planning Guidelines 2010-2022	Connacht-Ulster Region Waste Management Plan 2015-2021
Local	
Donegal Waste Management Plan 2006-2010	Fisheries Natura Plans (2013)
Biodiversity Species List for County Donegal (with priorities) May 2009 - An Action of the County Donegal Heritage Plan (2007-2011)	County Donegal Heritage Plan 2014-2019 (as varied)
Freshwater Pearl Mussel Plans 2009-2015	Donegal Local Economic and Community Plan 2016-2022
IMCORE Lough Swilly and Climate Change 2008-2011	Landscape Character Assessment of County Donegal (which include Seascape and Settlement Character Assessments)
Development of the Green Economy in County Donegal - Good Practice Transfer Guide (April, 2011)	County Donegal Development Plan 2018-2024
Transboundary	
Strabane Area Plan 2001	Regional Development Strategy for Northern Ireland 2035 – Building a Better Future (March 2012)
Derry Area Plan 2011	Biodiversity Strategy for Northern Ireland to 2020 (2015)
Sligo County Development Plan 2011-2017	Derry City and Strabane District Local Development Plan 2030 (In preparation)
Leitrim County Development Plan 2015-2021	

2 Policy Context

2.1 Compliance with Core Strategy

The Core Strategy of the County Development Plan is required to be consistent with the RPGs and set out a settlement hierarchy for County Donegal along with population and housing targets for all towns, villages and the open countryside. Local Area Plans are required to be consistent with the Core Strategy of the County Development Plan. The Core Strategy of the County Development Plan 2018-2024 is set out in Chapter 2A of Part A of the CDP.

An Clochán Liath (Dungloe), Ballybofey-Stranorlar, Ballyshannon, Bridgend, Carndonagh, Donegal Town and Killybegs have been identified as Layer 2 'Strategic Towns' in the CDP due to their 'Special Economic Function', as well as other reasons for identification. The CDP notes that towns with a special economic function play a critical role in driving growth and development in the County. Table 2.1 below, extracted from Table 3.2 of the CDP, identifies the relevant themes or specific reasons for the identification of the seven towns as Layer 2 'Strategic Towns'. Note: the themes identified should not be taken as an exhaustive list as there may be other areas of potential to be built upon.

Table 2.1: Reasons for Identification of the Seven Layer 2 'Strategic Towns', Performing 'Special Economic Functions'

Town	Reasons for identification as a 'Strategic Town', Performing a 'Special Economic Function'
An Clochán Liath (Dungloe)	Tourism and the Wild Atlantic Way Irish Language Centre for delivery of Local Authority services
Ballybofey-Stranorlar	Development Centre focussing on the towns as a Centre of Excellence for Sport and Recreation Educational hub Proximity to Northern Ireland border and associated cross border context Extent of retail offering
Ballyshannon	Development Centre with a focus on cultural heritage and enterprise Heritage town with significant built heritage resources Tourism and Wild Atlantic Way Area of important archaeological heritage
Bridgend	Proximity to Northern Ireland border and associated cross border context
Carndonagh	Development Centre (in conjunction with Buncrana) with a focus on tourism Tourism and Wild Atlantic Way Centre for delivery of Local Authority services
Donegal Town	Development Centre with a focus on tourism Tourism and the Wild Atlantic Way Centre for delivery of Local Authority services
Killybegs	Development Centre with a focus on the establishment as an Innovation Hub for marine resources, including food, energy and ocean energy Marine-Port and fishing related industry Tourism and the Wild Atlantic Way Tourism associated with cruise liners Area of important archaeological heritage

2.1.1 The Settlement Structure, Population and Housing

The CDP sets out an ambitious vision for the future growth and development of the County over the 6 year life of the Plan (to 2024) and beyond to a 20 year timeframe (2038). It identifies the potential for the County to reach upwards of 200,000 people by 2038 over a two phase approach to the development of the County.

Phase 1 will provide for an average annual growth rate of 1.1% over the life of the CDP (2018- 2024) thus sustaining existing levels of land supply for housing purposes, providing for a slow positive return to growth in the County. Phase 2 will provide for an accelerated average annual growth rate of 1.5% over the period 2024 to 2038.

This will result in a projected population increase for the County of 13,968 people by 2024, and a total population of 172,723. A further potential increase of 36,271 people could be realised by 2038 with a resultant population of 208,994.

The settlement structure in the CDP is made up of 3 component parts that are described as 'layers' namely:

- **Layer 1:** Letterkenny
- **Layer 2:** Strategic Towns, made up of 2 parts:
 - **2A** (8 no. towns): Strategic towns in the context of housing land supply and due to their 'Special Economic Function' and;
 - **2B** (15 no. towns): Strategic Towns predominantly due to their 'Special Economic Function'.
- **Layer 3** (38 no. towns): Rural Towns and open countryside.

The LAP comprises seven of the Layer 2 Strategic Towns namely An Clochán Liath (Dungloe), Ballybofey-Stranorlar, Ballyshannon, Carndonagh, Donegal Town and Killybegs (identified as 2A towns) and Bridgend (identified as a 2B town).

The CDP envisages that 30% of the population uplift would be provided for in Letterkenny, 34% in the strategic towns (Layer 2) and 36% in rural towns and countryside. The Core Strategy population allocation for all of the Layer 2 Strategic Towns over the lifetime of the CDP (to 2024) is 4,789 people of which this LAP will consist of circa 2,600 people (see Table 2A.6, Chapter 2A, Part A of the CDP).

Table 2.2 contained in this chapter sets out population projections for An Clochán Liath (Dungloe), Ballybofey-Stranorlar, Ballyshannon, Carndonagh, Donegal Town and Killybegs over the 6 year life of the LAP and these projections are derived from the CDP. As the CDP was prepared prior to the publication of CSO town level data, the 2016 population projections in the CDP are an estimated projection rather than the actual result of Census 2016. This accounts for any differentials between the estimated 2016 population set out in the CDP and the actual Census 2016 result. The CDP identifies an aggregate population projection of 559 persons for all 15 Layer 2B towns, including Bridgend, up to 2024. It is estimated that the LAP will provide for c. 55 % of the growth earmarked for the Layer 2 Strategic Towns in the County over the lifetime of this Plan.

The total housing units that could be supplied from the set Housing Land Requirement set out in the CDP for all of County Donegal up to 2024 is 7,752 no. units as set out in 'The Core Strategy Table' (contained in Chapter 2A, Part A of the CDP- Table 2.6). The Core Strategy allocation for housing in the strategic towns is 2,628 no. units of which circa 1,692 no. units will be provided in the seven towns over the lifetime of this LAP (up to 2024).

Table 2.2: Population Projections for the Local Area Plan

LAP Towns	2011 Population	Estimated 2016 Population ²	CDP Core Strategy Population Allocation to 2024	CDP Projected Population by 2024
An Clochán Liath (Dungloe)	1,183	1,165	210	1,375
Ballybofey-Stranorlar	4,852	4,781	838	5,619
Ballyshannon	2,503	2,467	419	2,886
Carndonagh	2,534	2,568	460	3,029
Donegal Town	2,607	1,279	461	1,489
Killybegs	1,297	1,165	210	1,375

Table 2.3 contained in this chapter provides information on the level of land zoned in this LAP across An Clochán Liath (Dungloe), Ballybofey-Stranorlar, Ballyshannon, Carndonagh, Donegal Town and Killybegs for the purpose of housing including mixed use in accordance with the Core Strategy as set out in the CDP (see Table 2A.6, Chapter 2A, Part A of the CDP). It demonstrates that this LAP broadly complies with the Core Strategy of the CDP. Only minor surplus supply is identified in Table 2.3 and this will be addressed through the ongoing monitor and manage approach to implementation of the Core Strategy of the CDP.

Note that Bridgend is not included in Table 2.3 as it is a Layer 2B town and the CDP identifies an aggregate population projection of 559 persons for all 15 Layer 2B towns, including Bridgend, up to 2024. A total number of 207 housing units are required across all 15 Layer 2B towns with an estimated housing land requirement of 25ha over the period of the CDP. There are no prescribed residential zonings across Layer 2B towns in the CDP in order to provide robustness and flexibility in the approach and this same approach is largely reflected in this LAP. It is considered that the policies of the CDP will guide the sustainable and incremental growth of towns identified as Layer 2B, including Bridgend.

2.1.2 Infrastructure

The realisation of the objectives and policies in this LAP are dependent on the completion of key infrastructure. The upgrade of the wastewater infrastructure is a critical determinant for significant new development in the seven towns. Waste water treatment infrastructure shall be in place, operational and with adequate capacity, prior to any part of the development being occupied. An upgraded transport network is also required to support development and in particular new residential development within the LAP lands.

2.1.3 Environmental Heritage Protection

The environmental sensitivities of the County identified in the Strategic Environmental Assessment (SEA) process for the County Development Plan 2018-2024 have informed the Core Strategy and the role it identifies for the LAP. The LAP responds to environmental factors including wastewater infrastructure constraints, areas at risk of flooding etc. It also acknowledges the importance of built and natural heritage as an environmental and economic (including tourism) resource and includes significant objectives

² Derived from the CDP published June 2018 and described as an 'Estimated Population' in the CDP.

Table 2.3: Housing Supply with the Local Area Plan and Compliance with the Core Strategy of the CDP

LAP Towns	Core Strategy Population Allocation to 2024	Housing Land Requirement (ha) (set out in CDP)	No. of Housing Units Required (set out in CDP)	Existing zoning (ha) (As at 1st February 2017)	Amount of land zoned 'Primarily Residential' in this LAP (ha)	Amount of land zoned in this LAP as 'Mixed Use' with specified residential development potential (ha)	Potential Yield of housing units from land zoned 'Primarily Residential' in this LAP	Potential Yield of housing units from land identified as Mixed Use in this LAP	Shortfall/ Excess in Housing Units in this LAP
An Clochán Liath (Dungloe)	210	10	120	5.1	14.78	0	177	0	+57
Ballybofey-Stranorlar	838	39	468	10.3	29.7	12.99	356	156	+44
Ballyshannon	419	19	228	0	22.78	0	273	0	+45
Carndonagh	460	21	252	11.5	15.404	9.41	185	113	+46
Donegal Town	461	21	252	6.8	24.96	0	300	0	+48
Killybegs	210	10	120	0	10.695	0.3	128	4	+12

2.1.4 Future Development Priorities

The LAP identifies a number of Opportunity Sites for development in each of the seven towns to accommodate growth over the lifetime of the LAP (2018-2024). Area specific design guidance and phasing requirements for each of the Opportunity Sites is set out in Chapters 4-10 of this LAP. Consolidation and infill development will also be promoted on appropriately zoned lands within the Plan area, in accordance with the policies and objectives of the LAP and the County Development Plan.

2.1.5 Implementation and Monitoring Programme

An implementation and monitoring programme will be established in order to identify and monitor the interventions undertaken to deliver on the Core Strategy and to deliver on the population ambition of the LAP. The programme will also examine the uptake of housing land established through the core strategy.

2.1.6 The Strategic Objectives of the Plan

The strategic objectives of this LAP reflect the vision for each town and are as follows:

- S01:** To consolidate and enhance the strategic role of **An Clochán Liath (Dungloe)** as: (i) a key retail and services centre and tourism destination for the western seaboard; and (ii) an attractive and sustainable place to live and work for existing and future residents.
- S02:** To enhance and develop **Ballybofey-Stranorlar** by 2024 so as to enhance its reputation as a sporting centre of excellence and as a key centre of recreation and hospitality for the County. In addition, the Twin Towns will have an enhanced reputation also as an attractive place to live and work on foot of expanded residential and retail facilities and on foot also of strategic infrastructural improvements to the town.
- S03:** To develop **Ballyshannon** as a Regional exemplar for successful historic towns with a viable and renewed historic town centre demonstrating its own local distinctiveness and character, reduced vacancy levels and regenerated brownfield sites in tandem with the establishment of flagship enterprise and economic vitality within the wider geographical area of the town and quality residential environments for the projected population of around 2900 people by 2024.
- S04:** To develop **Bridgend** as a balanced and a sustainable village with cross-border strategic economic development opportunities; a vibrant, diverse, consolidated, high quality and pedestrian-friendly village centre; and quality new residential areas served by adequate environmental infrastructure and amenities.
- S05:** To promote the sustainable growth of **Carndonagh** as a service and tourism destination in north east Donegal, recognising its status as the second largest town on the Inishowen Peninsula and it's strategic location along the Wild Atlantic Way.
- S06:** To develop **Donegal Town** as a key service centre for employment, retail, services and community facilities in the south of the County as well as performing as one of the best tourism hubs in the country for accommodation and tourism product thereby sustaining a population of upwards of 3,000 people by 2024.
- S07:** To strengthen the Strategic Importance of **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.

3 General Objectives and Policies of the Plan

3.1 Introduction

As outlined in Chapter 1, a number of the objectives and policies of this LAP are general in nature and are relevant across all seven towns and shall therefore apply in the case of each town covered by this LAP. The general objectives and policies set out in this chapter should be read in conjunction with (i) the objectives and policies specific to each town (Chapters 4-10 refer) (ii) the relevant land use zoning map (Maps 1- 7 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

The general objectives and policies relate to the following areas:

- Land use zoning objectives
- Town centres
- Economic Development
- Housing
- Environment and Heritage

3.2 Land use Zoning Objectives

The land use zoning objectives should be read in conjunction with the relevant land use zoning map (Maps 1- 7 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers). Applications for planning permission will be considered in the context of their compliance with the zoning objective of the area and in the context of the objectives and policies of the CDP and this LAP as well as being in accordance with the proper planning and sustainable development of the area.

Table 3.1: Zoning Objectives in relation to the 7 towns covered by this LAP

Zone	Objective
Established Development	To conserve and enhance the quality and character of the area, to protect residential amenity and to allow for development appropriate to the sustainable growth of the settlement.
Established Economic Development	To protect and enhance the capacity and operation of areas of Established Economic Development.
Economic Development	To reserve land for appropriate economic development (including industry, warehousing/storage, offices/call-centres and R & D. Excluding retailing).
Strategic Economic Development Opportunity Site	To reserve land for specific economic development opportunities that are of a strategic and regional importance and/or of cross border significance.
Opportunity Site	To reserve land for specific economic developments 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 defined town centre area as the centre of commercial, retail, cultural and community life.
Port/ Harbour Related	To retain and enhance the port/harbour related function for proposals for appropriate new commercial/industrial/harbour-related/tourism related developments
Local Environment	To provide for limited one- off housing and small scale economic

Zone	Objective
(see Footnote (i) below)	development so as to ensure the continued settlement pattern and sequential and transitional development of the towns through to rural areas.
Recreation and Amenity	To reserve and enhance land for formal and informal open space and amenity purposes, and to make provision for new amenity and recreation facilities.
Community	To reserve land for community infrastructure including educational, cultural, social, health and amenity purposes or such other similar uses.
Primarily Residential (1st Phase)	To reserve land primarily for residential development to supply immediate housing need.
Strategic Residential Reserve	To reserve land for residential development as a long term strategic landbank.
Visually Vulnerable	To protect areas of greatest environment and landscape vulnerability from inappropriate development.
Future Car Parking	To reserve land for future car parking purposes.

Footnote: (i) Refer also to Section 4.64, Housing, An Clochán Liath

3.3 Town Centre

3.3.1 Background

This LAP strategy recognises the importance of strong town centres in driving the economic vitality of each town. It therefore implements a range of measures to safeguard and strengthen town centres including recognising the primacy of the town centre as the first choice for new retail development, protecting the historic environment as well as townscape in creating civic space and attractive town centres, identifying strategic town centre sites for development and identifying areas for renewal and regeneration.

Town centres are the focus of commercial and social life within our settlements and a proactive approach needs to be taken to ensure that the role of town centres as places that serve their communities, visitors, businesses and key stakeholders alike is retained and strengthened into the future. The seven Local Area Plan towns (An Clochán Liath, Ballybofey-Stranorlar, Ballyshannon, Bridgend, Carndonagh, Donegal tTown and Killybegs) have all been designated as Strategic Towns in the CDP for amongst other things, their special economic function. In order to reinforce the primacy of our town centres, all proposals for retail development within the LAP towns will be subject to the provisions of the 'Retail Planning Guidelines' published 2012 including the sequential approach set out in the CDP. Furthermore, the Planning Authority will seek to ensure that all new commercial and retail developments within our town centres are of the utmost quality in terms of design and functionality.

3.3.2 General Town Centre Objectives

The general objectives for town centres should be read in conjunction with the objectives relating to the relevant town (Chapters 4-10 refer) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective GEN-TC-1: It is an objective of the Planning Authority to ensure that sufficient land is provided at appropriate locations in town centres to provide for employment

generating uses and to ensure that such land is protected from inappropriate development that would prejudice its long-term development.

Objective GEN-TC-2: It is an objective of the Planning Authority to create attractive, accessible and pedestrian-friendly town centres that in turn serve as environments that are conducive to the creation of thriving commercial and social centres.

3.3.3 General Town Centre Policies

The general policies for town centres should be read in conjunction with the objectives and policies relating to the relevant town (Chapters 4-10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy GEN-TC-1: It is a policy of the Council to ensure consistency with the retailing objectives of the Regional Planning Guidelines 2010 and Retail Planning Guidelines 2012 and any subsequent updates of these documents.

Policy GEN-TC-2: It is a policy of the Council that any proposal for commercial or retail use within a town centre area, in addition to other policy provisions of this LAP, will be required to demonstrate compliance with all of the following criteria –

- (i) The proposed development is compatible with surrounding land uses existing or approved;
- (ii) The proposed development would not harm the amenities of nearby residents;
- (iii) There is existing or programmed capacity in the water and wastewater infrastructure or suitable developer-led improvements can be identified and delivered;
- (iv) 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;
- (v) Adequate access arrangements, parking, manoeuvring and servicing areas can be provided in line with the Development and Technical standards set out in the CDP or as otherwise agreed in writing with the planning authority;
- (vi) The proposed development would not create a noise nuisance;
- (vii) Any emissions from the proposed development can be dealt with in accordance with relevant standards;
- (viii) The proposed development would not adversely affect important features of the built heritage or natural heritage including Natura 2000 sites;
- (ix) The proposed development is not located in an area at flood risk and/or will not cause or exacerbate flooding;
- (x) The site layout, building design, associated infrastructure and landscaping arrangements are of high quality and assist the promotion of sustainability and biodiversity;
- (xi) Appropriate boundary treatments and means of enclosure are provided and any proposed areas of outside storage are adequately screened from public view;
- (xii) The proposed development would not compromise water quality nor conflict with the programme of measures contained within the current North Western River Basin (NWIRBD) Management Plan.

3.4 Economic Development

3.4.1 Background

Vibrant and sustainable economic development in the wider plan area is critical for successful towns to perform as strategic economic drivers in the County. Therefore, this LAP identifies a range of sites

outside the town centre that have the capacity to accommodate a range of economic development types including retaining the vibrancy and continuation of 'Established Economic Development Areas' and identifying other lands as 'Economic Development' or as 'Opportunity Sites' for specified and particular types of development.

3.4.2 General Economic Development Objectives

The general objectives for economic development should be read in conjunction with the objectives relating to the relevant town (Chapters 4-10 refer) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective GEN-ED-1: It is an objective of the Council to support vibrant and sustainable economies in the 7 towns covered by this LAP through the identification of a range of lands for the purposes of economic development including 'Established Economic Development' areas, 'Economic Development' areas and 'Opportunity Sites' subject to compliance with all other objectives and policies of this LAP, compliance with the Habitats Directive and subject to all other material planning considerations including environmental considerations.

3.4.3 General Economic Development Policies

The general policies for economic development should be read in conjunction with the objectives and policies relating to the relevant town (Chapters 4-10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy GEN-ED-1: It is a policy of the Council to consider proposals for appropriate new commercial developments, including industrial uses, (or proposals for extensions to or redevelopment of existing commercial/industrial uses) on lands zoned 'Economic Development' on the accompanying land-use zoning maps (Map 1-7 refer), subject to compliance with all relevant policies of this LAP, compliance with the Habitats Directive and subject to all other material planning considerations including environmental considerations.

Policy GEN-ED-2: It is a policy of the Council to consider proposals for appropriate new commercial developments (or proposals for redevelopment of or extensions to existing commercial developments) on lands zoned 'Established Economic Development' in this LAP (Maps 1-7 refer), subject to compliance with all other relevant policies of this LAP, compliance with the Habitats Directive and subject to all other material planning considerations including environmental considerations.

Policy GEN-ED-3: It is a policy of the Council to consider proposals for development other than economic development within 'Established Economic Development Areas' where it can be demonstrated that the economic use is to be discontinued and (i) where the proposal would not otherwise interfere with the continued operation of adjoining economic uses and (ii) that the loss of the land for the purposes of economic development would not be detrimental to the overall economic vibrancy of the town and (iii) the alternative use proposed would contribute to the regeneration of the area and; (iv) that the proposal would comply with all other relevant policies of this LAP, compliance with the Habitats Directive and subject to all other material planning considerations including environmental considerations.

Policy GEN-ED-4: It is a policy of the Council to consider proposals for appropriate new commercial developments (or proposals for redevelopment of or extensions to existing commercial developments) on lands zoned as 'Opportunity Sites' (Maps 1-7 refer), subject to compliance with all other relevant policies of this LAP including the specific policies relating to each Opportunity Site and subject to

compliance with the Habitats Directive and subject to all other material planning considerations including environmental considerations.

- Policy GEN-ED-5:** It is a policy of the Council that any proposal for commercial or retail use, in addition to other policy provisions of this Local Area Plan, will be required to demonstrate compliance with all of the following criteria –
- (i) The proposed development is compatible with surrounding land uses existing or approved;
 - (ii) The proposed development would not harm the amenities of nearby residents;
 - (iii) There is existing or programmed capacity in the water and wastewater infrastructure or suitable developer-led improvements can be identified and delivered;
 - (iv) 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;
 - (v) Adequate access arrangements, parking, manoeuvring and servicing areas can be provided in line with the Development and Technical standards set out in the CDP or as otherwise agreed in writing with the Planning Authority;
 - (vi) The proposed development would not create a noise nuisance;
 - (vii) Any emissions from the proposed development can be dealt with in accordance with relevant standards;
 - (viii) The proposed development would not adversely affect important features of the built heritage or natural heritage including Natura 2000 sites;
 - (ix) The proposed development is not located in an area at flood risk and/or will not cause or exacerbate flooding;
 - (x) The site layout, building design, associated infrastructure and landscaping arrangements are of high quality and assist the promotion of sustainability and biodiversity;
 - (xi) Appropriate boundary treatments and means of enclosure are provided and any proposed areas of outside storage are adequately screened from public view;
 - (xii) The proposed development would not compromise water quality nor conflict with the programme of measures contained within the current North Western River Basin (NWIRBD) Management Plan.

- Policy GEN-ED-6:** It is a policy of the Council to consider proposals for home-based businesses of a limited scale, of circa 1-5 employees, within an existing dwelling, or the curtilage of a dwelling and having regard to all other material planning considerations including Policy T-P-4 of the CDP, 2018-2024.

3.5 Housing

3.5.1 Background

The provision of quality residential areas is a fundamental part of any sustainable community. Quality residential development requires suitable context, with good connections to local services and amenities, a mix of house types, an efficient and pedestrian friendly layout, safe and enjoyable public areas, sufficient privacy and parking and a distinctive, adaptable and quality design.

This LAP adopts an evidence-based approach to identifying lands for housing within the LAP towns. The extent of lands zoned for residential development has been arrived at pursuant to the Core Strategy of the CDP, which clearly sets out the Housing Land Requirement for each of the settlements. The compliance of this LAP with the Core Strategy of the CDP is set out at Chapter 2.

In order to identify the most appropriate locations for residential development within each of the seven LAP settlements, the Planning Authority undertook an analysis of available lands within the defined town boundaries. The criteria used in the analysis included, inter alia, – An examination of potential flooding issues based on the Strategic Flood Risk Assessment undertaken for the Plan, the Office of Public Works Catchment Flood Risk and Assessment (CFRAM) programme; distance of lands from the town centre; compatibility with adjoining land uses; the presence of sites of conservation importance; accessibility, visual vulnerability and whether the lands would be readily serviceable as regards water and wastewater. Further to this assessment the Planning Authority has identified the most suitable lands for housing within the seven towns, although it should also be noted that some of the housing lands comprise parts of 'Opportunity Sites' that may be suitable for mixed use development. The relevant lands zoned 'Primarily Residential' and where appropriate 'Opportunity Sites' are set out on the land use zoning maps that accompany this LAP (Maps 1-7 refer).

This LAP seeks to build upon the existing residential development patterns within the LAP towns and to consolidate residential development, where possible, in appropriate locations that are in close proximity to the town centre, thus ensuring that residents have easy access to all of the services and amenities that the respective settlements have to offer. The general objectives and policies for housing will be applied in respect of proposals for residential development on lands zoned as 'Primarily Residential', 'Established Development', 'Town Centre', 'Local Environment', 'Strategic Residential Reserve' or as an 'Opportunity Site'. In addition, the housing policies of the CDP will apply where appropriate (Appendix A refers).

3.5.2 General Housing Objectives

The general objectives for housing should be read in conjunction with the objectives relating to the relevant town (Chapters 4-10 refer) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective GEN-H-1: It is an objective of this Plan to support the development of appropriate and sustainable residential development to accommodate the projected population of this LAP subject to compliance with all other relevant policies of this LAP including the specific policies relating to each Opportunity Site and subject to compliance with the Habitats Directive and other material planning considerations including environmental considerations.

3.5.3 General Housing Policies

The general policies for housing should be read in conjunction with the objectives and policies relating to the relevant town (Chapters 4-10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy GEN-H-1: It is a policy of the Council that, where an application for multiple residential development (i.e. 2 or more units) is proposed on land that does not have a positive residential zoning (or a 'Mixed Use' or 'Opportunity Site' zoning that includes an element of residential) the proposal shall not be favourably considered unless it can be demonstrated that the proposal would not materially affect the Core Strategy of the CDP, and would not conflict with any other policy of the CDP and this LAP or with the proper planning and sustainable development of the area. In addition, any such proposals shall be subject to compliance with the Habitats Directive and shall have regard to environmental considerations.

- Policy GEN-H-2:** It is a policy of the Council to consider proposals for multiple residential development (i.e. 2 or more units) on lands zoned 'Primarily Residential' and on specified 'Opportunity Sites' on the accompanying land-use zoning maps (Map1-7) and also to consider proposals for residential development on lands within the defined town centres and 'Established Development' areas, subject to compliance with the specific policies for each individual settlement and with all other relevant policies of this LAP, compliance with the Habitats Directive and all other material planning considerations including environmental considerations.
- Policy GEN-H-3 :** It is a policy of the Council to consider proposals for residential development within identified 'Opportunity Sites' where the planning brief and its associated policy for the 'Opportunity Site' makes specific provision for residential development and subject to compliance with all other relevant policies of this LAP subject to compliance with the specific policies for each individual settlement and with all other relevant policies of this LAP, compliance with the Habitats Directive and all other material planning considerations including environmental considerations.
- Policy GEN-H-4:** It is a policy of the Council that proposals for single dwellings will only be permitted on lands zoned 'Primarily Residential' where it can be clearly demonstrated that;
- (i) The location and layout of the dwelling would not compromise the ability of the site to facilitate the provision of comprehensive integrated residential development/s utilising the entire site area; and
 - (ii) The location and layout of the dwelling would not compromise the line of any proposed relief road (where applicable); and
 - (iii) The proposal would not be detrimental to the residential amenity of any neighbouring properties or be injurious to the general character of the surrounding area; and
 - (iv) The proposal would otherwise comply with all relevant policies and objectives of this Local Area Plan.
- Policy GEN-H-5:** It is a policy of the Council to consider proposals for residential development within defined town centres (Maps 1-7 refer) where such developments:
- (i) Would be compatible with existing and/or permitted adjoining land uses and would not have any adverse impact on the amenities of adjoining properties
 - (ii) Would be appropriate in terms of scale and density relative to adjoining land uses
 - (iii) Are designed to have regard to the vernacular character and form of existing buildings within the town centre and;
 - (iv) Would otherwise comply with all relevant policies of this Local Area Plan.
- Policy GEN-H-6:** 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 LAP through the identification of lands as a 'Strategic Residential Reserve.' The Council will examine and manage the appropriate release of 'Strategic Residential Reserve' lands on the basis of a continued assessment of need and levels of supply. The release of 'Strategic Residential Reserve' lands for multiple residential development (i.e. 2 or more dwellings) shall only be carried out in the context of a review or amendment of the LAP.
- Policy GEN-H-7:** It is a policy of the Council to only consider proposals for single dwellings within areas zoned 'Strategic Residential Reserve.' Proposals for multiple housing developments (i.e. 2 or more dwellings) will not be considered. Proposals for

single dwellings will only be permitted on lands identified as 'Strategic Residential Reserve' where it can be clearly demonstrated that:

- (i) The location and layout of the dwelling would not compromise the ability of the site to facilitate the provision of comprehensive integrated residential development/s utilising the entire site area; and
- (ii) The location and layout of the dwelling would not compromise the line of any proposed relief road; and
- (iii) The proposal would not be detrimental to the residential amenity of any neighbouring properties or be injurious to the general character of the surrounding area; and
- (iv) The proposal would otherwise comply with all relevant policies and objectives of this Local Area Plan.

Policy GEN-H-8: It is a policy of the Council to reserve 10% of land zoned for residential use or for a mixture of residential and other uses for the provision of social and affordable housing. The Council will continue to impose a condition on all grants of planning permission for housing on relevant zoned land which will provide for a range of mechanisms to facilitate the applicant/developer to enter into an agreement with the Council under section 96(3) of the Planning and Development Act 2000 (as amended).

Policy GEN-H-9: It is a policy of this Council that small scale development other than residential development on lands zoned 'Primarily Residential' shall be considered as long as:

- (i) The location and layout of the development would not compromise the ability of the site to facilitate the provision of comprehensive integrated residential development/s utilising the entire site area; and
- (ii) The location and layout of the development would not compromise the line of any proposed relief road; and
- (iii) The proposal would not be detrimental to the residential amenity of any neighbouring properties or be injurious to the general character of the surrounding area; and
- (iv) The proposal would otherwise comply with all relevant policies and objectives of this LAP.

Policy GEN-H-10: It is a policy of the Council that applications for housing on lands zoned 'Primarily Residential' shall have regard to the indicative housing yields for each site set out in this LAP and in the event the proposed housing density and consequent yield of housing units diverges significantly from the indicative housing yields, the applicant shall demonstrate that the proposal is:

- (i) In keeping with the density of surrounding development and;
- (ii) Would not have adverse impact on the amenities of adjoining properties and;
- (iii) Would otherwise come with all other objective and policies of this LAP and the requirements of the Habitats Directive and all material planning considerations including environmental considerations and;
- (iv) Would not materially affect the Core Strategy of the CDP.

Policy GEN-H-11: It is the policy of the Council to consider proposals for urban residential development that seek to resolve existing unfinished residential developments, including through appropriate reconfiguration of developments, and such proposals shall be considered outside the population targets set by the core strategy.

3.6 Flood Risk Management

3.6.1 Background

Flood events are a natural phenomenon which can never be entirely prevented. However, the planning system can play a key role in managing flood risk by ensuring that vulnerable developments are not located in areas prone to flooding and further ensuring that developments do not reduce the natural storage capacity of flood plains or significantly increase surface water runoff rates above natural rates.

In 2007 the EU Floods Directive (2007/60/EC) became operational. This directive aimed to reduce the adverse consequences of flooding on human health, the environment, cultural heritage and economic activity. The directive required Member States to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this risk. Subsequent to this the following were published and these inform the policy for flood risk assessment in Ireland.

- Planning System and Flood Risk Management-Guidelines for Planning Authorities (DoEHLG, 2009); and
- National Catchment-Based Flood Risk Assessment and Management (CFRAMS) programme (OPW).

The Office of Public Works (OPW) has been designated as the lead agency for flood risk management in Ireland and the competent authority for the implementation of the Floods Directive. Commencing in 2011 the OPW is undertaking a National Catchment-based Flood Risk Assessment and Management (CFRAM) Programme which aims to: identify and map existing flood hazard and flood risk in certain Areas for Further Assessment (AFA), set out viable options for the effective and sustainable management of flood risk in said AFAs, and prepare Flood Risk Management Plans (FRMP's) including strategies and actions for the cost effective and sustainable management of existing and future flood risk in the AFAs.

To inform the preparation of this LAP, the Planning Authority has prepared a Stage 2, Strategic Flood Risk Assessment in accordance with the Planning System and Flood Risk Management Guidelines. The SFRA covers each of the seven towns and is a background document to the LAP. The SFRA resulted in the preparation of mapping in respect of flood extents (Flood zones A and B) and these are inserted at the relevant section of the LAP on each town. The flood zone mapping generated by the SFRA has assisted in the application of the sequential approach to zoning as advocated in the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009), 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 LAP.

The CDP contains the strategic planning framework and detailed objectives and policy measures in terms of addressing potential flood risk and these objectives and policies shall apply to development proposals within the seven LAP towns. For ease of reference therefore, the flooding objectives and policies of the CDP have been restated in Appendix 1 of this LAP. In addition to the flood risk management policies set out under Appendix 1, additional flood risk management policies to address issues that are specific to Carndonagh are set out in Chapter 8 of this LAP.

3.7 Environment and Heritage

3.7.1 Background

Within the urban context of each town covered by this LAP, lands have been identified as 'Local Environment' where they provide a transition for the sequential growth of the town through to the rural area. These lands are characterised by limited existing settlement patterns, a lack of public infrastructure services and in many cases are areas of significant agricultural activity. This LAP aims to secure the character of these transitional areas whilst providing opportunities for limited one-off housing and small scale economic development (Objective GEN-EH-1 and Policy GEN-EH-1 refer).

In addition, the Environmental Report that accompanies this LAP together with the Natura Impact Report set out the complexity of the environmental resources across the 7 towns. This LAP aims to safeguard and protect environmental resources and in particular to ensure no significant impacts of Natura 2000 sites and networks. Objectives GEN-EH-2, 3 and 4 and Policies GEN-EH-2 and 3 refer.

The built heritage of the towns is a recurring theme across this LAP wherein it provides an important resource that is a component in renewal and regeneration, in the creation of civic space and sense of place, in strengthening town centres as vibrant and attractive places to visit and in supporting a growing tourism sector in the towns. This LAP supports the safeguarding, protection and enhancement of the built heritage assets in each town through the general objectives and policies set out at Objective GEN-EH-5 and Policies GEN-EH-4 and 5 as well as through other objectives and policies relevant to specific towns and set out in the relevant town chapter.

The land use zoning maps show significant areas identified as 'Established Development' (Maps 1-7 refer) and this area demarcates the footprint of the established urban fabric in each town. It largely comprises areas of existing residential and community development and includes pockets of small scale and commercial development. This LAP aims to continue the predominant established use and protect the amenities of it and its users through Objectives GEN-EH-6 and Policy GEN-EH-6.

3.7.2 Environment and Heritage Objectives

The general objectives for Environment and Heritage should be read in conjunction with the objectives relating to the relevant town (Chapters 4-10 refer) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

- Objective GEN-EH-1:** It is an objective of the Council to provide for limited one-off housing and small scale economic development so as to ensure the continued settlement pattern and sequential and transitional development of the towns through to rural areas.
- Objective GEN-EH-2:** It is an objective of the Council to ensure that proposals for development within this LAP shall comply with Article 6 of the Habitats Directive (92/43/EEC) and have regard to the relevant conservation objectives, management plans, qualifying interests and threats to the integrity of Natura 2000 sites.
- Objective GEN-EH-3:** It is an objective of the Council to maintain the conservation value of all existing and/or proposed SACs, SPAs, NHAs and RAMSAR sites including those plant and animal species that have been identified for protection under the EU Habitats Directive (92/43/EEC), EU Birds Directive (79/409/EEC as amended by 2009/147/EC), the Wildlife Acts (1976-2014) and the Flora Protection Order (2015)
- Objective GEN-EH-4:** It is an objective of the Council to protect and improve the integrity and quality of Designated Shellfish Waters, and Freshwater Pearl Mussel Basins and to take account of any relevant Shellfish Reduction Program or Fresh Water Pearl Mussel Sub-basin Plan.
- Objective GEN-EH-5:** It is an objective of the Council to conserve, protect and enhance the architectural heritage of the towns covered by this LAP and to support economic growth and sustainability as well as the enhancement of civic and public space through the ongoing regeneration and reuse of the built environment.
- Objective GEN-EH-6:** It is an objective of the Council to conserve and enhance the quality and character of the area, to protect residential amenity and to allow

for development appropriate to the sustainable growth of the settlement.

3.7.3 Environment and Heritage Policies

The general policies for Environment and Heritage should be read in conjunction with the objectives and policies relating to the relevant town (Chapters 4-10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

- Policy GEN-EH-1:** It is a policy of the Council to consider limited residential and economic development proposals in areas identified as 'Local Environment' in accordance with the following:
- (i) That proposals for single dwellings within areas zoned 'Local Environment' will only be considered 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. Proposals for multiple housing developments (i.e. 2 or more dwellings) within areas zoned 'Local Environment' will not be considered. Any proposal for a single dwelling within such areas will only be permitted where it can be demonstrated that the proposal:
 - a) would integrate harmoniously with the local landscape, utilising and retaining key landscape features such as trees and hedgerows and;
 - b) would not have an adverse impact on the existing character of the area or the residential amenity of adjoining properties and;
 - c) would otherwise comply with all relevant policies and objectives of this LAP.
 - (ii) That proposals for the appropriate provision of economic development will be considered subject to all relevant material considerations, relevant policies of this LAP and relevant environmental designations and where it can be demonstrated that:
 - a) The proposal could serve as a valuable addition to the local economy and/or tourism offering in an area such as those related to food, forestry, crafts, creative industries, ecotourism and agri-tourism or;
 - b) The proposal comprises a home-based business of limited scale (circa 1-2 employees), located within the curtilage of an existing dwelling house.
- Policy GEN-EH-2:** It is a policy of the Council to ensure that development proposals do not damage or destroy any sites of international or national importance, designated for their wildlife/habitat significance in accordance with European and National legislation including: SACs, SPAs, NHAs, Ramsar Sites and Statutory Nature Reserves.
- Policy GEN-EH-3:** It is a policy of the Council to require the consideration of Freshwater Pearl Mussel and any relevant Freshwater Pearl Mussel Sub-basin Plans in all development proposals that fall within their basin catchment.
- Policy GEN-EH-4:** It is a policy of the Council to conserve and protect all structures (or parts of structures) and sites contained in the Record of Protected Structures that are of special architectural, historic, archaeological, artistic, cultural, scientific, social or technical interest and to safeguard and enhance areas identified as 'Areas of Townscape Character.'

Policy GEN-EH-5: It is a policy of the Council to ensure the retention of historic shop fronts, pub fronts and traditional (hand-painted) signage as part of the streetscape of the towns

Policy GEN-EH-6: It is a policy of the Council to consider proposals for development within areas zoned as 'Established Development' where it can be demonstrated that the proposal will integrate effectively with the surrounding area and that there will be no over-development of the site or inappropriate densities and subject to compliance with all other relevant policies of this LAP. In this regard, a proposal must demonstrate that the development is appropriate in its context and setting, that the scale, massing, footprint and height is appropriate and that it does not detract from the character, amenity and design of the surrounding neighbourhood including the character and amenities of surrounding buildings. Proposals for change of use for intensification of an existing site within an 'Established Development' area must be accompanied by a design concept to demonstrate the appropriateness of the proposed development in line with this policy.

3.8 Community/Education/Sports Infrastructure

3.8.1 Background

It is widely recognised that quality health, amenity, recreation and educational facilities attract people and employers to towns as they contribute significantly to improved quality of life and good services. Accordingly, the Council will continue to support the existing community facilities and services within the towns and will facilitate the provision of new community services and infrastructure in appropriate locations.

3.8.2 Community/Education/Sport Infrastructure Objectives

The general objectives for Community/Education/Sport Infrastructure should be read in conjunction with the objectives relating to the relevant town (Chapters 4-10 refer) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective GEN-CES-1: It is an objective of the Council to support and strengthen community, health, recreation, sport and educational needs through the enhancement of available facilities and the provision of new additional facilities for the existing and future population of the towns and their hinterland.

3.8.3 Community/Education/Sport Infrastructure Policies

Policy GEN-CES-1: It is a policy of the Council to consider appropriate proposals which seek to improve existing and/or provide additional community, amenity, educational, sporting and health infrastructure subject to all other policies of this LAP and subject to compliance with the Habitats Directive and all material planning considerations including environmental considerations.

Policy GEN-CES-2: It is a policy of the Council to consider proposals for the conversion of residential dwellings to appropriate community uses, provided that proposals do not adversely impact upon residential amenities and/or road safety and subject to compliance with the Habitats Directive and all material planning considerations including environmental considerations.

4 An Clochán Liath (Dungloe)

4.1 Introduction

An Clochán Liath (Dungloe) with a population of 1164 persons recorded in the 2016 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 R 254 Regional Roads). An Clochán Liath (Dungloe) 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 service located at the Donegal County Council Glenties Municipal District Public Services Centre; and the Dungloe 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. This sector has been boosted in recent times by the Wild Atlantic Way initiative. The position of the town has been further strengthened by the newly-commissioned state of the art public effluent treatment works.

An Clochán Liath (Dungloe) 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 (source: www.chg.gov.ie/app/uploads/2015/09/na-rosa.pdf)

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 Tourism and the Wild Atlantic Way, the Irish Language and the centre for delivery of Local Authority services although its functions are not limited to those listed.

Finally, two other important assets of the town should also be noted. Firstly, the presence of the Radox plant located on the north-western edge of the town. The company is a major employer for the area and the LAP considers the identification of additional lands adjacent to the Radox complex for similar forms of development to build on the success of that company and other businesses located in that area. A second asset is the waterfront area of the town located between the Main Street (and its associated backland area) and the shoreline. This area has already been partly developed for recreational and parking uses. However significant additional potential remains.

An Clochán Liath (Dungloe), and the town centre in particular, is dominated by the traditional linear Main Street. The other primary streets run perpendicular to Main Street in an east-west direction linking the town and the surrounding areas and beyond. This road layout and associated junctions give rise to traffic management issues that are considered under this LAP.

The public consultation exercise conducted as part of the preparation of this LAP established a local consensus that the LAP 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 Special Economic Function of the town as identified in the CDP and as referred to above. The LAP therefore focuses on this objective whilst providing for modest additional growth to, inter alia, provide for compliance with the housing land supply requirements for the town identified in the CDP.

Figure 4.1: Evolution of the Linear Settlement Pattern of Main Street

(OS Map 1829-1841; OS Mao 1897-1913; Aerial Photography 2013)

4.2 Key Planning Issues

The key issues in An Clochán (Dungloe) are:

- Consolidation and enhancement of the role and function of An Clochán Liath (Dungloe) as a key retail and services centre and tourist destination for the western seaboard.
- 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.
- Identification of sufficient quantities of land at appropriate locations that will cater for the housing needs of An Clochán Liath (Dungloe) for the foreseeable future.
- Capitalising on the strength and success of the Radox operation on the edge of the town through the identification of additional lands in the vicinity for economic development.

4.3 Strategic Vision

Having regard to the 'Special Economic Function' of An Clochán Liath (Dungloe) as a service centre for a wide rural hinterland and to the tourism potential of the town, this LAP sets out the following strategic vision to guide the future development of An Clochán Liath (Dungloe);

Consolidation and enhancement of the strategic role of An Clochán Liath (Dungloe) 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 objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers).

4.4 Town Centre

4.4.1 Background

An Clochán Liath (Dungloe) has a relatively vibrant town centre located around the core area of Main Street and Carnmore Road. A health check study of the town's Main Street carried out by Donegal

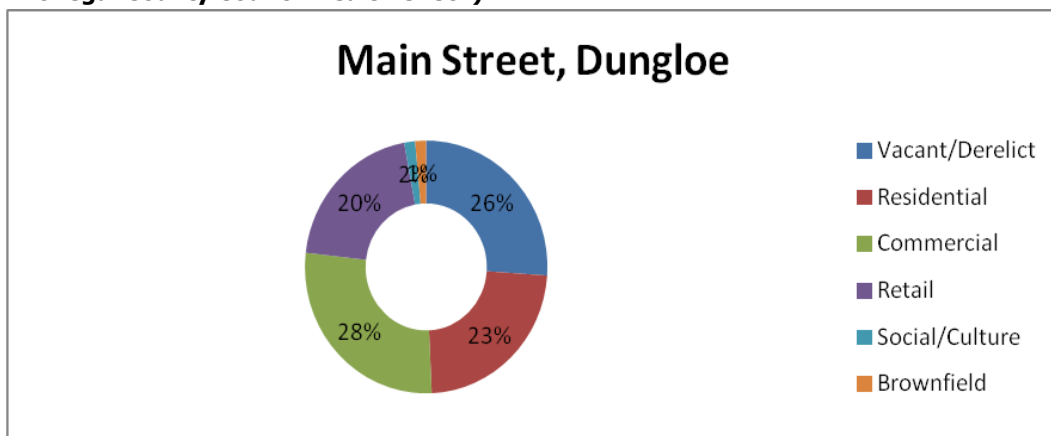
County Council in April, 2017 identified that almost $\frac{3}{4}$ of the units on Main Street were in active use as follows:

- 20% retail;
- 28% other Commercial
- 23% residential

Notwithstanding the generally positive and vibrant town centre experience in An Clochán Liath (Dungloe), it must also be noted that the Health Check Study also identified a vacancy rate of 25% of the building stock at ground floor level. The need to reduce this statistic and thereby add to the vibrancy of the town is consistent with public consultation exercise consensus around the need for this LAP to focus on maintaining and enhancing the general function and role of the town as a key service and tourism destination. This LAP 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 4.7.1: Transportation and Movement.
3. The Main Street has benefitted from environmental improvements over relatively recent times. 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. Such an initiative may also provide an opportunity to identify some of the Main Street parking spaces as the preferred area for a designated casual trading area for the towns regular casual traders.
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 (Dungloe).
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.

Figure 4.2: Land Use Types at Ground Floor Level on Main Street, An Clochán Liath (Dungloe). (Source: Donegal County Council Health Check)



4.4.2 Opportunity Sites Located Within The Defined Town Centre

A total of 4 'Opportunity Sites' plus 1 'Masterplan' site have been identified in this LAP 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 requirements. 3 of the 4 'Opportunity Sites' are located within the defined town centre. Appropriate development of these sites is critical to the town centre strategy. A description of each 'Opportunity Site' located within the defined town centre (Opportunity Sites 1, 2 and 3) follows and the descriptions inform the subsequent individual policies for each site which are set out in section 4.4.4. Descriptions and policies in respect of Opportunity Sites located outside of the defined town centre are located in section 4.9 relating to Economic Development, and Tourism, Marine and Recreation.

Opportunity Site 1: Rear of West Side of Main Street

This site is located to the rear of the west side of Main Street and is comprised of the western portions of the rear curtilages of the various properties fronting on to Main Street. The site is adjacent to the key waterfront area of the town situated between Main Street and the shoreline. The site is modest in size at 1.05Ha. Part of the site fronts onto Quay Road to the west which provides road frontage access adjacent to the old school (now derelict). There is additional accessibility from the road front adjacent to the terrace of single-storey residential properties. On approach to the town from the south, there are impressive views to the shorelines across, inter alia, the southern part of the site. These should be protected. The site presents an opportunity to utilise the views of the waterfront that the site provides. A mix of uses and designs types may be considered. Any development must have regard to the location of sewers and, in this regard, diversions may be required and/or way-leaves shall be maintained on same. Policy CL-TC-1 refers.

Opportunity Site 2: Waterfront Area

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 the 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, casual trading, community, civic or amenity uses with a design that maximises the waterfront location. Residential developments are not appropriate at this location. Policy CL-TC-2 refers.

Opportunity Site 3: North of the River

Moderate size site of 0.62ha directly north of Dungloe 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 Dungloe 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). The site was subject to, and passed, a development plan 'justification test' for 'less vulnerable' land uses such as commercial activity. It is considered that the site provides some retail or cafe style riverside potential but must provide pedestrian accessibility along this 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, 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. There is also potential for linking these 2 amenity areas which could be used by the inhabitants of An Clochán Liath and could attract visitors into the town. Policy CL-TC-3 refers. 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).

4.4.3 Town Centre Objectives

The objectives for Town Centre that are specific to An Clochán Liath (Dungloe) are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective CL-TC-1: It is an Objective of the Council to provide for the enhancement of An Clochán Liath (Dungloe) 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.

Objective CL-TC-2: It is an Objective of the Council to improve the vernacular character and appearance of An Clochán Liath (Dungloe) Town Centre particularly in terms of shop front designs.

Objective CL-TC-3: It is an Objective of the Council to provide for stronger integration of An Clochán Liath (Dungloe) Main Street and the adjacent shorefront area.

4.4.4 Town Centre Policies

The policies for Town Centre that are specific to An Clochán Liath (Dungloe) are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy CL-TC-1: It is the policy of the Council to consider proposals for commercial, tourism or other town-centre compatible developments on Opportunity Site 1. Proposals shall be required to provide a high quality design facing the shoreline/waterfront area and to incorporate a service lane for delivery vehicles servicing the associated Main Street properties. Views to the shoreline on approach to the town centre from the south across, inter alia, the southern part of the site shall be protected. Design proposals shall provide for the preservation of existing sewer lines by way of either wayleaves and/or diversions.

Policy CL-TC-2: It is a policy of the Council to consider proposals for commercial, tourism, community, civic or amenity uses on Opportunity Site 2, together with the site being a possible option as the location for casual trading, the designation of which is subject to separate statutory procedures. Proposals shall be low-rise and sympathetic to the shorefront setting. Any structures proposed shall be located towards the eastern portion of the Opportunity Site area. Proposals for residential development on this site shall not be favourably considered.

Policy CL-TC-3: It is a policy of the Council to consider proposals for retail/commercial development on Opportunity Site 3 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. In this regard, proposals for residential development will not be acceptable. The finished floor levels of buildings shall be raised above predicted flood levels.

Policy CL-TC-4: It is a policy of the Council that proposals for shop fronts shall be either Irish Language only or bilingual in nature with Irish first and more prominent than the other languages used. Signage shall be high quality in terms of design, colour and materials and respect the existing streetscape and traditional shop fronts in the area including fenestration, facia treatment, colouring scheme, materials, and finishes and shall be in accordance with Policy CCG-O-8, Chapter 11, Part B, and Section 9 of Part B: Appendix 3 of the County Donegal Development Plan 2018-2024.

Policy CL-TC-5: It is a policy of the Council to require the provision of traditional, vernacular shopfront design for any development or re-development proposed that will impact on the appearance of Main Street.

4.5 Economic Development

4.5.1 Background

Notwithstanding the focus of this LAP in consolidating and enhancing the primary commercial core of An Clochán Liath (Dungloe) 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.

4.5.2 Opportunity Sites Located Outside the Defined Town Centre

There is one Opportunity Site located outside the defined town centre. A description of it is set out below and associated policy is contained at section 4.5.4.

Opportunity Site 4: Rear of Waterfront Hotel

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 abuts the existing Waterfront Hotel. The site is modest in size at 1.40Ha. The site presents an opportunity for the hotel to expand and provide additional tourism related and hotel development. Any development must be connected to the Waterfront Hotel and not be a stand-alone or separate enterprise.

4.5.3 Economic Development Objectives

The objectives for Economic Development that are specific to An Clochán Liath (Dungloe) are as follows and should be read in conjunction with the general objectives of this LAP (Chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective CL-ED-1: It is an objective of the Council to complement the key services, tourism and administrative role and function of An Clochán Liath (Dungloe) with additional economic appropriate and suitably-located additional economic activity in the form of Class 3 (Offices), Class 4 (Light Industrial), research and innovation, and digital technologies.

4.5.4 Economic Development Policies

The policies for Economic Development that are specific to An Clochán Liath (Dungloe) are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Policy CL-ED-1: It is the policy of the Planning Authority to consider proposals for commercial, tourism or other hotel compatible developments on Opportunity Site 4.

4.6 Housing

4.6.1 Background

An Clochán Liath (Dungloe) 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). This LAP seeks to consolidate the existing residential

areas, allow infill opportunities and provide for new residential development in the most suitable locations that are in close proximity to the town centre.

4.6.2 Identification of Housing Lands

Chapter 3 of this LAP sets out the broader planning policy context in relation to housing land supply for An Clochán Liath (Dungloe), as contained in the Core Strategy of the CDP. The Core Strategy outlines a requirement for the identification of 10.2 hectares of residential land for An Clochán Liath (Dungloe). 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, land ownership complexity, compatibility with surrounding land uses within the urban settlement area. The assessment also included an examination of potential flooding issues. The sites selected during the process are identified as 'Primarily Residential' on the Land Use Zoning Map (Map 2 refers).

In addition to the identification of lands that are suitable for residential 'first phase' development, the assessment also led to the identification of a site that could be suitable for low density housing development in the long term. These lands are zoned 'Low Density Housing' on the Land Use Zoning Map.

Table 4.1: Total Lands Identified to Meet Residential Housing Need in An Clochán Liath (Dungloe)

Site Ref	Zoned as 'Primarily Residential' or 'Low Density Residential'.	Area of site (ha)	Potential number of housing units to be delivered
PR 1	Primarily Residential	1.021	12
PR 2	Primarily Residential	1.296	16
PR 3	Primarily Residential	1.780	21
PR 4	Primarily Residential	2.946	35
PR 5	Primarily Residential	1.228	15
PR 6	Primarily Residential	3.416	41
PR 7	Primarily Residential	0.97	12
PR 8	Primarily Residential	2.12	25
	Total 'Primarily Residential'	14.78	177
LDR 1	Low Density Residential	0.636	5
	Total 'Low Density Residential'	0.636	5

4.6.3 Housing Objectives

The objectives for Housing that are specific to An Clochán Liath (Dungloe) are as follows and should be read in conjunction with the general objectives of this LAP (Chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective CL-H-1: It is an objective of the Council to identify circa 10.2ha of appropriate lands to meet future housing need in An Clochán Liath (Dungloe) including social and affordable housing need.

Objective CL-H-2: To provide for limited low density housing in exceptional circumstances in the areas zoned as 'Local Environment' in An Clochan Liath.

4.6.4 Housing Policies

Chapter 3 of this LAP sets out the general policies in relation to residential development on lands zoned as 'Primarily Residential', 'Established Development', 'Town Centre', 'Local Environment' or 'Strategic Residential Reserve'. There are no site specific policies in relation to housing in An Clochán Liath (Dungloe).

Policy CL-H-1: In exceptional circumstances, limited low density housing development may be considered in areas zoned as 'Local Environment' in An Clochán Liath where the

applicant can demonstrate, and the Planning Authority is satisfied, that neither any of the sites zoned as 'Primarily Residential', nor any other sites or potential sites either within the town centre, the edge of the centre or in areas zoned as 'Established Development' or 'Opportunity Site' (as appropriate) are (a.) suitable, (b.) available, and (c.) viable in terms of servicing.

In such circumstances, it shall be demonstrated that any proposed development:

- (a.) would be compatible with existing and/or permitted adjoining land uses and would not have any adverse impact on the amenities of adjoining properties;
- (b.) would be appropriate in terms of scale and density relative to adjoining land uses; and
- (c.) would otherwise comply with all relevant policies of this Local Area Plan.

4.7 Infrastructure and Services

4.7.1 Background

Water and Wastewater

An Clochán Liath (Dungloe) is currently supplied with water by both the Crolly Water Treatment Works (WTW) and the Leittermacaward WTW. It should be noted that different areas are supplied by each. Crolly WTW and Leittermacaward WTW are currently at production capacity and IW has programmed Minor Capital Works in the short term which will increase production and reduce losses. This will allow increased supply to An Clochán Liath (Dungloe) and other areas, if required. The An Clochán Liath (Dungloe) effluent treatment works upgrade recently became operational and has capacity to treat 2400 Population Equivalent with capacity for future expansion to cater for 3200PE. This is more than adequate to deal with the additional loading that would be generated as a result of the development envisaged in this LAP.

Transportation and Movement

The Council recognises the strategic importance of the Regional Road network of the R252 and R254 routes for connecting An Clochan Liath (Dungloe) and the west, with Letterkenny, the centre and the east of the County. Although such re-classification of national roads is a matter for the Minister for Transport, it is an Objective of the Council to have the aforementioned Regional Roads upgraded to National Secondary status.

Traffic congestion in and around the town centre, and particularly heavy traffic movements, is an area of concern for the town. An Clochán Liath (Dungloe) requires an integrated approach to land use and transportation which provides for a safe road and pedestrian network that caters for all needs. This LAP identifies the following traffic measures as part of this approach. The pedestrian and cycling elements of this integrated approach are addressed in section 4.9 Tourism, Marine and Recreation.

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. Identification of a small vehicles route into the town from the N56/'The Angle' junction along 'The Angle' road as far as its junction with Pole Road and then south along Pole Road between the junction of 'The Angle' and Pole Road and down to the junction of Pole Road/Burtonport Road.
3. 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 4.4 above.

In tandem with the above-noted measures aimed at alleviating traffic congestion and improving traffic movement around the town, the LAP also seeks to further enhance the pedestrian and cycling facilities of the town to give further encouragement to walking and cycling as alternatives to the car with the following items being identified (listed 1-5) as vital gaps in the network to be addressed. Section 4.9: Tourism, Marine and Recreation addresses the broader leisure-focussed facilities whilst a further cohort of linkages is addressed in this Chapter as they are considered to address more routine, but no less important, day-to-day movements.

The opportunity 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.

1. Missing short section of foot path at west end of Chapel Road on northern side close to Main Street,
2. Provision of footpath from the Radox site along Mill Road that connects to the town centre
3. Extend footpath running south from Main Street to Primarily Residential Site 4
4. 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.
5. A pedestrian/zebra crossing adjacent to the GAA pitch on the Carnmore Road.

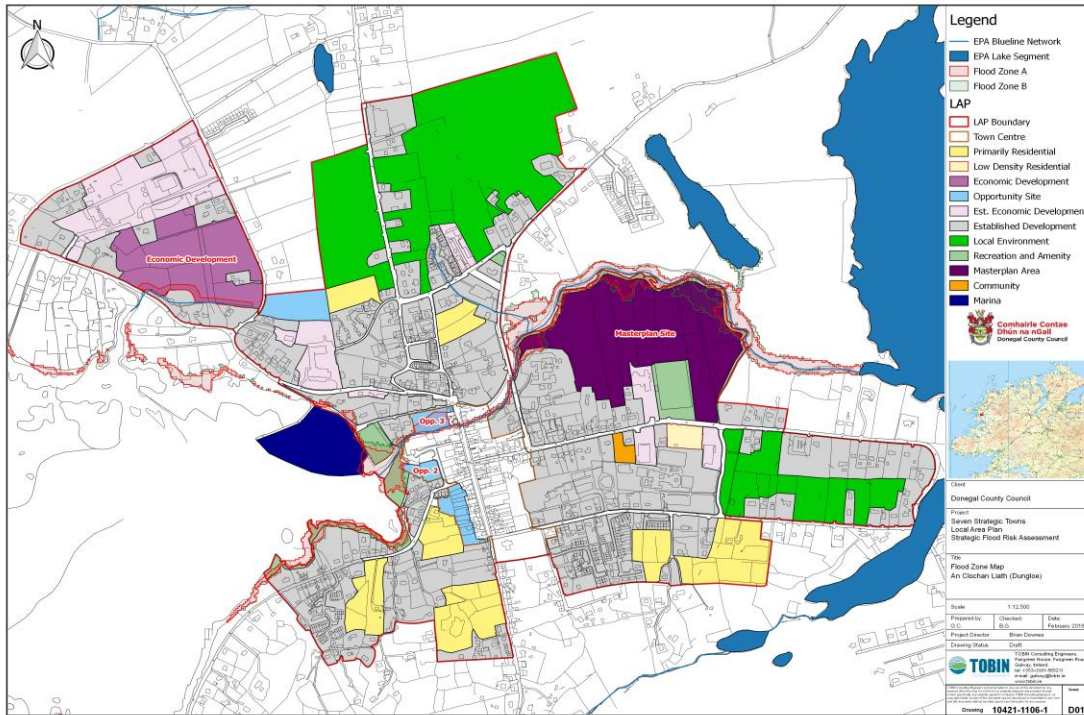
Flooding

Chapter 3 deals with the issue of flooding generally for the seven towns addressed in this LAP and provides that the rationale and policy framework contained in the Flooding Section the CDP will be applied. The aforementioned rationale is based largely around the following keynote documents:

- Planning System and Flood Risk Management-Guidelines for Planning Authorities (DoEHLG, 2009); and
- National Catchment-Based Flood Risk Assessment and Management (CFRAMS) programme (OPW).

The aforementioned LAP Chapter 3 notes that in identifying settlement boundaries and lands for development during the LAP preparation process, the Planning Authority has had due regard to the outputs of a Stage 2 Strategic Flood Risk Assessment as the best available evidence regarding flood risk in each area. Similarly, the Authority will have due regard to the Flood Extents mapping arising from the SFRA where necessary in the assessment of planning applications during the life of this LAP. The flood extents mapping for An An Clochán Liath (Dungloe) is re-produced below for ease of reference.

Figure 4.3: An Clochán Liath (Dungloe) Flood Extents Mapping



4.7.2 Infrastructure and Services Objectives

The objectives for Infrastructure and Services that are specific to An Clochán Liath (Dungloe) are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

- Objective CL-IS-1:** It is an objective of the Council to improve traffic, pedestrian and cycling accessibility and movement throughout An Clochán Liath (Dungloe) 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.
- Objective CL-IS-2:** It is an objective of the Council to support the upgrading of the R252 and R254 Regional Roads to National Secondary Roads status.
- Objective CL-IS-3:** It is an Objective of the Council to seek to resolve traffic access issues in the area of Crucknageragh Road/Quay Road.

4.7.3 Infrastructure and Services Policies

The policies for Infrastructure and Services that are specific to An Clochán Liath (Dungloe) are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

- Policy CL-IS-1:** It is the policy of the Council to identify and to pursue a traffic management system comprising of the following and as identified on the Land Use Zoning Map (Map 2 refers): (a.)(i.) an 'Industrial/H.G.V.' traffic route around the north of the town; (a.)(ii.) a small vehicles traffic route from the N56/The Angle junction to the town centre; (b.) a Southern Traffic Management Route to serve the south of the town. Development proposals that would compromise this objective shall not be considered (refer also Policy CL-IS-2).

Policy CL-IS-2: It is the policy of the Council to 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.

Policy CL-IS-3: It is a policy of the Council to seek the provision of suitably-designed pedestrian walkways and cycleways at the locations identified on the land use zoning map for An An Clochán Liath (Dungloe) (Map 2) (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 LAP.

4.8 Environment and Heritage

4.8.1 Background/Context

Built and Natural Heritage

With regard to built heritage, there are no structures on the Record of Protected Structure for An Clochán Liath (Dungloe). There are 11 no. structures on the National Inventory of Architectural Heritage (NIAH) list for An Clochán Liath (Dungloe). 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.

Irish Language

An Clochán Liath (Dungloe) 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 (source: www.chg.gov.ie/app/uploads/2015/09/na-rosa.pdf). 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 the LAP can provide a supporting role in achieving this overall strategy by implementing the Irish Language specific policies detailed at Section 4.4.4 that help the community achieve this goal.

4.8.2 Environment and Heritage Objectives

The objectives for Environment and Heritage that are specific to An Clochán Liath (Dungloe) are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective CL-EH-1: It is an objective of the Council to ensure the sustainable development of An Clochán Liath (Dungloe) as a socio-economic driver for the surrounding area, including harnessing its tourism potential.

4.8.3 Environment and Heritage Policies

The policies for Environment and Heritage that are specific to An Clochán Liath (Dungloe) are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Policy CL-EH-1: It is a policy of the Council to facilitate developments which would strengthen the socio-economic vibrancy of An Clochán Liath (Dungloe) as a Gaeltacht towns in accordance with the related policies of this Plan.

4.9 Tourism, Marine and Recreation

4.9.1 Background/Context

As noted earlier in this Chapter, An Clochán Liath (Dungloe) is 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.

Greenways/ Cycleways

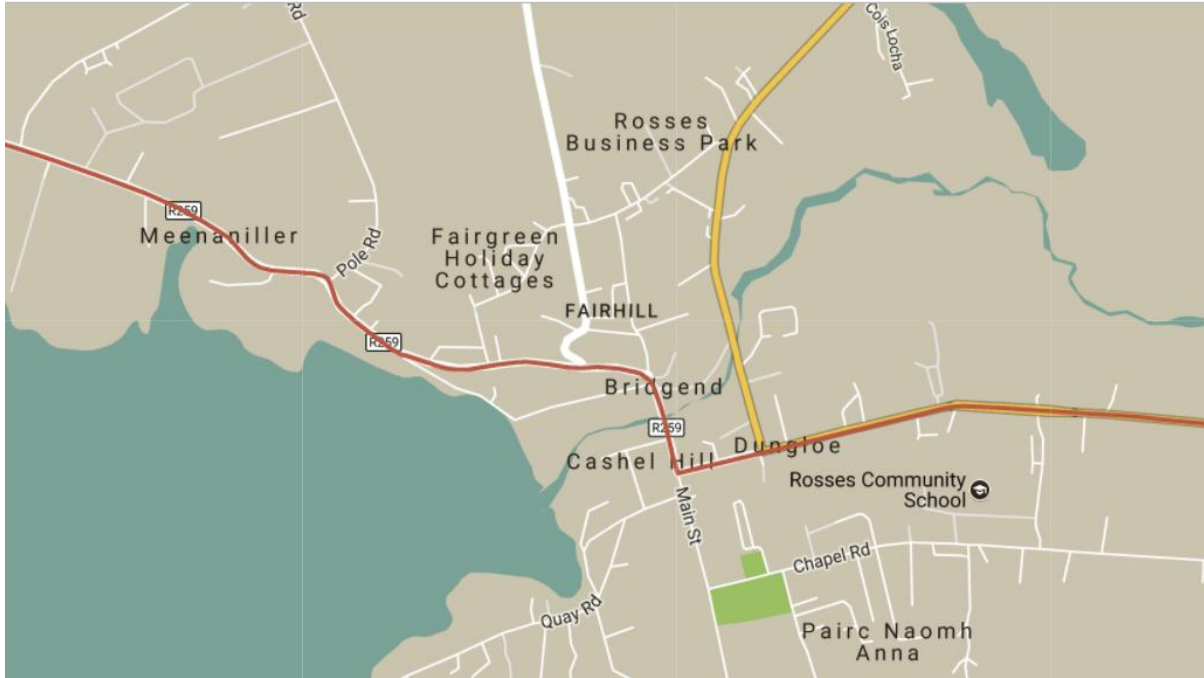
An Clochán Liath (Dungloe) is well placed to take advantage of the growing active tourism sector. The Glenties to Dungloe Cycleway is being developed by Transport Infrastructure Ireland and, it is anticipated, will be taken in as far as the town centre. The route of the final section of this Cycleway as it enters the town has yet to be decided but DCC has identified the Chapel Road as its preferred route. As well as the direct impact of the Glenties to Dungloe Cycleway, a further opportunity for the town has been presented with the proposed Burtonport to Letterkenny Greenway project. Whilst the route of this project lies some distance to the west and north of the town, the creation of a connection to this facility from the town (either west out of the town towards Burtonport; or from a point on the N56 slightly to the north-east of the town) would, together with the Glenties-Dungloe Cycleway, and in the context of the WAW, could create a major active tourist attraction for the town providing a valuable exercise option for the residents of An Clochán Liath (Dungloe) and the proposed completion of the shore walk from the town centre to the 'Pond' area. This LAP identifies Tourism projects that form part of this approach.

Town Walks

In terms of active leisure within the town, the Shore Walk and River Walk have proved to be popular and valuable assets for the town. Again, there is further potential to add to these amenities by means of completing and connecting these existing assets. This work would include:

- a) Completion of the Shore Walk, inclusive of an extension south-west to 'The Pond' amenity area.
- b) Providing a link between the River Walk and the Shore-Walk.
- c) Providing links between Main St. and the shorefront area.

Figure 4.4: Route of Wild Atlantic Way



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 (Map 2 refers). Such a development would complement the leisure uses already developed and remaining to be developed in the shorefront area of the town.

Masterplan Site

A 'Masterplan' site of some 12.39 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 the 'Masterplan' 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. 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 CFRAMS An Clochán Liath (Dungloe) Fluvial Flood Extents mapping flood zone.

4.9.2 Tourism, Marine and Recreation Objectives

The objectives for Tourism, Marine and Recreation that are specific to Clochán Liath (Dungloe) are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

- Objective CL-TMR-1:** It is an objective of the Council to develop and maximise the tourism and leisure potential of An Clochán Liath (Dungloe) as one of the key economic drivers for the town.
- Objective CL-TMR-2:** It is an objective of the Council to secure the construction of the Glenties to Dungloe Greenway, and the Burtonport to Letterkenny Greenway, and to identify and develop a suitable greenway link from An Clochán Liath (Dungloe) to the latter.
- Objective CL-TMR-3:** It is an objective of the Council to improve traffic, pedestrian and cycling accessibility and movement throughout An Clochán Liath (Dungloe) 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.

4.9.3 Tourism, Marine and Recreation Policies

The objectives for Tourism, Marine and Recreation that are specific to An Clochán Liath (Dungloe) are as follows and should be read in conjunction with the general objectives of this LAP (Chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

- Policy CL-TMR-1:** It is a policy of the Council to seek the provision of suitably-designed pedestrian walkways and cycleways at the locations identified on the land use zoning map for An Clochán Liath (Dungloe) (Map 2), and to connect the town with the Burtonport-Letterkenny Greenway (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 LAP.
- Policy CL-TMR-2:** It is a policy of the Council to 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 LAP.
- Policy CL-TMR-3:** It is a policy of the Planning Authority to consider proposals for predominantly community and leisure-related uses, including those that are associated or compatible with the adjacent Hospital and GAA uses within the site identified as 'Masterplan Site' on the Land Use Zoning Map. Proposed developments shall only be considered in the context of a submitted Masterplan for the entire area and the Masterplan may identify alternative, compatible uses where such uses would be clearly ancillary to the aforementioned primary uses. Proposed extensions to established uses adjacent to the Masterplan area may also be considered where it can be clearly demonstrated that such development would not prejudice the achievement of the overall Masterplan concept and predominant uses therein, subject to compliance with the other objectives and policies of this Plan. Proposals for development shall:
- a) Have regard to the Strategic Flood Risk Assessment prepared to inform this LAP, proposals shall be accompanied by a site specific flood risk assessment, prepared in accordance with the guidance set out in 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009);
 - b) Identify a suitable pedestrian access onto the N56/Carnmore Road side of the site; and
 - c) Identify a suitable river crossing to the 'Riverwalk' amenity route.

5 Ballybofey-Stranorlar

5.1 Introduction

The Twin Towns of Ballybofey and Stranorlar are identified in the CDP as one of the key strategic drivers of the County's economy. The Towns are well placed strategically having regard to, inter alia: the intersection of two key National Primary Roads, the N15 and the N13; their proximity and accessibility to other key centres in the county including Letterkenny; and their proximity to the Border.

The Towns are, cumulatively, the third largest settlement in the County and the largest of the towns being addressed in the LAP. A population of 4,852 was recorded in the 2016 Census, showing little change from the previous census count. The strongly-populated rural hinterland of Ballybofey-Stranorlar and the broader Finn Valley area place additional demands on the services, amenities and facilities that are currently provided within the Towns.

Whilst having their own individual identities, Ballybofey and Stranorlar are located side-by-side and a strong physical link is provided by the Stranorlar Bridge and thus the Towns effectively function as a joint settlement. For this reason, they have come to be known as the 'Twin Towns'.

The Towns are distinguished by their tradition in sporting activities having regard to the location of Finn Harps Football Club, the Donegal County GAA Headquarters, Ballybofey-Stranorlar Golf Club and Finn Valley Athletic Centre and adjacent Finn Valley Leisure Centre opened in 2013. Further evidence of the sporting activities in the Towns can be found in the various local sports clubs including clubs for boxing, tennis and power lifting club, plus a number of gyms, pilates studios and so on. Other facilities such as the River Finn, Drumboe Woods and Trusk Lough as examples, are important recreational amenities for the towns. The Towns are also renowned for the strength of its hospitality industry, with three iconic hotels being located in the Town centres, and also its retail offer with a particular focus on the nationally-recognised McElhinney's Department Store.

In addition to the valued sporting and recreational resources available in the Twin Towns, a strong and vibrant community sector also exists as evidenced in the many community and voluntary groups that contribute significantly to the quality of life for all residents in the towns, across a spectrum of elements including built heritage, health, activities and benefits to society amongst others.

Notwithstanding the strong sporting, recreation and hospitality sectors, and indeed one of the key objectives of this LAP is to build on these strengths, there is also a need to diversify the role of the town to attract other employers from other sectors including manufacturing, office and so on. The infrastructural context of Ballybofey/Stranorlar is critical to future growth plans as the Towns still await the construction of the Bypass and the upgrading of the Towns' municipal foul treatment plant.

5.2 Key Planning Issues

The key issues in Ballybofey-Stranorlar are:

- The protection and enhancement of the sporting, leisure and hospitality assets of the Towns
- The need for a cohesive strategy to maximise the capacity of the existing town centres, to identify key renewal and regeneration opportunities and additional, appropriate opportunities outside of the town centres.
- The identification of a sufficient amount of land at optimum locations in order to cater for the housing need of the population of Ballybofey/Stranorlar.
- The identification of sufficient amount of land for industry/ employment/ economic uses at optimum locations.
- The identification of a sufficient amount of land for other purposes such as recreational and community use.

- The need to preserve urban and local transportation corridors and identify other transportation measures to improve movement, accessibility and transportation throughout the towns.
- The need to identify and 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 recreational and tourism product of the town.
- The need to safeguard the environmental and visual amenities of the towns.
- The presence of areas at risk of flooding and the need for management of flood risk.
- The further enhancement of the streetscape of the Twin Towns, having particular regard to the treatment of historic and traditional buildings and vernacular groupings/ terraces.

5.3 Strategic Vision

Having regard to the strategic context of Ballybofey-Stranorlar as a strategic service, enterprise and tourism centre as well as its designation as a Heritage Town, this Local Area Plan sets out the following strategic vision to guide the future development of the town –

That, by 2024, Ballybofey-Stranorlar will have an enhanced reputation as a sporting centre of excellence and as a key centre of recreation and hospitality for the County. In addition, the Twin Towns will have an enhanced reputation also as an attractive place to live and work on foot of expanded residential and retail facilities and on foot also of strategic infrastructural improvements to the town.

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 objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers).

5.4 Town Centre

5.4.1 Background

The Twin Towns, and Ballybofey in particular, enjoy a strong reputation as a key retail and service hub of the County generally, and the Finn Valley area in particular. This activity is based mainly around Main Street, Ballybofey with the iconic McElhinney's Department Store acting as a strong anchor to the retail offer in the towns. The range of retailing has been extended in recent years with the opening by three national operators of large food stores in the town. Given these recent developments, and the major development opportunities remaining in the town centres of both Ballybofey and Stranorlar (refer Land Use Zoning Map Site Refs. OPP1 and OPP 3), the town centre boundaries identified on the Land Use Zoning Map largely reflect the extent of previously-identified town centre areas. In contrast, the Twin Towns continue to be without a major bulky goods retail park that might be expected for a settlement of that size. Accordingly, the Land Use Zoning Map identifies a number of opportunities both within the town centres (OPP1 and OPP 3), and either immediately adjacent to (OPP 2) or in reasonable proximity of (OPP 4) the centres, that might accommodate such development.

As identified elsewhere in this LAP, traffic congestion is a major issue for the town and this will remain the case until such times as the Ballybofey-Stranorlar Bypass is completed. With or without the Bypass, the proposed Bypass Link Road section from Donegal Road to Trusk Road would help to alleviate congestion by enabling better traffic circulation around the town. DCC considers that there is an opportunity to marry the realisation of this link road with the opportunity to develop a bulky goods

retail park and associated residential development immediately to the west of the town centre and link road route (refer OPP 2).

The LAP identifies a second prime town centre area with enormous potential, the development of which would not only add to the town centre experience and offering in Ballybofey, but would also provide another element of town centre traffic management in the form, possibly, of a one-way traffic system (refer OPP 5 below).

Finally, DCC acknowledges the requirement to enhance the streetscape of the Main Street in Ballybofey. However, any such works should only proceed after completion of the town bypass as the volumes of traffic passing through the town at present in advance of the bypass would quickly reverse the benefits of such a scheme.

5.4.2 Opportunity Sites Located Within or Adjacent To The Town Centres

A total of 6 'Opportunity Sites' have been identified in this LAP due to their potential to contribute to the economic development of Ballybofey-Stranorlar and/or due to their particular strengths, characteristics or requirements. Five of the six sites are located either within or adjoining the town centres. Their suitable development is critical to the regeneration and growth of the towns while their development will also contribute to the overall economic development of the towns. A description of each of these five Opportunity Sites follows and the descriptions informs the subsequent individual policies for each site. A description and policy in respect of the remaining Opportunity Site (OPP site 6) is contained in Chapter 5.5 below.

Opportunity Site 1: Ballybofey Town Centre

The lands comprising Opp Site 1 are located in the town centre core of Ballybofey, adjacent to the National Primary Road/Main Street and are a prime, high profile opportunity for a major development in the heart of the town centre. The lands are controlled by only a very small number of owners. Notwithstanding these advantages, a number of constraints will have to be addressed and a masterplan approach should be adopted to ensure that the maximum benefit is derived for the town.

Opportunity Site 1 was one of a number of sites specifically assessed in more detail in the SFRA report on the LAP, owing to its strategic location within the town centre. Almost the entire site is identified as lying within Flood Zone A, and reported occurrences of storm sewers surcharging during flood events on the River Finn have been referenced in the report. A justification test was carried out and concluded that development of 'less vulnerable' uses in this town centre location could be facilitated in accordance with the 'The Planning System and Flood Risk Management Guidelines', November 2009' dependent on the preparation of a detailed flood risk assessment of the Masterplan area that should explicitly consider residual risks of flooding and attenuation of rainfall during flood events.

The junction of Main Street/Chestnut Road already experiences difficulties in terms of movements on to and off the National Road. Any major development in this area will only add to these issues. Accordingly, any such proposals must be accompanied by a traffic impact assessment and road safety audit. Revised junction arrangements may be required.

The Planning Authority considers the existing parking area to the front of the Ballybofey Shopping Centre as a major opportunity to deliver a quality area of civic/public space for the town. This central area is a fundamental element of Ballybofey town centre and acts as a central hub for the community and for businesses alike. This area has the potential to significantly improve the character, appearance and function of the town from an economic, social and physical perspective. Any comprehensive development proposals for the Opp 1 area should provide for such a facility at this location whilst also providing for the replacement of the displaced parking spaces at an alternative location in close proximity to the existing parking area. To clarify, the civic space idea cannot proceed unless and until the parking to be displaced has already been replaced at an adjacent site.

Having regard to the proposed relocation of Finn Harps Football Club to the Masterplan Area,

Stranorlar, and the central location of the site of the current Finn Park stadium, this site is included within the Opp 1 site. Policy BS-TC-1 refers. The SFRA identifies a significant portion of the site as falling within Flood Zone A. Having regard to the prime and strategic town centre location of the site, a development plan Justification Test was conducted for this site and concluded that the site passes the justification test for development of 'less vulnerable' land uses such as those identified in the Policy. The Report recommends that the text should be amended to provide that the flood risk assessment already referenced in the policy should explicitly consider residual risks of flooding and attenuation of rainfall during flood events (when flap valves are closed).

Policy BS-TC-5 in the LAP also supports the principle of other town-centre compatible uses. Such uses might include residential development and therefore it would be advisable to clarify that residential development will not be permitted within Flood Zone areas.

Opportunity Site 2: Donegal Road/Bypass Link Road Site

This site, comprising some 9.47 hectares, is located to the west of, and immediately adjacent to, the identified Ballybofey town centre and Bypass Link Road. This site would be suitable for commercial, including bulky goods retail, and residential development subject to the undernoted criteria. The Council considers that the site would be suitable for bulky goods retail subject to a degree of integration with the town centre being established by means of the construction of the Donegal Road to Trusk Road section of the Bypass Link Road, and by facing the main elevation of the retail units towards that road. Policy BS-TC-2 refers.

Opportunity Site 3: Stranorlar Town Centre

This site is located within the town centre of Stranorlar close to the junction of the N15 and N13 National Primary Roads. Whilst the identified Opportunity Site is located to the rear of 3 large long-established businesses, it is considered that the Opportunity Site, together with the aforementioned adjacent established business areas, collectively constitutes a major, high profile town centre development opportunity. A suitable access for a development of this scale could only be achieved at some point along the National Primary Road frontage of the adjacent established businesses to the west. For clarification purposes, it should also be noted that the identification of this Opportunity shall not in any way prejudice proposals to consolidate, expand or replace the established businesses to the west of the Opportunity Site, subject to normal planning considerations. Policy BS-TC-3 refers.

Opportunity Site 4: Donegal Road/Glenfin Road

Opportunity Site 4 is a major development opportunity located to the west of Ballybofey and with dual frontage onto both the Donegal Road to the south, and to Glenfin Road to the north. The site is earmarked by the Council as being appropriate for a mixed bulky goods retail and residential development. Critically, any development of this site shall be required to include the Donegal Road to Glenfin Road link road, and associated junction improvements, identified on the Land Use Zoning Map. The significant residential component of this site is identified in anticipation that it will contribute to the feasibility of delivering the link road element. Given the scale of development anticipated and the critical importance of ensuring an appropriate design for the Link Road and the junctions at either end, it is considered reasonable to require the preparation of an agreed masterplan to provide an overall template to guide development of this area. Finally, the Land Use Zoning Map identifies additional lands to the west of Opportunity Site 4 as Strategic Residential Reserve site inclusive of a connecting road to the Link Road required for the subject Opportunity Site. The masterplan should ensure that this additional road line element is also factored into the design. Policy BS-TC-4 refers.

Opportunity Site 5: Back Road, Ballybofey

These lands are situated in the town centre core on either side of Back Road and are generally comprised of multiple vacant and derelict properties, many of these forming the rear curtilages of commercial properties fronting onto Main Street. The area also contains a small number of commercial and residential properties. Whilst the central parts of this area are generally rundown in appearance, the area is 'book-ended' at either end by quality developments in the form of Jackson's Hotel in the west, and the Villa Rose Hotel and new Butt Hall Centre to the east. The area is accessed by, and bisected by, the narrow Back Road. Access onto Back Road from the west is via Glenfin Street, but access on its eastern side is not possible at present except for a sub-standard narrow and low archway road onto Main Street. The development pattern in the area does not allow for a two-way road system

along the entire Back Road area. However, DCC considers that it is a reasonable objective to seek to achieve a two-way road system from the western edge of Back Road as far as the Villa Rose Hotel roundabout, with the possibility of a one-way road from the roundabout for continuing east-bound traffic linking back up to the Main Street. The Council will encourage the land assembly of the site or part of the site, by a private developer, with a view to the preparation of a masterplan for the redevelopment and regeneration of the area. Policy BS-TC-5 refers.

The SFRA identifies a significant portion of the site as falling within Flood Zone A. Having regard to the prime and strategic town centre location of the site, a development plan Justification Test was conducted for this site and concluded that the site passes the justification test for development of 'less vulnerable' land uses such as those identified in the Policy. The Report recommends that the text should be amended to provide that the flood risk assessment already referenced in the policy should explicitly consider residual risks of flooding and attenuation of rainfall during flood events (when flap valves are closed).

Policy BS-TC-5 in the LAP also supports the principle of other town-centre compatible uses. Such uses might include residential development but, to clarify, residential development will not be permitted within Flood Zone areas.

5.4.3 Town Centres Objectives

The objectives for Town Centre that are specific to Ballybofey-Stranorlar are as follows and should be read in conjunction with the general objectives of this LAP (Chapters 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Objective BS-TC-1: It is an objective of the Council to encourage and facilitate the strengthening of the vitality and viability of Ballybofey and Stranorlar town centres through a balanced approach of encouraging town centre brownfield and regeneration developments whilst also acknowledging the constraints of the town centres and therefore accommodating suitably-located edge-of-centre developments for bulky goods retailing that would complement the town centre offering.

Objective BS-TC-2: It is an objective of the Council to secure improvements to the existing extent of Back Road through Opportunity Site 5, and to extend the road further eastwards as a one-way road east of the 'Villa Rose Roundabout' to connect with the Main Street.

5.4.4 Town Centres Policies

The policies for Town Centre that are specific to Ballybofey-Stranorlar are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Policy BS-TC-1: It is a policy of the Council to consider proposals for retail, commercial or tourism development on Opportunity Site 1; 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 LAP and taken in the context of the proper planning and sustainable development of the area. Proposals shall only be considered in the context of a comprehensive masterplan, a comprehensive flood risk assessment (and appropriate mitigation measures as appropriate), and a comprehensive traffic impact assessment (and appropriate mitigation measures as appropriate). Any flood risk assessment shall explicitly consider residual risks of flooding and attenuation of

rainfall during flood events. In exceptional circumstances, proposals for minor development may be considered in the absence of a Masterplan where the Planning Authority is satisfied that the overall masterplan approach will not be prejudiced.

The design principles set out below shall form the basis of the terms of reference for a masterplan to guide and inform development of the site:

- a) Design shall be of high quality, innovative and modern in architectural form so as to provide for landmark buildings and to contribute positively to the urban form. In particular, the existing car parking area to the front of the Ballybofey Shopping Centre may be the location for the development of a quality, designed civic space, subject to advance replacement of parking spaces that will be displaced at suitably convenient location(s).
- b) Proposals shall provide for a strong riverside frontage along the eastern side of the site.
- c) Proposals shall incorporate sufficient car parking to serve the proposed development. In this regard, internalised multi- storey car parking will be encouraged in order to make most efficient use of this brownfield site.
- d) With specific reference to the current Finn Park part of the site, a layout that provides for sufficient set back of frontage at Navenny Street so as to make sufficient provision for a public footpath and associated public lighting and drainage.

Policy BS-TC-2:

It is a policy of the Council to consider proposals that provide for a mixed development of: (i) bulky goods retail, or other commercial uses; and (ii) residential units on Opportunity Site 2 subject to the undernoted criteria:

1. Section of the Bypass Link Road from Donegal Road to Trusk Road to be completed by developer in consultation with, and to the standards of, Transport Infrastructure Ireland prior to the first use of any units on the site.
2.
 - a) Vehicular access to be taken off the Bypass Link Road only. This single access to serve the retail and residential uses envisaged for the Opp 2 site, and also to provide access to the Strategic Residential Reserve lands to the west.
 - b) Vehicular egress (left-turn only) to be investigated for the Donegal Road and Trusk Road junctions.
3. Pedestrian/cycle access to be provided from Link Road, Donegal Road and Trusk Road.

Policy BS-TC-3:

It is a policy of the Council to consider proposals for retail, commercial or tourism development on Opportunity Site 3; 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 LAP and taken in the context of the proper planning and sustainable development of the area. Other town centre-compatible uses shall also be considered. Access shall only be permitted off the National Primary Road/Letterkenny Road in consultation with, and to the satisfaction of, Transport Infrastructure Ireland and Donegal County Council Roads Authority. For clarification purposes, proposals to consolidate, expand or replace the established businesses to the west of the Opportunity Site, shall be acceptable subject to normal planning considerations.

Policy BS-TC-4:

It is a policy of the Council to consider proposals that provide for a mixed development of (i) bulky goods retail, or other commercial uses; and (ii) residential units on Opportunity Site 4 subject to the undernoted provisions:

1. A Masterplan shall be prepared by the developer and agreed with the Planning Authority at pre-planning stage. The Masterplan shall make the following provisions:

- (i) Provide a Link Road between the Glenfin Road and the Donegal Road, the design of which is to be agreed with Donegal County Council and opened to the public prior to the first use of any part of the development.
- (ii) The Link Road shall be incorporated into a tight urban grain and provide for minimal setback and the creation of a strong public realm, with a strong active frontage along its entirety. The link road may be appropriately routed through the centre of these lands to create frontage on either side.
- (iii) Uses to be provided on these lands shall comprise of:
 - A Retail Park for the sale of bulky household goods, including carpets, furniture, automotive products and white electrical goods and DIY; and
 - A community/residential area comprising an integrated approach to residential provision incorporating all the needs associated with neighbourhood centres but mixing them through the residential provision to create living streets.
- (iv) The buildings associated with the bulky retail park shall comprise a high quality design and shall utilise the lands in the most efficient manner by increasing building height to 2-3 storeys rather than the 1-storey type buildings associated with this type of use. Other measures shall include the provision of grouped carparking, either multi-storey or underground.
- (v) Uses within the community/residential area shall include residential provision and the incorporation of a Multi Use Games Area (MUGA). In line with the community/residential approach of incorporating neighbourhood uses within the residential provision, the following uses may be included: childcare provision, sports facilities, community offices/buildings, recreation and amenity facilities, children's playground, and neighbourhood retail, for example, local shop, hair salon, café, pharmacy, video shop.
- (vi) Key access points, grid linkages, high permeability and walking/cycling shall feature strongly in terms of movement through the space.
- (vii) Parallel on-street car parking shall be used as one of the tools to ensure streets are safe and active.
- (viii) The Link Road shall incorporate pedestrian/cycle facilities and shall be designed to allow for integration with the link road required as part of the development of the adjacent Strategic Residential Reserve site to the west.
- (ix) Proposals shall ensure the protection of the residential amenity of nearby properties both built and proposed.
- (x) Proposals shall ensure integration with the site and surrounding landscape, by working with the contours, by preparing comprehensive landscaping plans and by retaining existing site features.

Policy BS-TC-5:

It is a policy of the Council to consider proposals for retail, commercial or tourism 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 LAP and taken in the context of the proper planning and sustainable development of the area. Other town centre-compatible uses shall also be considered in the context of a comprehensive Masterplan that shall be accompanied by a detailed flood risk assessment of the Masterplan site in accordance with the 'The Planning System and Flood Risk Management Guidelines', November 2009'. Any such Flood Risk Assessment shall consider residual risks of flooding and attenuation of rainfall during flood events (when flap valves are closed). A comprehensive traffic

impact assessment (and appropriate mitigation measures as appropriate) shall also be submitted as part of any proposed development within the Masterplan site. In exceptional circumstances, proposals for minor development may be considered in the absence of a Masterplan where the Planning Authority is satisfied that the overall masterplan approach will not be prejudiced.

1. Proposals shall not prejudice the achievement of the Council's road and pedestrian/cycle access through this area as detailed in Objective BS-TC-2 above.
2. Development shall incorporate sufficient car parking to serve the proposed development. In this regard, internalised multi-storey car parking will be encouraged in order to make most efficient use of this brownfield site.
3. Development shall make provision for the indicative linked walkway along the River Finn frontage and shall incorporate appropriate areas of seating and proposals for hard and soft landscaping.
4. Design shall ensure that strong street frontages are provided along either side of Back Road.
5. In general, residential development will not be permitted within Flood Zone areas within the lifetime of this Plan unless otherwise varied/superseded.

5.5 Economic Development

5.5.1 Background

The economic development potential of the Border area (inclusive of the Finn Valley area) is recognised in Policy ED-P-15 of the CDP, 2018-2024 wherein it is noted that it is Council policy to: 'facilitate appropriate economic development within the border region where the infrastructure is available or has the capacity.' Ballybofey-Stranorlar is strategically located in the border area due to its proximity to the border and due also to the intersection of two key National Primary Roads, namely: (1a) the N15 road from the south of the County through Ballybofey-Stranorlar and (b.) on to Lifford; and (2a.) the N13 road from Ballybofey-Stranorlar to Letterkenny; (and 2b. on to Bridgend/Derry). Of note also is that the aforementioned 1a, 2a and 2b roads also form part of the County's Trans European Transport Network roads (TEN-T)³.

For these reasons, and given also the critical mass of the Twin Towns, the LAP identifies a number of sites for economic development purposes. Sites have been identified to the east (Opportunity Site 6), south (Economic Development Site 1) and west (Economic Development Sites 2 and 3) of the towns at locations that would provide for convenient access to the National Primary Road network and also to provide a degree of profile/visibility. The LAP also includes an Objective to identify additional land for economic development on the western fringes of Ballybofey. This proposal is for the long-term and development in this area will only be realised as and when the Ballybofey-Stranorlar Bypass is completed and the current National Primary Road is 'down-graded' in category.

³ 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 N15 (**including the Bundoran to Ballybofey/Stranorlar section**), and N13 Ballybofey/Stranorlar to Letterkenny Road have also been identified as part of the TEN-T network.

5.5.2 Economic Development Objectives

The objectives for Economic Development that are specific to Ballybofey/Stranorlar are as follows and should be read in conjunction with the general objectives of this LAP (Chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective BS-ED-1: It is an objective of the Council to expand the economic development function of Ballybofey-Stranorlar in the context of its strategic location in the Border Region, subject to compliance with all relevant objectives and policies of this LAP and the Habitats Directive and having regard to all relevant material planning and environmental considerations.

Objective BS-ED-2: It is a long-term objective of the Council to identify additional suitable lands on the western side of Ballybofey for employment and economic development purposes, excluding retail following construction of the Ballybofey-Stranorlar Bypass, subject to compliance with all relevant objectives and policies of this LAP and the Habitats Directive and having regard to all relevant material planning and environmental considerations.

5.5.3 Economic Development Policies

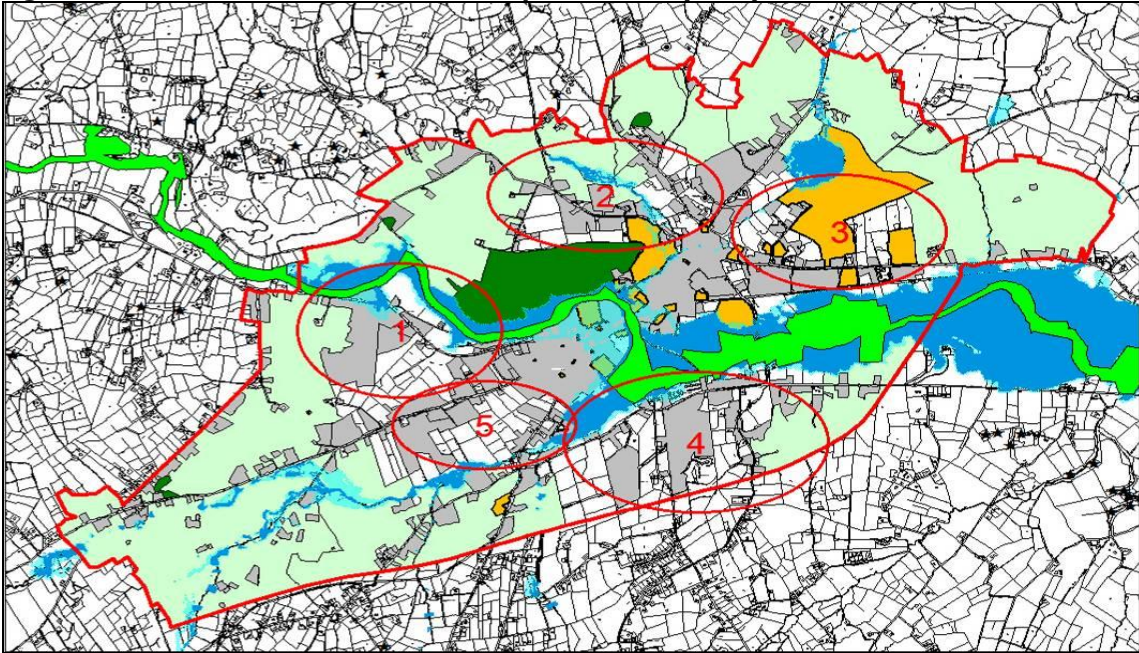
The policies for Economic Development that are specific to Ballybofey-Stranorlar are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy BS-ED-1: It is a policy of the Council to consider proposals for economic development purposes or for expansion of the adjacent golf course or hospital facilities on Opportunity Site 6; or for development providing for a combination of some, or all, of the aforementioned uses, subject to all other relevant policies of the LAP and taken in the context of the proper planning and sustainable development of the area.

5.6 Housing

5.6.1 Background

With a starting point of trying to provide for a spread of housing opportunities across the two towns and across a range of sites therein, the Ballybofey-Stranorlar land use survey identified 5 broad sub-areas of the town that would be appropriate for residential development. These areas are considered to be appropriate not only in terms of the sequential approach and the objective of building upon the existing residential pattern in the towns, but also on the basis of evidence that they would be of genuine interest to developers and prospective purchasers/residents alike having regard to the locations of the most recent successful residential developments in the towns. These areas are identified in Figure 5.1

Figure 5.1: Area for Residential Development in Ballybofey-Stranorlar

Chapter 2 of this LAP sets out the broader planning policy context in relation to housing land supply for all seven towns covered by this LAP, as contained in the Core Strategy of the CDP and which sets out a need to identify 39ha of land in the LAP for the purposes of residential development in Ballybofey-Stranorlar which is equivalent to close to 500 residential units.

5.6.2 Methodology for the Identification of Housing Lands

In order to identify the 39 hectares of residential land required in the Twin Towns, an analysis of available lands broadly within the five sub-areas identified above, and their suitability for residential development, was undertaken. The criteria used in the analysis included, inter alia, – distance of lands from the town centre; compatibility with adjoining land uses; the presence of sites of conservation importance; serviceability in relation to wastewater and water; accessibility and visual vulnerability as examples. Arising from this assessment, the most suitable lands for housing within Ballybofey and Stranorlar are made up of a combination of lands zoned 'Primarily Residential', 'Low Density Residential' and 2 other areas of land identified as 'Opportunity Sites 2 and 4' which have the potential for mixed use development including an element of residential land uses. Table 5.1 shows that a total of almost 30 hectares of land in the Twin Towns are provided through the identification of 'Primarily Residential' lands, with capacity to deliver circa 356 residential units, while a total of over 150 units are targeted for delivery through Opportunity Sites 2 and 4. As shown in Chapter 2 of this LAP, the level of land supply in Ballybofey-Stranorlar for the purposes of residential development is consistent with the Core Strategy of the CDP.

Table 5.1 Total Lands Identified to Meet Residential Housing Need in An Ballybofey-Stranorlar.

Site Ref	Zoned as 'Primarily Residential', 'Low Density Residential' or 'Opportunity Site.'	Area of site (ha)	Potential number of housing units to be delivered
PR1	Primarily Residential	1.689	20
PR2	Primarily Residential	3.869	46
PR3	Primarily Residential	5.272	63
PR4	Primarily Residential	3.325	40
PR5	Primarily Residential	2.159	26
PR6	Primarily Residential	3.755	45
PR7	Primarily Residential	1.229	15
PR8	Primarily Residential	4.39	53
PR9	Primarily Residential	2.684	32
PR10	Primarily Residential	1.336	16
	Total 'Primarily Residential'	29.70	356
LDR1	Low Density Residential	3.025	24
LDR2	Low Density Residential	1.055	8
LDR3	Low Density Residential	0.592	5
	Total 'Low Density Residential'	4.67	37
OPP2	Opportunity Site	6.47	78
OPP4	Opportunity Site	6.52	78
	Total 'Opportunity Site'	12.99	156

5.6.3 Housing Objectives

The objectives for Housing that are specific to Ballybofey-Stranorlar are as follows and should be read in conjunction with the general objectives of this LAP (Chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective BS-H-1: It is an objective of the Council to identify circa 39ha of appropriate lands to meet future housing need in Ballybofey-Stranorlar including social and affordable housing need.

5.6.4 Housing Policies

The policies for Housing that are specific to Ballybofey-Stranorlar are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapter 3) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy BS-H-1: It is a policy of the Council that developments shall be required to provide for pedestrian permeability between: (a.) Sites PR5 and PR6; and (b.) Sites PR5 and LDR2.

Policy BS-H-2: It is a policy of the Council that any applications for redevelopment of the unfinished estate located generally opposite the estate known as 'The Beeches', Navenny, Ballybofey shall be accompanied by a site specific flood risk assessment.

5.7 Infrastructure and Services

5.7.1 Background

Wastewater and Water

The existing Wastewater Treatment Plant (WWTP) serving Ballybofey-Stranorlar, which was commissioned in 1999, and designed for a population equivalent (p.e.) of 4,000, is currently overloaded. Capacity issues are to be addressed through the Ballybofey-Stranorlar Wastewater Network and WWTP projects as included on the Irish Water Investment Plan, 2017-2021. Irish Water is investing c. €5.2 million in this project as part of the Donegal Towns and Villages Sewerage Schemes project. The proposed new works will provide for the expansion of capacity to 12,200p.e. for primary and sludge treatment and 9,200p.e. for secondary treatment. This project will ensure compliance with EU Directives and will provide wastewater treatment capacity in Ballybofey-Stranorlar supporting population growth and economic development. Estimated date for completion of the project is Q2 2020.

Notwithstanding, this lack of existing capacity is a significant constraint on new development within the Twin Towns and, pending the upgrade of the plant, could give rise to threats to the water quality in the River Finn Special Area of Conservation and Natura 2000 sites in the wider area. In these circumstances, the Local Area Plan must comply with the relevant provisions of the County Development Plan. Section 5.2, Water and Environmental Services. Policy WES-P-11 of the CDP 2018-2024 refers in particular in this regard. The said Policy WES-P-11 of the CDP is included below for ease of reference.

All proposals for development in Ballybofey-Stranorlar that will generate effluent will be assessed against the provisions of this policy and all other material considerations pending the commissioning of the upgraded Treatment Works.

Although not anticipated, should there be any material change in Irish Water's Services Investment Programme, 2017-2021 or significant delays otherwise emerge in the projected timelines for completion of the Ballybofey-Stranorlar WWTP works, this will also be a material consideration in the assessment of any planning application at that time.

Figure 5.2: Extract of Policy WES-P-11 from the CDP

Donegal County Development Plan Policy WES-P-11

It is a policy of the Council to support and facilitate Irish Water to ensure that waste water generated is collected and discharged in a safe and sustainable manner that is consistent with the combined approach outlined in the latest Waste Water Discharge (Authorisation) Regulations and with the objectives of the relevant River Basin Management Plan and in doing so the following will apply:

1. For a single dwelling (or equivalent) with a population equivalent less than or equal to 10 in an un-sewered area:

Proposals for a single dwelling (or equivalent) in an un-sewered area will only be permitted where the planning authority is satisfied that the development, when considered in addition to existing and previously approved development, would not adversely affect the ability to meet the objectives set out in the relevant River Basin Management Plan. When making a planning application the applicant must submit information on the type of on-site treatment system proposed and evidence as to the suitability of the site for the system proposed. Site suitability assessors must carry out all assessments in accordance with the most recent guidance provided in the Code of Practice.

The following are also required:

- (a) The waste water treatment system must comply with the latest revision of the Code of Practice for Waste Water Treatment and Disposal Systems Serving Single Houses (p.e. ≤ 10) published by the Environmental Protection Agency and the system must be selected, designed and installed in accordance with this Code of Practice.
- (b) Proprietary treatment systems where required must have Irish Agrément Board Certification or meet a recognised independent verifiable standard.
- (c) Prior to occupation of the dwelling the Planning Authority shall be furnished with written evidence/certification, confirming that the septic tank/wastewater treatment system has been installed in accordance with the terms and conditions of the grant of planning permission.
- (d) Prior to occupation, owners shall have in place a programme of regular operation and maintenance for

the waste water system installed.

2. For a single dwelling (or equivalent) with a population equivalent less than or equal to 10 in a sewered area:

Proposals for a single dwelling (or equivalent) in a sewered area will only be permitted where the planning authority is satisfied that the development, when considered in addition to existing and previously approved development, would not adversely affect the ability to meet the objectives set out in the relevant River Basin Management Plan. When making a planning application applicants shall be required to indicate the point at which it is proposed to connect to the existing system, and shall be required to submit consents to connect to the existing system including confirmation of capacity therein. Where the existing sewer or treatment system does not have the capacity for the development then the Planning Authority may at its absolute discretion permit an onsite treatment system compliant with the provisions for an un-sewered area above.

3. For multiple developments (or equivalent):

Such proposals must be appropriate and consistent with other objectives and policies within the Plan and in such cases the Council will assess proposals in the context of the objectives set out in the relevant River Basin Management Plan, and the terms of the relevant waste water discharge licence or wastewater certificate and having regard to existing and approved developments. Where there is inadequate existing capacity within a waste water treatment plant to accommodate new development the following will apply:

- (a) Where the provision of capacity is imminent and:
 - (i) There is an existing sewer with adequate hydraulic capacity, approval may be granted for an interim treatment plant that shall discharge treated effluent to the sewer. Immediately following the provision of the necessary treatment capacity the interim plant shall be decommissioned and the wastewater directed to the sewer. The conditions listed under (A) in Table 5.2.1 below will apply.
 - (ii) There is no existing sewer, interim approval may be granted for a treatment plant where a license to discharge the treated effluent to the receiving environment is obtained. The conditions listed under (A) in Table 5.2.1 below will also apply.
- (b) Where the provision of capacity is not imminent, development will in general not be permitted, however:
 - (i) Where there is an existing sewer or waste water discharge in the adjacent area consideration will be given to the provision of waste water treatment capacity by a developer provided that the treatment plant has the capacity to serve the proposed, existing, and approved development to a substantial degree. The conditions listed under (B) in the table Table immediately below will apply.
 - (ii) Where there is no existing sewer and (b)(i) does not apply approval may be granted for a treatment plant to serve the development where a licence to discharge the treated effluent to the receiving environment is obtained. The conditions listed under (C) in table immediately below will apply:

Table: Requirements for waste water treatment for multiple developments

Criteria	Details of requirements
(A)	<ul style="list-style-type: none"> ▪ Treatment plant must provide a minimum of secondary treatment and must be sized to accommodate all properties within the development. ▪ The system must be designed for easy connection to the proposed public sewer and connection to the public sewer must be carried out immediately following commissioning of the public wastewater treatment facility. ▪ Evidence of a maintenance agreement with the supplier of the temporary treatment unit must be submitted to the planning authority. ▪ The temporary treatment unit shall be installed and commissioned by the supplier. ▪ Temporary treatment unit systems shall be selected, installed, operated and maintained in accordance with the guidance set out in Wastewater Treatment Manuals, Treatment Systems for Small Communities, Business, Leisure Centres and Hotels published by the Environmental Protection Agency. ▪ The specification of the temporary wastewater treatment unit must be approved by the Planning Authority. ▪ Development Charges in accordance with the Development Contribution Scheme will be payable. ▪ Waste water treatment infrastructure shall be in place, operational, and

	with adequate capacity, prior to any part of the development being occupied.
(B)	<ul style="list-style-type: none"> ▪ The location, siting, design, construction, installation and commissioning of treatment plant, outfall and other necessary infrastructure must be to the approval of the planning authority. ▪ Treatment process must be adequate to ensure that the discharge will meet the requirements of the combined approach as defined in the Waste Water Discharge (Authorisation) Regulations 2007 (or any amendment regulations). ▪ Applicant must reach agreement with Donegal County Council and Irish Water in respect of sharing the capital costs and also of sharing any operation and maintenance costs incurred for the treatment plant in the period prior to its taking in charge. ▪ Waste water treatment infrastructure shall be in place, operational, and with adequate capacity, prior to any part of the development being occupied.
(C)	<ul style="list-style-type: none"> ▪ Treatment unit systems shall be selected, installed, operated and maintained in accordance with the guidance set out in Wastewater Treatment Manuals, Treatment Systems for Small Communities, Business, Leisure Centres and Hotels published by the Environmental Protection Agency and also to the approval of the Planning Authority. ▪ Evidence of a maintenance agreement with the supplier of the temporary treatment unit must be submitted to the planning authority. ▪ Development Charges in accordance with the Development Contribution Scheme will be payable. ▪ Waste water treatment infrastructure shall be in place, operational and with adequate capacity, prior to any part of the development being occupied.

Irish Water is currently undertaking the Ballybofey Watermains Rehab Project. This €1 million investment in the water network in Ballybofey is part of the Donegal Countywide Water Main Rehabilitation Project. Upon completion, this project will result in significant improvements in network performance and levels of customer service in terms of efficiency and security of supply. It will also benefit customers by reducing disruptions in supply and improving water quality. Estimated date for completion of the project is Autumn 2017.

Strategic Roads

Notwithstanding the strategic advantages of being positioned on the intersection of two key National Primary Roads, the continued absence of the bypass, and the associated continuing heavy traffic volumes passing through the towns, (and particularly the towns' main areas of commercial activity), paradoxically acts as a major impediment to commercial activity and progress in the town generally. Accordingly, it remains an imperative that the longstanding Ballybofey-Stranorlar Bypass proposal is brought to fruition as soon as possible. DCC notes that Transport Infrastructure Ireland has commissioned a review of the Bypass Proposal with a preliminary report anticipated at the end of 2017. In the meantime, this LAP must be prepared on the basis of the current bypass, link road and associated junctions proposal.

Even after the bypass is constructed, a number of traffic circulation and congestion problems will remain, in the opinion of DCC. These issues should therefore be addressed in the short-term regardless of progress on the bypass project. The primary issues of concern are:

1. The need to relieve pressure on the junction of Main St./Glenfin St., Ballybofey. The Land Use Zoning Map identifies two road lines, the construction of which would ease significantly the pressure on this junction. These proposed roads are: (1.) the road line identified immediately to

the east of the Mulrines Complex on Donegal Road; and (2.) the link road to be constructed as part of the development of Opportunity Site 4.

2. Section 5.4: Town Centres identifies an opportunity to marry the realisation of the proposed Bypass Link Road with the opportunity to develop a bulky goods retail park and associated residential development immediately to the west of the town centre and link (refer Opp 2). This part of the proposed Bypass Link Road between Donegal Road and Trusk Road is essential for the town regardless of whether or not the bypass and link road as currently proposed goes ahead.
3. A second prime town centre area with enormous potential is identified in Section 5.4: Town Centres, the development of which would not only add to the town centre experience and offering in Ballybofey but would also provide another element of town centre traffic management in the form, possibly, of a one-way traffic system (refer Opp 5 above).
4. The existing problems at the junction of Main Street/Chestnut Road in terms of movements on to and off the National Road are again identified in section 5.4. wherein it is also noted that revised junction arrangements may be required on foot of any major development in this area
5. The existing bridge known as Logues Bridge/ Ironworks Bridge at Glenfin Road, Ballybofey is narrow in width being single-lane only and acts as a constraint and a deterrent to traffic movements between Glenfin Road and the north-western parts of Ballybofey. A modern, replacement bridge would further reduce traffic congestion in and around the Glenfin Road/Main Street junction.

Ballybofey-Stranorlar is constrained by the limited number of access points that are available to open up the large areas of undeveloped land to be found in the broad areas around the town centres. In this regard, the towns are characterised by linear road frontage development that, if permitted to continue in this ribbon manner, will result in the land- locking of significant areas of backland. Accordingly, the key access points to be protected are identified on the Land Use Zoning Map and addressed in the objectives and policies below.

In tandem with the above-noted measures aimed at alleviating traffic congestion and improving traffic movement around the town, the LAP also seeks to further enhance the pedestrian and cycling facilities of the town to give further encouragement to walking and cycling as alternatives to the car. These issues are addressed in Section 5.8: Tourism and Recreation. In addition, this Chapter also notes the issue for pedestrians/cyclists attempting to cross the Main Street of Ballybofey due to the volumes of traffic on this road. This LAP identifies an Objective to examine possible opportunities to address these difficulties by means of pedestrian crossings.

Flooding

Chapter 3 deals with the issue of flooding generally for the seven towns addressed in this LAP and provides that the rationale and policy framework contained in the Flooding Section of the CDP 2018-2024 will be applied. The aforementioned rationale is based largely around the following keynote documents:

- Planning System and Flood Risk Management-Guidelines for Planning Authorities (DoEHLG, 2009); and
- National Catchment-Based Flood Risk Assessment and Management (CFRAMS) programme (OPW).

Chapter 3 notes that in identifying settlement boundaries and lands for development during the LAP preparation process, the Planning Authority has had due regard to the outputs of a Stage 2 Strategic Flood Risk Assessment as the best available evidence regarding flood risk in each area. Similarly, the Authority will have due regard to the Flood Extents mapping arising from the SFRA where necessary in the assessment of planning applications during the life of this LAP. The flood extents mapping for Ballybofey-Stranorlar is re-produced below for ease of reference. As an informative, an additional map is also provided below identifying the extent of the flood embankments in the centre of Ballybofey.

Figure 5.3: Ballybofey/Stranorlar East, Flood Extents Mapping

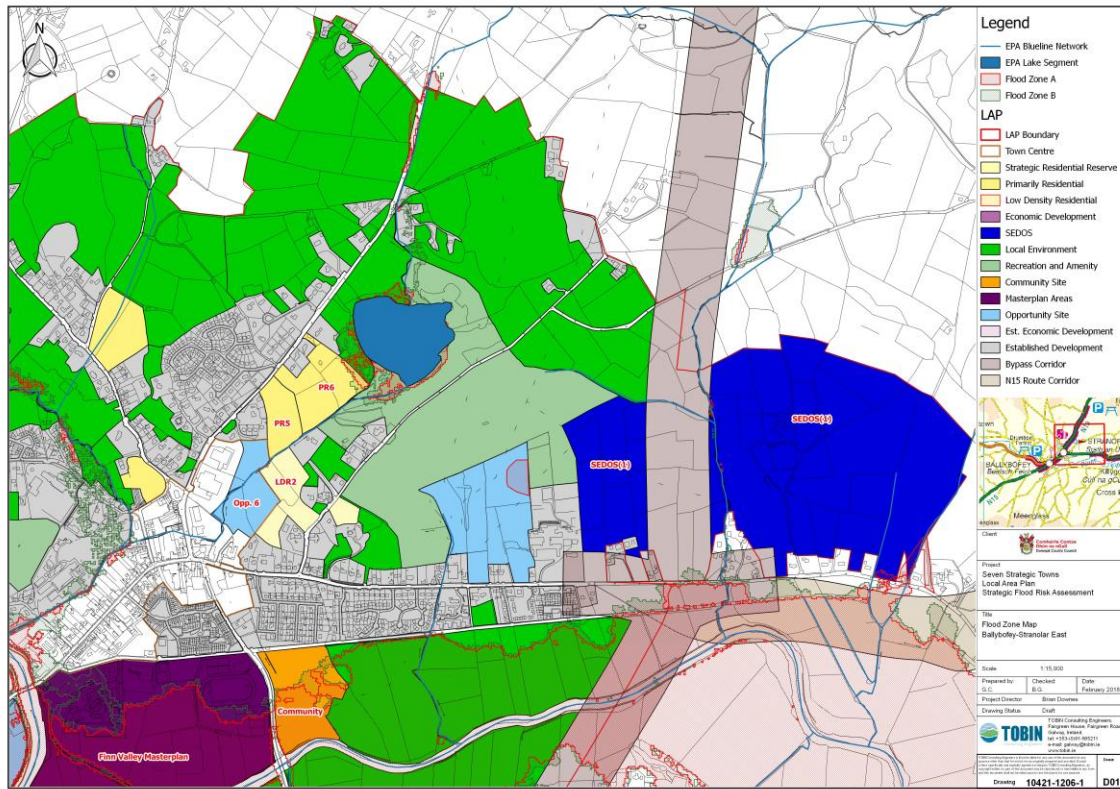


Figure 5.4: Ballybofey / Stranorlar West, Flood Extents Mapping

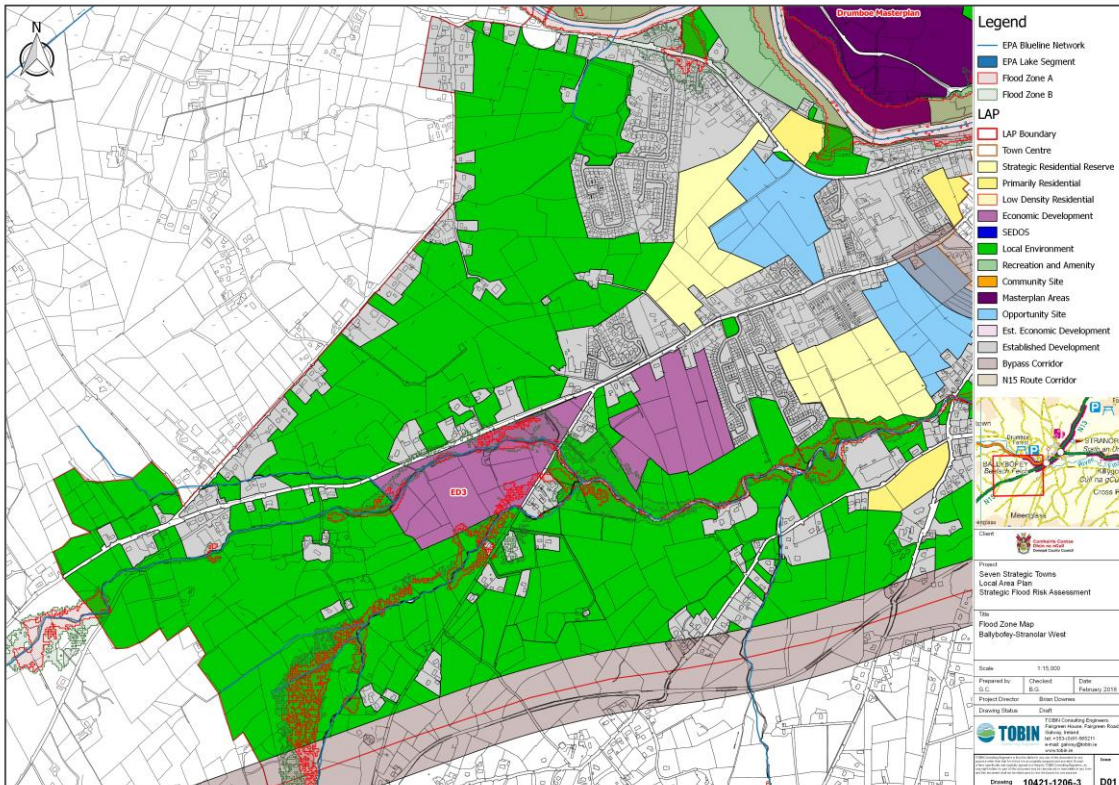


Figure 5.5: Ballybofey / Stranorlar Centre, Flood Extents Mapping

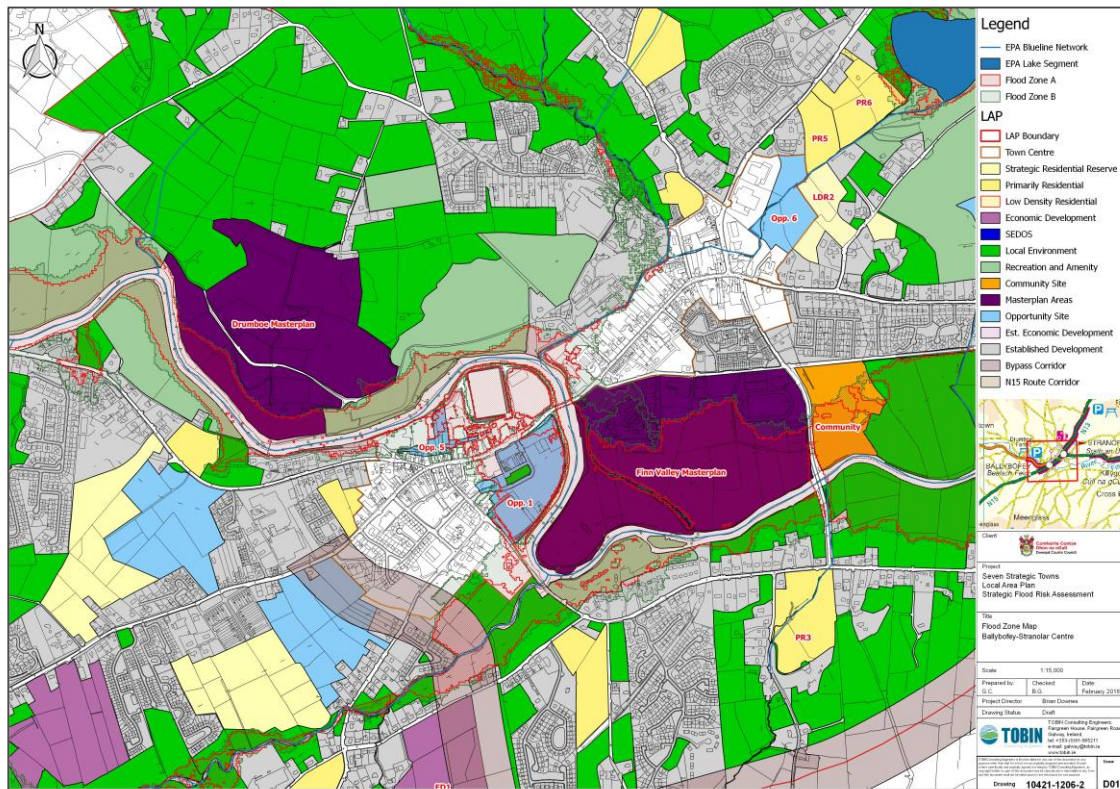
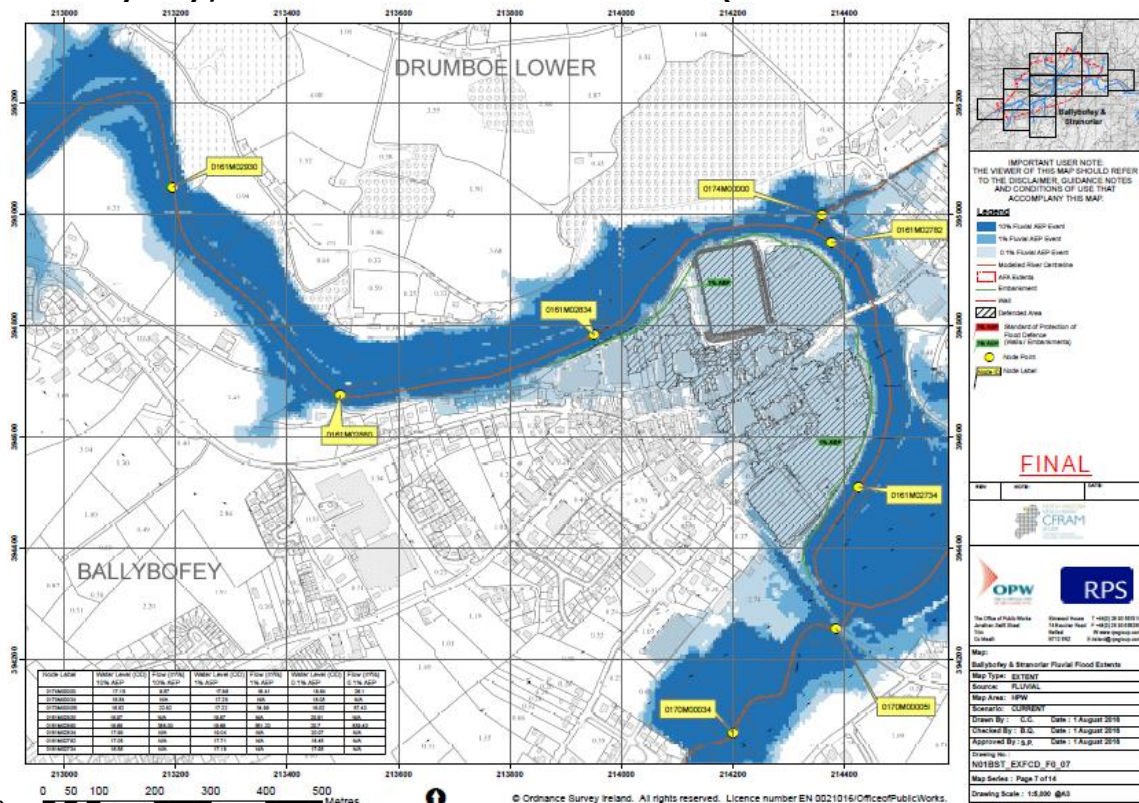


Figure 5.6: Ballybofey / Stranorlar Flood Embankment Locations (source: OPW CFRAM)



Study)

5.7.2 Infrastructure and Services Objectives

The objectives for Infrastructure and Services that are specific to Ballybofey-Stranorlar are as follows and should be read in conjunction with the general objectives of this LAP (Chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

- Objective BS-IS-1:** It is an objective of the Council to secure the implementation of the Ballybofey-Stranorlar Bypass project, inclusive of the proposed link road, as an urgent priority.
- Objective BS-IS-2:** It is an objective of the Council to secure the upgrading of the Ballybofey-Stranorlar Wastewater Treatment Plant as an urgent priority.
- Objective BS-IS-3:** It is an objective of the Council to improve traffic and transport accessibility throughout the plan area generally, and in the town centres in particular, in order to improve the commercial viability and vitality of the centres and also to open up lands for development potential subject to compliance with the Habitats Directive, other environmental considerations and all other relevant objectives and policies of this LAP.
- Objective BS-IS-4:** It is an objective of the Council to improve pedestrian and cycle accessibility throughout the plan area subject to compliance with the Habitats Directive, other environmental considerations and all other relevant objectives and policies of this LAP.
- Objective BS-IS-5:** It is an objective of the Council to preserve the key access points to backland areas as identified on the Land Use Zoning Map for the development of access roads to open these lands for development.
- Objective BS-IS-6:** It is an objective of the Council to examine the feasibility of providing appropriately-located pedestrian crossing facilities on Main Street, Ballybofey, and as otherwise required in and around the town centre.

5.7.3 Infrastructure and Services Policies

The policies for Infrastructure and Services that are specific to Ballybofey/Stranorlar are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

- Policy BS-IS-1:** It is a policy of the Council not to permit development on, or within a 50 metre buffer of, the proposed Ballybofey/Stranorlar bypass and junctions, and on the route of the proposed bypass link road.
- Policy BS-IS-2:** It is a policy of the Council to reserve a number of access routes/indicative road linkages (identified on the land use zoning map for Ballybofey/Stranorlar) in order to facilitate future development opportunities by opening up backlands and improving accessibility and circulation throughout the Plan area. Development proposals that potentially hinder the provision of the identified access routes / linkages shall not be permitted unless alternative appropriate access routes can be identified in consultation with the Planning Authority.
- Policy BS-IS-3:** It is a policy of the Council that proposals for the development of lands within which indicative strategic roads access are identified shall be required to make suitable provision to integrate the identified access requirements into the development proposal or provide suitable alternative access elsewhere.

Policy BS-IS-4: It is a policy of the Council to seek the provision of suitably designed pedestrian walkways and cycleways at the locations identified on the land use zoning map for Ballybofey/Stranorlar. (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 LAP.

Policy BS-IS-5: It is a policy of the Council to support proposals for the provision of a replacement bridge for the Logue's Bridge, Glenfin Road, Ballybofey. Development proposals that would potentially prejudice the provision of the said bridge shall not be permitted

5.8 Tourism and Recreation

5.8.1 Background

Ballybofey/Stranorlar enjoys a strong sports reputation and this is recognised in the CDP wherein it is identified as a Centre of Excellence for Sport and Recreation. Ballybofey is home to both the County Gaelic stadium (MacCumhaill Park), and also to the only senior soccer club in the County (Finn Harps, based at Finn Park). Interestingly, both of these facilities are located in the centre of Ballybofey. In Stranorlar, the Finn Valley Complex comprises a full-size athletics park as well as a recently-constructed swimming pool/leisure complex and a long-established 18 hole Ballybofey and Stranorlar Golf Club is also located in Stranorlar. The Drumboe Woods area of Ballybofey is another significant recreational resource for the towns. The hospitality sector of the Twin Towns enjoy a renowned reputation with three centrally-located first class hotels acting as major attractions in themselves. The iconic McElhinney's Department store has already been referenced in the Town Centre and Retailing Chapter above and this store is another important resource attracting significant visitors to the towns.

Notwithstanding these existing assets, there is significant additional potential in and around the towns to further expand the portfolio of attractions and facilities of this nature, particularly in terms of the outdoor leisure sector. The strategy for such expansion is founded on the two pillars of outdoor/active recreation located at the Drumboe Woods and broader Drumboe area in Ballybofey and at the Railway Road/Finn Valley Complex site in Stranorlar, together with the River Finn that provides an attractive physical connection between the two pillar assets. These areas were the subject of Masterplans in the previous Ballybofey/Stranorlar Local Area Plan, 2005-2011 given their value and potential, and this approach is continued and updated as appropriate in this LAP. A further element of the strategy is to expand the network of connected footpaths and cycle-ways around the town in an orderly manner and by way of using established routes as and where appropriate.

Drumboe Woods is a valuable outdoor amenity and area of natural beauty situated at a location that is readily accessible to the town centres. The LAP provides for the protection of this asset by zoning it as 'Recreation and Amenity'. The site of the former Drumboe Castle is nearby to Drumboe Woods (although at present, all that remains of this Elizabethan castle are ruined walls). In the same area, the siting of the Drumboe Martyrs monument adds to the rich heritage of Ballybofey-Stranorlar.

The Masterplan area (Figure 5.8) locate at the end of this chapter comprises approximately 30 hectares of land located adjacent to Drumboe Woods just north of the River Finn.

The area of the Drumboe Masterplan site can be characterised as follows:

- The site encompasses a number of coexisting systems. It is a living landscape of flora and fauna; a system of historic resources that traces our past; an area of agriculture and parkland supporting mainly passive uses; a network of paths and walkways that carry local farmers, fishermen as well as recreational users; This area provides a unique amenity for the people of

Ballybofey/Stranorlar and is presently in constant use by the townspeople. Each system overlaps to make the site a unique, complex and vital place.

- Highly useable quarter within close proximity, particularly by foot to the urban core of the twin towns.
- Highly active yet relaxing public realm, comprising Drumboe Woods, graveyard, walkways, areas of rich heritage and river corridor.
- Roads and walkways are very informal in nature and add to the character of the area.
- The area comprises heavily wooded areas, strong tree stands, significant hedgerow and a rich underlying heritage.
- The upper reaches of the Masterplan Area represent highly elevated lands with far reaching panoramic outward views across the Finn Valley region making it a highly exposed and visually fragile environment. This area is highly rural in nature and provides the setting and backdrop for the valley settlements of the twin towns.

The vast majority of the lands within the Masterplan Area are privately owned without any community or public access. It is desirable that at least some of the lands, especially the lands designated as active Open Space/Recreation & Amenity north of the road are opened up and enhanced for community use.

The Railway Road/Finn Valley Complex lands Masterplan area comprises 35.4 hectares of land located between the Railway Road along the Northern boundary, the Dreenan Road along the Eastern Boundary and the River Finn along the South and West boundaries. The site is opportunely located immediately adjacent to the town centre' of the twin towns and to residential areas of relatively high population density. The lands comprise a bus depot, council yard including treatment works, civic amenity facility, Mart, Leisure centre, a new civic defence and the partly-constructed new Finn Harps stadium and the BASE community and enterprise centre.

The land is constrained by its location adjacent to the River Finn wherein the southern portion of the overall site is subject to flooding. This flood plain partly coincides with the delineation of candidate River Finn Special Area of Conservation. In this regard, any development proposals will be subject to the general approach to flood policy of this LAP.

A mix of uses shall be permitted within the site to allow for retail, commercial, residential, recreation and leisure, community and public space. Development within these lands shall be subject to Policy BS-TC-3 below inclusive of the masterplan framework at Figure 5.7 located at the end of this chapter below. Any application for planning permission within the Masterplan Area shall be required to ensure the achievement of the following principles behind the framework:

- Development of new and innovative urban fabric.
- Accessibility to the public; provision of public spaces.
- Appropriate pedestrian, vehicular and cycle access to and within the site.
- Achievement of complimentary land uses.
- Linked walkways.
- Consideration of the Floodplain.
- Consideration of adjoining SAC lands.

5.8.2 Tourism and Recreation Objectives

The objectives for Tourism and Recreation that are specific to Ballybofey/Stranorlar are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective BS-TR-1: It is an objective of the Council to support and strengthen Ballybofey/Stranorlar as a sporting centre of excellence and as a hub for leisure activities and hospitality facilities subject to all other objectives and policies of this LAP, compliance with the Habitats Directive and subject to all other material planning considerations including environmental considerations.

Objective BS-TR-2: It is an objective of the Council to safeguard, strengthen and expand the network of green infrastructure throughout Ballybofey/Stranorlar for the enjoyment of residents and visitors subject to all other objectives and policies of this LAP, compliance with the Habitats Directive and subject to all other material planning considerations including environmental considerations.

5.8.3 Tourism and Recreation Policies

The policies for Tourism and Recreation that are specific to Ballybofey/Stranorlar are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy BS-TR-1: It is a policy of the Council to facilitate appropriate development proposals that will strengthen the Twin Towns' reputation as a Sporting Centre of Excellence and as a hub for recreational and hospitality facilities, including proposals for the development of new recreational infrastructure and extensions to existing recreational infrastructure, subject to compliance with all relevant objectives and policies of this LAP and in the context of environmental considerations.

Policy BS-TR-2: It is a policy of the Council to reserve the indicative pedestrian and cycle linkages identified on the land use zoning map for Ballybofey (Map 3) and to require that development proposals do not limit or restrict any such existing or proposed pedestrian linkage.

Policy BS-TR-3: It is a policy of the Council to consider development proposals within Masterplan Area 1: Railway Road/Finn Valley Complex Lands where they would comply with the following policy framework:

1. Civic Square Area

This site has already been partly-developed with the BASE centre and it is envisaged that this existing and additional development of this key site shall act as a catalyst. The overall site is approximately 2.07 acres with a gentle fall of 3m towards the south. The site affords good views westwards towards the town and the steeple of St Mary's Church and is visible upon entering the railway road and from the summit of the Ballybofey Bridge.

The development of this site shall generally accord with the 'Framework Design' as indicated on Masterplan Map (Figure 5.7) in terms of building blocks, creation of a civic plaza and public spaces along with pedestrian and vehicular access and linkages. Proposals within this area should promote the creation of streetscape and public spaces of a high quality design and shall include provision for the following:

- Good connections and links to surrounding areas thereby creating passing activity.
- Permeability to and linkages with the remainder of masterplan area.
- All buildings facing onto the plaza must address it, particularly at ground level where engagement of the public is essential. Sensitively designed balconies and roof terraces overlooking the plaza shall be encouraged.
- Design of buildings shall reflect their use and have a visual richness.
- Buildings shall be of an appropriate height; in this context, 3 or 4 storey buildings shall be considered where they are appropriately designed and complement adjoining buildings.
- To increase robustness of the area, the edge between buildings and public spaces must be designed to co-exist. e.g. Cafes with bistro tables outside.

- Anti-social behaviour should be 'designed out' of spaces and afford good passive supervision.
- Approach roads, vehicular and pedestrian access shall be considered with regard to views of the proposed area and hierarchy within the plaza, particularly vistas from existing routes.
- Underground car parking shall be a consideration for any application within the site; particularly to the south where the difference in levels makes it feasible.
- Where over ground car parking is proposed, care should be taken in the design to soften with planting and other design elements.
- One off, stand alone buildings that have no regard to the 'Framework Design' or objectives set out shall above not be considered.
- Flexibility shall be used in the assessment of any application which traverses the boundaries of land use zonings within the masterplan area; in this regard the greater part of any application shall be located within the appropriate land use zone.

2. **Mart Site**

The development of these lands shall comprise of strong, high quality buildings and spaces of a qualitative design that shall form good streetscape and frontage whilst creating space and connectivity. The building 'blocks' as identified are indicative only and should not be interpreted as an exact footprint. Mixed-use development shall be encouraged on these sites with a spectrum of retail and commercial. The massing and height of buildings within this area shall reflect that of adjoining buildings and particular regard should be had to the elevation onto Railway Road and the residential amenities of dwellings opposite.

3. **Leisure Centre Site**

The Leisure Complex and all-weather football pitches have marked the already successful development of this area. Any further expansion and development of sporting, recreational and community uses within this area shall be encouraged and supported. Future development within this area should have particular regard to and address car parking, adjoining vehicular and pedestrian/cycle routes and afford a degree of latent surveillance.

4. **Finn Harps Site**

The new Finn Harps stadium is already partly-constructed on this site and further sporting, leisure and recreational uses shall be supported and encouraged at this location.

5. **Sporting, leisure and recreational site**

Sporting, leisure and recreational uses only, shall be supported and encouraged at this location. Any application shall make provision for the retention of existing vegetation and mature trees particularly along the southern and eastern boundaries. Particular regard must be had along the interface with the SAC lands to the South and East and the Public Recreation Area to the west of the site. The proposed new road along the north of the site is an important linkage throughout the masterplan area and as such treatment along this boundary should be innovative and of a high quality whilst also offering a degree of latent surveillance. Given the encroachment of the River Finn flood zone into this area, proposals shall not comprise housed or occupied structures. These lands may be used in

part to accommodate public utilities or facilities ancillary to the general sport and recreational use on adjoining lands.

6. Established Development

This area has an established use, the continuance of which shall be supported by the County Council. In the event however that any of the landowners would seek to re-develop these lands, elevations along Main Street and Railway Road elevations, pedestrian link and access road to the civic amenity shall be of a high quality and design, and contribute to the creation and continuance of Streetscape of a human scale. Any application should be accompanied by a detailed landscape design (both hard and soft) with particular attention being given to boundary treatment and public areas whilst offering a degree of latent surveillance and supervision.

7. Established Development

This area has an established use and change is not envisaged.

8. A&B River Finn SAC lands

These lands are within the SAC and as such the proposed zoning of 'open space' is intended to preserve the qualifying interests of the designated area. Notwithstanding, a walking trail along the riverside should be considered in detail in consultation with the relevant environmental agencies. These lands are also within the flood zone.

9. Sport and Recreation Area

This area shall be developed as a Sport and Recreation Area. Pitches, walkways and access into the area shall be developed as generally indicated on the Masterplan map. Existing features illustrated on attached Masterplan Map, namely the railway line and embankments and existing mature trees along rail line shall remain, and walkways as generally indicated on attached map shall form spinal walkways for further access. The public recreation area shall be readily accessed from the town centre and potentially from residential areas to the south of the river via an additional pedestrian bridge.

10. Walkways and bridges

The network of walkways incorporating bridges in addition to the proposed new roadway provide a grid of permeability within the masterplan area that is essential in order to make this a viable and vibrant area. It is important to encourage the development of linkages out of the site as well as within in order that this area of sporting, leisure, recreational and community uses is available and easily accessible from all areas.

Policy BS-TR-4:

It is a policy of the Council to consider development proposals within Masterplan Area 2 (Figure 5.8 refers): Drumboe where they would comply with the following policy framework:

1. Active Open Space, Recreation, Amenity And Tourism

These lands lie in close proximity to the central area of activity within the masterplan site. As such, proposals to harness the unique resources of this area shall be accommodated, such proposals may include, outdoor pursuit centre, craft/tourism small scale retail such as fishing tackle shops, bike hire, etc. Proposals for walkway, cycleway, picnic areas, etc shall also be considered acceptable within these areas. Proposals to harness the unique resources of this area shall be encouraged subject to the following conditions:

- Such proposals shall only be acceptable where the landscape has the ability to absorb the proposed development.
- Development proposals shall comprise the highest architectural quality having particular regard to appropriate scale, quality materials and strict compliance with the technical standards of the County Donegal Development Plan 2018-2024,
- All site boundaries to be retained and incorporated into development proposals. Such boundaries shall only be removed where it is necessary for the provision of access and/or vision lines. Where this is the case such removal such be as minimal and as subtle as possible. Any such proposals for removal must be approved as part of a planning application.
- Development proposals must include a detailed landscaping scheme, site survey, and an appropriate site layout that accords with the character of the area and does not detract from the unique recreational, historical, cultural and social value of the area.

2. Passive Open Space, Recreation, Amenity And Tourism

These areas are particularly important visually. They shape and support the special character and recreational value of the masterplan area. Together with the wooded areas, the amenity areas establish a green lung for the towns. Therefore, development will not be permitted within these zones, as it would detract from the unique recreational, historical, cultural and social value of the area. However, passive recreational use may be acceptable in amenity areas in the form of extension of walkways, seating, signage or provision of a playground, where it can be accommodated without comprising the character of the area.

3. Historical and Cultural Heritage Area

This area as set out in the Masterplan Framework is of vital importance in terms of its rich historical and cultural heritage value to the Twin Towns and Finn Valley region. It is important to safeguard this heritage resource with a view to harnessing the unique history of the area to the benefit of the twin towns as well as it's cultural and tourism potential into the future. Given the historical value and cultural significance of this area and the need to protect both the existing archaeological features and the potentially unknown features within this area it is considered appropriate to protect this area from new development.

4. Established Development

The purpose of this zoning is to conserve and enhance the quality and character of these established areas and to ensure the protection of residential amenity therein.

5. Graveyard & 6. Graveyard Extension

The purpose of these zonings is to ensure the protection and longevity of this community use at present and into the future.

7. Heavily Wooded Zones

No development will be permitted within such areas with the exception of proposals for passive recreational use of these areas. This policy is to ensure the protection of these lands as well as the rich flora and fauna, which it accommodates. The woodland areas form and contribute to the provision of a green lung, which forms part of the unique recreational value of the area. It is an objective of the masterplan to identify linked access routes to the wooded areas and to advocate the opening of same for public enjoyment.

8. Protection of Individual Trees

Individual trees falling within the masterplan site as identified on the accompanying Map shall be protected. Proposals to remove any of the trees identified must be approved as part of a planning application. Such a request must demonstrate justifiable argument supporting such proposals for removal.

9. Protection of Stone Walls

Stone walls falling within the masterplan site area as identified on the accompanying Map shall be protected. Proposals to remove all/part of these structures must be approved as part of a planning application. Such a request must demonstrate justifiable argument supporting such proposals for removal.

10. Walkway/Cycle Network

An extensive walkway/cycle network has been identified throughout the Masterplan site. It is an objective of the council to develop and enhance these walkways in line with the various other walkway/cycle networks within the Local Area Plan boundary. Any development proposals within the route of this network shall only be permitted if the proposal incorporates the walkway into the design and layout and makes arrangements for the accessibility of this part of the network for public use and enjoyment.

11. Roads

Any proposals to carry out improvements to the roads within the masterplan area shall:

- Be sensitive in design,
- Be of a subtle yet effective nature,
- Retain the character and amenity value of this unique area.

5.9 Environment and Heritage

5.9.1 Background

There is one Natura 2000 site, the River Finn Special Area of Conservation (SAC), located within the LAP boundary for Ballybofey/Stranorlar, There are a further 3 Natura 2000 sites located within the zone of influence of the Plan for Ballybofey-Stranorlar. One of these, the Croaghonagh Bog SAC, is located in Co. Donegal. The two remaining SACs are also located within the 15km buffer area within Northern Ireland.

The River Finn SAC passing through the town includes several important habitats listed in Annex I of the EU Habitats Directive and supports a number of important species as listed in Annex II of the Directive, as well as examples of other important habitats. The SAC includes blanket bog which is considered a rare habitat type in Europe and if active (i.e. still supporting peat forming vegetation) receives priority status on Annex I of the EU Habitats Directive. The overall ecological and conservation value of the River Finn SAC is increased by the presence of populations of several rare or threatened birds, mammals, fish and plants and the Finn system is recognised as one of Ireland’s premier salmon waters.

Where appropriate, peripheral lands that form part of the transition of the towns to the rural area, have been identified as ‘Local Environment’ wherein only limited development will be considered. The relevant objectives and policies in relation to ‘Local Environment’ are set out in Chapter 3 of this Plan.

There are 19 structures on the Record of Protected Structures within Ballybofey-Stranorlar and 54 structures on the NIAH list (including those on the RPS). In addition, there are 12 National Monuments located within the towns.

Objectives and Policies relating to the natural and built heritage are contained in Chapter 3.

As already noted elsewhere in this Section of the LAP, the River Finn running through the Twin Towns is an important asset and feature for the towns. The River creates enormous opportunities for the achievement of quality urban design that provides sympathetic integration with the River, as opposed to development that 'turns its back' on the resource.

5.9.2 Environment and Heritage Policies

Policy BS-EH-1: "It is a policy of the Council to ensure quality design solutions for developments located adjacent to the River Finn, where such sites are centrally-located in the towns and visible to the public. In general terms, such developments will be required to demonstrate sympathetic integration with the River and, in this regard, proposals that 'turn their back' on the River will not generally be supported."

Figure 5.7: Masterplan Area 1, Railway Road/Finn Valley Complex

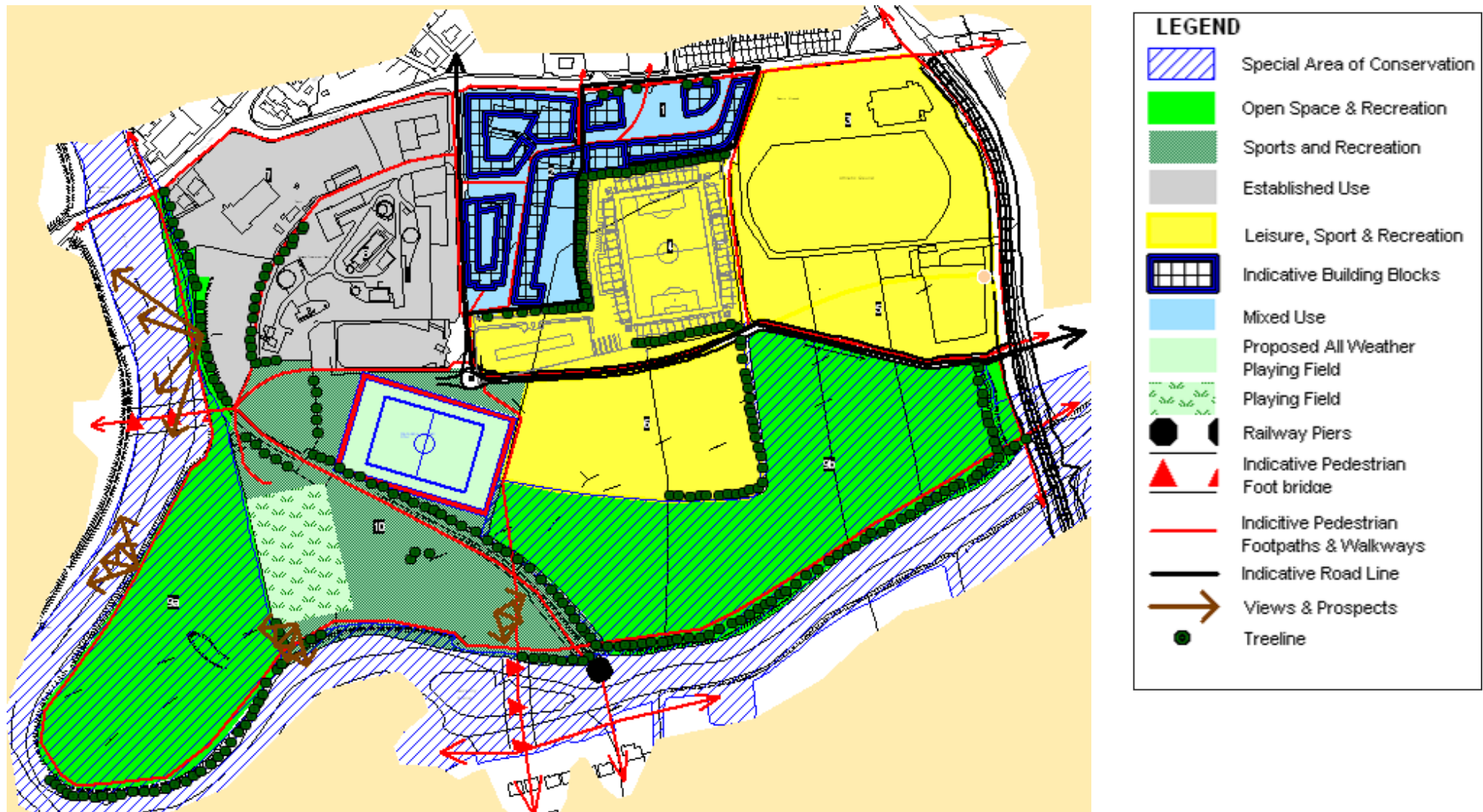
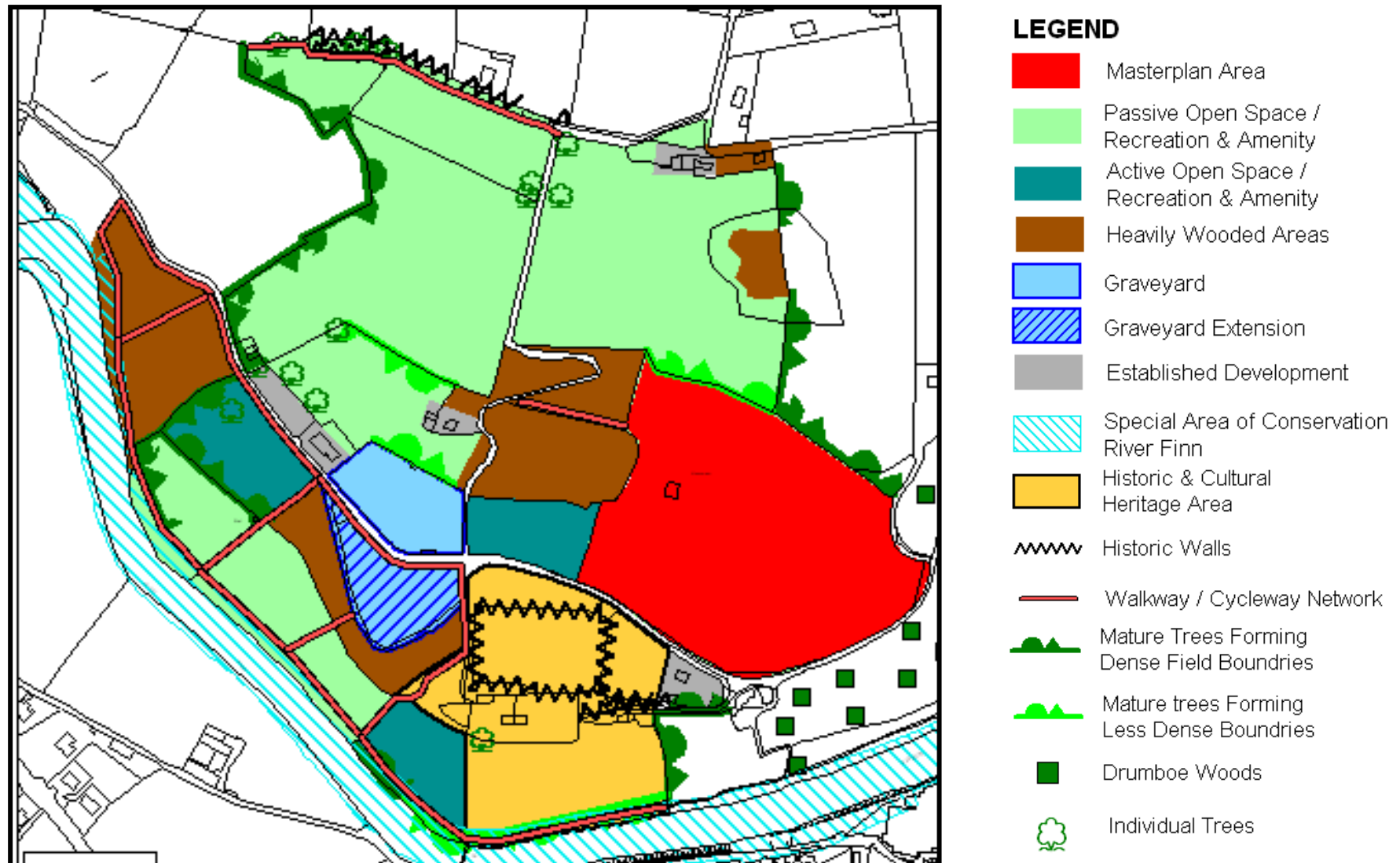


Figure 5.8: Masterplan Area 2, Drumboe



6 Ballyshannon

6.1 Introduction

Ballyshannon is one of Ireland's oldest towns and as a result is a unique and historic urban centre. Its urban fabric provides one of the best historic and heritage environments in the country within which innovative and unique projects and development are growing, alongside its population base of 2,299 in the 2016 census. The town is readily accessible via the country's strategic road network due to its location on the N15 North South Transport Corridor which forms part of the wider Atlantic Corridor and Ten-T network, linking Sligo to Lifford. The Ballyshannon/Bundoran by-pass runs to the south and east of the town. It has a compact urban form within which there is significant potential to grow across the key pillars of heritage, local service provision and employment, enterprise and tourism.

The built and archaeological heritage of Ballyshannon is exceptional and this is recognised through its designation as a Historic Town for General Protection (by DEHLG) and as a Heritage Town by Donegal County Council. It is also the location of an extensive Archaeological Complex, many National Monuments and numerous Protected Structures. The built fabric of Ballyshannon provides the baseline canvas around which the town has the potential to develop further as a vibrant, multi-functional place to live, work and visit. This Plan provides for a heritage-led approach to the urban renewal and regeneration of Ballyshannon which has the potential to lead to investment in strengthened tourism and retail sectors, increased investment in public realm and civic space, increased attractiveness to residents, visitors and investors and to further continued investment in the towns built heritage conservation thereby further enhancing one of the strongest assets of the town.

Within its exceptional historic fabric, Ballyshannon functions as a service centre to its population across a range of activities providing for local employment whilst also attracting footfall to the historic town centre. In particular, the town is establishing as a hub of excellence for the health, education, community and emergency service sectors evidenced through for example the presence of the HSE Health Campus and other significant expansion plans at the Shiel Hospital, the first response 999 centre, primary and post primary education, the presence of offices of the Department of the Marine and significant community and sports organisations. It is also a service centre for retail, financial, professional and other services.

Alongside its role as a service centre, significant and ready-made capacity is available in Ballyshannon for further investment in business, enterprise, research and innovation through a number of key economic development and regeneration sites and where land activation has the potential to be delivered in the short term assisted through public, private and community collaboration. This forms a critical element of the strategic vision for the town and capitalises on the investment made in strategic roads access and electricity resilience through the nationally important Cathleen Falls Hydro-Electric Power Station. In addition, the strategy aims to recognise the cross-county and cross border dimension (in particular Counties Leitrim, Sligo and Fermanagh) including opportunities arising from Brexit.

In tandem with enterprise development, Ballyshannon is an important element in the network of visitor experiences along the WAW in the south of the County including the urban centres of Bundoran and Donegal Town and the Signature Point at Sliabh Liag. While local knowledge and evidence indicates that visitors numbers have grown there is still potential to grow the tourism sector in Ballyshannon further by maximising the towns historic assets and tapping into the growing demand for cultural heritage tourism. This Plan aims to support growth in the tourism sector by prioritising a heritage-led approach to development focussed on conservation of existing heritage assets together with regeneration and renewal of the important historic environment.

6.2 Key Planning Issues

The key issues in Ballyshannon are:

- The performance of the historic town centre as the retail core of the town.
- The need to conserve the historic built environment of Ballyshannon and provide guidelines in relation to it.
- The need to maximise the potential of the historic built environment and unlock its possible contribution to civic space, attractiveness of the town centre and place making and thereafter to identify historic built fabric that provides key renewal and regeneration opportunities.
- The need to safeguard the historic townscape and the need for guidance in relation to future design interventions and regeneration.
- The need to provide guidelines for other key renewal and regeneration opportunities.
- The need to ensure the identification of sufficient land within which the town centre core will have the capacity to grow appropriately.
- The need to recognise the importance of the River Erne to the visual quality and character of Ballyshannon together with its role as part of the hydroelectric power station network and thereby establish an appropriate strategy for its management and for the integration of a variety of users.
- The identification of a sufficient amount of land at optimum locations in order to cater for the housing need of the population of Ballyshannon.
- The identification of sufficient amount of land for business, enterprise and economic uses at optimum locations.
- The identification of a sufficient amount of land for other purposes such as recreational and community use.
- The need to reserve urban and local transportation corridors to unlock lands.
- The need to identify and preserve a network of green infrastructure for potential greenways/walkways/ cycleways/ amenity areas for the purposes of recreation and amenity and as an important part of the tourism product of the town.
- The importance of the cultural tourism sector to the town's economy.
- The importance of the built, archaeological, cultural and historical heritage of Ballyshannon and economic potential
- 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 including the coastal interface.

6.3 Strategic Vision

Having regard to the strategic context of Ballyshannon as a strategic service, enterprise and tourism centre as well as its designation as a Heritage Town, this Local Area Plan sets out the following strategic vision to guide the future development of the town –

That, by 2024, Ballyshannon will be a Regional exemplar for successful historic towns with a viable and renewed historic town centre demonstrating its own local distinctiveness and character, reduced vacancy levels and regenerated brownfield sites in tandem with the establishment of flagship enterprise and economic vitality within the wider geographical area of the town and quality residential environments for the projected population of around 2,900 people.

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 objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers).

6.4 Town Centre

6.4.1 Background

The defined town centre area in Ballyshannon is shown on the Ballyshannon land use zoning map (Map 4). It is concentrated around the historic core of the town extending on both sides of the River Erne. A Town Centre Health Check prepared in May 2017 indicates that there is diversity in the types of uses that are occurring within the town centre with significant levels of residential development integrating with a dense occurrence of community, social, health and education activity which, when combined attracts daily footfall to the town centre. The Health Check also shows strength in the professional services sector in the town however it indicates that there is potential to grow and strengthen the level and diversity of retailing although it notes the significant town centre comparison goods retail floorspace that is provided by Slevins Department Store.

6.4.2 Renewal and Regeneration of the Historic Town Centre

The Health Check indicates that approximately 9% of existing ground floor units located within the defined town centre are vacant with a notable concentration around Main Street, Castle Street, East/West Rock and East/West Port. For the most part, floorspace in the town centre is provided through small scale units with narrow frontage to the pedestrian footpath and main road and building fabric is made up of historic buildings and streetscapes. The historic fabric has in some cases undergone change and refurbishment resulting in the loss of some traditional features but for the most part, authenticity in terms of detailing, fenestration pattern, ratio of solid to void has still been retained and provides an exceptional canvas on which the town centre has the potential to grow further and enhance its attractiveness, unique character and the visiting experience offered. The historic environment is one of the most significant and valuable attributes of Ballyshannon and, if managed and harnessed effectively and appropriately has the potential to generate significant visitor numbers (including both shoppers and tourists) and new economic investment. This LAP strategy recognises the potential of the town centre due to its exceptional historic environment and therefore advocates a heritage-led approach to its renewal and regeneration. To this end, the LAP sets out a three-pronged approach by:

- Identifying 3 specific brownfield sites located within the defined town centre as Opportunity Sites (OPP 7, OPP 8 and OPP10). Each site is located within the historic and retailing core of the town and is brownfield in nature. Section 6.4.3 describes Opportunity Sites 7,8 and 10.
- Identifying 1 specific undeveloped Greenfield site of 2.5 hectares within the defined town centre as an Opportunity Site (OPP 9) that has the capacity to provide for new build town centre development. Section 6.4.3 describes Opportunity Site 9.
- Providing design guidelines and standards for interventions in the built fabric of the historic town centre and also identifying an action to prepare a more detailed and standalone design guide in respect of the streets and buildings in Ballyshannon town centre. The latter is currently being delivered through the Town & Village Renewal Programme 2016. A standalone design guide will record the historic fabric as it currently exists and provide information, assistance and guidelines for changes or new development within the town centre that will ensure the conservation of the historic environment and successful integration of it in a living and vibrant town centre.

6.4.3 Opportunity Sites Located within the Defined Town Centre

A total of 10 'Opportunity Sites' have been identified in this LAP due to their potential to contribute to the economic development of Ballyshannon and/or due to their particular strengths, characteristics or requirements. 4 of the 10 'Opportunity Sites' are located within the defined town centre. Their suitable development is critical to the town centre regeneration strategy of this LAP while their development will also contribute to the overall economic development strategy set out in section 6.5. A description of each 'Opportunity Site' that is located within the defined town centre (Opportunity Sites 7, 8, 9 and 10) follows and the descriptions inform the subsequent individual policies for each site which are set out in

section 6.4.5. Descriptions and policies in respect of Opportunity Sites located outside of the defined town centre are located in section 6.5 of this LAP.

Opportunity Site 7: Ballyshannon Bakery

This Opportunity Site is located within the defined town centre and within the designated archaeological complex of Ballyshannon and is one of three identified town centre brownfield sites that have the potential to accommodate a mix of town centre uses. It is approximately 0.2 hectares in size and the building of the former Ballyshannon Bakery remains on site but is disused. There is also an area of private car parking on the western portion of the site. It is accessed off The Mall with potential pedestrian access also provided to the rear to Back Mall, at least for pedestrians. Given the location of the site within the historic town centre development proposals would be required to be of appropriate scale, massing and detailed design in order to complement and enhance the townscape character. Policy BY-TC-5 refers.

Opportunity Site 8: The Millstone

This Opportunity Site is located within the defined town centre and within the designated archaeological complex of Ballyshannon and is one of three identified town centre brownfield sites that have the potential to accommodate a mix of town centre uses. It is approximately 0.3 hectares in size and was the site of the former Millstone Hotel which is now demolished. This is a key redevelopment site in the heart of the town centre and is appropriate for a mix of town centre uses. Infill development on this site would be required to be of a massing, scale and architectural detailing so as to complement and enhance the townscape. Policy BY-TC-6 refers.

Opportunity Site 9: Bachelor's Walk

This site comprises approximately 2.5 hectares and is the only town centre Opportunity Site that has not been previously developed. It is located at the northern end of Main Street with road frontage along Bachelor's Walk and it provides an opportunity for sustainable town centre expansion. Its northern boundary adjoins existing residential development. This site has the potential for a mix of town centre uses to be planned from the southern portion lands closest to the town centre firstly with the sequential development of the remainder of the land. The southernmost part of the site is located within the archaeological complex of Ballyshannon. Part of the northern end of the site has been identified as Flood Zone B in the SFRA report. Residential development will not be permitted on this part of the site. Planning applications for other forms of development that will encroach towards the northern part of the site (refer to flood mapping) may be required to submit a site specific flood risk assessment with the planning application. Policy BY-TC-7 refers.

Opportunity Site 10: Town Centre Backlands

This site is comprises approximately 1 hectare and is made up of backlands to the rear of properties located along College Street (to the North) and Castle Street (to the South). Slevins Department Store, the fire station, a number of individual housing units and the public car park are located to the southern boundary. This site requires significant land assembly but would result in the sustainable development of backlands and underutilised lands that are located within the heart of the town. Access to the site would be required via the indicative strategic road line from Main Street, through Market Street to the planned roundabout at the Shiel Hospital. This site would provide opportunities for the provision of additional public car parking and planned civic space together with other appropriately scaled town centre uses. The site is located within the designated archaeological complex of Ballyshannon. Policy BY-TC-8 refers

6.4.4 Town Centre Objectives

The objectives for Town Centre that are specific to Ballyshannon are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective BY-TC-1: It is an objective of the Council to encourage and facilitate the strengthening of the vitality and vibrancy of Ballyshannon town centre through a heritage-led

approach including the conservation of the historic environment, townscape and civic space/public realm.

Objective BY-TC-2: It is an objective of the Council to maximise the capacity of Ballyshannon town centre through a combination of renewal and regeneration of brownfield sites in tandem with appropriate extension to new town centre areas.

Objective BY-TC-3: It is an objective of the Council to prepare a standalone and detailed design guide in order to record the historic fabric as it currently exists and provide information, assistance and guidelines for changes or new development within the town centre that will ensure the conservation of the historic environment and successful integration of it in a living and vibrant town centre.

Objective BY-TC-4: It is an objective of the Council to make provision for walking and cycling routes within Ballyshannon town centre.

6.4.5 Town Centre Policies

The policies for Town Centre that are specific to Ballyshannon are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy BY-TC-1: It is a policy of the Council to facilitate the renewal and regeneration of brownfield, vacant, derelict and underutilised lands within the defined town centre subject to demonstration that the proposal is (i) in keeping with the historic environment (ii) will integrate effectively with surrounding land uses and that there will be no overdevelopment of the site (iii) that the development is appropriate in its context and setting and that scale, massing, footprint and height is appropriate and that it does not detract from the character, amenity and design of the surrounding neighbourhood including the character and amenities of surrounding buildings and (iv) that the development would otherwise comply with all other relevant policies of the LAP.

Policy BY- TC-2: It is the policy of the Council to protect the character and integrity of the 'Areas of Townscape Character', including the promotion of a higher quality built environment and to carefully consider all elements, which make this up including lighting, benches, paving, bins, signage, parking, wirescape as examples and to do so in accordance with the principles set out in Policy BY-EH-2 contained in section 6.9.3.

Policy BY- TC-3: It is the policy of the Council to implement the outputs of a standalone design guide within the defined town centre.

Policy BY- TC-4: It is the policy of the Council to require development proposals within the town centre to make provision identified 'pedestrian linkages' as shown on the land use zoning map for Ballyshannon (Map 4).

Policy BY- TC-5: It is the policy of the Council to consider proposals for the development of town centre uses on Opportunity Site 7 (Ballyshannon Bakery), subject to compliance with the undernoted criteria, all other relevant policies of the LAP and taken in the context of the proper planning and sustainable development of the area. In addition, any proposals shall demonstrate (i) that design in scale, massing and detail contributes positively to the 'Area of Townscape Character' (ii) that there will be no negative impact on material associated with the designated archaeological complex and (iii) options for pedestrian and cycle access through from The Mall to Back Mall.

Policy BY-TC-6: It is the policy of the Council to consider proposals for the development of town centre uses on Opportunity Site 8 (The Millstone), subject to compliance with the undernoted criteria AND all other relevant policies of the LAP and taken in the context of the proper planning and sustainable development of the area. In addition, any proposals shall demonstrate (i) that design in scale, massing and detail contributes positively to the 'Area of Townscape Character' (ii) that there will be no negative impact on material associated with the designated archaeological complex and (iii) options for pedestrian and cycle access through from Main Street to Market Street.

Policy BY-TC-7: It is the policy of the Council to consider proposals for the development of town centre uses on Opportunity Site 9 (Bachelor's Walk), subject to compliance with the undernoted criteria, all other relevant policies of the LAP and taken in the context of the proper planning and sustainable development of the area. Any proposals for part only of the site shall ensure the delivery of the most southern portion of the site first closest to the town centre followed by the incremental development of the remainder of the site. Residential development will not be permitted on the northern part of the site. Planning applications for other forms of development that will encroach towards the northern part of the site (refer to flood mapping) may be required to submit a site specific flood risk assessment with the planning application.

Policy BY-TC-8: It is the policy of the Council to consider proposals for the development of additional public car parking and planned civic space together with other appropriately scaled town centre uses on Opportunity Site 10 (Town Centre Backlands), 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 LAP and taken in the context of the proper planning and sustainable development of the area. Any proposals for development will also be required to demonstrate (i) innovation in layout, design and pedestrian access (ii) that the development shall not have a negative impact on material associated with the designated archaeological complex and (iii) vehicular access via the indicative strategic road line from Main Street, through Market Street to the planned roundabout at the Shiel Hospital.

6.5 Economic Development

6.5.1 Background

Outside of the town centre area, economic development in the wider plan area is currently occurring along Westport at Portnason including the Erneside Business Park, at the Erne Caravan and Camping Centre which taps into outdoor activities, at the Mart and at the Rossnowlough Road roundabout. This LAP strategy recognises the need to identify viable lands that have real short term delivery potential for new economic development and investment outside of Ballyshannon town centre as well as other lands that may provide economic development opportunities at strategic gateway points into the town. To facilitate this, 10 key sites that have the capacity to contribute to the economic development of the town have been identified as Opportunity Sites including the town centre Opportunity Sites outlined in detailed in section 6.4.3. In particular, Opportunity Site 1 (Business Park) is considered as a critical site to lead to successful economic development and investment in the town and in this regard the Council is committed to assisting in enabling its potential. A description of each 'Opportunity Site' that is located outside of the defined town centre (Opportunity Sites 1,3-6 and11) follows and the descriptions inform the subsequent individual policies for each site which are set out in section 6.5.4. Descriptions and policies in respect of Opportunity Sites located within the defined town centre are located in sections 6.4.3 and 6.4.5 of this LAP.

In addition, a number of other Greenfield sites have been identified for the purposes of 'Economic Development' and are shown on the Ballyshannon land use zoning map (Map 4). These sites either adjoin existing 'Established Economic Developments' and would allow for further expansion and clustering of similar activities or are located at strategic gateway points into the town with proximity to the strategic road network. The development of lands zoned 'Economic Development' will be subject to the sequential approach in the event of proposals for retail type development coming forward.

6.5.2 Opportunity Sites Located Outside the Defined Town Centre

Opportunity Site 1: Business Park at Carrickboy

This site comprises approximately 10.7 hectares of land having previously been the location of the IDA Business Park in Ballyshannon. The site contains a number of vacant commercial buildings, the Ballyshannon IT Centre which houses the 999 emergency call centre and an area of undeveloped lands to its most southerly point. Its development has the potential to open up lands for development through the delivery of strategic roads that would improve accessibility and movements south of the river. The site has an existing access point and service road via a local road to West Port which may require improvements in width, alignment and junction arrangement to accommodate significant development. These lands have the potential to provide for a cluster of economic development including enterprise, commercial development, research, innovation, business, manufacturing, services, IT, start-ups and health related or education. The site is significantly under-utilised at present and the Council will explore the most appropriate means of addressing this issue. A small part of the site in the south-eastern corner has been identified as Flood Zone A in the Stage 2 SFRA (refer to flood mapping). Given the small extent of this area, it would be disproportionate to re-zone this area. Rather, a more measured approach in this case would be to require that any potential future development that will encroach towards this part of the site may be required to submit a site specific flood risk assessment with the planning application. Policy BY-ED-1- refers.

Former Site of Heitons, south of West Port (Opportunity Site 2):

This site was proposed in the Draft Plan as Opportunity Site 2. However, following the Council meeting on the 23rd July, 2018 it was decided to rezone this site from 'Opportunity Site 2' to 'Town Centre'. For editorial purposes it was decided to retain the numbering of Opportunity Sites 1-11 as appeared in the Draft Plan but the reader should note that 'Opportunity Site 2' has now been rezoned as 'Town Centre'.

(Advisory: For editorial purposes arising from changes made since the Draft Plan, the Plan (both text and mapping) does not contain an 'Opportunity Site 2')

Opportunity Site 3: The Former Union Workhouse

This site of approximately 1.3 hectares is the location for a landmark historic building which comprises the largely intact Former Union Workhouse complex and is associated with the workhouse graveyard located to the West of St Anne Church. It is a Protected Structure which retains its Tudoresque architectural style and has extensive cut limestone detailing throughout. It forms an important element of the social history and built heritage of County Donegal. It is currently in use by Donegal County Council Roads Service and as the Rock Nursing Home which will in due course be catered for within a newly extended complex at the Shiel Hospital. This site and building has significant potential for its regeneration as a flagship cultural heritage tourism project including hostel accommodation. Its redevelopment will require a heritage-led approach. Policy BY-ED-2 refers.

Opportunity Site 4: Former Mill and Distillery

Located at the waters edge, this brownfield site was originally the location of a former mill and distillery and also housed the office of the Heitons Building Suppliers. The site is approximately 1 hectare and comprises a number of partially demolished buildings and a structure that is on the Record of Protected Structures. This is a prominent waterfront location that adjoins the Donegal Bay SPA and therefore its development involves environmental considerations. It also has a visual relationship with Opportunity Site 5 which comprises the pier on the other side of the river and its associated nearby lands identified as Opportunity Site 5. Given its waterfront location, its historical context and its proximity to the town centre, this site has the potential for a mix of development including tourism related and associated small scale commercial/ niche type activities together with potential for limited residential development.

Its redevelopment will require a heritage-led approach. The northern portion of the site is located in Flood Zone A (refer to flood mapping) and as such any development proposals for this portion of the site must be 'water-compatible' as defined in the 'Planning System and Flood Risk Management Guidelines for Planning Authorities (DoEHLG/OPW, November 2009) including marine, leisure, recreation and tourism related development. Policy BY-ED-3 refers.

Opportunity Site 5: The Mall Quay

This site comprises approximately 1 hectare of land and is the location of the pier, which is a Protected Structure together with a number of low level commercial storage buildings. The site is located at the mouth of the River Erne, adjoining the Donegal Bay SPA and facing the archaeologically important Inis Samer Island to the south-west. This site is a key historical location in the town as the pier is a reminder of the importance of Ballyshannon as a thriving port and regional market centre, particularly during the late-eighteenth and the nineteenth centuries. This is a prime site, located at the western edge of the historic street known as The Mall where there is a concentration of historic buildings identified on the Record of Protected Structures and/or National Inventory of Architectural Heritage. The town centre, via The Mall is in ready walking distance of the site and to the immediate north of the site there has been significant investment in recreational infrastructure in the form of open space encircled by a walkway, a children's playground and an outdoor gym. The development of this site for marine, leisure, recreation and tourism related development would improve public access to this historically important site and would add to the network of Ballyshannon's heritage assets and recreational infrastructure that can be availed of by the public and visitors. The western portion of the site is located in Flood Zone A (refer to flood mapping) and as such any development proposals for this portion of the site must be 'water-compatible' as defined in the 'Planning System and Flood Risk Management Guidelines for Planning Authorities (DoEHLG/OPW, November 2009) including marine, leisure, recreation and tourism related development. Policy BY-ED-4 refers.

Opportunity Site 6: Former Bakery opposite the Mall Quay.

This small site of approximately 0.2 hectares of land is a brownfield site comprising the disused premises of a former bakery. Taken with Opportunity Site 5 (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 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 at Opportunity Site 5, this site provides opportunity for a mix of small scale commercial development integrating limited residential development or tourist accommodation. Policy BY-ED-5 refers.

Opportunity Site 11: Coolcholly

This site comprises approximately 7.6 hectares of greenfield land located at a strategic gateway point into the town, adjacent to the Morning Star roundabout and Bachelor's Walk. It is intended to promote/facilitate development on these lands to maximise their dominant strategic gateway location/entrance to the town. Developments should actively address road frontages and the entrance to the town should demark this significant junction by appropriately scaled and designed developments which make a positive contribution to this historic and heritage town. Access to the site shall be from the R231 Regional Road and shall be subject to detailed design proposals. Having regard to the location of the site it has the potential for a range of uses including hotel, industry, warehousing/storage, petrol station and associated services, offices/call centre and R&D but excluding retailing (including convenience, comparison and bulky retailing). Any ancillary convenience retailing associated with a petrol station will be subject to Policy RS-P-10 in the CDP 2018-2024 which restricts any shop associated with a petrol station to 100 sq.m. net retail area. It is important to note that a central portion of the proposed Opp 11 has been identified as Flood Zone B in the Stage 2 Strategic Flood Risk Assessment, prepared by Consultants on behalf of the Council, and as such any potential future development of these lands would need to be accompanied by a site specific flood risk assessment

6.5.3 Economic Development Objectives

The objectives for Economic Development that are specific to Ballyshannon are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective BY-ED-1: It is an objective of the Council to enhance and strengthen economic development in Ballyshannon with an emphasis of cultural heritage tourism, marine activities, business, enterprise, research and innovation, digital technologies and retailing subject to compliance with all relevant objectives and policies of this LAP and the Habitats Directive and having regard to all relevant material planning and environmental considerations.

6.5.4 Economic Development Policies

The policies for Economic Development that are specific to Ballyshannon are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy BY-ED-1: It is the policy of the Council to consider proposals for the development of enterprise, commercial development, research, innovation, digital technology, business, manufacturing, services, IT, start ups and health related or education on Opportunity Site 1 (Business Park at Carrickboy), or for development providing for a combination of some, or all, of the aforementioned uses subject to compliance with the undernoted criteria including the requirements of the Habitats Directive and environmental considerations, all other relevant policies of the LAP and taken in the context of the proper planning and sustainable development of the area. Any development proposals shall make appropriate provision of the delivery of indicative Strategic Roads. Residential and retail development shall not be permitted at this location. The Council will explore the most appropriate vehicle with which to promote and market the potential of this site, subject to the identification of appropriate resources. Planning applications for development that will encroach towards the south-eastern part of the site (refer to flood mapping) may be required to submit a site specific flood risk assessment with the planning application.

Policy BY-ED-2: It is the policy of the Council to consider proposals for the regeneration and reuse of the existing historic building structures at Opportunity Site 3 (The Former Union Workhouse) as a flagship cultural heritage tourism project which may include hostel accommodation subject to compliance with the undernoted criteria including the requirements of the Habitats Directive and environmental considerations, all other relevant policies of the LAP and taken in the context of the proper planning and sustainable development of the area. Proposals on this site shall adopt a heritage-led approach and shall ensure the conservation and enhancement of the important protected structure(s) and demonstrate appropriate layout, design, detailing and finishing so as not to impact negatively on the buildings. Proposals shall also be required to demonstrate traffic management measures within the site and to the site from the surrounding roads infrastructure.

Policy BY-ED-3: It is the policy of the Council to consider proposals for the development of tourism related and associated small scale commercial/ niche type activities together with potential for limited residential development at Opportunity Site 4 (Former Mill and Distillery), 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 LAP including environmental considerations and taken in the context of the proper planning and sustainable development of the area. Proposals incorporating an element of residential development shall provide for a maximum number of 18 units. Any

proposals for commercial development comprising a retail element shall be subject to the sequential approach set out in the CDP. In addition, any proposal shall be required to adequately demonstrate (i) the conservation of a protected structure located within the site (ii) massing and scale that is appropriate for this sensitive waterfront location and (iii) that the development will not result in significant environmental impacts on the Donegal Bay SPA and (iv) compliance with the Habitats Directive. Development proposals for the northern half of the site (refer to flood mapping) must be 'water-compatible' as defined in the 'Planning System and Flood Risk Management Guidelines for Planning Authorities (DoEHLG/OPW, November 2009) including marine, leisure, recreation and tourism related development.

Policy BY-ED-4:

It is the policy of the Council to consider proposals for the development of marine, leisure, recreation and tourism related development on Opportunity Site 5 (The Mall Quay), 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 LAP including environmental considerations and taken in the context of the proper planning and sustainable development of the area. Any proposal for development shall be required to adequately demonstrate (i) the protection of archaeological records and monuments that may be impacted upon (ii) massing and scale that is appropriate for this sensitive waterfront location (iii) that the development will not result in significant environmental impacts on the Donegal Bay SPA (iv) compliance with the Habitats Directive and (v) adequate public pedestrian and cycle access. Development proposals for the western half of the site (refer to flood mapping) must be 'water-compatible' as defined in the 'Planning System and Flood Risk Management Guidelines for Planning Authorities (DoEHLG/OPW, November 2009) including marine, leisure, recreation and tourism related development.

Policy BY-ED-5:

It is the policy of the Council to consider proposals for the development of a mix of small scale commercial development integrating limited residential development or tourist accommodation on Opportunity Site 6 (Former Bakery opposite the Mall Quay), 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 LAP including environmental considerations and taken in the context of the proper planning and sustainable development of the area. 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 of surrounding residential amenities and (v) compliance with the Habitats Directive. Proposals incorporating an element of residential development shall provide for a maximum number of 6 units. Any proposals for commercial development comprising a retail element shall be subject to the sequential approach set out in the CDP.

Policy BY-ED-6:

It is the policy of the Council to consider proposals for hotel, industry, warehousing/storage, petrol station and associated services, offices/call centre and R&D but excludes retailing (including convenience, comparison and bulky retailing) related development on Opportunity Site 11 (Coolcholly), or for development providing for a combination of some, or all, of the aforementioned uses subject to compliance with the undernoted criteria, including the

requirements of the Habitats Directive and environmental considerations, all other relevant policies of the LAP and taken in the context of the proper planning and sustainable development of the area. Any proposal for ancillary convenience retailing associated with a petrol station will be subject to Policy RS-P-10 in the CDP 2018-2024 which restricts any shop associated with a petrol station to 100 sq.m. net retail area. Proposals for development on this site will be required to demonstrate compliance with the flood risk assessment and management objectives and policies set out in the CDP 2018-2024. Proposals shall also be required to demonstrate traffic management measures within the site and to the site from the surrounding roads infrastructure. Where a traffic and transport assessment is required, said assessment shall be submitted in accordance with Transport Infrastructure Ireland's Traffic and Transport Assessment Guidelines (2014), shall be required to demonstrate that the proposed development will not have a detrimental impact on the capacity, safety or operational efficiency of the national road network in the vicinity of the site, as well as the non-national road network.

Policy BY-ED-7:

It is a policy of the Council to consider proposals for the development of the site zoned as 'Economic Development' at Station Road, and immediately to the south-east of Site PR4, for economic development uses consistent with the zoning objectives for sites zoned for 'Economic Development' in Table 3.1 of the Plan. Planning applications for development that will encroach towards the south-western part of the site (refer to flood mapping) may be required to submit a site specific flood risk assessment with the planning application.

6.6 Housing

6.6.1 Background

Ballyshannon land use survey work undertaken in 2016 shows that the town largely consists of a compact urban form and this reflects the spatial pattern of residential development also. A significant level of existing residential development currently occurs within the defined town centre. Multiple residential development outside of the town centre is predominantly located north of the river with a notable concentration in the townland of Town Parks (part of) Shiel Hospital. This area provides for the greatest densities of established residential development which is punctuated by pocket parks and residual areas of open space. It is also within reasonable walking distance of the town centre. A lower concentration of multiple residential developments are located south of the River Erne having been constrained by capacity issues in the existing road network and therefore requiring the delivery of strategic roads infrastructure in order to unlock development potential.

The town also demonstrates a pattern of single housing units constructed on individual sites and these housing types are dispersed throughout the plan area. This spatial pattern forms ribbons of linear road frontage development notable at the Rock and Dunmuckrum and has the effect of restricting access to open up backlands.

Ballyshannon benefits from a number of historic residential areas located at Cluain Barron, Bachelor's Walk, Erne Street and East Rock. These streets form part of the historic fabric of the town and are predominantly still in residential use. They demonstrate a repetition in chimney features, roofs and ratio of solid to void. Section 6.9 of this Plan recognises their built heritage importance and aims to promote the protection of their overall collective townscape character through objectives and policies in relation to 'Areas of Townscape Character.'

This LAP seeks to build upon the existing residential development pattern within the town. In addition, the LAP will also seek to facilitate continued diversity of uses including residential within the town centre together with consolidation of existing residential areas via redevelopment and infill opportunities, where appropriate.

Chapter 2 of this LAP sets out the broader planning policy context in relation to housing land supply for all seven towns covered by this LAP, as contained in the Core Strategy of the CDP and which sets out a need to identify 19ha of land in the LAP for the purposes of residential development in Ballyshannon which is equivalent to circa 228 residential units.

6.6.2 Methodology for the Identification of Housing Lands

In order to identify the 19 hectares of residential land required in Ballyshannon, an analysis of available lands within the defined plan boundary and their suitability for residential development was undertaken. The criteria used in the analysis included, inter alia, – distance of lands from the town centre; compatibility with adjoining land uses; the presence of sites of conservation importance; serviceability in relation to wastewater and water; accessibility and visual vulnerability as examples. Arising from this assessment the most suitable lands for housing within Ballyshannon are made up of a combination of lands zoned 'Primarily Residential' and 2 other areas of land identified as 'Opportunity Sites 4' and '6' which have the potential for mixed use development including an element of residential land uses. Table 6.1 shows that a total of 22.78 hectares of land in Ballyshannon are provided through the identification of 'Primarily Residential' lands, with capacity to deliver circa 271 residential units. As shown in section 2 of this LAP, the level of land supply in Ballyshannon for the purposes of residential development is consistent with the Core Strategy of the CDP.

Table 6.1: Total Lands Identified to Meet Residential Housing Need in Ballyshannon

Site Ref	Zoned as 'Primarily Residential'	Area of site (ha)	Potential number of housing units to be delivered
PR1	Primarily Residential	2.5	30
PR2	Primarily Residential	2.337	28
PR3	Primarily Residential	1.441	17
PR4	Primarily Residential	0.775	9
PR5	Primarily Residential	0.263	3
PR6	Primarily Residential	1.804	21
PR7	Primarily Residential	1.676	20
PR8	Primarily Residential	3.093	37
PR9	Primarily Residential	5.191	62
PR10	Primarily Residential	1.445	17
PR11	Primarily Residential	2.257	27
	Total 'Primarily Residential'	22.78	271

6.6.3 Housing Objectives

The objectives for Housing that are specific to Ballyshannon are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective BY-H-1: It is an objective of the Council to identify circa 19ha of appropriate lands to meet future housing need in Ballyshannon including social and affordable housing need.

6.6.4 Housing Policies

The policies for Housing that are specific to Ballyshannon are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy BY-H-1: It is a policy of the Council that all proposals for residential development on 'Primarily Residential' sites PR6, PR7, PR8 and PR9 shall make provision for the

indicative strategic roads access identified on the land use zoning map for Ballyshannon (Map 4) or such other strategic roads access that will facilitate the comprehensive delivery of the wider zoning objectives of that area in addition to compliance with all other relevant policies of this LAP.

Policy BY-H-2: It is a policy of the Council that any proposal for residential development on 'Primarily Residential' site PR10 shall demonstrate a layout that does not result in a material negative impact on Protected Structures at Portnason House in addition to compliance with the Habitats Directive and all other relevant objectives and policies of this LAP including environmental considerations.

Policy BY-H-3: It is a policy of the Council that any developments proposed on 'Primarily Residential' Site PR1 shall:

- a) Ensure compatibility with possible future development to the west and east,
- b) Ensure pedestrian access is achieved between the site and Bachelors Walk; and
- c) Be accompanied by a site specific flood risk assessment, prepared in accordance with the principles and guidance outlined in the 'Planning System and Flood Risk Management' Guidelines for Planning Authorities (2009) or any subsequent iteration of these guidelines.

The pedestrian access referenced at b above should be designed so as to allow for its extension into the adjacent 'Strategic Residential Reserve' lands.

Policy BY-H-4: It is a policy of the Council that residential development on site PR11 shall be accessed only via a junction with the Bypass Link Road to the south-east of the site

6.7 Infrastructure and Services

6.7.1 Background

Wastewater and Water

Ballyshannon benefits from wastewater and water infrastructure that has the capacity to accommodate the growth set out in this LAP. The Wastewater Treatment Plant provides for 6100PE and there are no significant issues as regards network. The Ballyshannon Regional Water Supply Scheme will invest c. €17.5 million to provide a new Water Treatment Plant at Knadar, Ballyshannon and extension of the network to facilitate connection of other supply schemes to the new plant. Once completed the existing plant at Ballyshannon will be decommissioned. The new plant at Ballyshannon will serve over 9,000 customers across this region.

Strategic Roads

The town is readily accessible via the country's strategic road network due to its location on the N15 North South Transport Corridor which forms part of the wider Atlantic Corridor and Ten-T network, linking Sligo to Lifford. The Ballyshannon/Bundoran by-pass runs to the south and east of the town. Local roads access within the town particularly south of the river is restricted due to a number of factors including the elevated nature of the topography, the narrow historic streets at the East and West Rock. The LAP identifies a number of indicative strategic road lines and indicative pedestrian linkages. The identified indicative strategic road lines (Map 4 refers) are critical in order to sequentially unlock lands and release their development potential.

Pedestrian infrastructure

The LAP identifies a number of indicative pedestrian linkages predominantly within the town centre and these are designed to provide a network of continuous looped routes throughout the historic built up fabric of the town and where possible along or close to the River Erne. The Council is supportive of the ongoing work to advance local initiatives aimed at the development of the 'Three Bridges Looped Walk'

and are committed to engaging further with the community sector, ESB and the private sector where appropriate in the mechanisms required to complete this pedestrian infrastructure. This infrastructure is essential in terms of maximising public access to the 'green lung' along the river whilst also recognising the nature of the river as forming part of the network of the nationally important Cathleen Falls Hydroelectric Power Station and the resulting health and safety constraints. This issue is discussed further in section 6.8 of this LAP.

Car parking

There is an existing public car park at Market Square adjacent to Bus Éireann. In addition, car parking in the town centre is provided through on street car parking and a number of private car parks. This LAP identifies potential for the delivery of additional public car parking within part of Opportunity Site 10 (Town Centre Backlands).

Flooding

Chapter 3 deals with the issue of flooding generally for the seven towns addressed in this LAP and provides that the rationale and policy framework contained in the Flooding Section of the CDP 2018-2024 will be applied. The aforementioned rationale is based largely around the following keynote documents:

- Planning System and Flood Risk Management-Guidelines for Planning Authorities (DoEHLG, 2009); and
- National Catchment-Based Flood Risk Assessment and Management (CFRAMS) programme (OPW).

The aforementioned LAP Chapter 3 notes that in identifying settlement boundaries and lands for development during the LAP preparation process, the Planning Authority has had due regard to the outputs of a Stage 2 Strategic Flood Risk Assessment as the best available evidence regarding flood risk in each area. Similarly, the Authority will have due regard to the Flood Extents mapping arising from the SFRA where necessary in the assessment of planning applications during the life of this LAP. The flood extents mapping for Ballyshannon is re-produced below for ease of reference.

Figure 6.1: Ballyshannon South, Flood Extents Mapping

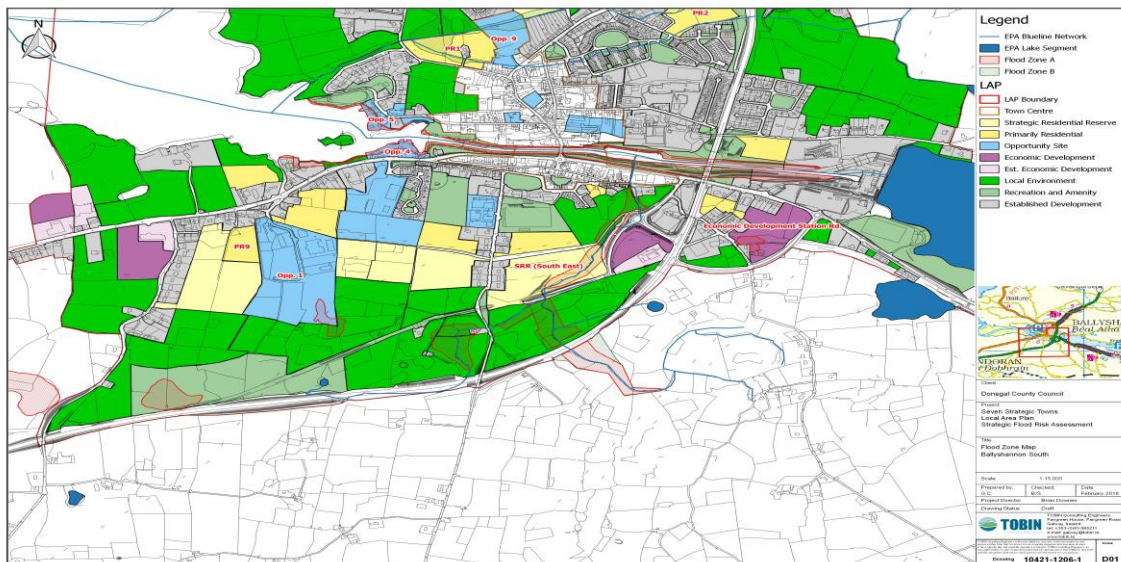
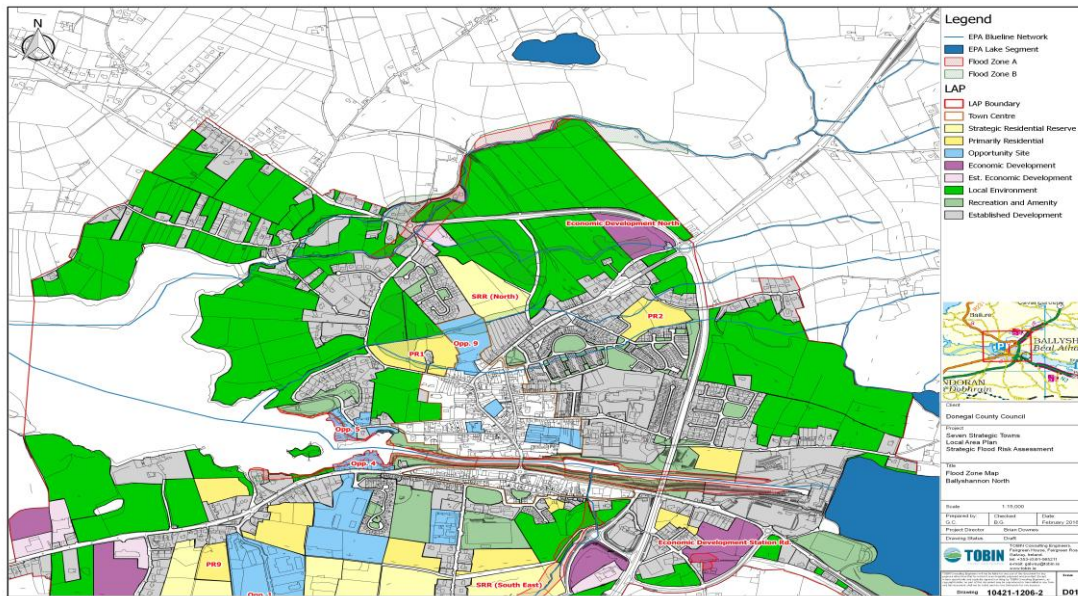


Figure 6.2: Ballyshannon North, Flood Extents Mapping



6.7.2 Infrastructure and Services Objectives

The objectives for Infrastructure and Services that are specific to Ballyshannon are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective BY-IS-1: It is an objective of the Council to improve traffic and transport accessibility throughout the plan area in order to open up lands for development potential subject to compliance with the Habitats Directive, other environmental considerations and all other relevant objectives and policies of this LAP.

Objective BY-IS-2: It is an objective of the Council to improve pedestrian and cycle accessibility throughout the plan area including the 'Three Bridges Looped Walkway' Initiative subject to compliance with the Habitats Directive, other environmental considerations and all other relevant objectives and policies of this LAP.

Objective BY-IS-3: It is an objective of the Council to explore opportunities for the provision of public car parking on part of Opportunity Site 10.

Objective BY-IS-4: It is an objective of the Council to safeguard and protect the carrying capacity of N15 Ballyshannon bypass.

6.7.3 Infrastructure and Services Policies

The policies for Infrastructure and Services that are specific to Ballyshannon are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy BY-IS-1: It is a policy of the Council to reserve a number of indicative road linkages (identified on the land use zoning map for Ballyshannon, Map 4) in order to facilitate future development opportunities by opening up backlands and improving accessibility and circulation throughout the Plan area. Development proposals that potentially hinder the provision of the identified access routes / linkages shall not be permitted unless alternative appropriate access routes can be identified in consultation with the Planning Authority.

- Policy BY-IS-2:** It is a policy of the Council that proposals for the development of lands within which indicative strategic roads access is identified shall be required to make suitable provision to integrate the identified access requirements into the development proposal or provide suitable alternative access elsewhere.
- Policy BY-IS-3:** It is a policy of the Council that proposals at Opportunity Site 10 shall include provision for public car parking in a manner that is integrated with the overall design of the site.
- Policy BY-IS-4:** It is a policy of the Council not to permit accesses onto the Ballyshannon bypass or to permit development within a 50 metre buffer of the bypass.
- Policy BY-IS-5:** It is a policy of the Council to seek the provision of suitably designed pedestrian walkways and cycleways at the locations identified on the land use zoning map for Ballyshannon (Map 4) including the 'Three Bridges Looped Walkway' Initiative. (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 LAP.

6.8 Tourism, Marine and Recreation

6.8.1 Background

Ballyshannon is located along the route of the Wild Atlantic Way and therefore is placed to maximise opportunities in the tourism sector. Located close to the tourist towns of Donegal Town, Bundoran, Killybegs, Rosstown and the Signature Point at Sliabh Liag, the south west of the County is establishing as a hub for tourism experiences. Ballyshannon has the potential to strengthen its role in the sector as a Regional exemplar for successful historic towns and a vibrant cultural heritage tourism destination. This LAP promotes that vision through a range of tools including advocating a heritage-led approach to development, conservation of the historic environment, design guidance for the town centre and identification of 'Areas of Townscape Character.' In addition, the LAP supports the development of flagship tourism opportunities at key sites such as the Former Union Workhouse, the former distillery site and the Mall Quay.

Located at the mouth of the River Erne, Ballyshannon has always had a historical connection with the coast and sea notable through its historic port and the economic prosperity that it brought to the town. The River Erne runs through the centre of the town and the banks of the river provide a town centre interface between land and sea as well as a sense of openness, place and space and are an asset that contributes to recreational infrastructure and health and wellbeing. This LAP therefore identifies the river zone as 'Recreation and Amenity' which will include a combination of active and inactive amenity space. The LAP also supports pedestrian and cycle access to the river, around it or near it as appropriate recognising that the river also forms part of the network of the hydro-electric power station. As outlined in section 6.7.1, the Council supports ongoing work to advance local initiatives aimed at the development of the 'Three Bridges Looped Walk' and are committed to engaging further with the community sector, ESB and the private sector, where appropriate, in the mechanisms required to complete this recreational infrastructure.

In addition, Ballyshannon benefits from significant other existing recreational infrastructure including the open space encircled by walkway at the Mall Quay, the outdoor gym and play area, the GAA training ground and stadium, Allingham Park and the outdoor pursuits centre at the Erneside Caravanning and Camping Centre. Ballyshannon's old railway lines are additional potential recreational assets for the town. This LAP will support further additions to, and extension of this network of recreational infrastructure.

6.8.2 Tourism, Marine and Recreation Objectives

The objectives for Tourism, Marine and Recreation that are specific to Ballyshannon are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective BY-TMR-1: It is an objective of the Council to safeguard, strengthen and expand the network of green infrastructure throughout Ballyshannon subject to compliance with the Habitats Directive, other environmental considerations and all other relevant objectives and policies of this LAP.

Objective BY-TMR-2: It is an objective of the Council to strengthen Ballyshannon as a cultural heritage tourism destination whilst ensuring the proper planning and sustainable development of the town subject to compliance with the Habitats Directive, other environmental considerations and all other relevant objectives and policies of this LAP.

Objective BY-TMR-3: It is an objective of the Council to explore opportunities to enhance access and enjoyment of the marine environment in Ballyshannon in collaboration with all stakeholders in order to realise recreational and tourism benefits subject to compliance with the Habitats Directive, other environmental considerations and all other relevant objectives and policies of this LAP..

Objective BY-TMR-4: It is an objective of the Council to protect and enhance the historic environment of Ballyshannon town centre and to conserve 'Areas of Townscape Character' as a vital civic and tourism asset.

Objective BY-TMR-5: It is an objective of the Council to support flagship tourism projects in Ballyshannon subject to compliance with the Habitats Directive, other environmental considerations and all other relevant objectives and policies of this LAP.

Objective BY-TMR-6: It is an objective of the Council to secure the development of new greenway/walkway/cycleway projects in Ballyshannon.

Objective BY-TMR-7: It is an objective of the Council to explore the potential of achieving a coastal walk extending from the existing recreation ground on the Mall, to the Abbey Bay (and St Patricks well) and continuing to join the Creevy coastal path.

6.8.3 Tourism, Marine and Recreation Policies

The policies for Tourism, Marine and Recreation that are specific to Ballyshannon are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy BY-TMR-1: It is a policy of the Council to facilitate appropriate development proposals that will support the development of new recreational infrastructure and extensions to existing recreational infrastructure as well as the tourism product, subject to compliance with the Habitats Directive, all relevant objectives and policies of this LAP and in the context of relevant environmental considerations.

Policy BY-TMR-2: It is a policy of the Council to reserve the indicative 'pedestrian linkages' identified on the land use zoning map for Ballyshannon (Map 4) and to require that development proposals do not limit or restrict any such existing or proposed pedestrian linkage.

Policy BY-TMR-3: It is a policy of the Council to facilitate appropriate opportunities to enhance pedestrian and cycle linkages associated with the river environment including

through collaboration with all stakeholders on the 'Three Bridges Looped Walk' Initiative subject to compliance with the Habitats Directive, other environmental considerations and all other relevant objectives and policies of this LAP.

- Policy BY-TMR-4:** It is a policy of the Council to support the appropriate development of key flagship tourism product including at Opportunity Sites 4 and 6 and at other locations where the proposal provides for the proper planning and sustainable development of the area and otherwise complies with all other objectives and policies of this LAP, the Habitats Directive and all other relevant environmental considerations.
- Policy BY-TMR-5:** It is a policy of the Council to require that development proposals within the 'Areas of Townscape Character' are appropriate in scale, massing, grain, finishing, detail and colour so as to enhance and integrate effectively in the townscape and shall otherwise comply with objective BY-EH-4 and policies BY-EH-1 and BY-EH-2 of this LAP.
- Policy BY-TMR-6:** It is a policy of the Council to protect established/historic railways in Ballyshannon to allow the development of a network of green infrastructure for potential greenway/walkway/cycleway projects and for recreational development as an important part of the tourism product of the town.
- Policy BY-TMR-7:** It is the policy of the Council to seek to preserve the route of the potential future coastal walk extending from the existing recreation ground on the Mall, to the Abbey Bay (and St Patrick's Well) and continuing to join the Creevy coastal path. Developments shall only be permitted where it can be demonstrated that delivery of the said route shall not be prejudiced.

6.9 Environment and Heritage

6.9.1 Background

The surrounding landscape of Ballyshannon that wraps around the compact urban form of the town is an important environmental, visual and amenity resource. In addition, there are two Natura 2000 sites located within the Ballyshannon town boundary (Dunmuckrum Turloughs SAC and Donegal Bay SPA) and a further thirteen SACs and three SPAs within a 15km radius of the town boundary. Where appropriate, peripheral lands that form part of the transition of the town to the rural area have been identified as 'Local Environment' wherein only limited development will be considered. The relevant objectives and policies in relation to 'Local Environment' are set out in Chapter 3 of this Plan. In addition, in coastal locations where there is a greater environmental and landscape risk, an area of 'Visually Vulnerable' is identified to overlay the lands identified as 'Local Environment'. This LAP aims to provide even greater protections in these areas from development that may be inappropriate.

Ballyshannon is rich in its built and archaeological heritage and this is recognised through its designation as a Historic Town for General Protection (by DEHLG) and as a Heritage Town by Donegal County Council. It is also the location of an extensive Archaeological Complex, 63 Protected Structures on the Record of Protected Structures, additional structures identified on the National Inventory of Architectural Heritage and 24 National Monuments. The conservation of the towns built and archaeological heritage and its role in unlocking the full potential of the historic town core is a central component of the overall vision and strategy of this LAP. In addition, this LAP recognises the role of the heritage of Ballyshannon in strengthening the performance of the town as a cultural heritage tourism destination.

To support this strategy, this LAP identifies a number of 'Areas of Townscape Character' predominantly located within the town centre and comprising a number of historic residential areas such as Erne Street, the character of which adds to the townscape quality and character of

Ballyshannon. This approach recognises the cumulative character and detailing of buildings and their interaction as a street. They comprise stepped ridgelines, repetition of chimney detail, vertical fenestration and a traditional relationship of solid to void. The townscape in Ballyshannon is further unique as it is punctuated by a number of landmark buildings such as Gallogley's and the Barracks which are predominantly Protected Structures also. Alongside general conservation practice in relation to Protected Structures, National Monumentss and other archaeological material and potential, this LAP provides a number of guidelines applicable within 'Areas of Townscape Character' and these include design guidelines and standards for interventions in the built fabric of the historic town centre.

The LAP also supports the preparation of a more detailed and standalone design guide in respect of the streets and buildings in Ballyshannon town centre. The latter is currently being delivered through the Town & Village Renewal Programme 2016. A standalone design guide will record the historic fabric as it currently exists and provide information, assistance and guidelines for changes or new development within the town centre that will ensure the conservation of the historic environment and successful integration of it in a living and vibrant town centre.

6.9.2 Environment and Heritage Objectives

The objectives for Environment and Heritage that are specific to Ballyshannon are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

- Objective BY-EH-1:** It is an objective of the Council to safeguard the character, amenity and environmental vulnerability of the area identified as 'Visually Vulnerable' on the land use zoning map for Ballyshannon (Map 4 refers).
- Objective BY-EH-2:** It is an objective of the Council to manage Ballyshannon town centre through a heritage-led approach including the conservation of the historic environment, townscape and civic space/public realm.
- Objective BY-EH-3:** It is an objective of the Council to prepare a standalone and detailed design guide in order to record the historic fabric as it currently exists and provide information, assistance and guidelines for changes or new development within the town centre that will ensure the conservation of the historic environment and successful integration of it in a living and vibrant town centre.
- Objective BY-EH-4:** It is an objective of the Council to collaborate with the local community and the private sector to identify and implement measures to enhance the character and townscape quality of the 'Area of Townscape Character.'

6.9.3 Environment and Heritage Policies

The policies for Environment and Heritage that are specific to Ballyshannon are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

- Policy BY-EH-1:** It is a policy of the Council to consider proposals for development within areas identified as 'Visually Vulnerable' (Map 4 refers) where it can be demonstrated:
- (i) That there will be no negative impact on the landscape character of the area and;
 - (ii) That the development will not be prominent or result in a visually obtrusive structure on the landscape and;
 - (iii) That the development will not significantly interfere with important natural vegetation or tree cover that is critical in terms of landscape character and;
 - (iv) That the development will not detract from views from the road to the sea and;

- (v) That the development will not detract from views from the sea to land and;
- (vi) That there will be no negative environmental impact
- (vii) That the proposal complies with the requirements of the Habitats Directive.

Policy BY-EH-2:

It is a policy of the Council to protect and enhance the character and integrity of the 'Area of Townscape Character' (Map 4 refers), including the promotion of a higher quality built environment and to carefully consider all elements, which make this up including lighting, benches, paving, bins, signage, parking, wirescape as examples. The following principles shall guide the consideration of proposals for development within the 'Area of Townscape Character':

- (i) Buildings identified within the 'Area of Townscape Character' shall be reused/refurbished as a preference to demolition.
- (ii) Traditional railings, stone kerbing, steps, gates and boundary condition shall be retained.
- (iii) Use of appropriate heritage range colours will be encouraged. Bright neon colours shall not be permitted.
- (iv) New proposals shall respect the context and setting of key existing buildings that contribute to the character of the area. Key existing buildings are those referred to on the Record of Protected Structures and on any survey/data on the National Inventory of Architectural Heritage.
- (v) Existing building lines shall be retained.
- (vi) Buildings included on any National Inventory of Architectural Heritage listing are to be reused/refurbished as a preference over demolition.
- (vii) New proposals reflect the proportion, scale and massing of the existing streetscape.
- (viii) The protection of amenity and open space associated with buildings and groups of buildings.
- (ix) Traditional shop fronts shall be retained where they exist.

7 Bridgend

7.1 Introduction

Bridgend, although small in scale (the village had a population of 454 persons in 2016 [Census 2016]) is of significant strategic importance for Donegal due to it's:

- 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 Derry-Letterkenny and the importance of the road is reflected in its inclusion in Ireland's Trans-European Transport Network roads (or TEN-T)⁴; and
- Its access to transatlantic fibre-optic telecommunications links.

Bridgend is developed around the junction of the N13 and the R238 roads and, as well as its strategic importance, is also a functioning settlement. It 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. In addition, it is noteworthy that there are 2 significant relatively undeveloped backland areas immediately to the north east and the south east of the village centre.

7.2 Key Planning Issues

The key issues for Bridgend are:

- The strategic economic opportunity arising from its border location, position on the N13/TEN-T Letterkenny to Bridgend/Derry, and National Primary Road frontage and the potential benefits of working 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 current lack of additional capacity in the wastewater treatment plant and the need for an upgrade of this system; and
- The absence of public amenity spaces.

In broad terms this Local Area Plan (LAP) 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.

⁴ 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.

7.3 Strategic Vision

The strategic vision for Bridgend is:

To create: a balanced and a sustainable village with cross-border strategic economic development opportunities; a vibrant, diverse, consolidated, high quality and pedestrian-friendly village centre; and quality new residential areas served by adequate environmental infrastructure and amenities.

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 objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers).

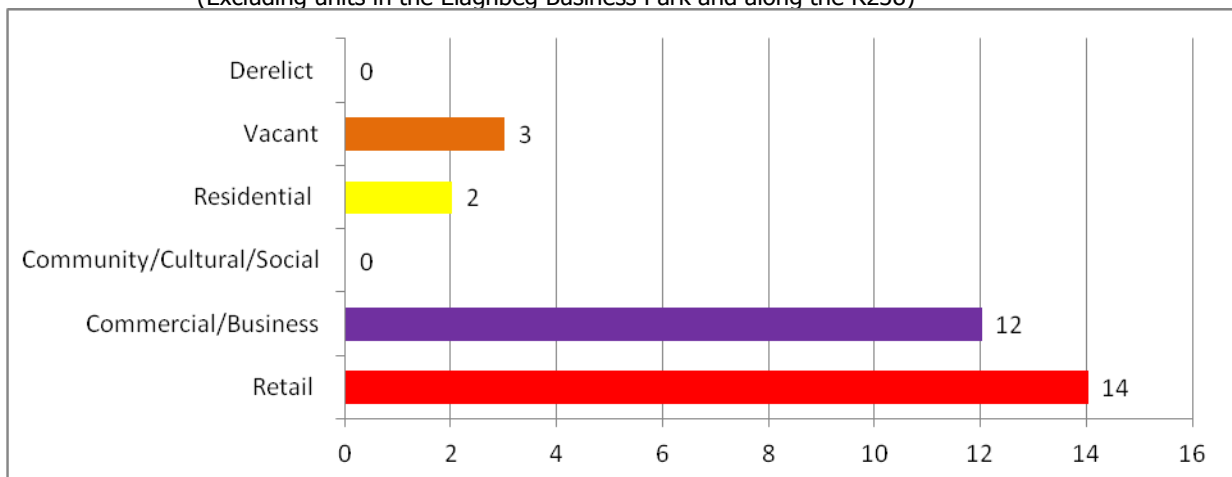
7.4 Town/Village Centre and N13 Corridor

7.4.1 Background

Bridgend has a relatively vibrant and compact, albeit low-density, village centre located principally along the N13, but extending also along the R238 Buncrana road. The village’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 with a significant number of uses (e.g. petrol stations and amusement arcades) related to the commercially advantageous fuel prices and regulatory regimes on the Donegal side of the border.

A town centre health check of ground floor uses was carried out in April 2017. When the Elaghbeg Business Park and an area along the R238 Buncrana Road (which have a high level of vacancy) are excluded the Health check reveals a commercially vibrant picture within the core of the village situated along the N13 including; 14 retail units, 12 commercial/business uses, and only 3 vacant units. In addition it is 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 significant scope for additional commercial development.

Figure 7.1: Diversity of uses within the Town Centre of Bridgend
(Excluding units in the Elaghbeg Business Park and along the R238)

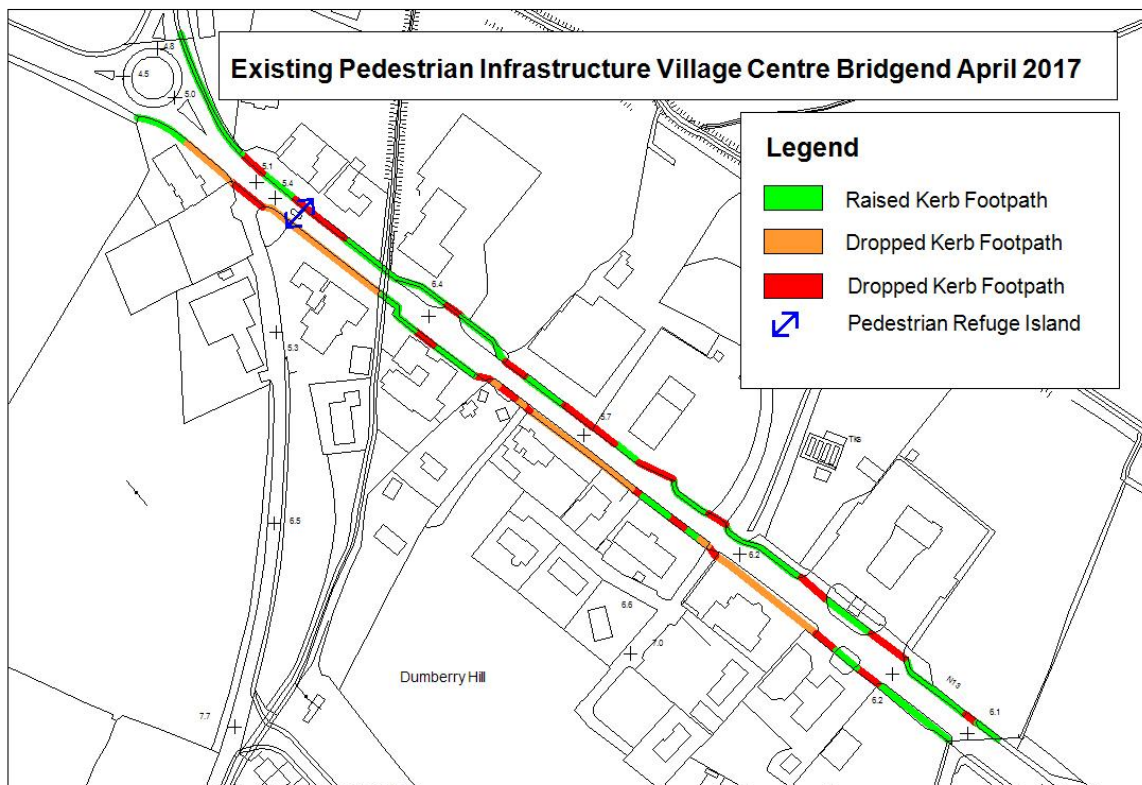


However, despite this commercial vitality, having developed on a piecemeal basis along the N13 in recent decades, the village centre of Bridgend displays a low-density development pattern with spatially

expansive mono-uses (e.g. petrol stations and amusement arcades), an ill-defined urban form with significant building setbacks, a weak streetscape with little sense of enclosure and a poor design quality and a predominately car centric environment which in turns contributes to a poor quality village centre. Collectively these issues constrains Bridgend's ability to develop a suitably diverse, high quality and pedestrian-friendly village centre which it is considered are the hallmarks of a successful settlement.

A second fundamental factor in the evolution of the village centre of Bridgend to its current form has been the wide and heavily- trafficked N13 National Primary Road. The entire N13 road is a key strategic road route in the County. The road is identified as one of only three Trans-European Transport Networks (TEN-T) in the County, and is also regarded by Donegal County Council as a key arterial route that will help drive the growth agenda being pursued by the North-West City Region Initiative as it provides a critical link between Letterkenny and Derry. Notwithstanding, that section of the road corridor passing through Bridgend presents a number of challenges for pedestrians seeking to use the businesses and services located on either side of the road. These challenges include: a large number (15) of right-turning lanes; numerous individual vehicular entrances; and long sections of dropped kerbs, often backed by wide setbacks and car parking areas. In contrast, there is only one dedicated crossing point located towards the western end of the section of the National Road within the village. These barriers to pedestrian connectivity are illustrated in Figure 7.2 below (Donegal County Council field survey April, 2017).

Figure 7.2: Existing Pedestrian Infrastructure Village Centre Bridgend April 2017



Given the strategic importance and width of the N13 road, and the volume of traffic using it, together with the established nature of the existing commercial developments on either side of the road and the associated established access arrangements, the creation of a more attractive and pedestrian-friendly environment is challenging.

Notwithstanding, Bridgend is a key gateway into the County from Northern Ireland (and vice versa), and a key gateway to the Wild Atlantic Way from Northern Ireland (and from the Wild Atlantic Way) into Derry and beyond. For this reason, the LAP identifies as a critical action the need for a detailed study of the N13 corridor through the village to examine and recommend appropriate solutions to provide a more attractive and pedestrian-friendly village centre environment whilst minimising any

impact on the operational effectiveness of the route and, equally, of the established businesses served off the road. The Action also notes the scope and potential mutual benefits of extending this study to cover the full extent of the transboundary N13/Buncrana Road corridor from the Bridgend Roundabout to the Skeoge Roundabout in Derry and undertakes to investigate such options with the authorities in Northern Ireland, particularly in light of the ongoing study on that side on the Buncrana Road widening and duelling of that road as far as the border with Donegal. In addition, DCC will examine if this exercise should be widened still further to consider what options there may be for the re-routing of the National Road away from the village centre.

More immediately, in terms of development management, the above context highlights the need to: consolidate the existing village centre through infill and higher density development (as opposed to allowing further dispersed development); create a strong and more active streetscape with a greater sense of enclosure; ensure a higher design standard and finer grain in terms of new development; and provide car parking either in the form of parallel on street parking or parking to the rear of development. In addition, in order to create a higher density and more diverse village centre, it is considered that there is a need to restrict spatially expansive mono-uses such as petrol-stations and amusement arcades within the village centre. Finally, this LAP identifies a significant development opportunity site (Opp 1) on lands located immediately to the north of the buildings located to the north of the National Road. As well as retailing, these lands could also provide for general commercial developments, including light industrial, warehouse, wholesale, or storage use, car servicing etc (refer Section 7.6: Opportunity Sites).

7.4.2 Town/Village Centre Objectives and Action

Town centre and other retail development proposals within Bridgend will be subject to the Objectives and Policies contained in Section 3 of this LAP and the associated planning policy framework documents referred to therein particularly the Retail Planning Guidelines, 2012 and the town and village, retail and economic development policies of the County Development Plan 2012-2018 (As Varied). In addition, the following policies objective and action are necessary in order to address the abovementioned Bridgend-specific issues.

The objectives for Town Centre that are specific to Ballyshannon are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers) including the Retail Planning Guidelines, 2012:

- Objective BE-TC-1:** It is an objective of the Council to enhance the appearance of Bridgend Village Centre/N13 Corridor, and to provide for a more pedestrian-friendly environment, whilst minimising any detrimental impact on the operation of the road and the businesses located adjacent thereto.
- Objective BE-TC-2:** It is an Objective of the Council to examine options for an alternative strategic road link between Donegal and Derry in the Bridgend area to improve this section of the critical N13 TEN-T link between Letterkenny and Derry and also thereby to enable the achievement of a quality, sustainable village centre, and the sustainable growth of the centre.
- ACTION 1:** Donegal County Council will explore all options in relation to the preparation of a Bridgend Village Centre Enhancement Scheme/N13 Corridor study to address in a co-ordinated manner the aesthetic appearance and pedestrian/road safety issues along the N13 Bridgend built-up corridor as described above. The Scheme may propose, inter alia, hard and soft landscaping solutions, revised right-turn arrangements, and measures to improve pedestrian mobility across, and along either side of, the road. The Scheme shall dovetail with, and incorporate as necessary, the Derry-Buncrana Greenway Scheme. The Council also notes the scope and potential mutual benefits of extending this study to cover the full extent of the transboundary N13/Buncrana Road corridor from the Bridgend Roundabout to the Skeoge

Roundabout in Derry and undertakes to investigate such options with the authorities in Northern Ireland. The study shall also explore what options, if any, may be available to re-route the N13 road away from the village centre in consultation with the Council's strategic roads partners.

7.4.3 Town/Village Centre Policies

The policies for Town Centre that are specific to Bridgend are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

- Policy BE-TC-1:** It is a policy of the Council not to permit additional developments proposals for petrol filling stations/fuel storage depots and amusement arcades/indoor amusement areas or other large scale single use developments within the village centre of Bridgend (as defined in the accompanying land use zoning map- Map 1 refers).
- Policy BE-TC-2:** It is a policy of the Council to ensure that all development proposals for new buildings or the significant redevelopment or extension of existing building within the village centre of Bridgend (as defined in the accompanying land use zoning map- Map 1 refers) shall:
- adhere either to the established building line in the immediate area or to the building line closest to the public road where more than one building line has been established;
 - provide for the development to be sited as close as possible to the pedestrian footpath where no building line has been established and the development would not appear visually incongruous in the overall streetscape;
 - 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.
- Policy BE-TC-3:** It is a policy of the Council to support the examination of options for an alternative strategic road link between Donegal and Derry in the Bridgend area to enable the achievement of a quality, sustainable village centre, and the sustainable growth of the centre.

7.5 Economic Development

7.5.1 Strategic Economic Development Opportunity Site

The lands located either side of the N13 between Bridgend and the Northern Ireland border have long been considered to represent a genuine strategic economic opportunity site for employment/economic

development related to, inter alia, information technology, high end services or manufacturing. A cross-border data-centre was permitted on these lands in 2010 (with access via Northern Ireland) although this permission expired in 2015. The importance and potential of this site is recognised by its zoning as an 'Opportunity Site' in both the County Development Plan 2012-2018 (As Varied) and the CDP.

The ambition of providing a greenway between Derry and Buncrana, and passing through Bridgend, is addressed in Section 7.10.1 below. It is likely that the selected route will proceed along the National Primary Road Corridor, or parallel with it, for the entire length of the identified Strategic Economic Development Opportunity Site (SEDOS1). Notwithstanding, there is also an associated ambition in the longer-term to provide another section of greenway within the northern fringes of the SEDOS1 site.

Figure 7.3: Bridgend Strategic Economic Development Opportunity Site



As part of a much broader programme of engagement across a range of corporate and planning issues, Donegal County Council is liaising closely with its counterparts in Derry City and Strabane District Council (DC&SDC) with the aim of ensuring complementarity in the respective planning policy regimes that, it is hoped, will result in synergy for development on both sides.

With regard to the Bridgend/Derry border area in particular, the current Plan on the Derry side (the Derry Area Plan, 2011) identifies the lands immediately to the east of the Bridgend Strategic Economic Development Opportunity site on the northern side of the Buncrana Road for economic development. The lands to the south of the Buncrana Road lie outside of the identified development envelope and are effectively zoned 'rural'. A new Plan is being prepared for the entire Derry City and Strabane District Council area (the Derry City and Strabane District Council Local Development Plan, 2032) and DCC will liaise with DC&SDC with a view to achieving complementary Plans that can deliver the synergy as referred to above.

DCC notes that DC&SDC policy has been to resist major retailing in the vicinity of the border and would note that such development is also neither anticipated, nor encouraged in Bridgend, for the reasons as set out in the County Retail Strategy set out in the CDP.

A key challenge to delivering development on these lands is their location adjacent to a section of the N13 National Primary Road with a speed limit greater than 60kph. In these circumstances, access is subject to National Roads Policy restricting new accesses, or the intensification of existing accesses, onto national roads where such a speed limit applies. Consequently, the realisation of the potential of these lands depends on the Council securing consent from Transport Infrastructure Ireland (TII) for a strategic access onto the N13 under the exemption set out in Section 2.6 of the Ministerial Planning

Guidelines Ministerial Planning Guidelines 'Spatial Planning and National Roads'. The identification of this strategic opportunity and associated access/junction proposal in this LAP is a significant step in doing so. The Council will continue already-commenced negotiations with TII in this regard, as well as continuing consultations with its strategic partners in Northern Ireland.

A part of the western area of the site has been identified as falling within Flood Zone B, whilst lands to the north of the site have also been identified as being within Flood Zone A. Development proposals for development 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.

Finally, as well as the National Road to the north, the site is also bounded by another public road along its southern boundary, the L-7931-3. A third public road, the L-8041-1, is located to the west of the site with the north-west corner of the site being immediately adjacent while the remainder of the site is separated from the road by a triangular-shaped field. These lands are addressed in Section 7.6 in Policy BE-OPP-3 Opportunity Site 3. These public roads are very sub-standard in terms of width, footpath and lighting and it is considered that development of the Strategic Economic Development Opportunity Site 1 and Opportunity Site 3 can only proceed where improvements to these roads is facilitated.

7.5.2 Economic Development Objectives

The objectives for Economic Development that are specific to Bridgend are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Objective BE-ED-1: It is an objective of the Council to develop the lands zoned Strategic Economic Development Opportunity Site 1 (SEDOS 1) for strategic economic development inclusive of identifying an agreed access solution to said lands onto the N13 in consultation with Transport Infrastructure Ireland and the Council's strategic partners in Northern Ireland. The Council also notes the scope and potential mutual benefits of managing the development of the Bridgend SEDOS 1 site as part of a joint approach with DC&SDC that would also take in the economic development lands on the DC&SDC side, and that would allow for the construction of the Derry-Buncrana Greenway [Subject to the Council securing consent from Transport Infrastructure Ireland (TII) for a strategic access onto the N13 under the exemptions set out in Section 2.6 of the Spatial Planning and National Roads: Guidelines for Planning Authorities (January, 2012)].

7.5.3 Economic Development Policies

The policies for Economic Development that are specific to Bridgend are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Policy BE-ED-1: It is a policy of the Council to facilitate economic development proposals of a strategic economic development nature inclusive of proposals related to information technology, international traded services, and high-end services manufacturing on land zoned Strategic Economic Development Opportunity Site 1 (SEDOS 1). Proposals shall only be considered in the context of an agreed Masterplan for the entirety of the Opportunity Site. The Masterplan, and any subsequent development, shall: (1.) dovetail with, and incorporate as necessary, the Derry-Buncrana Greenway Scheme inclusive of potential

routes along the northern and southern edges of the site; and (2.) provide for widening of the public roads to the west and south of the site along those site boundaries. Proposals for development 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.

7.6 Opportunity Sites

7.6.1 Background

The remaining Opportunity Sites identified on the land use zoning map (Map 1 refers) offer realistic development opportunities by virtue of their proximity to the centre of the village, visibility, scale and accessibility. The specific policies set out hereafter in section 7.6.2 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 LAP and compliance with the proper planning and sustainable development of the area.

Opportunity Site 1

General Commercial including Light Industrial, Warehouse/Storage, Car-servicing, or development providing for a combination of some, or all, of the aforementioned uses (refer to Section 7.4.1 for background to this site). 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. Having regard to the Flood Zone information, residential development will generally not be acceptable at this location.

Opportunity Site 2

Residential; or 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 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. Finally, 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 newly identified as 'Recreation and Amenity' 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). Residential development will not be permitted on this part of the site. 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

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 between the main built-up area of Bridgend to the west (with residential development to the north and to the south-west, whilst to the west is located the central open space area proposed in this LAP), and the Strategic Economic Development Opportunity to the east. The site is currently bisected by the narrow L-8041-1

County Road. The site could be developed in one of two ways: (1.) two separate developments either side of the public road, in which case widening of the existing road, together with the provision of a footpath, public lighting and drainage improvements shall be required; or (2.) one consolidated development facilitated by the re-location of the public road to the eastern side of the site and its dedication to Donegal County Council in accordance with the required statutory procedures. The new road line would again be constructed by the developer together with required junction work, associated footpaths, public lighting and drainage.

The site is somewhat removed from the public sewer network but developers will be required to identify a suitable route to connect to this network. Finally, it is reasonable to expect that any permitted layout will be required to provide for suitable pedestrian connectivity through to, and from, the proposed public open space area to the west.

Opportunity Site 4

Residential. Whilst this site is located on the edge of the village, this site is considered to constitute a modest opportunity for a small residential development having regard to: the proximity of the site to the village centre (a distance of 600 metres or thereby); the history of planning permission on the site; the fact that the site does fall within the long-established town boundary; and also that development on the opposite side of the road already extends out as far the southern edge of the subject site.

Opportunity Site 5

Residential. Whilst this site is located on the edge of the village, this site is considered to constitute a modest opportunity for a small residential development having regard to the history of planning permission on the site and the fact that the site falls within the long-established town boundary.

7.6.2 Opportunity Site Objectives

The objectives for Opportunity Sites in Bridgend are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Objective BE-OPP-1 It is an objective of the Council to secure the development of each of the sites identified as Opportunity Sites on the Land Use Zoning Map (Map 1 refers) in a manner that will make a positive contribution to the role and function of Bridgend.

7.6.3 Opportunity Site Policies

The policies for Opportunity Sites in Bridgend are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Policy BE-OPP-1: It is a policy of the council to consider proposals both for town centre/retail uses and also for general commercial developments, including light industrial, warehouse, wholesale, or storage use, car servicing, on lands identified as Opportunity Site 1 (Opp 1) on the accompanying land use zoning map (Map 1 refers). 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. Having regard to the Flood Zone information, residential development will not generally be acceptable at this location.

Policy BE-OPP-2: It is a Policy of the Council to consider proposals for the development of residential, 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 the LAP 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. Proposals for petrol filling stations/fuel storage depots and amusement arcades/indoor amusement areas or other large scale single use developments shall not be permitted in accordance with the terms of Policy BE-TC-1 above. 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) Connection to the town sewer following commissioning of the upgraded public treatment works.
- 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 shall be required in this regard.

Policy BE-OPP-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, subject to all other relevant policies of the LAP and compliance with the proper planning and sustainable development of the area. Two development model options shall be considered:

- a) Two separate developments either side of the public road, in which case the following shall be required:
 - (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;

or
- b) One consolidated development facilitated by the re-location of the public road to the eastern side of the site and constructed to the appropriate standards and its dedication to Donegal County Council in accordance with the required statutory procedures. The new road line would again be constructed by the developer together with required junction work, associated footpaths, public lighting and drainage. The following will apply:
 - (i) 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. Proposals for petrol filling stations/fuel storage depots and amusement arcades/indoor amusement areas or other large scale single use developments shall not be permitted in accordance with the terms of Policy BE-TC-1.
 - (ii) Connection to the town sewer following commissioning of the upgraded public treatment works.
 - (iii) Creation of a pedestrian link to and from the proposed amenity/open space area to the west.

Development proposals may be required to submit a site specific flood risk assessment to include modelling of the on-site watercourse depending on the scale and position of the development.

Policy BE-OPP-4:

It is a Policy of the Planning Authority to consider proposals for residential development on Opp Site 4 subject to compliance with the undernoted criteria, subject to all other relevant policies of the LAP and compliance with the proper planning and sustainable development of the area.

- a) Provision of a 2m-wide footpath and public lighting along the entire site frontage to connect into the existing footpath to the north of the site.
- b) Connection to the town sewer following commissioning of the upgraded public treatment works.

Policy BE-OPP-5:

It is a Policy of the Planning Authority to consider proposals for residential development on Opp Site 5 subject to compliance with the undernoted criteria, subject to all other relevant policies of the LAP and compliance with the proper planning and sustainable development of the area.

- a). Provision of a 2m-wide footpath and public lighting along the entire site frontage to connect into the existing footpath to the north of the site.
- b). Connection to the public sewer following commissioning of the upgraded public treatment works.

7.7 Housing

7.7.1 Background

Bridgend 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 village.

Chapters 1, 2 and 3 of this LAP set out the broader planning policy context in relation to housing land supply for Bridgend as contained in the CDP. The CDP Bridgend Core Strategy identifies Bridgend as one of fifteen Layer 2B settlements. In relation to these settlements the County Development Plan states that:

'In order to provide for a robust and responsive approach, prescriptive land use zoning for the purposes of housing are not identified...'

Notwithstanding, one site located adjacent to the Aileach Valley housing development on Local Road L-8061-1 has been zoned 'Primarily Residential'. Any additional proposed housing developments will be assessed against the policy framework as identified in Chapter 3 and the detailed policy framework contained in this chapter relating to Bridgend section of the LAP and in conjunction with the objectives and policies of the CDP (Appendix A refers).

7.8 Infrastructure and Services

7.8.1 Background

Wastewater

Bridgend is served by an Irish Water-maintained wastewater treatment plant (WWTP) providing mechanical primary and secondary treatment, followed by tertiary treatment in the form of a willow plantation. Irish Water and Donegal County Council engineers advise that the plant is currently operating at capacity and that an upgrade of the WWTP is necessary.

An upgrade of the WWTP is on the Irish Water Services Investment Programme, 2017-2021 and, as the first phase of this project, Irish Water has engaged consultants to carry out investigative surveys. Notwithstanding, this lack of existing capacity is 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 LAP must comply with the relevant provisions of the CDP. Section 5.2 Water and Environmental Services. Policy WES-P-11 of the CDP refers in particular in this regard. The said Policy WES-P-11 of the CDP is included below for ease of reference.

All proposals for development in Bridgend that will generate effluent will be assessed against the provisions of this policy and all other material considerations pending the commissioning of the upgraded Bridgend Treatment Works.

Although not anticipated, should there be any material change in Irish Water's Services Investment Programme, 2017-2021 or significant delays otherwise emerge in the projected timelines for completion of the Bridgend WWTP works, this will also be a material consideration in the assessment of any planning application at that time.⁵

Figure 7.4: Extract of Policy WES-P-11 from the CDP

Donegal County Development Plan Policy WES-P-11

It is a policy of the Council to support and facilitate Irish Water to ensure that waste water generated is collected and discharged in a safe and sustainable manner that is consistent with the combined approach outlined in the latest Waste Water Discharge (Authorisation) Regulations and with the objectives of the relevant River Basin Management Plan and in doing so the following will apply:

4. For a single dwelling (or equivalent) with a population equivalent less than or equal to 10 in an un-sewered area:

Proposals for a single dwelling (or equivalent) in an un-sewered area will only be permitted where the planning authority is satisfied that the development, when considered in addition to existing and previously approved development, would not adversely affect the ability to meet the objectives set out in the relevant River Basin Management Plan. When making a planning application the applicant must submit information on the type of on-site treatment system proposed and evidence as to the suitability of the site for the system proposed. Site suitability assessors must carry out all assessments in accordance with the most recent guidance provided in the Code of Practice.

The following are also required:

- (e) The waste water treatment system must comply with the latest revision of the Code of Practice for Waste Water Treatment and Disposal Systems Serving Single Houses (p.e. ≤ 10) published by the Environmental Protection Agency and the system must be selected, designed and installed in accordance with this Code of Practice.
- (f) Proprietary treatment systems where required must have Irish Agrément Board Certification or meet a recognised independent verifiable standard.
- (g) Prior to occupation of the dwelling the Planning Authority shall be furnished with written evidence/certification, confirming that the septic tank/wastewater treatment system has been installed in accordance with the terms and conditions of the grant of planning permission.
- (h) Prior to occupation, owners shall have in place a programme of regular operation and

⁵ In addition to the abovementioned lack of capacity in the municipal Wastewater Treatment Plant there are also significant deficiencies with the communal on-site Wastewater Treatment Systems serving a number of multiple residential developments within Bridgend. The Council is working with IW to ensure that sufficient capacity will be provided in the upgraded system to provide for existing estates as well as future developments. In the meantime, the Council will continue to take a proactive approach to the abovementioned issues to secure earlier solutions where possible.

maintenance for the waste water system installed.

5. For a single dwelling (or equivalent) with a population equivalent less than or equal to 10 in a sewered area:

Proposals for a single dwelling (or equivalent) in a sewered area will only be permitted where the planning authority is satisfied that the development, when considered in addition to existing and previously approved development, would not adversely affect the ability to meet the objectives set out in the relevant River Basin Management Plan. When making a planning application applicants shall be required to indicate the point at which it is proposed to connect to the existing system, and shall be required to submit consents to connect to the existing system including confirmation of capacity therein. Where the existing sewer or treatment system does not have the capacity for the development then the Planning Authority may at its absolute discretion permit an onsite treatment system compliant with the provisions for an un-sewered area above.

6. For multiple developments (or equivalent):

Such proposals must be appropriate and consistent with other objectives and policies within the Plan and in such cases the Council will assess proposals in the context of the objectives set out in the relevant River Basin Management Plan, and the terms of the relevant waste water discharge licence or wastewater certificate and having regard to existing and approved developments. Where there is inadequate existing capacity within a waste water treatment plant to accommodate new development the following will apply:

- (c) Where the provision of capacity is imminent and:
 - (iii) There is an existing sewer with adequate hydraulic capacity, approval may be granted for an interim treatment plant that shall discharge treated effluent to the sewer. Immediately following the provision of the necessary treatment capacity the interim plant shall be decommissioned and the wastewater directed to the sewer. The conditions listed under (A) in Table 5.2.1 below will apply.
 - (iv) There is no existing sewer, interim approval may be granted for a treatment plant where a license to discharge the treated effluent to the receiving environment is obtained. The conditions listed under (A) in Table 5.2.1 below will also apply.
- (d) Where the provision of capacity is not imminent, development will in general not be permitted, however:
 - (iii) Where there is an existing sewer or waste water discharge in the adjacent area consideration will be given to the provision of waste water treatment capacity by a developer provided that the treatment plant has the capacity to serve the proposed, existing, and approved development to a substantial degree. The conditions listed under (B) in the table Table immediately below will apply.
 - (iv) Where there is no existing sewer and (b)(i) does not apply approval may be granted for a treatment plant to serve the development where a licence to discharge the treated effluent to the receiving environment is obtained. The conditions listed under (C) in table immediately below will apply:

Table: Requirements for waste water treatment for multiple developments

Criteria	Details of requirements
(A)	<ul style="list-style-type: none"> ▪ Treatment plant must provide a minimum of secondary treatment and must be sized to accommodate all properties within the development. ▪ The system must be designed for easy connection to the proposed public sewer and connection to the public sewer must be carried out immediately following commissioning of the public wastewater treatment facility. ▪ Evidence of a maintenance agreement with the supplier of the temporary treatment unit must be submitted to the planning

	<p>authority.</p> <ul style="list-style-type: none"> ▪ The temporary treatment unit shall be installed and commissioned by the supplier. ▪ Temporary treatment unit systems shall be selected, installed, operated and maintained in accordance with the guidance set out in Wastewater Treatment Manuals, Treatment Systems for Small Communities, Business, Leisure Centres and Hotels published by the Environmental Protection Agency. ▪ The specification of the temporary wastewater treatment unit must be approved by the Planning Authority. ▪ Development Charges in accordance with the Development Contribution Scheme will be payable. ▪ Waste water treatment infrastructure shall be in place, operational, and with adequate capacity, prior to any part of the development being occupied.
(B)	<ul style="list-style-type: none"> ▪ The location, siting, design, construction, installation and commissioning of treatment plant, outfall and other necessary infrastructure must be to the approval of the planning authority. ▪ Treatment process must be adequate to ensure that the discharge will meet the requirements of the combined approach as defined in the Waste Water Discharge (Authorisation) Regulations 2007 (or any amendment regulations). ▪ Applicant must reach agreement with Donegal County Council and Irish Water in respect of sharing the capital costs and also of sharing any operation and maintenance costs incurred for the treatment plant in the period prior to its taking in charge. ▪ Waste water treatment infrastructure shall be in place, operational, and with adequate capacity, prior to any part of the development being occupied.
(C)	<ul style="list-style-type: none"> ▪ Treatment unit systems shall be selected, installed, operated and maintained in accordance with the guidance set out in Wastewater Treatment Manuals, Treatment Systems for Small Communities, Business, Leisure Centres and Hotels published by the Environmental Protection Agency and also to the approval of the Planning Authority. ▪ Evidence of a maintenance agreement with the supplier of the temporary treatment unit must be submitted to the planning authority. ▪ Development Charges in accordance with the Development Contribution Scheme will be payable. ▪ Waste water treatment infrastructure shall be in place, operational and with adequate capacity, prior to any part of the development being occupied.

Extent of Town Sewer

The public sewer network in 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.

Roads and Pedestrian Facilities

In addition to the National Road-related issues addressed in Section 6.4 above, and the County Road network road-widening and pedestrian-related works required to facilitate development at Strategic

Economic Development Opportunity Site 1 and Opportunity Site 1, the public consultation exercise identified some further issues of concern to be considered under this LAP. These concerns referred to:

- a) The speed of vehicles entering the village from the south along the L-2031-3, and also exiting the village along the same route; the presence of the local primary school on this road was a particular factor in this regard. Accordingly, the provision of appropriate traffic calming measures along this route is identified in the LAP; and
- b) The absence of footpaths along (i.) a section of the L-1921 between the Aileach Valley housing estate and the village; and (ii.) along the L-7931 road between the L2031 local road and the 'Cottages' housing development;

Sustainable Transport

The location of Bridgend within a 3 to 4km radius of several centres of employment as well as recreational facilities on both sides of the Border provides opportunity for sustainable forms of transport, including walking and cycling to replace a percentage of carbon based car journeys. Many of the challenges to pedestrian road users within the village centre identified in Section 7.4 also present difficulties for cyclists, while the lack of cycling infrastructure linkages from the village to the nearby employment and amenities is also a barrier to encouraging sustainable transport.

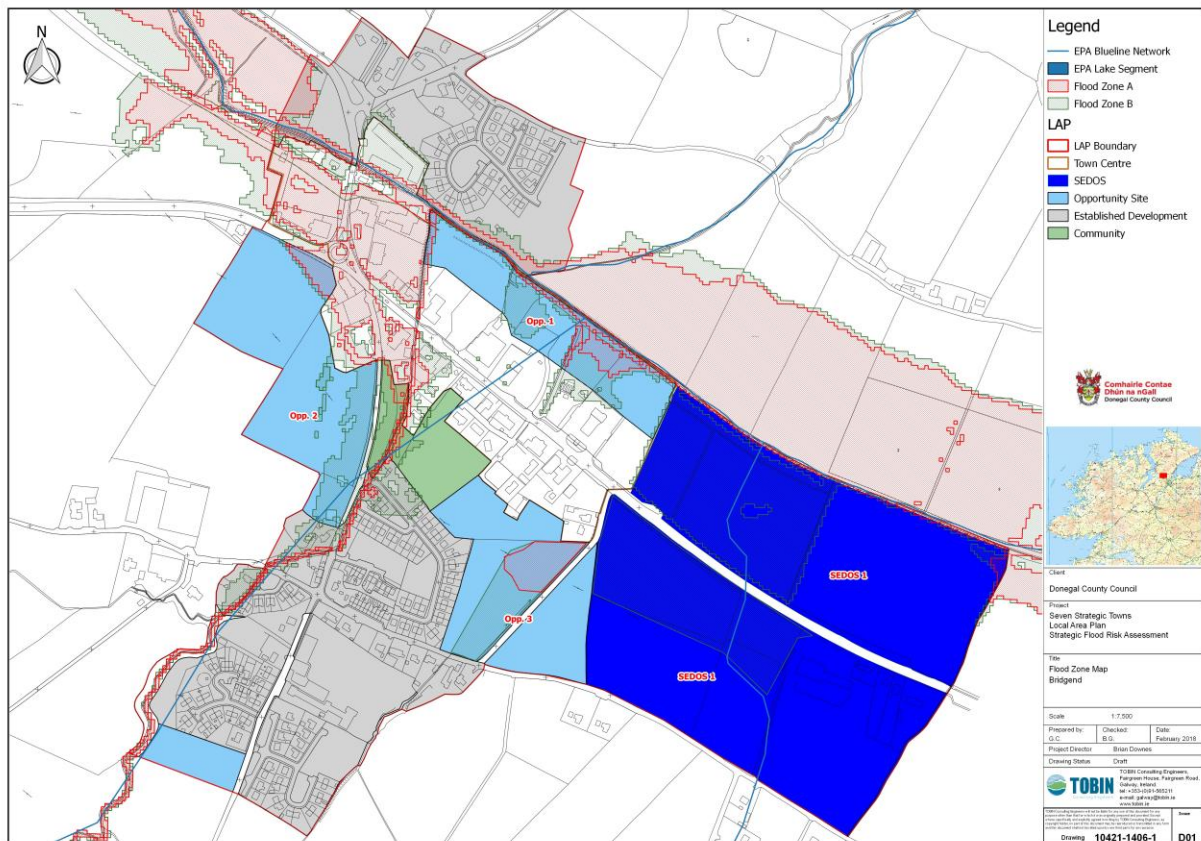
Flooding

Chapter 3, section 3.6 of this LAP deals with the issue of flooding generally for the seven towns addressed in this LAP and provides that the rationale and policy framework contained in the Flooding Section the CDP will be applied. The aforementioned rationale is based largely around the following keynote documents:

- Planning System and Flood Risk Management-Guidelines for Planning Authorities (DoEHLG, 2009); and
- National Catchment-Based Flood Risk Assessment and Management (CFRAMS) programme (OPW).

Chapter 3, section 3.6 notes that in identifying settlement boundaries and lands for development during the LAP preparation process, the Planning Authority has had due regard to the outputs of a Stage 2 Strategic Flood Risk Assessment as the best available evidence regarding flood risk in each area. Similarly, the Authority will have due regard to the Flood Extents mapping arising from the SFRA where necessary in the assessment of planning applications during the life of this LAP. The flood extents mapping for Bridgend is re-produced below for ease of reference.

Figure 7.5: Bridgend Flood Extents Mapping



7.8.2 Infrastructure and Services Objectives

The objectives for Infrastructure and Services in Bridgend are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Objective BE-IS-1: It is an objective of the Council to secure the upgrading of the Bridgend Sewage Treatment Works and the connection of established residential development to the said plant.

Objective BE-IS-2: It is an objective of the Council to improve traffic and transport accessibility throughout the Plan area in order to open up lands for development.

Objective BE-IS-3: It is an objective of the Council to improve pedestrian and cycle accessibility throughout the Plan area and to improve pedestrian and cycling linkages from the plan area to nearby areas of employment and recreational facilities.

7.8.3 Infrastructure and Services Policies

The policies for Infrastructure and Services in Bridgend are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Policy BE-IS-1: It is the policy of the Council to secure improvements to pedestrian facilities in Bridgend inclusive of:

- a) new sections of footpath on: (i) the L-1921 between the Aileach valley housing estate and the village centre; and (ii) the L-7931 between the L2031 local road and the 'Cottages' housing development; and;

- b) effective traffic calming measures along the general area of the L-2031 as identified on the land use zoning map.

7.9 Environment and Heritage

7.9.1 Background

There are no designated areas of nature conservation within or adjoining Bridgend. The village is located within approximately 780m of the Lough Swilly Special Protection Area (SPA) and 3.65km from the Lough Swilly Special Area of Conservation (SAC). The Skeoge River running through Bridgend is hydrologically linked to these sites and is recorded as having a poor quality Water Framework Directive Status 2010-2015 on the EPA's Geo portal mapping system.

In relation to built heritage there are no structures on the Record of Protected Structures within Bridgend. However, a terraced four bay two storey house built c.1860 is listed on the National Inventory of Architectural Heritage. In addition a National Monument (DG047-006) is located in a green area within the Bun Na Mine housing development. Otherwise, and as most development in Bridgend has occurred in recent decades, there are few examples of vernacular architecture within Bridgend.

Therefore, in terms of Built and Natural Heritage, there are no specific objectives and policies in relation to Bridgend. Proposals shall be considered in the context of the general objectives and policies set out in chapter 3 and in the context of the Habitats Directive and the CDP (Appendix A refers).

7.10 Tourism and Recreation

7.10.1 Derry-Buncrana Greenway

As part of the North-West Greenways Network project, funding was recently allocated under the INTERREG VA cross border programme 2014-2020 for the construction of a Greenway between Derry and Buncrana via Bridgend. A key aim of this project is to deliver high quality, safe Greenway networks, enhancing linkages between communities and promoting sustainable transport opportunities.

A Study Area (see Figure 7.5) has been identified for development of Route Options and a Constraints Study and Route Selection process is expected to be carried out in advance of applications for Planning approval with construction also programmed to happen within the life of this Local Area Plan. Public Consultations on the Route Selection process are expected to be carried out in 2018 and the preferred route identified under this process shall be considered in masterplans or development proposals.

This project has the potential to provide both a sustainable transport alternative and enhance recreational opportunities for the residents of the village and visitors alike.

During the detailed design phase of this project, there may be opportunities for pedestrian issues as discussed above for the northern side of the National Road to be considered with a view to incorporating such solutions into the design as and where possible and appropriate.

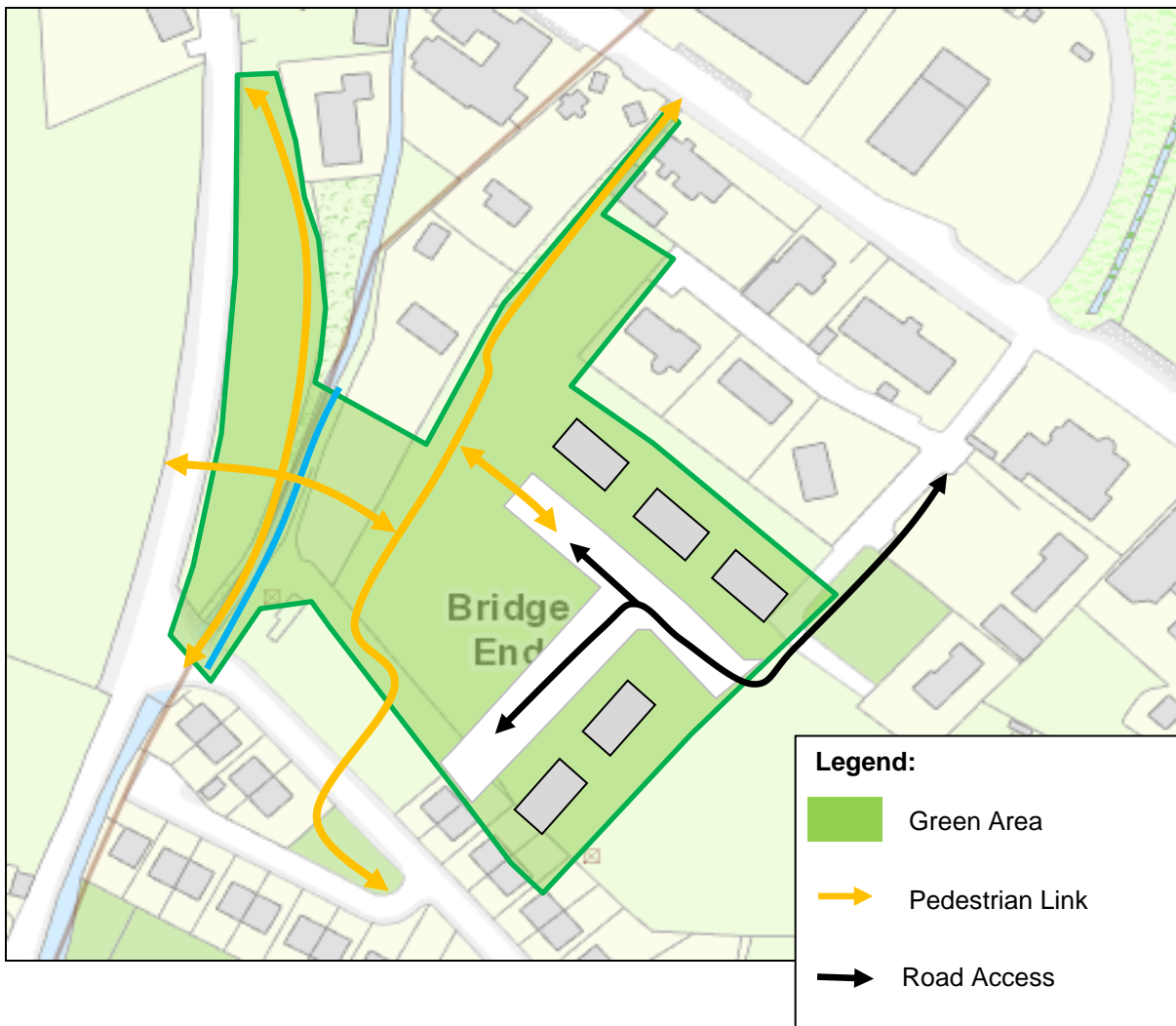
7.10.2 Centrally-Located Public Amenity Area

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. Figure 7.5 shows an indicative concept. The broad outline of such a scheme is outlined in the design concept below. This concept identifies opportunities 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. The concept envisages 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, low-density residential development along and supervising its south eastern flank and roads access also to the south east. In proposing this area, the Council is aware that the achievement of this proposal will require land assembly from a number of different existing ownerships, a significant public financial commitment, and a private/public partnership but nonetheless believes that these lands represents the best opportunity to create a quality and accessible amenity area and build a more cohesive urban structure.

Figure 7.6: Indicative Concept for Potential Public Amenity Space.



7.10.3 Tourism and Recreation Objectives

The objectives for Tourism and Recreation in Bridgend are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Objective BE-TR-1: It is an objective of the Council to secure the delivery of the Derry-Buncrana Greenway inclusive of the section routing through Bridgend.

Objective BE-TR-2: It is an objective of the Council to secure the delivery of a public park in a centrally-located area.

7.10.4 Tourism and Recreation Policies

The policies for Tourism and Recreation in Bridgend are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Policy BE-TR-1: It is the policy of the Council to preserve the route of the Derry-Buncrana Greenway inclusive of the section routing through Bridgend and developments shall only be permitted where it can be demonstrated that delivery of the said route shall not be prejudiced.

Policy BE-TR-2: It is the policy of the Council to preserve the area identified on the Land Use Zoning Map as 'Community' for recreation purposes to secure the creation of a public park for Bridgend. A small number of dwellings may be permitted on the site where it can be demonstrated that such units would integrate with the objective of developing a town park and where such residential element would be clearly ancillary to the primary park element. The public park shall:

- a) Be based on either the design concept detailed in Section 7.10.2 and figure 7.5 above or an alternative design concept which provides 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, possibly via the existing laneway adjoining the Beaver Log Cabins commercial development; and Opportunity Site 3 (OPP 3) to the east.
 - Road access via the existing road access into these lands
- b) Provides 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.

8 Carndonagh

8.1 Introduction

Carndonagh is situated approximately 3km south of Trawbreaga Bay on the Inishowen Peninsula. The town had a population of 2,471 persons in the 2016 census and is the second largest town in the peninsula after Buncrana. The town's historic associations date from pre-Christian times and Carndonagh is noted for its magnificent St. Patrick's Cross, dating from the 7th century. Centrally located in north Inishowen, Carndonagh developed as a major market and service town for an extensive rural hinterland during the 19th Century. Since the 1930's Carndonagh has consolidated its position, along with Buncrana, as one of the principal towns of Inishowen and today, the town continues to function as an important centre; providing educational, commercial, health and employment services.

The town is laid out around a central square, or Diamond, and is dominated by its large and imposing Catholic Church that sits in an elevated position in the town centre. Carndonagh effectively radiates out from the Diamond Area along four thoroughfares; Bridge Street to the west, Malin Street to the north, Pound Street to the east and Chapel Street to the south. The Diamond area remains the commercial heart of the town, and the increasing density of development in and around this area over the years is evident when examining historical maps and photographs of the area, see Fig. 8.1.

Carndonagh is an attractive and historic settlement benefitting from a commercially vibrant centre. However the research carried out in preparation for this Local Area Plan has identified a number of key issues that would benefit from specific planning policy interventions including; a need to ensure that residential development is focussed on locations in relatively close proximity to the town centre; a need to avoid development on areas at risk of flooding; a need to protect the Tirnaleague aquifer, which provides drinking water for the settlement and a need to alleviate issues in relation to traffic congestion by means of the provision of a relief road on the northwestern side of the town.

This LAP aims to set out a spatial planning framework that capitalises on the strategic position of Carndonagh as a service centre along the Wild Atlantic Way and the Donegal County Council Municipal District Service Centre for the Inishowen area; ensuring that adequate lands are reserved to cater for (amongst other things) the future residential, economic and tourism-related needs of the town into the future whilst preserving the built and natural heritage and historic character of the settlement.

Figure: 8.1: Evolution of the settlement pattern radiating from the Diamond area
From left – OS Map 1829-1841; OS Map 1897-1913; Aerial photography 2013



8.2 Key Planning Issues

The key issues in Carndonagh are:

- The identification of a sufficient amount of land at optimum locations in order to cater for the housing need of the population of Carndonagh.
- The identification of a sufficient amount of land at optimum locations to cater for potential economic development opportunities within the town.
- Appropriate management of development in areas deemed to be at risk of flooding.
- The protection of the Tirnaleague aquifer, which is a source of drinking water for the settlement of Carndonagh.
- The alleviation of traffic congestion within the town.
- The identification and implementation of measures to build upon the tourism function of Carndonagh, which is a key centre along the Wild Atlantic Way route.
- The identification of policy instruments to protect important townscape features.
- The identification of measures to address vacancy and dereliction within the town.

8.3 Strategic Vision

Having regard to the strategic context of Carndonagh as a service centre for a wide rural hinterland and to the tourism potential of the town, this LAP sets out the following strategic vision to guide the future development of Carndonagh –

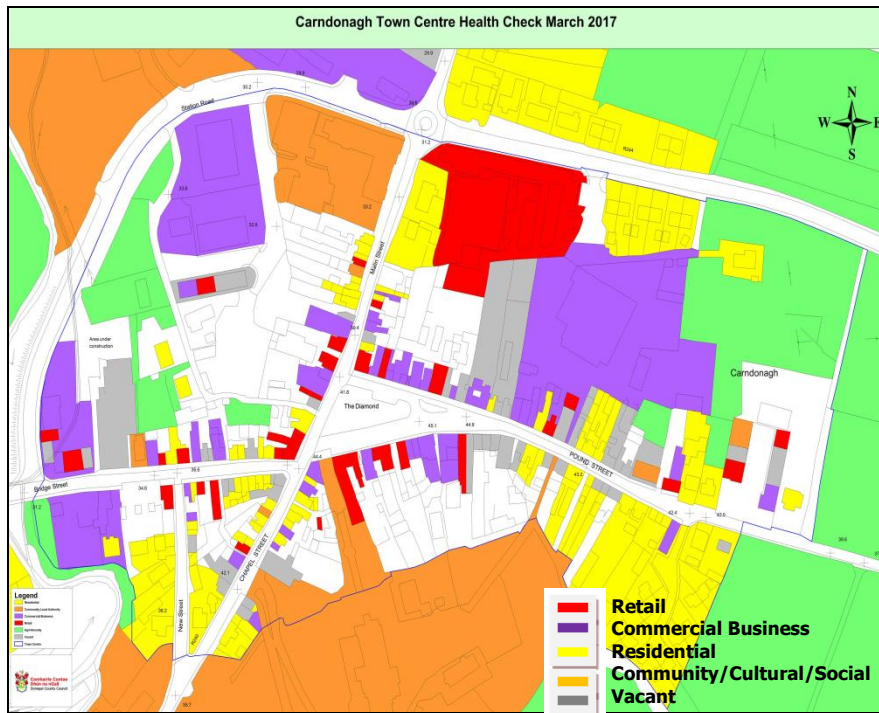
To promote the sustainable growth of Carndonagh as a service and tourism destination in north east Donegal, recognising its status as the second largest town on the Inishowen Peninsula and its strategic location along the Wild Atlantic Way.

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 objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers).

8.4 Town Centre

8.4.1 Background

The town centre of Carndonagh is laid out around a central square or 'Diamond' area, from which the main thoroughfares into the town radiate. This central Diamond area is an attractive and vibrant location, with active business frontages contributing to a sense of vitality and giving the impression of a thriving commercial centre. A 'health check' survey undertaken in March 2017 indicates that the town centre is the commercial driver of the settlement, with 42% of the total building stock at ground floor level recorded as being in use for some form of commercial or retail purpose (Figure 8.2 refers). However, the survey data also recorded 22% of building stock as being vacant, with vacancy being particularly notable along Pound Street. It is important therefore, to ensure that targeted measures and efforts are introduced to reverse vacancy and dereliction where possible and to further support appropriate commercial development in the town centre, thereby contributing to the overall sustainability and attractiveness of the settlement as a whole.

Figure 8.2: Spatial distribution of existing land use types in the Town Centre (March 2017)

8.4.2 Retailing and Commercial Development in the Town Centre

This LAP aims to strengthen Carndonagh town centre as the economic driver of the settlement and to support it as an attractive and walkable urban environment (Objectives CN-TC-1 and 2 and Policy CN-TC-1 refer).

Town centre and other retail development proposals within Carndonagh will be subject to the Objectives and Policies contained in Section 3 of this LAP and the associated planning policy framework documents referred to therein, particularly the Retail Planning Guidelines, 2012 and the town and village, retail and economic development policies of the CDP.

8.4.3 Vacancy, Dereliction and Areas in Need of Regeneration

Although the economy of the State is showing signs of a recovery, the economic downturn has left a significant mark on town centres throughout the county, with vacancy and dereliction an evident problem in some town centre areas. This LAP aims to enhance the town centre of Carndonagh by providing a policy framework that amongst other things supports the development of appropriately located commercial enterprise and that welcomes the sensitive and appropriate re-use of vacant and derelict buildings and sites.

In Carndonagh, the Planning Authority has identified the Pound Street, Chapel Street, Bridge Street and Malin Street areas as locations that have particular issues in terms of the extent of vacant property and consequently the accompanying land use zoning map (Map 5 refers) specifically identifies this area as an 'Area in Need of Regeneration'. In addition to supporting appropriate development proposals within this area, the Council will continue to implement additional measures to regenerate such areas, such as the Repair and Renewal Scheme arising as part of the Government's 'Rebuilding Ireland Action Plan', which is aimed at bringing vacant private housing stock back into productive use.

8.4.4 Town Centre Objectives

The objectives for Town Centre in Carndonagh are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Objective CN-TC-1; It is an objective of the Council to ensure that the town centre of Carndonagh is promoted as the economic driver of the settlement.

Objective CN-TC-2: It is an objective of the Council to ensure that Carndonagh town centre continues to develop as a high quality and pedestrian friendly urban environment that is an attractive location for business.

Objective CN-TC-3: It is an objective of the Council to seek the development and renewal of areas within Carndonagh that are in need of regeneration, in order to prevent— (i) adverse effects on existing amenities in such areas, in particular as a result of the ruinous or neglected condition of any land, (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; in particular those areas identified on the land-use zoning map for Carndonagh (Map 5 refers).

8.4.5 Town Centre Policies

The policies for Town Centre in Carndonagh are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Policy CN-TC-1: It is a policy of the Council to consider proposals for appropriate commercial or retail developments within the defined town centre area of Carndonagh (see Map 5), subject to compliance with all other relevant policy provisions of this LAP.

Policy CN-TC-2: It is a policy of the Council to consider proposals for the sensitive and appropriate redevelopment of vacant and derelict buildings and sites within the town. Any proposals in this regard must demonstrate (a.) that the proposal will integrate effectively with the surrounding area and that there will be no over-development of the site or inappropriate densities, (b.) that the development is appropriate in its context and setting and that the scale, massing, footprint and height is appropriate and that it does not detract from the character, amenity and design of the surrounding neighbourhood including the character and amenities of surrounding buildings and (c.) that the development would otherwise comply with all relevant policies of this Local Area Plan.

8.5 Economic Development

8.5.1 Background

Carndonagh functions as an important service centre for a wide rural hinterland and whilst the town centre will remain the predominant location for the retail and service industries, the Planning Authority is conscious of the need to identify appropriate locations for economic opportunities outside of the defined town centre area. The land use zoning map that accompanies this LAP therefore (Map 5 refers), identifies a number of areas of 'Established Economic Development' (i.e. areas that are already in commercial use), 'Opportunity Sites' and areas of more general 'Established Development' where appropriate commercial developments will be considered subject to compliance with all other relevant policy provisions of this Plan, inclusive of all retail policies and objectives.

8.5.2 Economic Development Objectives

The objectives for Economic Development in Carndonagh are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Objective CN-ED-1: It is an objective of the Council to promote and support economic development in Carndonagh in order to reinforce the role of the town as a service and tourism destination in north east Donegal.

8.5.3 Economic Development Policies

The policies for Economic Development in Carndonagh are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Policy CN-ED-1: It is a policy of the Council to consider proposals for appropriate new commercial developments in Carndonagh (or proposals for redevelopment of or extensions to existing commercial developments) on lands zoned as 'Opportunity Sites' (refer to Map 5), subject to compliance with all other relevant policies of this LAP, including the relevant policies for each Opportunity Site set out in section 8.6.3 and ensuring compliance with the Habitat Directive and all other environmental considerations.

8.6 Opportunity Sites

8.6.1 Background

The Opportunity Sites identified on the land use zoning map (Map 5) offer a unique development opportunity by reason of their strategic location, scale, characteristics or current use. A brief site description follows hereafter, with specific development policies set out under Section 8.7.2. Any specific proposals that are not referred to in the policy framework shall be considered on their own merits subject to identified constraints, all other relevant policies of the LAP and subject to the proper planning and sustainable development of the area.

Opportunity Site 1 (Map 5 refers) – Newpark Road

This site has dual frontage along the Newpark Road and Malin Road and comprises approximately 10.2 hectares. The site is served by pedestrian footpaths along both frontages and is within easy walking distance of the town centre. A National Monument (DG-011-062; Souterrain) exists at the north-western corner of the site and accordingly any development proposal will have to be accompanied by a detailed archaeological assessment and must address and secure this monument satisfactorily (e.g. by providing an appropriate buffer if necessary). The area to the east of the site is potentially at risk from fluvial flooding and accordingly development proposals must be designed having regard to this risk (e.g. by providing amenity or permeable parking areas on the eastern portion of the site, incorporating SuDS technology into development proposals etc.). Policy CN-OPP-1 refers.

Opportunity Site 2 (Map 5 refers) - Mart Site

This significant site of approximately 0.7 hectares occupies a prime location within the town centre and is currently occupied by the Inishowen co-operative society livestock mart. In the event that the mart was to relocate, this site has significant potential for redevelopment for mixed use purposes (e.g. a mix of residential and commercial development, including retail, hotel use, nursing home etc). Any proposals for development of this site shall include, inter alia, detailed proposals for traffic management and shall provide for buildings of a high quality design that have regard to the scale and vernacular character of buildings within the town centre. Policy CN-OPP-2 refers.

Opportunity Site 3 (Map 5 refers) - Regional Road R238 and Moss Road

This site of approximately 2 hectares has dual frontage onto Regional Road R238 and the Moss Road. The site benefits from a pedestrian footpath along the entirety of its road frontage and is located in close proximity to Carndonagh Community School and within walking distance of the town centre. This significant corner site is very prominent when approaching from the northwest along the R238 or from the south along the R244. Furthermore, the site is located directly opposite St. Patrick's High Cross and associated archaeological monuments and opposite Donagh Parish Church, a Protected Structure – indeed, the site is in fact the original location of three stone monuments: the high cross (DG011-035005) and two flanking carved pillar stones (DG011-035007 and DG035008), which were later moved to a new location on the southern side of Regional Road R238. Policy CN-OPP-3 refers.

Opportunity Site 4 (Map 5 refers) – Regional Road R244

This site of approximately 3.7 hectares is situated between Regional Road R244 to the north and Local Road L-1271-1 to the south and is located in close proximity to the town centre. The site is served by a pedestrian footpath along the Regional Road and a path also exists along the southern side of Local Road L-1271-1. The Planning Authority envisages 1 hectare of this Opportunity Site (i.e. at the western end of the site) being developed for residential purposes; whilst the remainder would provide an ideal opportunity for an appropriate commercial or tourism related development (e.g. hotel premises). Any development proposals on this site must make provision for the construction of an access roadway to link Regional Road R244 with Local Road L-1271-1. Policy CN-OPP-4 refers.

Opportunity Site 5 (Map 5 refers) – Northwest of Town Centre

This substantial site comprises approximately 9.3 hectares, located east of the Moss Road and to the northwest of the town centre. Subject to the provision of an Inner Relief Road in accordance with Policy CN-IS-1 of this Local Area Plan, this site may be suitable for residential development (2.5 hectares, located south of the relief road) and/or appropriate commercial/tourism related development (e.g. hotel premises). Any proposals for development on this site must otherwise comply with all relevant policies of this Local Area Plan. Policy CN-OPP-5 refers.

Opportunity Site 6 (Map 5 refers) – Convent Road

This site, comprising approximately 1 hectare, is located circa 560m from the Diamond area and is adjacent to a number of commercial units to the north and residential properties to the south. This site previously had the benefit of planning permission for a mixture of retail and residential use and could present an opportunity for residential development or for appropriately scaled mixed use development (e.g. office use with residential; commercial unit with residential). Any proposals for development on this site must comply with all relevant policies of this LAP. Policy CN-OPP-6 refers.

Opportunity Site 7 (Map 5 refers) – Adjacent to sports ground

This site of approximately 0.53 hectares is currently in agricultural use. The site is located in close proximity to the town centre and adjacent to a sports ground/playing pitches. The site has potential for residential development or may be suitable to provide for the expansion of the existing sports facilities at this location. Policy CN-OPP-7 refers.

Opportunity Site 8 (Map 5 refers) – Adjacent to Carndonagh Inner Relief Road.

This site contains two small pockets of land on the eastern side of the town and located adjacent to the Carndonagh Inner Relief Road and a mixture of established economic and residential properties. It is considered that these areas have potential for small-scale light economic uses.

8.6.2 Barrack Hill Opportunity Site (Masterplan Site)

This site, as identified on Map 5, comprises approximately 8.2 hectares and is located to the southeast of Carndonagh Boxing Club. The site is located close to the town centre and to the town park at Barrack Hill, is readily serviceable and is accessed via a partly constructed road.

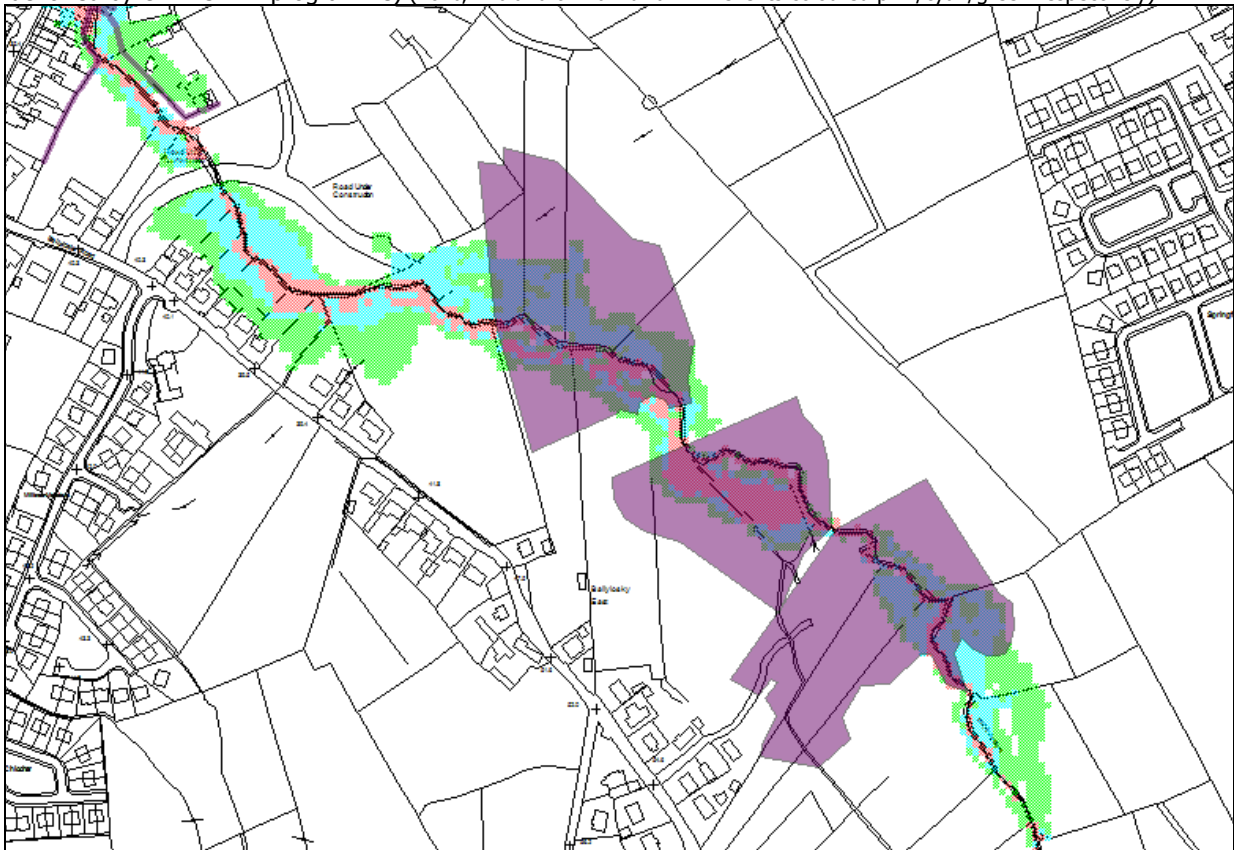
Notwithstanding the positive attributes of the site, the Planning Authority has noted that there are several constraints that would have to be addressed in order to ensure the successful development of this parcel of land and thus a comprehensive 'masterplan' approach to development on this site must be adopted by prospective developers. Firstly, the subject lands have been identified by the Office of

Public Works as a potential location for flood attenuation works (refer to Fig 8.3 below) and accordingly any development proposal would have to take due account of the potential location, extent and nature of any flood relief works. In addition, a portion of the lands are themselves within a flood risk zone and as such any development proposal would have to be designed so as to avoid flood risk areas or mitigate risk to an acceptable level.

With regard to the layout of any development within these lands, the design must ensure that any residential development is kept as close as practically possible to the western end of the site in order to allow for ease of pedestrian movement towards the town centre. The layout of any scheme must also ensure that differing land uses within the site do not conflict with one another (e.g. it would not be appropriate to locate an industrial development immediately beside a residential development – uses must in effect be ‘good neighbours’).

Figure 8.3: Flood Attenuation at Barrack Hill

(Figure shows potential location for Flood Attenuation Works (coloured purple) and areas of potential flood risk as identified by OPW CRAM programme) (10%, 1% and 0.1% Fluvial AEP events coloured pink/cyan/green respectively)



8.6.3 Objectives Relating to Development on Identified Opportunity Sites

The objectives for Economic Development in Carndonagh are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Objective CN-OPP-1:

It is an objective of the Council to support the economic development of Carndonagh through appropriate economic activities on lands identified as Opportunity Sites and at the Barrack Hill Masterplan Site subject to compliance with the relevant objectives and policies of this LAP and compliance with the Habitats Directive and all other material planning considerations including environmental considerations.

8.6.4 Policies Relating to Development on Identified Opportunity Sites

The policies for Development on Identified Opportunity Sites in Carndonagh are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Policy CN-OPP-1 It is a policy of the Council to consider proposals for residential development (over a maximum area of 1 hectare), commercial development and tourism related development on Opportunity Site 1; 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 LAP and taken in the context of the proper planning and sustainable development of the area. A National Monuments (DG-011-062; Souterrain) exists at the northwestern corner of the site and accordingly any development proposal must be accompanied by a detailed archaeological assessment and must address and secure this monument satisfactorily. 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. All development proposals on this site must be designed having regard to the potential flood risk that exists to the east of the site.

Policy CN-OPP-2 It is a policy of the Council to consider proposals for a mix of residential and/or commercial and/or tourism related development and/or retail development on Opportunity Site 2; subject to compliance with the undernoted criteria, all other relevant policies of the LAP and taken in the context of the proper planning and sustainable development of the area. Proposals for standalone residential development will not be considered. Any proposals for development of this site shall include, inter alia, detailed proposals for traffic management and shall provide for buildings of a high quality design that have regard to the scale and vernacular character of buildings within the town centre.

Policy CN-OPP-3 It is a policy of the Council to consider proposals for residential development, commercial or tourism-related development on Opportunity Site 3; 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 LAP and taken in the context of the proper planning and sustainable development of the area. Any development proposals for this site must be sensitively designed such that the development (a.) would be primarily located on the eastern (lower) side of the site, (b.) would not impinge in any significant way on the character and setting of the current High Cross site nor on the setting of Donagh Parish Church, (c.) would not impinge in any significant way on northerly views when approaching the site on the R244, (d.) would provide for extremely high quality building design that has regard to the scale and vernacular character of buildings within the town, (e.) would provide for high quality landscaping throughout the site and along all road frontage areas and (f.) includes proposals for the provision of an Inner Relief Road in accordance with Policy CN-IS-2 of this Local Area Plan. Any development proposal must be accompanied by a detailed archaeological assessment of the site. 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.

Policy CN-OPP-4 It is a policy of the Council to consider proposals for residential development (over a maximum area of 1 hectare), commercial development or tourism-related development on Opportunity Site 4; 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 LAP and taken in the context of the proper planning and sustainable development of the area. Proposals for residential development shall be located at the western end of the site and shall include provisions for pedestrian connectivity 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. All proposals for development on this site shall make provision for the construction of a vehicular access roadway to link Regional Road R244 with Local Road L-1271-1.

Policy CN-OPP-5

It is a policy of the Council to consider proposals for residential development (over a maximum area of 2.5 hectares), commercial development or tourism-related 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 LAP and taken in the context of the proper planning and sustainable development of the area. Any proposals for development on this site must include proposals for the provision of an Inner Relief Road in accordance with Policy CN-IS-1 and shall include provisions for pedestrian connectivity 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.

Policy CN-OPP-6

It is a policy of the Council to consider proposals for residential development, commercial or tourism related development on Opportunity Site 6; 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 LAP and taken in the context of the proper planning and sustainable development of the area. 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.

Policy CN-OPP-7

It is a policy of the Council to consider proposals for residential development or for sports/recreation/amenity related development on Opportunity Site 7; or for development providing for a combination of the aforementioned uses subject to compliance with all other relevant policies of the LAP and taken in the context of the proper planning and sustainable development of the area.

Policy CN-OPP-8

It is policy of the council to consider proposals for small-scale, light industrial/business uses as per Classes 3,4 or 5 of the Planning and Development regulations subject to the following:

- a) In relation to OPP-8 (A) access shall be taken off the stopped-up road to the east only.

8.6.5 Barrack Hill Masterplan Policies

The policies relating to Barrack Hill Masterplan Site in Carndonagh are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Policy CN-MP-1

It is a policy of the Council to consider proposals for appropriate mixed use development (including residential, community uses and light industrial/commercial, but excluding retail) within the 'Barrack Hill Opportunity Site' area. Proposals for residential development (which shall not cover more than 1 hectare of the entire site) must be located on the northwestern portion

of the lands in order to allow for ease of access and pedestrian movement towards the town centre.

- Policy CN-MP-2** It is a policy of the Council that development proposals for the 'Barrack Hill Opportunity Site' must have due regard to the OPW CFRAM Study Final Flood Maps that show the predicted flood extents and depths for three different degrees of possible flood extent (0.1%, 1.0% and 10% AEP fluvial events) in the Carndonagh 'Area for Further Assessment' and furthermore must have regard to the OPW Flood Risk Management Plan for the area. Any development proposals on this site must include provisions for flood relief works and must be designed to complement the future provision of OPW flood attenuation works. Any planning application for development within the 'Barrack Hill Opportunity Site' must be accompanied by documentary evidence that clearly demonstrates compliance with this policy provision.
- Policy CN-MP-3** It is a policy of the Council that any proposals for mixed use development within the 'Barrack Hill Opportunity Site' (whether submitted cumulatively or as individual proposals for differing uses) must clearly demonstrate that adjoining uses within the Opportunity Site will be fully compatible with one another and with existing land-uses adjoining the site (e.g. that there would be no adverse impacts on the amenities of residential areas as a result of a proposed use and/or that the functionality of one use would not be compromised by another).
- Policy CN-MP-4** It is a policy of the Council that any proposals for development within the 'Barrack Hill Opportunity Site' must be accompanied by a site specific flood risk assessment, prepared in accordance with the guidance set out in 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009) or any subsequent iteration of these guidelines.
- Policy CN-MP-5** It is a policy of the Council that any proposals for development within the 'Barrack Hill Opportunity Site' must comply with all relevant policies of this LAP.

8.7 Housing

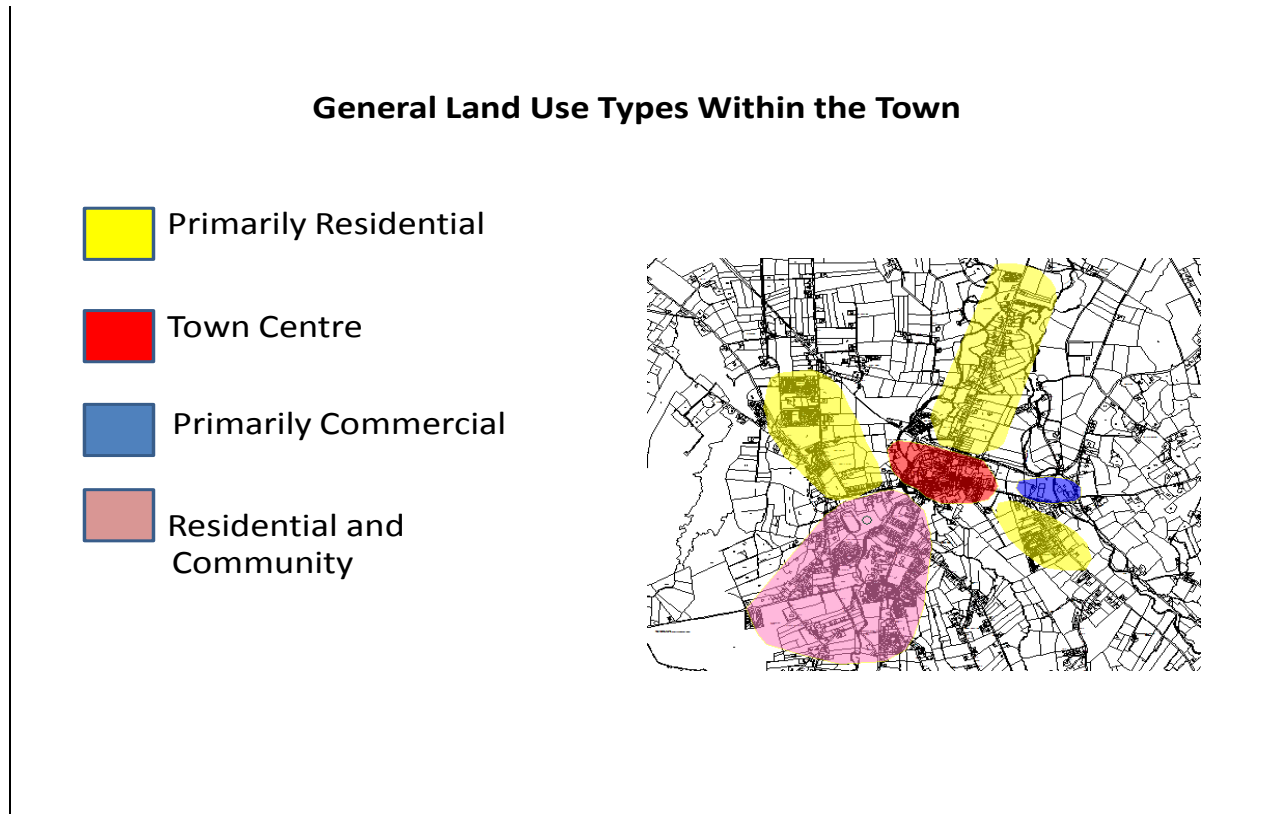
8.7.1 Background

Currently, Carndonagh has a number of distinct primarily residential areas, located to the east, west and north of the town; see Fig 8.4. The approaches to the town from the south are also characterised by residential estates; however, this southern area also contains a number of community uses (e.g. schools, community hospital) and as such this has been reflected in Fig 8.4.

This LAP seeks to build upon the existing residential development pattern within the town. In order to ensure the consolidation of residential development patterns, the LAP boundary has been drawn to encapsulate all of the existing residential estates on the periphery of the town but thereafter the approach for new residential zonings will seek to ensure that future residential areas are provided where possible in a sequential approach from the centre of the town outwards. The LAP will also seek to facilitate the consolidation of existing residential areas via redevelopment and infill opportunities, where appropriate.

Chapter 2 of this LAP sets out the broader planning policy context in relation to housing land supply for Carndonagh, as contained in the Core Strategy of the County Development Plan 2018-2024 and identifies a need for 21 Hectares of residential land in the town, equating to a potential supply of 252 residential units based on a density of 12 units per hectare.

Figure 8.4: Generalised land use patterns within Carndonagh



8.7.2 Identification of Housing Lands

In order to identify the most appropriate sites for residential use, 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. Further to this assessment the Planning Authority has identified the lands deemed most suitable for housing within the town and these lands (comprising 24.814 hectares in total) are zoned either as 'Primarily Residential' or as an 'Opportunity Site' on the accompanying land use zoning Map 5. The Council acknowledges the fact that the total area of potential housing lands exceeds the 21 hectare requirement identified in the Core Strategy of the County Development Plan 2018-2024; however, a monitoring approach will be implemented in order to ensure that there is no significant deviation from the objectives and targets of the Core Strategy.

In addition to lands suitable for 'first phase' housing development, the Planning Authority has identified lands that may be appropriate for housing development in the medium to long term, and these lands are zoned as 'Strategic Residential Reserve' on the land-use zoning map accompanying this Local Area Plan (Map 5). The Strategic Residential Reserve Lands are regarded as a long term land-bank to cater for the future expansion of Carndonagh rather than a means to address current housing need within the town. Accordingly, proposals for the development of multiple housing (i.e. 2 or more dwellings) on lands zoned 'Strategic Residential Reserve' will not be considered during the lifetime of this Local Area Plan. The release of these lands for multiple housing will instead be considered during future reviews of the Local Area Plan and the situation will be reviewed and managed through a clear and transparent

evidence-led approach that will involve, inter alia, an assessment of the uptake of land zoned 'Residential'.

Table 8.1: Total Lands Identified to Meet Residential Housing Need in Carndonagh

Site Ref	Zoned as 'Primarily Residential' or 'Opportunity Site.'	Area of site (ha)	Potential number of housing units to be delivered
PR1	Primarily Residential	1.722	21
PR2	Primarily Residential	1.853	22
PR3	Primarily Residential	2.576	31
PR4	Primarily Residential	2.00	24
PR5	Primarily Residential	0.532	6
PR6	Primarily Residential	1.238	15
PR7	Primarily Residential	0.999	12
PR8	Primarily Residential	0.934	11
PR9	Primarily Residential	2.00	24
PR10	Primarily Residential	1.55	19
Total 'Primarily Residential'		15.404	185
OPP1	Opportunity Site 1	1.0	12
OPP2	Opportunity Site 2	0.4	5
OPP3	Opportunity Site 3	2.19	26
OPP4	Opportunity Site 4	1.0	12
OPP5	Opportunity Site 5	2.5	30
OPP6	Opportunity Site 6	0.9	11
OPP7	Opportunity Site 7	0.42	5
Barrack Hill	Barrack Hill	1.0	12
Total 'Opportunity Site'		9.41	113

8.7.3 Housing Objectives

The policies for Housing in Carndonagh are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Objective CN-H-1: It is an objective of the Council to identify approximately 21 hectares of appropriate lands to meet future housing need in Carndonagh, including social and affordable housing need.

8.7.4 Housing Policies

Chapter 3 of this LAP sets out the general policies in relation to residential development on lands zoned as 'Primarily Residential', 'Established Development', 'Town Centre', 'Local Environment' or 'Strategic Residential Reserve'. However, in certain circumstances residential development will also be considered on identified Opportunity Sites in accordance with the specific policies set out under Section 8.6.4 and 8.6.5 of this LAP.

Lands that are potentially subject to flood risk have not been zoned for residential purposes in this LAP. However, given that the extent of flooding can never be predicted with one hundred per cent accuracy, it will be a requirement that residential development proposals on lands that adjoin areas of potential flood risk must be designed using a precautionary approach taking account of potential flooding issues (e.g. by providing amenity areas adjacent to potential flood risk areas); refer to Policy CN-IS-5 in this regard together with the objectives and policies of the CDP in relation to flooding (Chapter 3 and Appendix A of this LAP refer).

Policy CN-H-1: It is a policy of the Council to require that all proposals for development on 'Primarily Residential' Site PR8 or on the adjoining 'Strategic Residential Reserve' (SRR) lands be accompanied by a site specific flood risk assessment, prepared in accordance with the 'Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009) or any subsequent iteration of said guidelines.

8.8 Infrastructure and Services

8.8.1 Transportation and Movement

Vehicular movement through Carndonagh is not unduly restricted. However, the presence of the Community School on Church Road (Regional Road R238) gives rise to traffic congestion in the morning and afternoon as pupils are being dropped off/collected.

Car ownership among households in the country is continuing on an upward trend (Source: CSO 2016) and issues relating to traffic congestion in towns such as Carndonagh are likely to increase unless appropriate measures are put in place to facilitate the free flow of vehicular traffic through and around our urban centres. With this in mind, the Planning Authority has identified an indicative route for a relief road to the northwest of the town centre (see Map 5). This relief road would run between Station Road in the town centre and Regional Road R238 (Ballyliffin Road) and would allow road users to travel between Regional Roads R244 and R238 without entering the town centre, effectively bypassing the Bridge Street area of the town and thus easing traffic congestion in this area. Two parcels of land in the immediate vicinity of the indicative route of the relief road have been zoned as Opportunity Sites (i.e. Opportunity Sites 3 and 5), potentially allowing for residential and/or appropriate commercial development. Given that the relief road would greatly enhance access to the Opportunity Sites, the Planning Authority will require that any proposal for the development of the Opportunity Site lands also includes proposals to advance the construction of the relief road.

In terms of pedestrian movement, the Planning Authority will require that proposals for new residential development provide for safe pedestrian linkages towards the town centre. The Planning Authority will also require that pedestrian and vehicular linkages (as identified on land-use zoning Map 5) are provided between adjoining parcels of land where appropriate, in order to facilitate permeability and ease of movement throughout the town.

8.8.2 Flooding

Chapter 3 deals with the issue of flooding generally for the seven towns addressed in this LAP and provides that the rationale and policy framework contained in the Flooding Section of the CDP 2018-2024 will be applied. The aforementioned rationale is based largely around the following keynote documents:

- Planning System and Flood Risk Management-Guidelines for Planning Authorities (DoEHLG, 2009); and
- National Catchment-Based Flood Risk Assessment and Management (CFRAMS) programme (OPW).

Chapter 3 of this LAP notes that in identifying settlement boundaries and lands for development during the LAP preparation process, the Planning Authority has had due regard to the outputs of a Stage 2 Strategic Flood Risk Assessment as the best available evidence regarding flood risk in each area. It must also be noted that Carndonagh was identified as an Area for Further Assessment (AFA) in the CFRAMS study and the preferred measure arising from the assessment was the progression of the Carndonagh Flood Relief Scheme (comprising storage on the Ballywilly Brook, hard defences, channel modification and replacement of a culvert on the Carndonagh watercourse) to project-level development and assessment for refinement and preparation for planning/exhibition and, as appropriate, implementation. In terms of development management, the Planning Authority will have due regard to the Flood Extents Mapping arising from the SFRA where necessary in the assessment of

planning applications during the life of this LAP. The flood extents mapping for Carndonagh is reproduced below for ease of reference.

Figure 8.5: Carndonagh North, Flood Extents Mapping

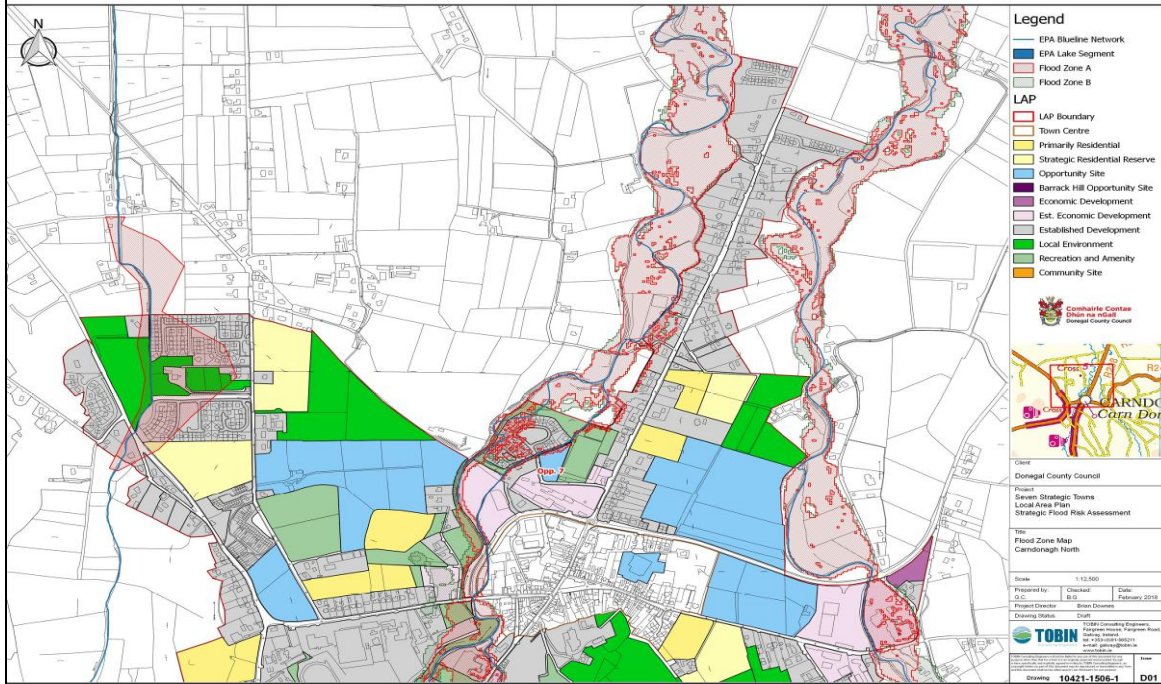
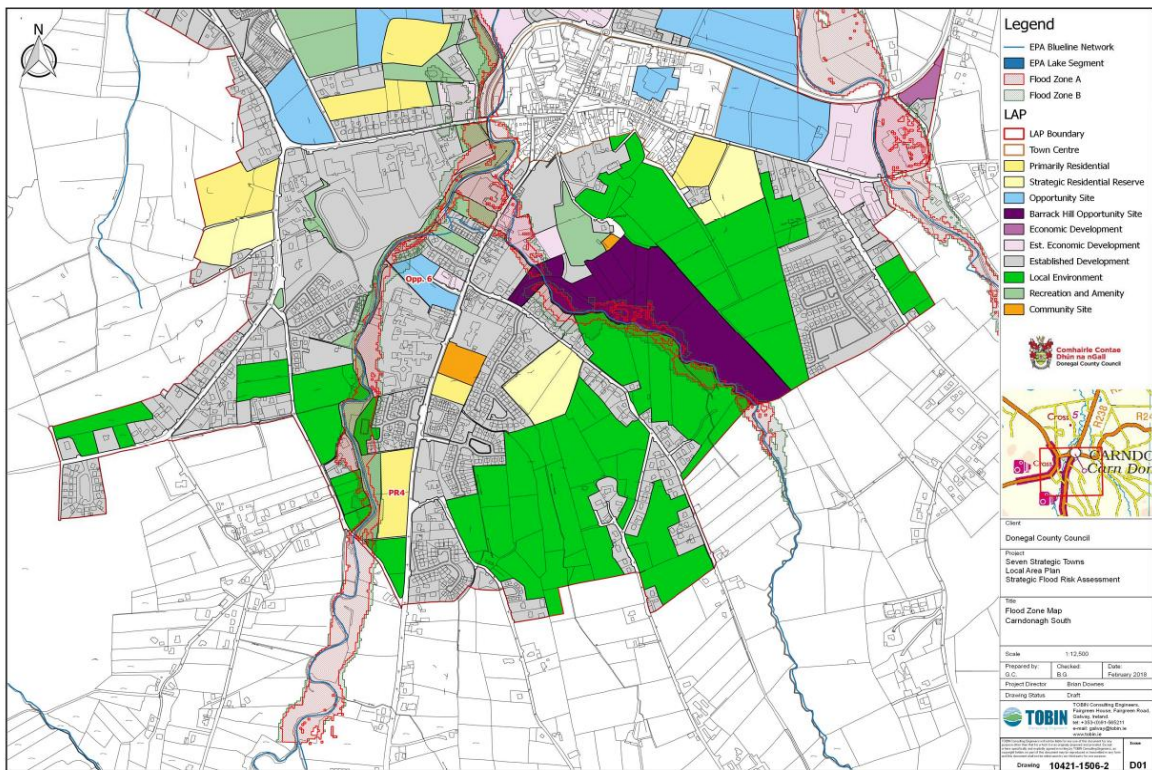


Figure 8.6 Carndonagh South, Flood Extents Mapping



8.8.3 Infrastructure and Services Objectives

The policies for Housing in Carndonagh are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

- Objective CN-IS-1:** It is an objective of the Council to construct an inner relief road on the northwestern side of Carndonagh in order to alleviate traffic congestion and to allow for the more efficient movement of traffic around the town centre.
- Objective CN-IS-2:** It is an objective of the Council to assess all development proposals in accordance with the Department of the Environment, Heritage and Local Government publication 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' (2009) or any subsequent iteration of these guidelines.
- Objective CN-IS-3:** It is an objective of the Council to ensure that the requirements of EU and national law in relation to the natural environment and nature conservation are complied with at all stages of flood risk management and to comply with Articles 6 of the Habitats Directive, having regard to the relevant conservation objectives, qualifying interest and threats to the integrity of Natura 2000 sites.

8.8.4 Infrastructure and Services Policies

The policies for Infrastructure and Services in Carndonagh are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

- Policy CN-IS-1:** It is a policy of the Council that any development proposals on Opportunity Site 5 must include proposals for the construction of that part of the Carndonagh inner relief road that passes through the Opportunity Site (see Map 5). The inner relief road shall be designed and constructed in strict accordance with the specifications provided by the Roads Department of Donegal County Council and the extent of road to be constructed shall be determined commensurate with the scale and nature of the proposed development.
- Policy CN-IS-2:** It is a policy of the Council that any development proposals on Opportunity Site 3 must include proposals for the construction of that part of the Carndonagh inner relief road that runs along the northern and western boundaries of the Opportunity Site (see Map 5). The inner relief road shall be designed and constructed in strict accordance with the specifications provided by the Roads Department of Donegal County Council and the extent of road to be constructed shall be determined commensurate with the scale and nature of the proposed development.
- Policy CN-IS-3:** It is a policy of the Council that developers will be required to provide for appropriate vehicular and pedestrian linkages between adjacent parcels of land, where such linkages are identified on land-use zoning Map 5.
- Policy CN-IS-4:** It is a policy of the Council to protect the routes of, and otherwise positively facilitate the development of future 'Greenways', walking and cycling routes. Development proposals which would hinder the creation of, or otherwise obstruct such routes, will not be permitted.

Policy CN-IS-5: It is a policy of the Council to require all residential developments located on lands that adjoin areas of potential flood risk to be designed using a precautionary approach that takes account of potential flooding issues (e.g. by providing amenity areas or flood attenuation areas adjacent to potential flood risk areas, incorporation of SuDS technologies etc.).

8.9 Environment and Heritage

8.9.1 Built and Natural Heritage Assets

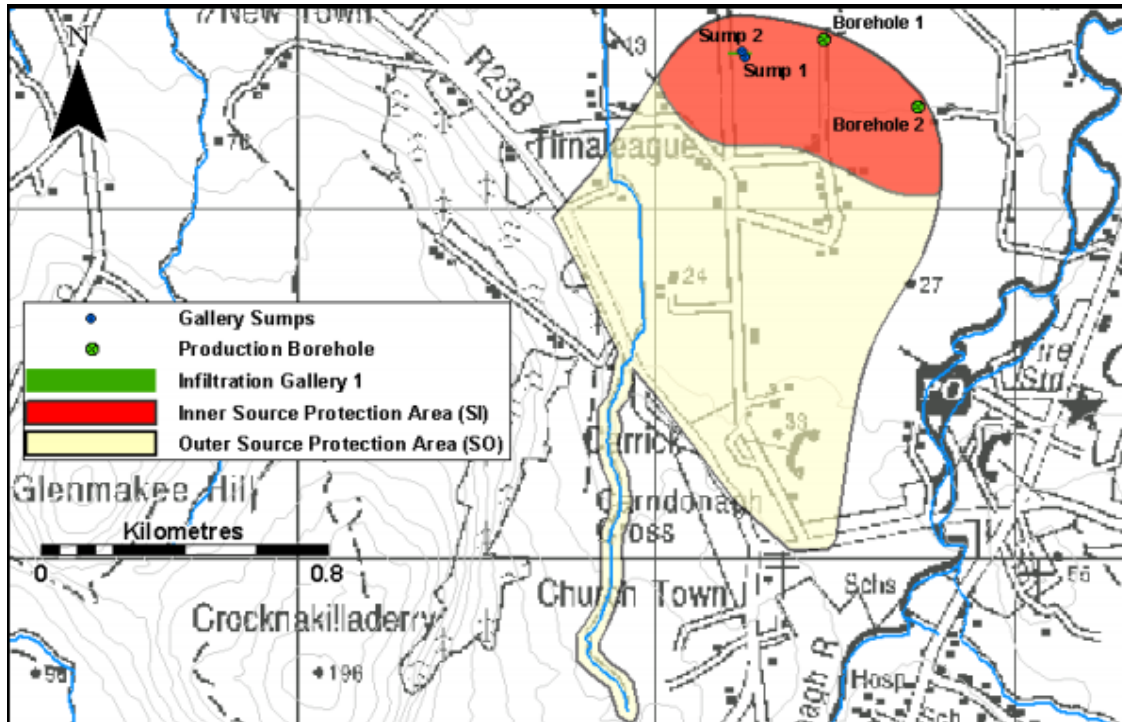
The town of Carndonagh is nestled within a scenic rural environment; being just 2.8km south of Trawbreaga Bay (a designated SAC and SPA) and located along the Wild Atlantic Way touring route. The Glennagannon and Donagh rivers flow through the town, to the east and west respectively, and the Donagh river in particular has an important amenity function in the town due not least to the existence of a riverside walk in the town centre (notwithstanding the damage caused to this amenity during the August, 2017 storms) and the potential to expand upon this route in the future.

The town has a wealth of heritage and is home to the Donagh Cross (or St. Patrick's Cross), which is believed to date from the seventh century. In addition, the town is host to 12 structures that are included on the Councils Record of Protected Structures, in addition to numerous structures that are included on the National Inventory of Architectural Heritage (see Map 5). 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.

This LAP seeks to protect the historic built form, environment and amenities of Carndonagh, 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 add to the environmental qualities of Carndonagh, 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.

8.9.2 Source Protection area for Tirnaleague Aquifer

The Tirnaleague Aquifer provides a supply of drinking water for Carndonagh and thus is of vital importance to the town. The Geological Survey of Ireland (GSI) have prepared a Groundwater Protection Scheme for the purpose of protecting the aquifer and have identified Source Protection Zones to help prioritise certain areas around the source in terms of minimising pollution risk to the water abstraction points (see Fig 8.6).

Figure 8.6: Carndonagh (Tirnaleague) Source Protection Zones

The Groundwater Protection Scheme prepared by the GSI identifies potential pollution risks to the aquifer, including on-site wastewater treatment systems from individual houses and leaky underground sewers from newer housing developments or houses that have switched over to the sewerage system. The GSI further note that the application of fertilisers (organic and inorganic), herbicides and pesticides in the area is also an issue to be considered, especially with the anticipated high infiltration rates to the gravel aquifer as a result of the limited depth of the overlying, unsaturated material. Oil and diesel spillage along the roads is also a potential hazard and the high levels of nitrate and presence of bacteria in samples taken by the GSI indicate that sources of organic wastes may be an issue.

Having regard to the foregoing, and given the necessity to protect the public water supply for Carndonagh, this Local Area Plan sets out objectives and policies to ensure that any developments within the Source Protection Areas delineated by the GSI do not pose any significant risk of pollution nor compromise the quality of the public water supply.

8.9.3 Environment and Heritage Objectives

The objectives for Environment and Heritage in Carndonagh are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

Objective CN-EH-1 It is an objective of the Council to protect important natural, built and archaeological heritage environments within Carndonagh for the enjoyment of present and future generations.

Objective CN-EH-2: It is an objective of the Council to maintain, protect, improve and enhance the quality of surface and ground waters that contribute to the public water supply for Carndonagh.

8.9.4 Environment and Heritage Policies

The policies for Environment and Heritage in Carndonagh are as follows and should be read in conjunction with the general objectives and policies of this LAP (Chapters 4 to 10 refer) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers).

- Policy CN-EH-1:** It is a policy of the Council not to permit individual proprietary wastewater treatment systems within the Source Protection Areas of the Tirnaleague Aquifer (refer to Fig 8.6), 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.
- Policy CN-EH-2:** It is a policy of the Council not to permit any development proposals within the Source Protection Areas of the Tirnaleague Aquifer (refer to Fig 8.6) 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.
- Policy CN-EH-3:** It is a policy of the Council that 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.

9 Donegal Town

9.1 Introduction

Donegal Town is a thriving urban centre and had a population of 2,618 in the 2016 census having sustained and grown its population by 0.4% since 2011. It is a tourism hub in the County performing as a strong tourist destination along the Wild Atlantic Way and providing for significant levels of accommodation, specific tourist attractions, amenities and events as well as providing a tapestry of historical and cultural heritage which adds to the visitor experience. In addition to the tourism sector, Donegal Town provides key services, retail offer, commercial activity and social and community amenities to its growing population and surrounding hinterland.

In terms of transportation networks, Donegal Town is strategically located at a key point along the TEN-T network connecting the region via the N15 and N13, North-South from Derry to Sligo and it is also located at a key junction of the N56 linking to the west of the County and the route of the Wild Atlantic Way.

In general, the town comprises a compact urban form, shaped by its coastal location at the head of Donegal Bay and by its drumlin landscape and the route of the River Eske. The Diamond provides the main town centre area encompassing retail, commercial and public space. It provides for a distinct character and environmental quality made up of strong built form in terms of the collective importance of the built heritage and streetscape together with the presence of key environmental assets and landmark buildings and structures including the harbour, Donegal Castle, the courthouse, the AIB Bank and Donegal Abbey as examples. The town is designated as a Historic Town by The Department of the Environment, Heritage and Local Government and has a number of National Monuments. It is the location of a designated archaeological complex.

9.2 Key Planning Issues

The key issues in Donegal Town are:

- The protection of the primacy of the town centre as the retail core of the town.
- The need for a cohesive town centre strategy to maximise the capacity of the existing town centre and to identify key renewal and regeneration opportunities.
- The identification of a sufficient amount of land at optimum locations in order to cater for the housing need of the population of Donegal Town.
- The identification of sufficient amount of land for industry/ employment/ economic uses at optimum locations in order to cluster economic development types and maximise land availability within clusters.
- The identification of a sufficient amount of land for other purposes such as recreational and community use.
- The need to preserve urban and local transportation corridors and identify other transportation measures to improve movement, accessibility and transportation throughout the town.
- The need to identify and 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.
- The importance of the tourism sector to the town's economy.
- The importance of the built, archaeological and cultural heritage of Donegal town and economic potential
- The protection of the historic townscape and the need for design guidance.
- 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 including the coastal interface and drumlin landscape.
- The presence of areas at risk of flooding and the need for management of flood risk.

9.3 Strategic Vision

Having regard to the strategic context of Donegal Town as a strategic service, enterprise and tourism centre this Local Area Plan sets out the following strategic vision to guide the future development of the town –

That Donegal Town will be performing as a key service centre for employment, retail, services and community facilities in the south of the County as well as performing as one of the best tourism hubs in the country for accommodation and tourism product thereby sustaining a population of upwards of 3,000 people by 2024.

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 objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers).

9.4 Town Centre

9.4.1 Background

The town centre delineated on the land use zoning map for Donegal Town (Map 6) is focussed on the Diamond area and it comprises a centrally located public civic space which provides for gathering, seating, planting and pedestrian accessibility. A survey of existing land uses (at ground floor level) undertaken in March 2016 shows that the retail and commercial core of the town centre is focussed on the streets surrounding the Diamond and this overflows albeit at a lesser density to the streets radiating off the Diamond along Upper Main Street, Quay Street and Bridge Street. Outside of this identifiable hub of retail and commercial core, there is a significant level of residential units and community/social land uses within the defined town centre. The survey of existing land uses (March 2016) indicates that vacancy of existing units within the retail and commercial core of the Diamond, Quay Street, Upper Main Street and Bridge Street is extremely low making up approximately 7% in 2016 of the total building stock at ground floor level. Taken together, this indicates a vibrant, diverse and strong town centre.

9.4.2 Townscape

The physical character of the town centre environment as a thriving, attractive and interesting place is defined by the multiplicity of users, the vibrancy of shop fronts, signage, mix of building colours/types/detailing, and by the enclosure of public space that is provided within the centrally located Diamond area as well as a number of key landmark buildings and sites that emphasis the heritage and history of the town. Landmark buildings within the town centre include 19 Protected Structures, numerous other buildings which are identified as important on the National Inventory of Architectural Heritage and Donegal Castle which is a National Monument (in State care). In addition, the town centre is the location of an extensive archaeological complex. The physical appearance of the town centre and its further enhancement is critical in terms of sustaining the thriving tourism sector, visitor numbers and shoppers to the town and also is also essential in terms of providing authentic and positive civic space for residents.

Recognising the importance of the cumulative nature of the buildings, structures, places and streets as the critical component in sustaining and further enhancing the character of the town centre as a busy, attractive and special place this LAP strategy identifies 'Areas of Townscape Character' within the town centre where new developments and interventions in the existing fabric will be required to safeguard and enhance the special existing townscape character. Section 9.9 of this LAP outlines the approach in more detail and provides implementing objectives and policies.

9.4.3 Accessibility and Movement within the Town centre

Competing demands between pedestrians and vehicles within the town centre, including the significant level of tourist related traffic results in substantial congestion particularly during the peak tourist season. Measures to alleviate the transport, accessibility and movement issues within the town centre requires a joined up and ongoing approach across the public and private sector involving a range of different measures across traffic management, physical infrastructural improvements and investment, car parking proposals and other measures within the context of current bye-laws. This LAP sets out more detailed objectives and policies in relation to transport and accessibility including in relation to the town centre in section 9.7.

9.4.4 Flood Risk with the Town Centre

Chapter 3 together with section 9.7 of this LAP sets out the context, objectives and policies in relation to flood risk assessment. The relevant CFRAMS fluvial flood extent maps in respect of the town centre of Donegal Town are contained in section 9.7 of this LAP and show significant areas at risk of fluvial flooding. Within the town centre these areas are concentrated around the River Eske generally and in the areas of Mill Town to Railway Road and Tirchonail Street. This LAP 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 lands that are identified as Opportunity Sites. The detail of Opportunity Sites located within the town centre is set out at section 9.4.5 and in the policies contained in section 9.4.7

9.4.5 Opportunity Sites Located within the Defined Town Centre

A total of 9 'Opportunity Sites' have been identified in this LAP due to their potential to contribute to the economic development of Donegal Town and/or due to their particular strengths, characteristics or requirements. 5 of the 9 'Opportunity Sites' are located within the defined town centre and are shown on the land use zoning map for Donegal Town (Map 6). These Opportunity Sites include 2 brownfield locations which provide for redevelopment/ regeneration opportunities (Opportunity Site 4 and 5) as well as 2 infill locations which have not been previously developed (Opportunity Sites 6 and 7). The 5 sites identified as 'Opportunity Sites' within the town centre of Donegal Town are strategic and critical sites to maximise the potential of the town centre within its existing footprint. These 'Opportunity Sites' and their activation is important as the existing building stock in the town centre is already well utilised (showing only 7% vacancy at ground floor in March 2016) and therefore capacity for further new town centre development is limited within this existing building stock. A description of each Opportunity Site that is located within the defined town centre (Opportunity Sites 4, 5, 6 and 7 and part of Opp Site 2) follows and the descriptions inform the subsequent individual policies for each site which are set out in section 9.4.7. Descriptions and policies in respect of Opportunity Sites located outside of the defined town centre are contained in section 9.5 of this LAP.

As indicated at section 9.4.4, there is significant flood risk within the town centre area and particularly at Opportunity Sites 4 and 5 and this has predominantly informed the extent of the Opportunity Sites delineated and the policy in respect of each. In accordance with the guidelines entitled 'The Planning System and Flood Risk Management' published 2009, the identification of both Opportunity Sites 4 and 5 is considered to be required to achieve the proper planning and sustainable development of Donegal Town which is identified as a Strategic Town for growth in the CDP. In particular, their identification as Opportunity Sites is (i) essential to facilitate regeneration and expansion of the town centre; (ii) comprises significant previously and currently developed lands; (iii) is located within the core of the established town centre; (iv) is essential in achieving compact and sustainable urban growth and due to the limited availability of other lands within the town centre fabric for expansion and; (v) there are no suitable alternative lands of similar scale for town centre development within or adjoining the core of the town. Policies DT-TC-3 and DT-TC-4 refer to Opportunity Sites 4 and 5.

Opportunity Site 4: Milltown

This Opportunity Site comprises circa 6 hectares. It is located within the defined town centre and is a brownfield site and it comprises a number of disused buildings as well as the Magee factory and office block. It is bounded by the River Eske to the South, Tirchonail Street to the west and Railway Road to the north. An indicative strategic road line marks the eastern boundary. A narrow laneway traverses through the centre from the west to the east. The general area is evidenced as having a fluvial flood risk in the OPW's CFRAMs programme and in line with the guidelines entitled, 'The Planning System and Flood Risk Management' the development of these lands is considered to be required to achieve the proper planning and sustainable development of Donegal Town. Flood risk has consequently informed the extent of the Opportunity Site identified and the types of uses that may be considered. Having regard to the extent of flood risk, the types of uses that may be considered within the identified Opportunity Site are town centre uses excluding the highly vulnerable uses identified in the CDP (Table 5.4.1 of the CDP 2012 refers). Chapter 3 of this LAP sets out the policy context for flood risk assessment in the consideration of applications for planning permission and in this regard the objectives and policies of the CDP will be applied.

In addition, an area of 'Recreation and Amenity' has been identified on lands to the south intervening Opportunity Site 4 and the river. This location is associated with the area of highest probability of flooding. This area of 'Recreation and Amenity' has potential to form a linear urban and riverside park as an important resource for the town. Given the nature of the site as a strategically important town centre regeneration site, any proposals for the lands will require the submission of a masterplan for an overall concept to integrate the development potential of Opportunity Site 4 and the potential of the adjoining 'Recreation and Amenity' lands as future linear riverine urban parkland.

There are also significant environmental considerations to be taken into account in the consideration of any proposals at Opportunity Site 4 as the Lough Eske and Ardnamona SAC is located along the River Eske and it includes several important habitats listed on Annex I of the EU Habitats Directive and supports a number of important species as listed on Annex II of the Directive including Atlantic Salmon and Freshwater Pearl Mussel. In addition, the Donegal Bay (Murvagh) SAC and Donegal Bay SPA are designated from Bridge Street.

Opportunity Site 5: St John Bosco and The Mart

This Opportunity Site of circa 1.8 hectares is located within the defined town centre. It is currently used by the Mart and by the St John Bosco Centre for community purposes. It is bounded by Tirchonail Street, the Donegal Railway Heritage Centre and Railway Road. Similarly to Opportunity Site 4, this site is evidenced as having a fluvial flood risk in the OPW's CFRAMs programme and is identified as an area of the highest probability of flooding. In line with the guidelines entitled, 'The Planning System and Flood Risk Management,' the redevelopment of this site for uses defined as 'less vulnerable' in table 5.4.1 in the CDP together with potential relocation of existing uses to alternative sites would provide an opportunity to strengthen the town centre and this is considered to be required to achieve the proper planning and sustainable development of Donegal Town. Any proposals submitted for 'less vulnerable development' will be required to submit a Flood Risk Assessment and evidence of compliance with the 'Justification Test' (Chapter 3 refers). Having regard to the extent of flood risk at this location, development defined as 'Highly Vulnerable Development' in the CDP, table 5.4.1 is not considered to be appropriate.

There are also significant environmental considerations to be taken into account in the consideration of any proposals at Opportunity Site 5 as the Lough Eske and Ardnamona SAC is located along the River Eske and it includes several important habitats listed on Annex I of the EU Habitats Directive and supports a number of important species as listed on Annex II of the Directive including Atlantic Salmon and Freshwater Pearl Mussel. In addition, the Donegal Bay (Murvagh) SAC and Donegal Bay SPA are designated from Bridge Street.

Opportunity Site 6: Séné Lane

This Opportunity Site comprises circa 0.8 hectares and is located within the defined town centre, to the rear of the Diamond and facing 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 the subject of some site clearance works in the past. Its development would complete the frontage along Séné Lane and also provide frontage to Quay Street. This is a key infill development site in the town centre as it is one of a limited number of locations with capacity for new build development of a mix of town centre uses.

Opportunity Site 7: Pier/Harbour

This Opportunity Site comprises a linear area of land of circa 0.1 hectares. It is within the defined town centre, adjoining the public car park at the pier/harbour and Quay Street to its south. It is also located close to the tourist office. Whilst this is a narrow site with limited site 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.

9.4.6 Objectives for Town Centre

The objectives for Town Centre that are specific to Donegal Town are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

- Objective DT-TC-1:** It is an objective of the Council to encourage and facilitate the strengthening and expansion of the town centre of Donegal Town through a number of strategically important town centre Opportunity Sites.
- Objective DT-TC-2:** It is an objective of the Council to safeguard and enhance the townscape character of the town centre of Donegal Town in order to ensure a high quality civic space and an attractive visiting and shopping experience.
- Objective DT-TC-3:** It is an objective of the Council to seek the enhancement of walking and cycling routes within the town centre and the delivery of green infrastructure in the form of riverine and urban parkland.
- Objective DT-TC-4:** It is an objective of the Council to explore opportunities to enhance traffic and transport infrastructure in order to improve accessibility in the town centre and reduce congestion.

9.4.7 Policies for Town Centre

The policies for Town Centre that are specific to Donegal Town are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

- Policy DT- TC-1:** It is the policy of the Council to protect the character and integrity of the 'Areas of Townscape Character', including the promotion of a higher quality built environment and to carefully consider all elements, which make this up including lighting, benches, paving, bins, signage, parking, wirescape as examples and to do so in accordance with the principles set out in Policy DT-EH-2 contained in section 9.9.3.
- Policy DT- TC-2:** It is the policy of the Council to require development proposals within the town centre to make provision for the identified 'pedestrian linkages' as shown on the land use zoning map for Donegal Town (Map 6).

- Policy DT- TC-3:** It is the policy of the Council to consider proposals for the development of town centre uses excluding highly vulnerable development types as defined in the CDP, table 5.4.1, on Opportunity Site 4 (Milltown), or for development providing for a combination of some, or all, of the aforementioned uses subject to compliance with the undernoted criteria, the requirements of the Habitats Directive, all other relevant policies of the LAP including environmental considerations and taken in the context of the proper planning and sustainable development of the area. Any proposal for development shall be required to provide for a masterplan relating to the 'Masterplan Area' identified on Map 6. The masterplan shall set out an overall layout concept to integrate the development potential of the Opportunity Site and the potential of identified 'Recreation and Amenity' lands as future active parkland, including a suitably located pedestrian bridge crossing. Any masterplan and proposal made shall also (i) demonstrate suitable vehicular access to the site including provision for the indicative strategic road link identified on Map 6 and located to the east of the site (ii) provide for indicative pedestrian linkages identified on Map 6 (iii) submit an independent 'Flood Risk Assessment' and be in compliance with the guidelines entitled, 'The Planning System and Flood Risk Assessment', published 2009 including appropriately satisfying the requirements of the justification test at project level FRA (iv) demonstrate integration of open space/ civic space/ walkways/ cycleways within the development proposal and; (v) demonstrate a high quality urban environment.
- Policy DT-TC-4:** It is the policy of the Council to consider proposals for the development of town centre uses excluding 'highly vulnerable development' types as defined in the CDP, table 5.4.1, on Opportunity Site 5 (St John Bosco and The Mart), or for development providing for a combination of some, or all, of the aforementioned uses subject to compliance with the undernoted criteria, the requirements of the Habitats Directive, all other relevant policies of the LAP including environmental considerations and taken in the context of the proper planning and sustainable development of the area. Any proposals for development will be required to submit an independent 'Flood Risk Assessment' including evidence of compliance with the 'Justification Test' and be in compliance with the guidelines entitled, 'The Planning System and Flood Risk Assessment', published 2009. Any proposals submitted shall also show a high architectural quality in layout and design.
- Policy DT-TC-5:** It is the policy of the Council to consider proposals for the development of town centre uses on Opportunity Site 6 (Séné Lane), or for development providing for a combination of some, or all, of the aforementioned uses subject to compliance with the undernoted criteria, the requirements of the Habitats Directive, all other relevant policies of the LAP including environmental considerations and taken in the context of the proper planning and sustainable development of the area. Any proposed development shall provide for improvements in carriageway and footpath along Séné Lane together with junction improvements or traffic management as appropriate at the junction with Quay Street. In addition, proposals will be required to be of a suitable height and scale so as not to exceed the height of the adjacent Credit Union building whilst architectural style will provide for an active frontage to Séné Lane and to Quay Street.
- Policy DT-TC-6:** It is the policy of the Council to consider proposals for the development of town centre uses including community, pier/harbour related, tourism, small scale retail floorspace or restaurant on Opportunity Site 7 (Pier/Harbour), or for development providing for a combination of some, or all, of the aforementioned uses subject to compliance with the undernoted criteria, the requirements of

the Habitats Directive, all other relevant policies of the LAP including environmental considerations and taken in the context of the proper planning and sustainable development of the area. Any proposed development shall provide for landmark building of fine grain in terms of segmented frontage and traditional features together with a notable colour palette. In addition, proposal shall explore opportunities for the creation of a linear shared interface between new building frontage and the car park.

9.5 Economic Development

9.5.1 Background

Established economic development in Donegal Town in the wider area outside of the town centre exists in clusters occurring along the key routes into the town including at the Ballybofey Road at Drumlonagher, along the Killybegs Road, and at Lurganboy around Abbots Ireland, Cherrymore Kitchens and the Craft Village as well as a dense cluster of economic activity at the Mullans off the Lough Eske Road. This LAP strategy aims to provide for appropriate expansion of existing economic development by identifying suitable adjoining lands and where clustering of business activity has the potential to flourish within readily available/already serviced sites. These lands are identified as 'Economic Development' on Map 6.

Furthermore, 5 additional 'Opportunity Sites' that are located outside of the town centre within the wider plan area are identified at Revlin, The Mullans and Drumlonagher and are key future sites for significant economic related development. These sites are shown as Opportunity Sites 1, 2, 3, 8 and 9 on the land use zoning map for Donegal Town (Map 6). A description of each 'Opportunity Site' that is located outside of the defined town centre (Opportunity Sites 1-3 and Opportunity Site 8) follows in section 9.5.2 and the descriptions inform the subsequent individual policies for each site which are set out in section 9.5.4. Descriptions and policies in respect of Opportunity Sites located within the defined town centre are located in sections 9.4.5 and 9.4.7 of this LAP.

9.5.2 Opportunity Sites Located Outside the Defined Town Centre

Opportunity Site 1: Revlin

This site consists of 10 hectares and is located along the N56 road leading to Killybegs. The 100kmph speed limit is positioned beyond the Western extremity of the site. The pattern of development in the area along the N56 comprises ribbon form of single dwellings and a ribbon of commercial development including some retail activity which cumulatively results in significant traffic movements on the national secondary road. To the east of the site, a local county road provides access to the established GAA pitch and clusters of residential development. The lands, at their most easterly point are approximately 1km from the Diamond and approximately 0.5 km from the edge of the town centre as it is defined in this LAP. The lands are coastal in their location, adjoining the Donegal Bay SPA and SAC. In addition, there are notable views to be had along the N56/ Wild Atlantic Way of Donegal Bay through Rosssylongan Strand and Revlin Point. The lands represent a complex development opportunity in terms of environmental, access, and visual amenity considerations together with their nature at an out-of-town centre location. However, the lands represent an opportunity for the development of tourism related uses, leisure/ recreational, healthcare, medical facility, educational and office accommodation. Policy DT-ED-1- refers.

Opportunity Site 2: The Mullans

This site consists of approximately 11 hectares. It comprises lands in the south –eastern part of the site that are identified as being within the 'Town Centre,' and the remainder of the lands are located immediately North West of the defined town centre between the regional road known as the Lough Eske Road and the route of the N56 bypass. Established surrounding development comprises a number of long established residential properties fronting onto the Lough Eske Road and an area of mixed use development at Drumrooske on the North Eastern boundary. The land that immediately adjoins the town centre part of the 'Opportunity Site' provides an opportunity for business, offices, recreation and tourism related uses and also has potential for the development of retailing of bulky comparison goods only. The provision of other comparison goods at this part of the site that are not of bulky nature may have a detrimental impact on the vitality of the town centre and therefore shall not be permitted on

the area located outside the defined 'Town Centre'. Uses appropriate to 'Town Centre' will be considered within the area located in the defined 'Town Centre'. The lands are significant in area and therefore a comprehensive strategy for the long term delivery of the entire site shall be required through the preparation of a masterplan as part of any proposals coming forward. In particular, proposals for the area defined as forming part of the 'Town Centre' will be required to demonstrate design and layout linkages to the existing town centre including provision on site of public realm/open space, walking and cycling and including a strategy to address the potential physical obstacles to the pedestrian/cyclist as a result of the road network/infrastructure to serve the overall site. In this regard, proposals to manage the interface of significant roads infrastructure and pedestrian/ cycle/car will be required so as to ensure that the area identified as 'Town Centre' performs effectively as a new extension to the existing retail core and is readily and easily accessible on foot or by bicycle. In addition, proposals will be required to provide a set back of at least 50 metres from the N56. Policy DT-ED-2 refers.

Opportunity Site 3: Drumlonagher

This area comprises 6 hectares and is located adjoining the R267 while the N56 bypass route adjoins the northern boundary of the site. The lands are located on the eastern edge of the plan boundary and represent a high profile and key gateway site to the town, whether observed on entrance into the town or by onward journeys to Killybegs, Ballyshannon or Sligo which also dual as the route of the Wild Atlantic Way. Potential uses include enterprise, business, research and innovation, commercial uses and education, civic and/or health provision. The existing Donegal County Council Public Service Centre is located to the east of the site accessed via one key service route which will also provide access for future potential development of the Opportunity Site. The Public Service Centre already provides a landmark building of notable scale and its design and architectural form are of high quality setting a benchmark for the overall development the Opportunity Site. Significant issues are evident in relation to flood risk downstream of the Opportunity site which will necessitate the carrying out a site specific Flood Risk Assessment as part of any proposed development. In addition, junction improvement at the R267 will be required in order to accommodate the associated and cumulative volumes of traffic. Policy DT-ED-3 refers.

Opportunity Site 8: The Mullans (adjacent to The Millpark Hotel)

This area comprises 3.4 hectares of land and is located to the immediate north of the existing Mill Park Hotel. The land is bounded to the east by the national road and to its southern boundary by the old railway line. It exclusively represents a potential opportunity for the future expansion of the existing hotel in order to provide opportunity to increase tourist accommodation capacity and/or facilities in line with expected increases in visitor numbers to the area. Access to the site would not be permitted via the national road network. In lieu, any proposal would be required to show adequate access through the existing access arrangements serving the Mill Park Hotel. Suitable set back from the national road to the east would also be required. The route of the old railway line intervenes the northern boundary of the existing hotel and southern boundary of the site. The land use zoning map identifies an objective to protect the route of the old railway line for the purposes of an indicative walkway/greenway. Any proposal for development of Opportunity Site 8 would be required to demonstrate integration and delivery of a walkway/greenway along the old railway line for the length of the southern boundary of the site and future-proof it to ensure a viable connection to the remainder of the old railway line to the west. Policy DT-ED-4 refers.

Opportunity Site 9: Drumlonagher adjacent to Lidl Foodstore

The area comprises 2.7 hectares and is located adjacent to the existing Lidl Foodstore, 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 have the potential for tourism, leisure and economic type developments 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 and importantly the TEN-T network. Policy DT-ED-5 refers. In this regard, a Traffic and

Transport Assessment of the impact of the proposed development on the adjacent national road and national road junction shall be required.

9.5.3 Economic Development Objectives

The objectives for Economic Development that are specific to Donegal Town are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective DT-ED-1: It is an objective of the Council to consolidate and strengthen existing clusters of economic development in Donegal Town and provide suitable land capacity for new flagship economic development projects with a particular focus on tourism related activities, business, enterprise and research and innovation.

9.5.4 Economic Development Policies

The policies for Economic Development that are specific to Donegal Town are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy DT-ED-1: It is a policy of the Council to consider proposals on Opportunity Site 1 (Revlin) for the development of tourism related uses, leisure/ recreational, healthcare, medical facility, educational and office accommodation; or for development providing for a combination of some, or all, of the aforementioned uses subject to compliance with the undernoted criteria, the requirements of the Habitats Directive, subject to all other relevant policies of the LAP including environmental considerations and compliance with the proper planning and sustainable development of the area. Having regard to the availability of other 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 demonstrate suitable access proposals comprising (i) realignment of the County Road L-18451 and the N56 to facilitate the area of 'Future Car Parking' and; (ii) 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 shall demonstrate sufficient capacity to accommodate the traffic that will be generated as a result of the entire development of 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 and 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.

Policy DT-ED-2: It is a policy of the Council to consider (i) proposals for the development of retailing (of bulky comparison goods only), business uses, offices, recreation, tourism related uses on that part of Opportunity Site 2 (The Mullans), located outside the defined 'Town Centre'; or for development providing for a combination of some, or all, of the aforementioned uses and (ii) Uses appropriate to town centre on that part of 'Opportunity Site 2' located within the defined 'Town Centre'. Proposals on any part of 'Opportunity Site' shall demonstrate compliance with the undernoted criteria and the requirements of the Habitats Directive, and be subject to all other relevant policies of the LAP including environmental considerations and compliance with the proper planning and sustainable development of the area. In particular, proposals for the area defined as forming part of the 'Town Centre' will be required to demonstrate design and layout linkages to the existing town centre including

provision on site of public realm/open space, walking and cycling and including a strategy to address the potential physical obstacles to the pedestrian/cyclist as a result of the road networks/infrastructure to serve the overall site. The overall development of the lands will require a masterplan outlining a strategy for the integration of public and civic space including a walking and cycling strategy throughout the development providing for the integration of the route of the former railway line and linking to the town centre. A masterplan shall also demonstrate a suitable vehicular access of sufficient capacity to service the entire site as well as a 50 metre set back from the N56. Any proposal within the site will ensure a sufficient buffer between established residential development along Lough Eske Road and the proposed development in order to protect residential amenities. The lands adjoin an area of flood risk to the north eastern boundary and an area of predicted pluvial flooding at the south-eastern corner of the site and therefore any proposed development will be required to comply with the flood risk management objectives and policies of this Plan.

Policy DT-ED-3: It is a policy of the Council to consider proposals for the development of enterprise, business, research and innovation, commercial uses and education, civic and/or health provision; or for development providing for a combination of some, or all, of the aforementioned uses subject to compliance with the undernoted criteria, the requirements of the Habitats Directive and subject to all other relevant policies of the LAP including environmental considerations and taken in the context of the proper planning and sustainable development of the area. Residential and retail development will not be favourably considered on Opportunity Site 3. Proposals for the development of all or part of the site shall make provision for flood risk assessment including appropriate storm water attenuation and shall also make provision for appropriate junction improvements onto the R267 in order to accommodate the associated volumes of traffic.

Policy DT-ED-4: It is a policy of the Council to consider proposals on lands identified as 'Opportunity Site 8' for the expansion of the existing adjoining hotel in order to provide opportunity to increase tourist accommodation capacity and/or facilities in line with expected increases in visitor numbers to the area. Other uses outside of those related to the expansion of the existing hotel campus shall not be permitted. Access to the site shall not be permitted via the national road network. Any proposal for the development of lands shall be required to demonstrate (i) adequate access through the existing access arrangements serving the Mill Park Hotel; (ii) necessary set back from the national road to the east; (iii) the integration and delivery of a walkway/greenway along the old railway line for the length of the southern boundary of the site and to future-proof it 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 the Habitats Directive and compliance with all other relevant policies of this plan.

Policy DT-ED-5: It is a policy of the Council to consider proposals on lands identified as Opportunity Site 9 for tourism, leisure and economic type developments; or for development providing 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 LAP 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 dependant on the specific uses that come forward and the associated traffic arising, its intensity and its potential interaction with existing and planned developments and importantly the TEN-T network. Where a Traffic and Transport Assessment

is required, said assessment shall be submitted in accordance with Transport Infrastructure Ireland's Traffic and Transport Assessment Guidelines (2014), and shall be required to demonstrate that the proposed development will not have a detrimental impact on the capacity, safety or operational efficiency of the national road network in the vicinity of the site and shall address:

- a. the impact of the proposed development, including associated cumulative impacts of other relevant developments, on the N15/N56/R267 roundabout junction;
- b. the impact of the proposed development on the R267 junction, including demonstration of adequate vision lines having regard to the proximity of the said site access to the N15/N56/R267 roundabout.

Access to the portion of the site located immediately to the rear of the Lidl site is not dependent on, nor does it have to be related to, development of the other lands within Opportunity Site 9.

9.6 Housing

9.6.1 Background

Donegal Town land use survey work undertaken in 2016 shows the existing concentration of the towns higher density multiple residential development to the immediate north of the town centre along Railway Road, to the south west of the town centre accessed off Quay Street and to the south east along the Old Laghey Road. Residential development along Quay Street has gravitated towards the seaward side of the road with a significant amount lower density residential development on individual plots located along the Old Golf Course Road and that area is now virtually at capacity. Housing along the Old Laghey Road shows a reduction in density alongside increased distance from the town centre culminating in ribbon development along the frontage of the road at Brookfield. Lands intervening the radial routes into the town through the Old Laghey Road and Quay Street have remained largely undeveloped due their access constraints. Significant levels of single one-off housing development constructed on individual sites is located sporadically throughout the remainder of the plan area.

This LAP seeks to build upon the existing residential development pattern within the town and to facilitate continued diversity of uses including residential within the town centre together with consolidation of existing residential areas via redevelopment and infill opportunities, where appropriate.

Chapter 2 of this LAP sets out the broader planning policy context in relation to housing land supply for all seven towns covered by this LAP, as contained in the Core Strategy of the CDP (see Table 2.3) and which sets out a need to identify 21ha of land in the LAP for the purposes of residential development in Donegal Town which is equivalent to circa 252 residential units.

9.6.2 Methodology for the Identification of Housing Lands

In order to identify the 21 hectares of residential land required in Donegal Town, an analysis of available lands within the defined plan boundary and their suitability for residential development was undertaken. The criteria used in the analysis included, inter alia, – distance of lands from the town centre; compatibility with adjoining land uses; flood risk; the presence of sites of conservation importance; serviceability in relation to wastewater and water; accessibility and visual vulnerability as examples. Arising from this assessment the most suitable lands for housing within Donegal Town are made up of a combination of lands zoned 'Primarily Residential' and part-of 1 other area of land which is identified as 'Opportunity Site 1' and which has the potential for mixed use development including an element of residential land uses. Table 9.1 shows that a total of 24.96 hectares of land in Donegal

Town is provided through the identification of 'Primarily Residential' lands, with capacity to deliver circa 299 residential units. As shown in chapter 2 of this LAP, the level of land supply in Donegal Town for the purposes of residential development is broadly consistent with the Core Strategy of the CDP.

Table 9.1: Total Lands Identified to Meet Residential Housing Need in Donegal Town.

Site Ref	Zoned as 'Primarily Residential'	Area of site (ha)	Potential number of housing units to be delivered
PR1	Primarily Residential	0.22	3
PR2	Primarily Residential	1.267	15
PR3	Primarily Residential	3.998	48
PR4	Primarily Residential	4.835	58
PR5	Primarily Residential	4.882	58
PR6	Primarily Residential	6.283	75
PR7	Primarily Residential	0.567	7
PR8	Primarily Residential	2.908	35
Total 'Primarily Residential'		24.96	299

9.6.3 Housing Objectives

The objectives for Housing that are specific to Donegal Town are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective DT-H-1: It is an objective of the Council to identify circa 21ha of appropriate lands to meet future housing need in Donegal Town including social and affordable housing need.

9.6.4 Housing Policies

The policies for Housing that are specific to Donegal Town are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy DT-H-1: It is a policy of the Council that all proposals for residential development on 'Primarily Residential' sites PR4, PR5 and PR6 shall make provision for the indicative strategic roads access identified on the land use zoning map for Donegal Town (Map 6) or such other strategic roads access that will facilitate the comprehensive delivery of the wider zoning objectives of that area in addition to compliance with all other relevant policies of this LAP.

Policy DT-H-2: It is a policy of the Council that any proposal for residential development on 'Primarily Residential' site PR2 shall demonstrate a layout that does not result in a material negative impact on the residential amenities of existing properties to the east boundary in addition to compliance with all other relevant policies of this LAP.

9.7 Infrastructure and Services

9.7.1 Background

Wastewater and Water

Donegal Town benefits from adequacy in wastewater and water infrastructure that has the capacity to accommodate the growth set out in this LAP. The existing WWTP was upgraded as part of the Donegal Group A Sewerage Scheme through which Irish water invested c. €24 million in this project forming

part of the overall capital investment in the wastewater infrastructure in Donegal. The WWTP in Donegal Town has capacity for 12,000 p.e. with storm storage facility and extensive odour treatment. It includes a sludge treatment centre with a sludge thermal drier capacity for 1,670 tonnes of dry solids per annum.

Strategic Roads, Traffic and Transport

The town is readily accessible via the country's strategic road network due to its location on the N15 North South Transport Corridor which forms part of the wider Atlantic Corridor and Ten-T network, linking Sligo to Lifford. A number of indicative strategic road lines are identified on the land use zoning map for Donegal Town (Map 6) the delivery of which is largely anticipated to be developer led. Two sequential road line reservations are proposed to connect the Old Laghey Road and Quay Street. The most northerly of the 2 routes indentified is the most likely deliverable in the context of this LAP as it is aligned with the strategic growth areas for housing that are set out in this LAP.

Indicative strategic road lines are also shown at Milltown traversing from Main Street to Railway Road and these are important routes in improving circulation and in reducing traffic volumes within the Diamond. An indicative road link is also identified through the Donegal Town old firestation to link to the car park to the rear of the Diamond the purposes of which is to improve local circulation and traffic volumes and congestion within the Diamond area.

As outlined in section 9.4, there are many competing demands between pedestrians and vehicles within the defined town centre, including the significant level of tourist related traffic which results in substantial congestion particularly during the peak tourist season. A joined up approach to alleviate congestion is required across the public and private sector and this will involve a range of different measures across traffic management, physical infrastructural improvements and investment, car parking proposals and other measures within the context of current bye-laws. Sections 9.7.2 and section 9.7.3 set out a number of measures to be explored that may assist in alleviating the transport, accessibility and movement issues within the town centre.

Car parking

Public car parking is predominantly provided through two main car parks, one at the Pier which also provides coach parking and one to the rear of The Diamond at Séné Lane. In addition, car parking in the town centre is provided through on street parking and a number of small private car parks punctuated throughout the town. Section 9.7.2 sets out an objective that Donegal County Council will explore opportunities for the provision of additional public car parking to serve the town centre as well as options for a purpose built motorhome/camper van transient overnight stop.

Pedestrian infrastructure

The LAP identifies a number of indicative pedestrian linkages on the land use zoning map for Donegal Town (Map 6) and these are designed to provide a network of continuous loops including a mixture of shorter and longer/challenging routes. Some indicative pedestrian links are already in place while others provide for new links that would extend existing routes. This includes 2 additional proposed pedestrian bridges, one from the harbour front to the Bank Walk and one at Milltown associated with Opportunity Site 5 that would link to a potential riverine linear parkland that has been identified as 'Recreation and Amenity.'

Flooding

Chapter 3 deals with the issue of flooding generally for the seven towns addressed in this LAP and provides that the rationale and policy framework contained in the Flooding Section of the CDP 2018-2024 will be applied. The aforementioned rationale is based largely around the following keynote documents:

- Planning System and Flood Risk Management-Guidelines for Planning Authorities (DoEHLG, 2009); and
- National Catchment-Based Flood Risk Assessment and Management (CFRAMS) programme (OPW).

The aforementioned LAP Chapter 3 notes that in identifying settlement boundaries and lands for development during the LAP preparation process, the Planning Authority has had due regard to the outputs of a Stage 2 Strategic Flood Risk Assessment as the best available evidence regarding flood risk in each area. Similarly, the Authority will have due regard to the Flood Extents mapping arising from the SFRA where necessary in the assessment of planning applications during the life of this LAP. The flood extents mapping for Donegal town is re-produced below for ease of reference.

Figure 9.1: Donegal Town NE Flood Extents Mapping

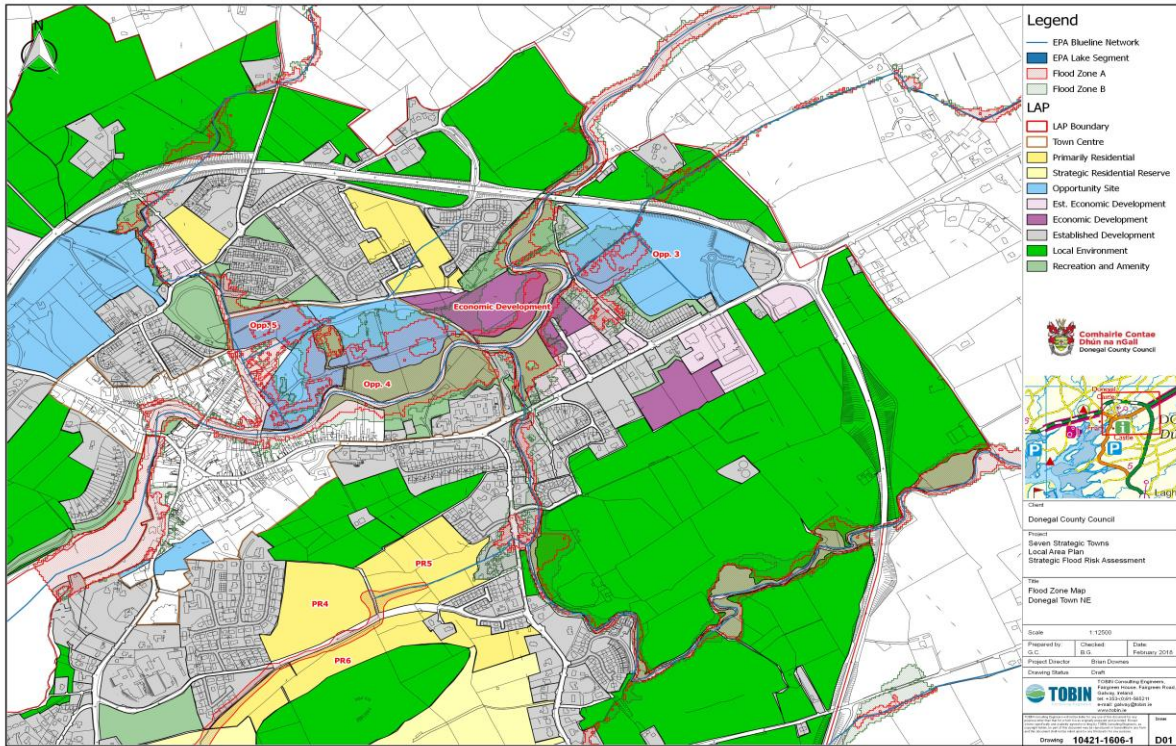


Figure 9.2: Donegal Town NW Flood Extents Mapping

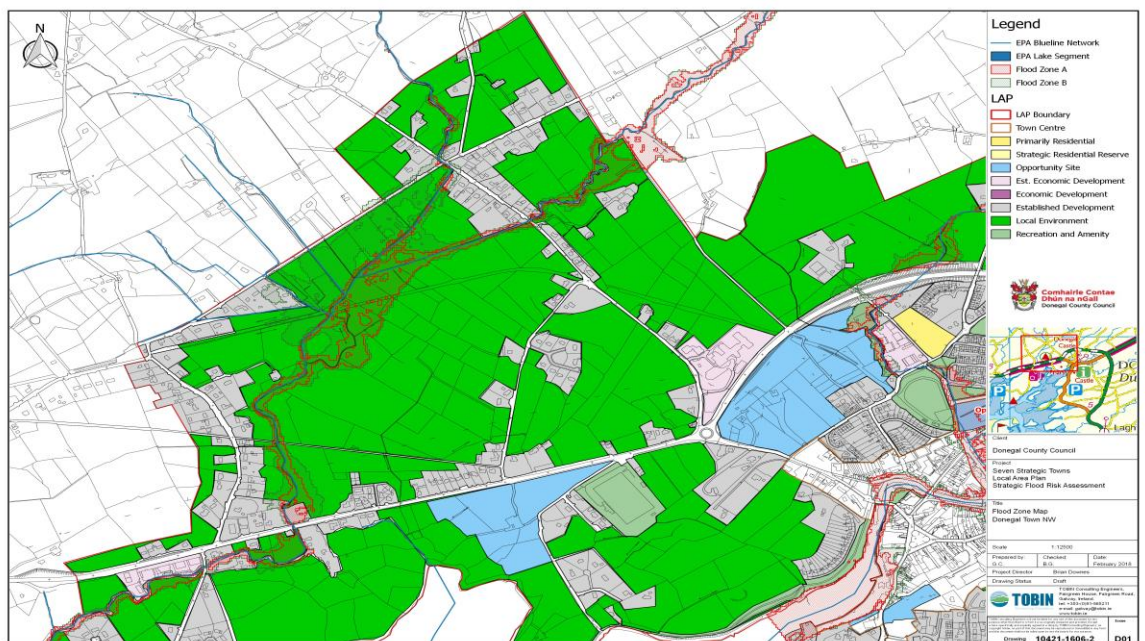


Figure 9.3: Donegal Town SE Flood Extents Mapping

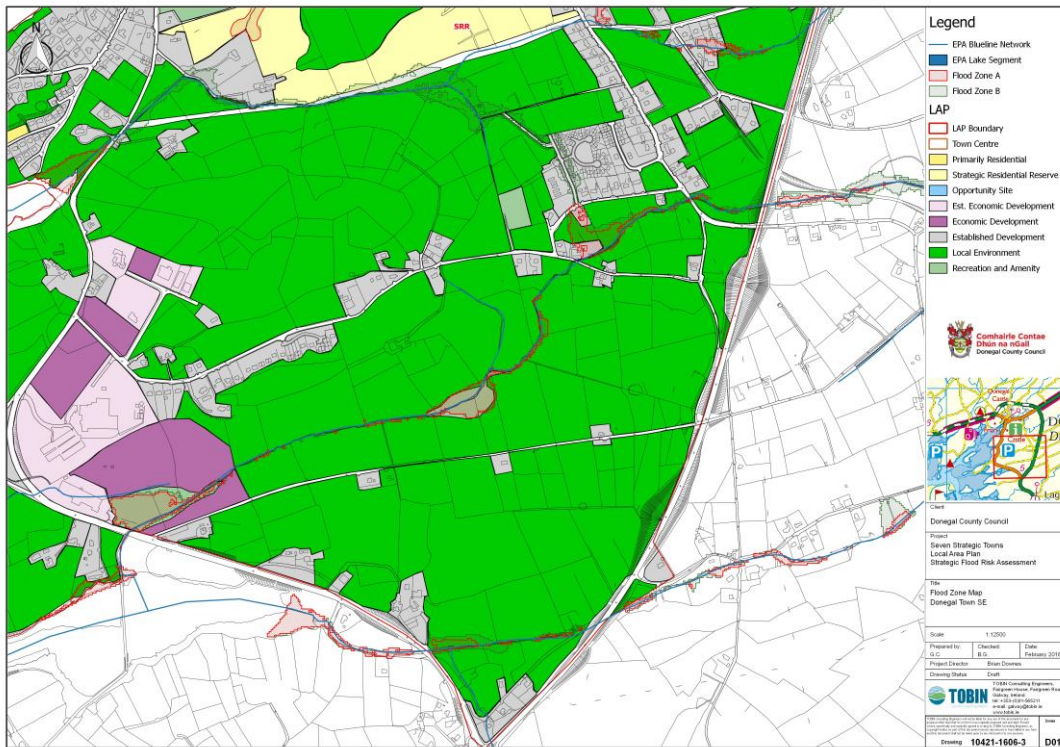
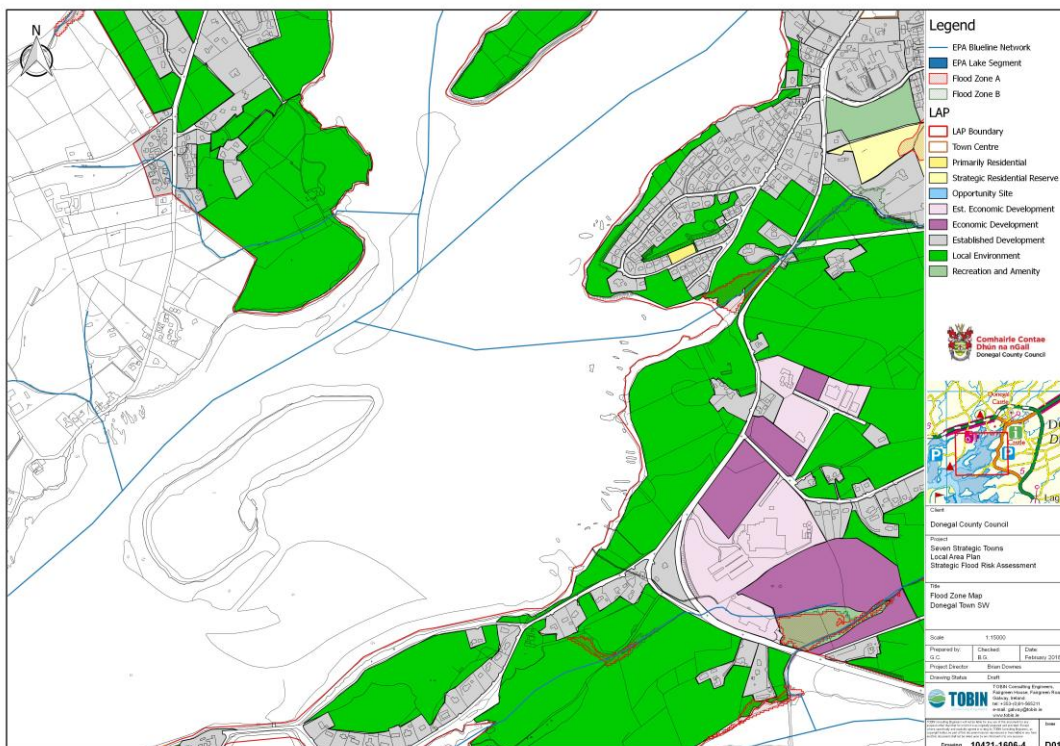


Figure 9.4: Donegal Town SW Flood Extents Mapping



9.7.2 Infrastructure and Services Objectives

The objectives for Infrastructure and Services that are specific to Donegal Town are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

- Objective DT-IS-1:** It is an objective of the Council to improve traffic and transport accessibility throughout the plan area in order to open up lands for development potential and to improve movement within the town centre area subject to all other objectives and policies of this LAP, compliance with the Habitats Directive and subject to all other material planning considerations including environmental considerations.
- Objective DT-IS-2:** It is an objective of the Council to improve pedestrian and cycle accessibility throughout the plan area including extending the linkages to and from the Bank Walk and extending linkages to improve connectivity and access to the river and proposed riverine linear parkland area subject to all other objectives and policies of this LAP, compliance with the Habitats Directive and subject to all other material planning considerations including environmental considerations.
- Objective DT-IS-3:** It is an objective of the Council to explore opportunities for the provision of additional public car parking to service the town centre and a purpose built motorhome/camper van transient overnight stop..
- Objective DT-IS-4:** It is an objective of the Council to safeguard and protect the carrying capacity of N15 and N56.

9.7.3 Infrastructure and Services Policies

The policies for Infrastructure and Services that are specific to Donegal Town are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

- Policy DT-IS-1:** It is a policy of the Council to reserve a number of indicative road linkages identified on the land use zoning map for Donegal Town, (Map 6) in order to facilitate future development opportunities and improving accessibility and circulation throughout the Plan area subject to all other objectives and policies of this LAP, compliance with the Habitats Directive and subject to all other material planning considerations including environmental considerations. Development proposals that potentially hinder the provision of the identified access routes / linkages shall not be permitted unless alternative appropriate access routes can be identified in consultation with the Planning Authority.
- Policy DT-IS-2:** It is a policy of the Council that proposals for the development of lands within which indicative strategic roads access is identified shall be required to make suitable provision to integrate the identified access requirements into the development proposal or provide suitable alternative access elsewhere subject to all other objectives and policies of this LAP, compliance with the Habitats Directive and subject to all other material planning considerations including environmental considerations.
- Policy DT-IS-3:** It is a policy of the Council to explore and implement appropriate measures to improve traffic and transport accessibility within the town centre subject to all other objectives and policies of this LAP, compliance with the Habitats Directive and subject to all other material planning considerations including environmental considerations and such appropriate measures may include:
- (i) An additional vehicular and associated pedestrian linkage from the old fire station to link to Séné Lane;

- (ii) Infrastructural improvements at Tirchonail Bridge.
- (iii) Options for the implementation of appropriate one-way systems
- (iv) Options for the revision of bye-laws as regards maximum stay periods/cost
- (v) Options for bus set down arrangements/ taxi spaces/loading bays.
- (vi) Options for additional car parking at an appropriate location to service the town centre.

Policy DT-IS-4: It is a policy of the Council to seek the provision of suitably designed pedestrian walkways and cycleways at the locations identified on the land use zoning map for Donegal Town (Map 6) including the pedestrian bridges to proposed linear riverine parkland subject to all other objectives and policies of this LAP, compliance with the Habitats Directive and subject to all other material planning considerations including environmental considerations. (NB – the routes identified are indicative only and minor variations to these routes may be agreed with the Planning Authority as appropriate).

9.8 Tourism, Marine and Recreation

9.8.1 Background

Donegal Town is located along the route of the Wild Atlantic Way and has always been a key tourist destination in the County due to its sense of place as a traditional Irish town, its interesting and attractive townscape character, its retail offer, its range of tourism attractions including Donegal Castle, the Donegal Railway and Heritage Centre, marine leisure activities such as that provided through Donegal Bay Waterbus, heritage sites such as the Donegal Franciscan Friary and the variety of accommodation available. In addition, significant community programmes have provided exceptional additions to the annual calendar of events such as the 'Taste of Donegal Food Festival' and year round retail and business events such as the 'Shop Local Voucher' scheme and other retail promotional events. This LAP strategy aims to support the significant tourism sector in the town to enable it to perform as one of the best tourism hubs in the country for accommodation and tourism product.

This strategy recognises the role of the LAP in setting a benchmark for the safeguarding and enhancement of townscape in order to secure and improve on the physical appearance of the town as an attractive place to visit. This approach identifies 'Areas of Townscape Character' within the town centre and within which there is an emphasis on the importance of a heritage-led approach to new development or interventions in the built fabric. It aims to ensure that there is no further loss of authenticity in the built fabric and that traditional features, where they exist, are retained and where possible, are reinstated. Section 9.9.2 and 9.9.3 provide objectives and policies in this regard. In addition, this LAP supports the development and enhancement of the tourism product with particular potential for tourism related uses identified at Opportunity Sites 1 and 7.

The Plan recognises the historical, environmental and social importance of the town's location on Donegal Bay and the route of the River Eske intertwining through its streets and built up fabric. Notwithstanding the known flood risk and its economic and social implications, the bay and river add to the attractiveness of the town particularly around important sites such as Donegal Castle. In terms of recreation, the LAP seeks to harness the interface between land and sea and identify measures to improve access to the coast and the river through a range of indicative walkways linking to a network of destinations throughout the town which would effectively create a heritage, landscape and townscape trail for the enjoyment of residents and visitors. Key elements of this strategy for improved recreational infrastructure include a pedestrian bridge linking Bank Walk to the Harbour Front, a pocket park and a walkway along the river at the rear of Donegal Castle and a pedestrian bridge over the river at Milltown which would provide access to a linear riverine parkland.

9.8.2 Tourism, Marine and Recreation Objectives

The objectives for Tourism, Marine and Recreation that are specific to Donegal Town are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective DT-TMR-1: It is an objective of the Council to safeguard, strengthen and expand the network of green infrastructure throughout Donegal Town so as to explore the establishment of a 'Heritage, Landscape and Townscape Trail' for the enjoyment of residents and visitors subject to all other objectives and policies of this LAP, compliance with the Habitats Directive and subject to all other material planning considerations including environmental considerations.

Objective DT-TMR-2: It is an objective of the Council to support and strengthen Donegal Town as a as one of the best tourism hubs in the country for accommodation and tourism product subject to all other objectives and policies of this LAP, compliance with the Habitats Directive and subject to all other material planning considerations including environmental considerations.

Objective DT-TMR-3: It is an objective of the Council to protect and enhance the built fabric of the town as a vital civic and tourism resource, using heritage as the benchmark for new development and interventions in the existing fabric and through the identification of 'Areas of Townscape Character.'

9.8.3 Tourism, Marine and Recreation Policies

The policies for Tourism, Marine and Recreation that are specific to Donegal Town are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy DT-TMR-1: It is a policy of the Council to facilitate appropriate development proposals that will support the development of new recreational infrastructure and extensions to existing recreational infrastructure as well as the tourism product, subject to compliance with all relevant objectives and policies of this LAP and in the context of environmental considerations.

Policy DT-TMR-2: It is a policy of the Council to reserve the indicative 'pedestrian linkages' identified on the land use zoning map for Donegal Town (Map 6) and to require that development proposals do not limit or restrict any such existing or proposed pedestrian linkage.

Policy DT-TMR-3: It is a policy of the Council to require that development proposals within the 'Areas of Townscape Character' are appropriate in scale, massing, grain, finishing, detail and colour so as to enhance and integrate effectively in the townscape and shall otherwise comply with objective DT-EH-2 and policy DT-DT-EH-2 of this LAP.

9.9 Environment and Heritage

9.9.1 Background

The landscape around Donegal Town consists of a large distinctive drumlin belt that flows along a northeast-southwest axis from the Blue Stack Mountains and the Pettigo Plateau east 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 there is significant evidence of agricultural activity. There are three Natura 2000 Sites located within the plan boundary (Donegal Bay (Murvagh) SAC, Lough Eske & Ardnamona Wood SAC, and Donegal Bay SPA). In particular, the Lough Eske & Ardnamona Wood SAC includes several important habitats listed on Annex I of the EU Habitats Directive and supports a number of important species as listed on Annex II of the Directive including Atlantic Salmon and Freshwater Pearl Mussel. Where appropriate, peripheral lands that form part of the transition of the town to the rural area have been identified as 'Local Environment' wherein only limited development will be considered. The relevant objectives and policies in relation to 'Local Environment' are set out in chapter 3 of this Plan. In addition, in coastal locations and at elevated drumlins where there is a greater environmental and landscape risk, an area of 'Visually Vulnerable' is identified to overlay the lands identified as 'Local Environment'. This LAP aims to provide even greater protections in these areas from development that may be inappropriate.

There are 29 structures on the Record of Protected Structures within Donegal Town as well as a substantial number of other buildings that are identified as important on the National Inventory of Architectural Heritage. In addition, the town is designated as a Historic Town by The Department of the Environment, Heritage and Local Government and it is the location of a designated archaeological complex. As outlined in section 9.4.2 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 centre as a busy, attractive and special place and therefore this LAP strategy identifies 'Areas of Townscape Character' focused within the town centre where new developments and interventions in the existing fabric will be required to safeguard and enhance the special existing townscape character. The 'Areas of Townscape Character' are generally streets 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. Alongside general conservation practice in relation to Protected Structures, National Monuments and other archaeological material and potential, this LAP provides a number of guidelines applicable within 'Areas of Townscape Character' and these include principles to guide future interventions in the built fabric.

9.9.2 Environment and Heritage Objectives

The objectives for Environment and Heritage that are specific to Donegal Town are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective DT-EH-1: It is an objective of the Council to safeguard the character, amenity and environmental vulnerability of the area identified as 'Visually Vulnerable' on the land use zoning map for Donegal Town (Map 6 refers).

Objective DT-EH-2: It is an objective of the Council to manage 'Areas of Townscape Character' in the town centre of Donegal Town through a heritage-led approach including the conservation of the historic environment, townscape and civic space/public realm.

Objective DT-EH-3: It is an objective of the Council to explore potential greenway connections in partnership with other organisations and interested groups at key locations including the Old Railway line to Killybegs; Bluestack Way/Harveys Point; Old Railway to Barnesmore; Bank Walk to Rossylongan and; to St Ernans.

9.9.3 Environment and Heritage Policies

The policies for Environment and Heritage that are specific to Donegal Town are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy DT-EH-1: It is a policy of the Council to consider proposals for development within areas identified as 'Visually Vulnerable' (Map 6 refers) where it can be demonstrated:

- (i) That there will be no negative impact on the landscape character of the area and;
- (ii) That the development will not be prominent or result in a visually obtrusive structure on the landscape and;
- (iii) That the development will not significantly interfere with important natural vegetation or tree cover that is critical in terms of landscape character and;
- (iv) That the development will not detract from views from the road to the sea and;
- (v) That the development will not detract from views from the sea to land and;
- (vi) That there will be no negative environmental impact

Policy DT-EH-2:

It is a policy of the Council to protect and enhance the character and integrity of the 'Area of Townscape Character' (Map 6 refers), including the promotion of a higher quality built environment and to carefully consider all elements, which make this up including lighting, benches, paving, bins, signage, parking, wirescape as examples. The following principles shall guide the consideration of proposals for development within the 'Area of Townscape Character':

- (i) Buildings identified within the 'Area of Townscape Character' shall be reused/refurbished as a preference to demolition.
- (ii) Traditional railings, stone kerbing, steps, gates and boundary condition shall be retained.
- (iii) Use of appropriate heritage range colours will be encouraged. Bright neon colours shall not be permitted.
- (iv) New proposals shall respect the context and setting of key existing buildings that contribute to the character of the area. Key existing buildings are those referred to on the Record of Protected Structures and on any survey/data on the National Inventory of Architectural Heritage.
- (v) Existing building lines shall be retained.
- (vi) Buildings included on any National Inventory of Architectural Heritage listing are to be reused/refurbished as a preference over demolition.
- (vii) New proposals reflect the proportion, scale and massing of the existing streetscape.
- (viii) The protection of amenity and open space associated with buildings and groups of buildings.
- (ix) Traditional shop fronts shall be retained where they exist.

10 Killybegs

10.1 Introduction

Killybegs is located in the south-west of the County some 27 km west of Donegal Town along the R263 Regional Road and just off the N56 National Secondary Road. The town had a population of 1,236 recorded in the 2016 Census.

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 mackerel and herring, with the finished processed fish being exported predominantly via road freight but also via by freezer ship to markets in Africa, the Middle East and Europe.

The town has benefitted from a number of investments in critical supporting infrastructure in recent 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 commercial activities undertaken in the harbour area. The new Industrial Road to the south of the town was opened in 2013. 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, 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 third important element that must inform policy making in 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 Letterkenny Institute of Technology 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 in wind energy technology. The link between the courses on offer at the 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.

10.2 Key Planning Issues

The key issues in 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 Killybegs as an innovation hub for marine resources including food, tourism and ocean energy.
- The historical and cultural value of the rich heritage of 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 Killybegs.
- 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.

10.3 Strategic Vision

Having regard to the strategic context of 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 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 general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers).

10.4 Town Centre

10.4.1 Targeted Town Centre Regeneration

The town centre service/tourism and industrial sectors have historically been inter-dependent to a large degree. Notwithstanding this unquestionable mutually-beneficial arrangement, Donegal County Council believes that there is significant additional potential and synergy to be explored and unlocked by means of a strategy consisting of three inter-connected elements:

1. An integrated approach to the development of the town-centre (focussed around Main Street and Shore Road) and the shorefront area on the seaward side of Shore Road in the immediate vicinity; (see Town Centre Regeneration Area 1 as highlighted on the accompanying Town Centre Insert Map- Map 7 refers). This is described in more detail at 'Town Centre/Harbour Integration'.
2. The provision of environmental improvements, inclusive of pedestrian and cycle-friendly facilities, and additional parking provision along Shore Road to the west of the area referred to at Point 1

above (see Town Centre Regeneration Area 2 as highlighted on the accompanying Town Centre Insert Map- Map 7 refers). This is described in more detail as 'Shore Road Improvements.'

3. The identification of genuine, targeted town centre re-development opportunities on the landward side of Shore Road parallel to the environmental improvements referred to at Point 2 above (see Town Centre Regeneration Area 3 as highlighted on the accompanying Town Centre Insert Map- Map 7 refers). This is described in more detail as 'Shore Road Development Opportunities.'

A more detailed description of each area now follows:

1. Town-Centre/Harbours Area Integration (referred to as Area 1 on the Town Centre Insert Map contained on Map 5)

A key objective of the strategy is to attract a greater number of visitors to the town into the town centre area. At present, many visitors park on the Department of Marine-owned parking and/or drive on past the town-centre along Shore Road and on to the various other attractions located further west on the Wild Atlantic Way, without using the services in the town-centre (Donegal County Council acknowledges the current practice of the Department to make the parking spaces within its control on the seaward side of Shore Road available to the public). This is due in part to the wide Shore Road acting as a deterrent and a disincentive to the casual visitor crossing over into the town centre. An ambitious strategy to address this imbalance should explore (refer to section 10.4.4 for objective KB-TC-1 and section 10.4.5 for Action KB-A-1):

- the provision of a much more attractive and pedestrian-friendly town-centre civic space/focal point generally in the area of the existing Donegal County Council-owned centrally-located car-park; and
- re-configuration and/or design of the road layout and associated junctions and parking areas to provide for easier and more attractive pedestrian access to and from the town centre.

2. Shore Road Improvements

The Shore Road area located immediately adjacent to the Town Centre core and running from the Town Slipway to the Blackrock Pier to the south is a critical, high profile part of the town acting both as a through road, and also as the key link between the Town Centre core/Town Harbour area and the new harbour area and adjacent commercial operations. Donegal County Council considers the areas on both sides of the road to be under-utilised and of much greater potential than currently realised. The seaward side of the road is largely functional in nature at present. Donegal County Council and the Department of Agriculture, Food and the Marine have already held preliminary and without prejudice discussions in relation to this area. The Department has identified a project that would see the provision of small craft berthing, footpath and cycle lane and additional parking by means of infilling the shoreline. These proposals are identified on the Land Use Zoning Map (Map 7), Town Centre Inset. The Shore Road area was identified for 'Targeted Environmental Improvements' in the Killybegs Local Area Plan, 2008-2014. This zoning is retained in this Plan and DCC sees strong potential for the project envisaged by the Department to be co-joined with additional environmental improvement work along the road to deliver a cohesive and comprehensive enhancement project for the area. (Refer to section 10.4.4 for Objective KB-TC-2 and section 10.4.5 for Action KB-A-1)

3. Shore Road Development Opportunities

The third element of the strategy relies very much on the private sector. The successful delivery of Elements 1 and 2 of the strategy would, it is hoped, give confidence to the private sector. The LAP identifies four significant development opportunities, one on the Town Pier under the control of the Department, and three along Shore Road on sites which are in private ownership. The section of Shore Road located adjacent to the three Opportunity Sites (and indeed a slightly extended area) was identified for 'Targeted Urban Redevelopment' in the Killybegs Local Area Plan, 2008-2014. This zoning is retained in this Plan to give added policy weight to the importance of achieving the regeneration of this area. Consistent with the overall objective to raise the profile, character and appearance of the Shore Road area, the Planning Authority shall require that development proposals on these opportunity sites fully address the shoreline in terms of orientation and

excellence in design. Developments shall also be required to provide for pedestrian and cycle ways, where appropriate, and to provide suitably designed areas for community interaction.

Lands identified as 'Opportunity Sites' are intended to facilitate compatible mixed land-uses, e.g. retail, residential, tourist, professional service, educational & cultural uses in order to aid with the regeneration and diversification of town centre areas/industrial areas and other identified outlying areas. In all cases, development proposals on Opportunity Sites must make a positive contribution to the area in which they are located and must otherwise comply with all relevant policies of this Local Area Plan (note: the Planning Authority has identified 4 Opportunity Sites within the town centre and a description of the Opportunity Sites and the policies for these sites are set out in sections 10.4.4 and 10.4.7. Opportunity Sites numbered 5-7 are located outside of the town centre area and consequently the text relating to these sites is set out under section 10.5 of this document).

10.4.2 Vacancy, Dereliction and Areas in Need of Regeneration

Vacancy and dereliction continues to be an evident problem in some parts of the town. This LAP aims to enhance the town by setting out a policy framework that, amongst other things, supports the development of appropriately located commercial enterprise and that welcomes the sensitive and appropriate re-use of vacant and derelict buildings and sites. In this regard, objective KB-TC-3 and policy KB-TC-4 refer.

10.4.3 Town Centre Management

This LAP seeks to ensure that appropriate retail and business opportunities can be facilitated within the town centre, thus aiding Killybegs to continue to be a self-sustaining settlement into the future. In terms of the extent of the town centre, the Planning Authority is conscious of the need to provide a relatively compact and accessible area that enables multi-use trips within a pedestrian friendly environment. Accordingly, the town centre has been defined over approximately 850 metres of the shorefront, extending from a point north of the Gallagher Brothers premises southwards to the existing public carpark on the Shore Road (Map 7 refers).

Killybegs town centre has a fine grain of development, consisting of a series of relatively narrow, meandering streets incorporating buildings of narrow plot width with slightly varying colours and materials that collectively, creates a good sense of enclosure, visual interest and an attractive streetscape. Roofs within the town are predominantly gable ended, steep pitched, almost uniformly slate, stepped both up and down as viewed along the street and incorporating stout chimneys containing a profusion of chimney pots, again contributing to visual interest and character within the settlement. The narrow plot widths in the town centre resulted in the construction of two and three storey buildings to accommodate spatial requirements, with shops/services located on the ground floor and living accommodation on upper floors. These were the original 'mixed use' developments and are the key to revitalising the streets within the town centre. The distinctive street pattern in Killybegs contributes strongly to the attractiveness of the town and must be protected and enhanced. This Local Area Plan identifies 'Areas of Townscape Character' (see Map 7) that are of particular importance to the cultural, historical and social make up of the town and the Council will seek to ensure that development proposals in these areas are particularly sensitive to the site context and the existing historical streetscape.

Town centre, retail and commercial development within Killybegs will be subject to the Retail Planning Guidelines and the town and village retail and economic development policies of the CDP. In addition, it is considered that the policies and objectives set out hereinunder are necessary in order to address the abovementioned issues and in turn create a vibrant, diverse, consolidated, high quality and pedestrian-friendly town centre.

10.4.4 Town Centre Opportunity Sites

The Council has identified 4 Opportunity Sites within the defined town centre area (refer to Map 7). These sites have been identified due to their strategic location and potential to contribute to the regeneration and revitalisation of the town centre. A brief description of the town centre Opportunity Sites is set out below and specific policies relating to the development of these sites can be found under Section 10.4.7.

Opportunity site 1: Town Pier

This site comprises the 'town pier' and in addition to its obvious uses in conjunction with Killybegs harbour, the pier may present an opportunity to facilitate the provision of an innovative visitor experience within the town centre – e.g. small retail or food units, units selling crafts with maritime theme etc. Policy KB-TC-1 refers.

Opportunity Sites 2, 3 and 4: Harbour Front Properties

These opportunity sites 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. Policy KB-TC-2 refers.

10.4.5 Town Centre Objectives

The objectives for Town Centre that are specific to Killybegs are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

- Objective KB-TC-1:** It is an objective of the Council to maximise the integration of the town centre of Killybegs and the adjacent harbour area and shorefront as a cohesive and integrated and more attractive and pedestrian/cycling-friendly area to the benefit of both the industrial and services sectors.
- Objective KB-TC-2:** It is an objective of the Council to reinvigorate those areas identified as being in need of Targeted Urban Redevelopment and Targeted Environmental Improvements (see Map 7, Town Centre Inset) in order to act as a catalyst for further urban regeneration and to revitalise the harbour area of the town.
- Objective KB-TC-3:** It is an objective of the Council to seek the development and renewal of areas within Killybegs that are in need of regeneration, in order to prevent— (i) adverse effects on existing amenities in such areas, in particular as a result of the ruinous or neglected condition of any land, (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.

10.4.6 Town Centre Actions

The Actions for Town Centre that are specific to Killybegs are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

- Action KB-A-1:** Donegal County Council will explore all options to provide for: (a.) an integrated approach to the development of the town centre and harbour area to provide for a more pedestrian-friendly centre/civic space and more attractive and pedestrian-friendly access arrangements, whilst at all times retaining the industrial function of the harbour; and (b.) an integrated environmental improvement scheme for the Shore Road area to the west of the Town Centre core.

10.4.7 Town Centre Policies

The policies for Town Centre that are specific to Killybegs are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

- Policy KB-TC-1:** It is a policy of the Council to consider proposals for the development of harbour-related, commercial or tourism-related uses on Opportunity Site 1, 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 LAP and taken in the context of the proper planning and sustainable development of the area. 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.
- Policy KB-TC-2:** It is a policy of the Council to consider proposals for a mix of town centre compatible uses on Opportunity Sites 2, 3 and 4 subject to compliance with the undernoted criteria, all other relevant policies of the LAP and taken in the context of the proper planning and sustainable development of the area. Proposals for standalone residential development will not be considered. 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 issues.
- Policy KB-TC-3:** It is a policy of the Council to secure the enhancement of all Areas of Townscape Character (see Map 7) and the Council will require the submission of a detailed design concept document with any development proposal that may have a significant impact on these areas, detailing how the proposed development can be integrated into these sensitive streetscapes.
- Policy KB-TC-4:** It is a policy of the Council to consider proposals for the sensitive and appropriate redevelopment of vacant and derelict buildings and sites within the town. Any proposals in this regard must demonstrate (a.) that the proposal will integrate effectively with the surrounding area and that there will be no over-development of the site or inappropriate densities, (b.) that the development is appropriate in its context and setting and that the scale, massing, footprint and height is appropriate and that it does not detract from the character, amenity and design of the surrounding neighbourhood including the character and amenities of surrounding buildings and (c.) that the development would otherwise comply with all relevant policies of this LAP.

10.5 Economic Development

10.5.1 Background

The Council recognises the fundamental economic importance of the fishing/fish processing industry and port-related activities to Killybegs, as well as the importance of activities ancillary to these industries. The Council is committed to safeguarding these pillars of the Killybegs economy, as well as promoting Killybegs as an innovation hub for marine resources including food, tourism and ocean energy. Thus the land use zoning map identifies large areas of land for the aforementioned iconic Killybegs economic activities, inclusive of:

- Port/harbour-related activities, centred on the Town Pier/Landing Pier/Slipway; Blackrock Pier and new Harbour areas;

- Established economic development areas, including the large areas of fish-related industries located in the southern part of the town; and
- Future economic development focussed principally on lands either side of the new industrial road, and along Roshine Road (building on recent private and public sector investment on that road).

Specifically in relation to the economic development lands located along the 'industrial road', the Council will seek to continue the established policy of preserving the carrying capacity of this road by ensuring that vehicular access is provided solely via the specifically designed existing access points along the route, thereby ensuring that the safety and efficiency of the road is maintained into the future (refer to Policy KB-IS-5 of this LAP).

10.5.2 Opportunity Sites Outside of the Town Centre

The Council has identified 3 Opportunity Sites located outside of the defined town centre (Map 7 refers); these sites present significant development opportunities by reason of their strategic location, scale and/or characteristics. A brief site description and guide to the type of development that may be appropriate at each location follows hereafter. Any specific proposals that are not referred to in the site descriptions shall be considered on their own merits subject to identified constraints and all other relevant policies of the Local Area Plan and subject to the proper planning and sustainable development of the area.

Lands reserved as Opportunity Sites are intended to facilitate compatible mixed land-uses, e.g. retail, residential, tourist, professional service, educational & cultural uses in order to aid with the regeneration and diversification of the area in which they are located. In all cases, development proposals on Opportunity Sites must make a positive contribution to their respective area and must otherwise comply with all relevant policies of this Local Area Plan.

Opportunity Site 5 – Roshine Road

This vacant site of circa 0.3 hectares is located in relatively close proximity to the commercial core of Killybegs 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-ED-4 refers.

Opportunity Site 6 - MotorHomes/Touring Caravans/Camping

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. The LAP is supportive of the continuation of this previously approved use. Policy KB-ED-5 refers.

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. Policy KB-ED-6 refers.

10.5.3 Economic Development Objectives

The objectives for Economic Development that are specific to Killybegs are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

- Objective KB-ED-1:** To safeguard and enhance the role of Killybegs as a centre of fleet activity, processing and ancillary services and to facilitate diversification into new areas of appropriate investment and employment opportunities, including marine related economic activity, tourism, information technology, telecommunications, pharma and bio-technology, transit and logistics, energy related technologies and research and development.

10.5.4 Economic Development Policies

The policies for Economic Development that are specific to Killybegs are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy KB-ED-1: It is a policy of the Council to consider proposals for appropriate new commercial developments, including industrial uses, (or proposals for extensions to or redevelopment of existing commercial/industrial uses) on lands zoned 'Economic Development' on the accompanying land-use zoning map (see Map 7), subject to compliance with all relevant policies of this Local Area Plan. Any development proposals located in close proximity to the existing lake within the area zoned Economic Development must be designed and configured so as to preserve the visual amenities of the lake and its immediate environs.

Policy KB-ED-2: It is a policy of the Council to consider proposals for appropriate new commercial/industrial/harbour-related/tourism related developments on lands zoned 'Port/Harbour Related Activities' on the accompanying land-use zoning map (Map 7 refers). Any proposals that are considered to have a potential impact on the hydrology of the area, particularly in terms of the adjacent St. Catherine's Well, shall be accompanied by a hydrology report prepared by a competent authority.

Policy KB-ED-3: It is a policy of the Council to promote and facilitate the further development and expansion of Killybegs Harbour Centre as a strategically important deep water commercial and leisure port, subject to environmental considerations and compliance with all relevant policies of this LAP. Any proposals that are considered to have a potential impact on the hydrology of the area, particularly in terms of the adjacent St. Catherine's Well, shall be accompanied by a hydrology report prepared by a competent authority.

Policy KB-ED-4: It is a policy of the Council to 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 LAP 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.

Policy KB-ED-5: It is a policy of the Council to 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 LAP 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.

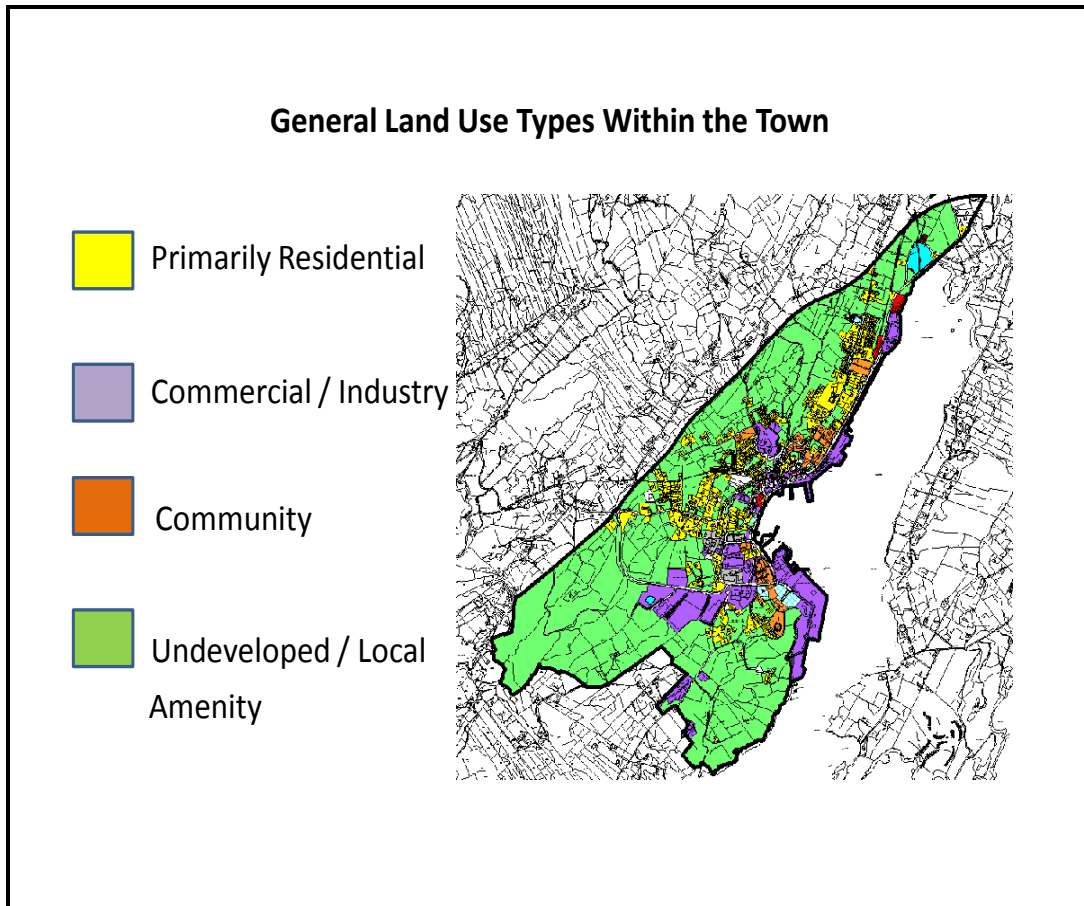
Policy KB-ED-6: It is a policy of the Council to consider proposals for commercial and light industrial development on Opportunity Site 7, or for development providing for a combination of some, or all, of the aforementioned uses subject to compliance with the undernoted criteria, all other relevant policies of the LAP 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.

10.6 Housing

10.6.1 Background

Currently, Killybegs has a number of distinct primarily residential areas, generally located west and north of the harbour area; see Figure 10.1 below.

Figure 10.1: General land use patterns in Killybegs



This LAP seeks to build upon the existing residential development pattern within the town. The LAP will also seek to facilitate the consolidation of existing residential areas via redevelopment and infill opportunities, where appropriate.

Chapter 2 of this LAP sets out the broader planning policy context in relation to housing land supply for Killybegs, as contained in the Core Strategy of the CDP, and identifies a need for 10 Hectares of residential land in Killybegs, equating to a requirement for approximately 120 residential units.

10.6.2 Identification of Housing Lands

In order to identify the 10 Hectares of residential land required in 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. Further to this assessment the Planning Authority has identified the lands deemed most suitable for housing within the town and these lands (comprising 12.98 hectares in total) are zoned either as 'Primarily Residential', 'Opportunity Site' or 'Low Density Residential' on the accompanying land use zoning Map 7. The Council acknowledges the fact that the total area of

potential housing lands exceeds the 10 hectare requirement identified in the Core Strategy of the CDP; however, a monitoring approach will be implemented in order to ensure that there is no significant deviation from the objectives and targets of the Core Strategy.

Table 10.1 Total Lands Identified to Meet Residential Housing Need in Killybegs.

Site Ref	Zoned as 'Primarily Residential', 'Low Density Residential' or 'Opportunity Site'	Area of site (ha)	Potential number of housing units to be delivered
PR1	Primarily Residential	0.985	12
PR2	Primarily Residential	0.903	11
PR3	Primarily Residential	0.215	3
PR4	Primarily Residential	2.322	28
PR5	Primarily Residential	1.319	16
PR6	Primarily Residential	1.033	12
PR7	Primarily Residential	1.777	21
PR8	Primarily Residential	2.141	26
OPP5	Opportunity Site	0.3	4
LDR	Low Density Residential	1.99	16
Total 'Primarily Residential', 'Low Density Residential' and 'Opportunity Site'		12.98	149

10.6.3 Housing Objectives

The objectives for Housing that are specific to Killybegs are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective KB-H-1: It is an objective of the Council to identify approximately 10 hectares of appropriate lands to meet future housing need in Killybegs, including social and affordable housing need.

10.6.4 Housing Policies

The policies for Economic Development that are specific to Killybegs are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy KB-H-1: It is a policy of the Council to ensure that all proposals for residential development on 'Primarily Residential' sites PR1, PR2, PR7 and PR8 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 LAP.

Policy KB-H-2: It is a policy of the Council to require that all proposals for residential development on 'Primarily Residential' sites PR3 and PR4 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 R3 and R4 solely via the existing entrance to Riverdale Heights shall not be permitted. All proposals for residential development on sites R3 and R4 must otherwise comply with all other relevant policies of this LAP.

Policy KB-H-3: It is a policy of the Council to ensure that all proposals for residential development on 'Primarily Residential' site PR5 provide for safe and adequate pedestrian connectivity and public lighting from the development site to existing

pedestrian paths in the vicinity and provide for appropriate landscaping/'buffer' areas to protect the amenities of existing adjoining properties, in addition to compliance with all other relevant policies of this LAP.

Policy KB-H-4: It is a policy of the Council to consider proposals for Low Density Residential development (maximum of 8 residential dwellings per hectare) on the site denoted LDR on Map No. 7 of this LAP. All proposals for development of this site must make provision for, inter alia (a.) access via the northern end of the site (b.) the upgrade and widening of the existing road along the northern site boundary, (c.) the installation of pedestrian footpaths that link the site with existing pedestrian footpaths in the locality, (d.) the installation of appropriate public lighting within the site and along the widened roadway to the north of the site and (e.) the installation of appropriate storm water attenuation systems on site. All proposals for development on this site must otherwise comply with all other relevant policies of this LAP.

10.7 Infrastructure and Services

10.7.1 Movement and Transportation

The existence of the port at 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 large wind turbine components. In light of this fact and having regard to the need to maintain the viability of 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.

Outer Relief Road

A number of alternative Outer Relief Road routes were surveyed and assessed by the Council in 2004. Following extensive analysis, inclusive of engineering, archaeological and hydrological assessments as well as safety audits and impacts upon land severance, a preferred route for a relief road was identified. The original preferred route is identified in this Local Area Plan. This route is now reserved as a development free corridor to allow for the strategic development of this road. The Outer Relief Road will provide an alternative route for heavy goods vehicles (HGV's) associated with the fishing and port related import/export industries and will reduce congestion by diverting traffic around the town. It will also 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 7 and the Council will require that road widening works, commensurate with the scale and nature of a proposed development, be carried out as part of any development proposals in these locations.

10.7.2 Flooding

Chapter 3 deals with the issue of flooding generally for the seven towns addressed in this LAP and provides that the rationale and policy framework contained in the Flooding Section of the CDP 2018-2024 will be applied. The aforementioned rationale is based largely around the following keynote documents:

- Planning System and Flood Risk Management-Guidelines for Planning Authorities (DoEHLG, 2009); and
- National Catchment-Based Flood Risk Assessment and Management (CFRAMS) programme (OPW).

Chapter 3 notes that in identifying settlement boundaries and lands for development during the LAP preparation process, the Planning Authority has had due regard to the outputs of a Stage 2 Strategic Flood Risk Assessment as the best available evidence regarding flood risk in each area. It must also be noted that Killybegs was identified as an Area for Further Assessment (AFA) in the CFRAMS study and the preferred measure arising from the assessment was the progression of the Killybegs Flood Relief Scheme, comprising hard defences, to project-level development and assessment for refinement and preparation for planning/exhibition and, as appropriate, implementation. In terms of development management, the Planning Authority will have due regard to the Flood Extents Mapping arising from the SFRA where necessary in the assessment of planning applications during the life of this LAP. The flood extents mapping for Killybegs is reproduced below for ease of reference.

Figure 10.2: Killybegs North Flood Extents Mapping

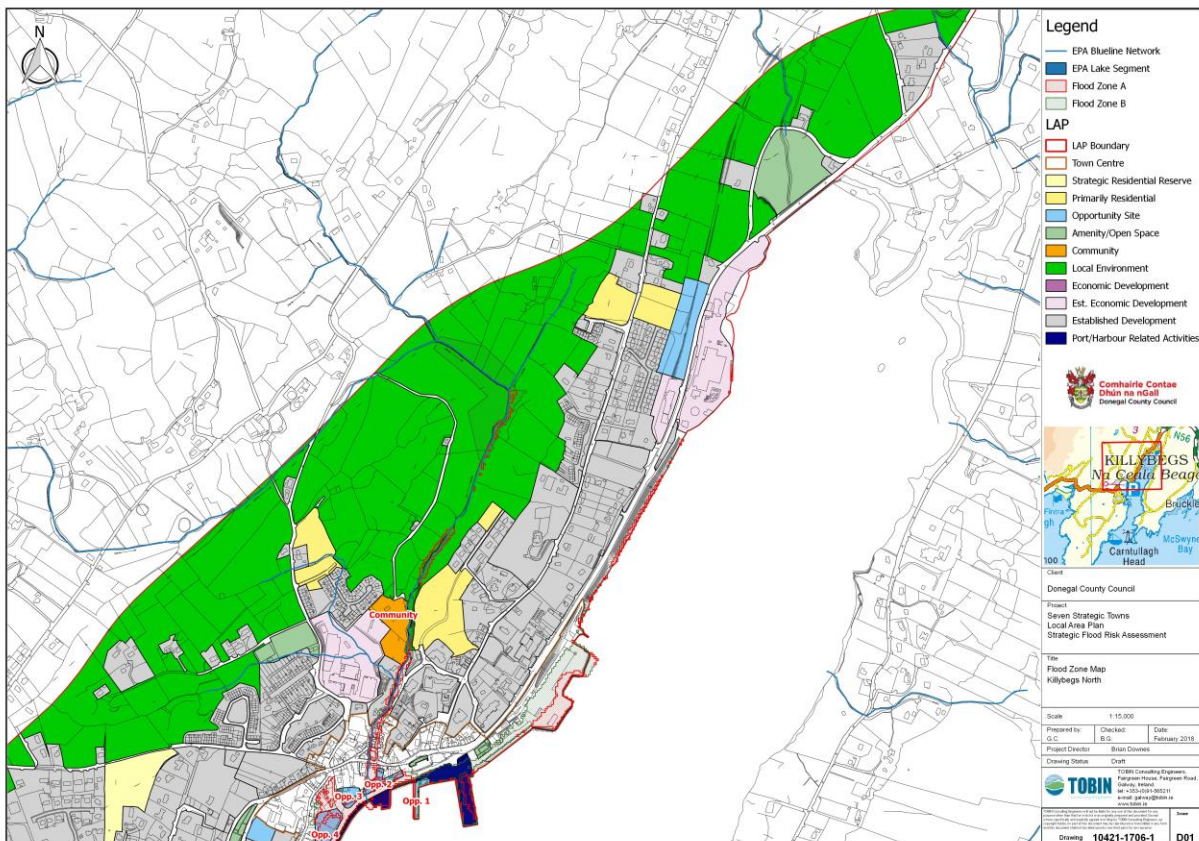
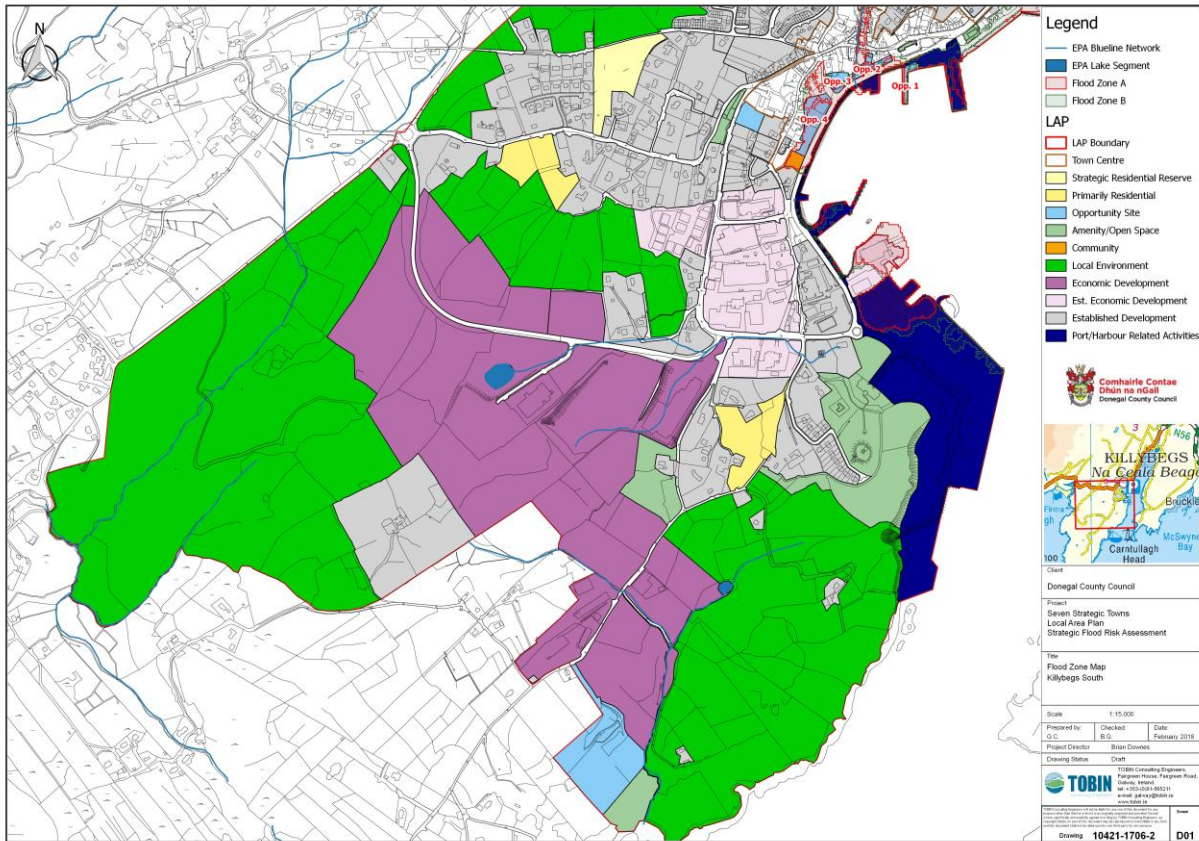


Figure 10.3: Killybegs South Flood Extents Mapping



10.7.3 Infrastructure and Services Objectives

The objectives for Infrastructure and Services that are specific to Killybegs are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective KB-IS-1 It is an objective of the Council to improve traffic and transport accessibility throughout the plan area.

Objective KB-IS-2 It is an objective of the Council to explore opportunities for the provision of additional public car parking to serve the town centre of Killybegs.

10.7.4 Infrastructure and Services Policies

The policies for Infrastructure and Services that are specific to Killybegs are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy KB-IS-1: It is a policy of the Council to reserve lands (as identified on Map 7) 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 outer edge of the running carriageway of the relief road, unless existing buildings have formed an established building line in which case new buildings may follow the established building line. 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.

- Policy KB-IS-2:** It is a policy of the Council to 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 Local Area Plan.
- Policy KB-IS-3:** It is a policy of the Council that, in areas marked Road Widening Reserve on Map 7, 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.
- Policy KB-IS-4:** It is a policy of the Council to seek the provision of suitably designed pedestrian walkways and cycleways at the locations identified on Map 7. (NB – the routes on Map x are indicative only and minor variations to these routes may be agreed with the Planning Authority as appropriate).
- Policy KB-IS-5:** It is a policy of the Council that vehicular access from the Industrial Road shall only be permitted from the specifically designed, existing access points along that route.
- Policy KB-IS-6:** It is a policy of the Council that any development proposals on lands zoned 'Economic Development' 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.

10.8 Tourism, Marine and Recreation

10.8.1 Background

The broad area around 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. Furthermore, 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. The town also has historical tourism interest from a marine perspective, being 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 Killybegs harbour, and local Chieftain MacSweeney Bannagh assisted in repairing the *Girona's* rudder and feeding its sailors. While in 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.

Going forward, it is envisaged that Killybegs will continue to grow as an important regional tourist destination and with that in mind this LAP shall seek to facilitate appropriate tourism opportunities and 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.

In terms of marine activity, the port of Killybegs is designated as one of the country's six fishery harbour centres and is a base for a wide range of marine services, from maritime logistics and

engineering to value added processing and leisure tourism. This Local Area Plan aims to support appropriate proposals that can enhance the marine services and employment base within the town, thereby consolidating Killybegs role as one of the premier ports in the country.

With regard to land-based recreational activities within the town, the Planning Authority will seek to protect both formal and informal local amenity spaces for a variety of recreational uses and will zone additional lands to enable further community benefits to accrue.

10.8.2 Tourism, Marine and Recreation Objectives

The objectives for Tourism, Marine and Recreation that are specific to Killybegs are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective KB-TMR-1: It is an objective of the Council to facilitate appropriate development proposals that will support the local tourism product, marine services and recreational activities in Killybegs.

Objective KB-TMR-2: It is an objective of the Council to support the potential development of new greenway/walkway/cycleway projects in Killybegs.

10.8.3 Tourism, Marine and Recreation Policies

The policies for Tourism, Marine and Recreation that are specific to Killybegs are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy KB-TMR-1: It is a policy of the Council to consider proposals that would facilitate the further development of the cruise ship market in Killybegs, including berthing facilities and visitor infrastructure, subject to compliance with all relevant policies of this LAP.

Policy KB-TMR-2: It is a policy of the Council to facilitate appropriate developments that support the tourist economy in Killybegs, subject to compliance with all relevant policies of this LAP.

Policy KB-TMR-3: It is a policy of the Council to facilitate the appropriate development of a new regional tourist office at a prominent location in the town centre or near the harbour, subject to compliance with all relevant policies of this LAP.

Policy KB-TMR-4: It is a policy of the Council to encourage and support the use of neighbourhood, community woodland and native woodland schemes, subject to compliance with all relevant policies of this LAP.

Policy KB-TMR-5: It is a policy of the Council to protect established/historic railways in Killybegs to develop a network of green infrastructure for potential greenway/walkway/cycleway projects and for recreational development as an important part of the tourism product of the town.

10.9 Environment and Heritage

10.9.1 Background

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.

The built and archaeological heritage of 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). Furthermore, the town is host to ten structures that are included on the Councils Record of Protected Structures (see Map 7, Town Centre 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 views of Killybegs Harbour on the southern approach to the town on Regional Road R263 are considered to be of significant amenity value to the town and the Planning Authority will seek to ensure that these views are protected and maintained.

This LAP seeks to protect the historic built form, environment and amenities of 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 add to the environmental qualities of 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.

10.9.2 Environment and Heritage Objectives

The objectives for Environment and Heritage that are specific to Killybegs are as follows and should be read in conjunction with the general objectives of this LAP (chapter 3 refers) and in conjunction with the relevant objectives of the CDP (Appendix A refers):

Objective KB-EH-1: It is an objective of the Council to protect important natural, built and archaeological heritage environments within Killybegs for the enjoyment of present and future generations.

10.9.3 Environment and Heritage Policies

The policies for Environment and Heritage that are specific to Killybegs are as follows and should be read in conjunction with the general objectives and policies of this LAP (chapter 3 refers) and in conjunction with the relevant objectives and policies of the CDP (Appendix A refers):

Policy KB-EH-1: It is the policy of the Council to conserve and protect Zones of Archaeological Potential located within Killybegs, as identified in the Record of Monuments and Places.

Policy KB-EH-2: It is the policy of the Council to preserve existing views over Killybegs Harbour from the Regional Road R263, south of the existing United Fish Industries facility and travelling southwards to the children's playground adjoining the R263 in the town centre. Development proposals that impinge or intrude upon existing views over the harbour in this location shall not be permitted. Where there are existing buildings occupying sites on the seaward side of the road in the aforementioned location, any proposals for redevelopment/ replacement/ extensions on such sites will be considered where building heights would not exceed that of the existing buildings on site in their respective locations and subject to compliance with all other relevant policies of this Local Area Plan.

APPENDIX A

THE POLICIES OF THE CDP

Appendix A: Policies of the County Development Plan 2018-2024

1.0 Background

In addition to the suite of policies and objectives contained within this Local Area Plan (LAP) document, the CDP contains policies and objectives that may be applicable when assessing development proposals within towns that are subject of this LAP. The LAP should therefore be read in conjunction with the CDP for completeness; however, for ease of reference, this Appendix sets out the policies of the CDP that are most likely to be of relevance (in addition to the specific policies and objectives of the LAP) when assessing proposals within the LAP towns. The full suite of objectives and policies in of the CDP can be viewed at www.donegalcoco.ie.

The most relevant policies of the CDP that are extracted and included in this Appendix A are grouped under the following headings –

- Core Strategy Policies
- Town and Village Policies
- Economic Development Policies
- County Retail Strategy Policies
- Transportation Policies
- Water and Environmental Services Policies
- Telecommunications Policies
- Flooding Policies
- Housing Policies
- Policies in relation to Natural Heritage
- Policies in relation to Built Heritage
- Policies in relation to Archaeological Heritage
- Policies in relation to Tourism
- Policies in relation to Community, Culture and the Gaeltacht
- Development Guidelines and Technical Standards

NB – Where policies listed below refer to further policies or sections/maps/appendices/parts of a Plan, it must be noted that these references all relate to the County Development Plan as opposed to the foregoing Local Area Plan. Accordingly, readers should refer to both the Local Area Plan and County Development Plan when examining the policy frameworks.

2.0 Core Strategy Policies

CS-P-3

It is the policy of the Council that proposals for development in An Clochán Liath (Dungloe), Ballybofey-Stranorlar, Ballyshannon, Bridgend, Donegal Town, Carndonagh and Killybegs shall be considered in the light of all relevant material planning considerations, relevant policies of the County Development Plan and other regional and national guidance/policy, relevant environmental designations and particularly in the light of the relevant Settlement Framework Maps and accompanying text contained in Part C of this Plan. (Note: a Local Area Plan is being prepared in respect of the identified towns and when, adopted, the Local Area Plan will supersede the relevant Settlement Framework Maps and accompanying text to provide a more detailed planning framework).

Policy CS-P-4

It is the policy of the Council that within the boundaries of towns identified as Strategic Towns due to their 'Special Economic Function' (Layer 2B) and in rural towns identified as Layer 3, 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, other regional and national guidance/policy and relevant environmental designations.

Policy CS-P-5

It is the policy of the Council 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 remote areas and to make better use of under-utilised land.

Policy CS-P-6

It is a policy of the Council to ensure that developments in urban areas give effect to the 12 Design Criteria set out in the publication Urban Design Manual – A Best Practice Guide (DoEHLG, 2009).

Policy CS-P-7

It is a policy of the Council to consider proposals 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.

3.0 Town and Villages Policies

Policy TV-P-1

It is the policy of the Council to encourage proposals aimed at harnessing particular 'Special Economic Functions' of the County's 'Strategic Towns' subject to other policies of this Plan including Part C and subject to the proper planning and sustainable development of the area.

Policy TV-P-3

It is the policy of the Council to seek quality in proposals for new development within town centres in order to contribute to positive place-making.

Policy TV-P-4

It is a policy of the Council to ensure that development proposals within Town Centres or built up urban areas:

- Provide for distinctive buildings of a high architectural quality which contribute to a distinct sense of place and a quality public realm.
- Create strong street frontage by either, adhering to the established building line in the immediate area or establish a new building line immediately adjoining the public road adjoining 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.
- Respects, 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.
- Respects the style, architectural detailing (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.
- Creates buildings of a human scale, by providing for a fine grain of development, in terms of overall scale, fenestration, size/proportions, signage and detailing and appropriate breaking of building forms along street frontages into narrow horizontal distances.
- 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).
- 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).
- Avoid the use of industrial type cladding, or the glazing of extensive area of the proposed development.

Policy TV-P-5

It is a policy of the Council to consider proposals for contemporary architecture within town centres which:

- Provides for a high quality design and utilises high quality durable materials.
- Is sympathetic to the overall height, scale, and mass, and would not be otherwise incongruous with, the adjacent buildings or streetscape.

Policy TV-P-6

It is the policy of the Council to ensure that development proposals make efficient use of land and do not otherwise hinder the future development potential of backlands within urban areas.

Policy TV-P-7

It is a policy of the Council that proposals for shop fronts shall, as appropriate:

- Be of a high quality in terms of overall design, colour and materials.
- Respect the architectural characteristics of the subject building, in terms of scale, proportion, finishes, materials and relationship to upper levels.
- Respect the existing streetscape and traditional shop fronts in the area including in terms of scale, proportion, plot width, overall grain of development, arrangements of fenestration, facia treatment, colouring scheme, materials, and finishes.
- Avoids the use of excessively scaled box facias, plastic canopies over shop fronts, external security shutters, brash colours, flashing or neon lighting.
- Otherwise be in accordance with the policies for built heritage contained in Part B, Chapter 7

4.0 Economic Development Policies

Policy ED-P-7

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-14.

Policy ED-P-9

It is a policy of the Council to consider proposals for Farm Diversification Schemes where the diversification scheme is to be run in conjunction with the agricultural operations of the farm. As far as possible the proposed development should reuse or adapt existing redundant farm buildings. Any new proposed building must be of a scale, form and design appropriate to the rural area. The proposed diversification scheme must comply with all other policies of this Plan and meet the relevant criteria of Policy ED-P-14. 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 which will address those deficiencies.

Policy ED-P-14

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; It is compatible with surrounding land uses existing or approved;

- a) It would not be detrimental to the character of any area designated as being of Especially High Scenic Amenity (EHSA);
- b) it does not harm the amenities of nearby residents;
- c) 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;
- d) 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;
- e) 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;

- f) it does not create a noise nuisance;
- g) it is capable of dealing satisfactorily with any emission(s);
- h) it does not adversely affect important features of the built heritage or natural heritage including Natura 2000 sites;
- i) it is not located in an area at flood risk and/or will not cause or exacerbate flooding;
- j) the site layout, building design, associated infrastructure and landscaping arrangements are of high quality and assist the promotion of sustainability and biodiversity;
- k) appropriate boundary treatment and means of enclosure are provided and any areas of outside storage proposed are adequately screened from public view;
- l) in the case of proposals in the countryside, there are satisfactory measures to assist integration into the landscape;
- m) it does not compromise water quality nor conflict with the programme of measures contained within the current North Western River Basin (NWIRBD) Management Plan.

5.0 County Retail Strategy Policies

Policy RS-P-2

It is a policy of the Council to consider proposals for Large Foodstores (up to 3000 square metres net) at appropriate locations in Layer 1 and Layer 2A settlements as identified in the Core Strategy, subject to the provisions of Policy RS-P-5 and RS-P-6.

Policy RS-P-3

It is a policy of the Council to consider proposals for Small to Medium sized food/ convenience stores (up to 1500 square metres net) at appropriate locations in Layer 1 and Layer 2 settlements as identified in the Core Strategy, subject to the provisions of Policy RS-P-5 and RS-P-6.

Policy RS-P-4

It is a policy of the Council to consider the provision of a limited amount of higher order comparison and retail warehousing, factory outlets and retail warehouse clubs at appropriate locations in Layer 1 and Layer 2A settlements as identified in the Core Strategy; guided by Table 4.2.1 above-Retail Types, subject to the provisions of Policy RS-P-5 and RS-P-6.

Policy RS-P-5

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.

Policy RS-P-6

It is a policy of the Council to require a Retail Impact Assessment 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.

Policy RS-P-7

It is a policy of the Council to consider proposals for the provision of local scale neighbourhood shops within Layer 1 and 2A settlements, 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.

Policy RS-P-8

It is a policy of the Council to encourage and facilitate the re-use and redevelopment of vacant or derelict lands or buildings within town/village centres for retail use.

Policy RS-P-9

It is a policy of the Council to seek to designate casual trading sites in accordance with the Casual Trading Act 1995 in suitable sites within town centre locations or other appropriate locations.

Policy RS-P-10

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.

6.0 Transportation Policies

Policy T-P-4

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 National Roads where the speed limit is greater than 60 kph or roads treated to National Roads Standards, namely (Map 5.1.3 refers):R238 Bridgend-Buncrana Road (where the speed limit is greater than 60 kph). Notwithstanding the foregoing, in exceptional circumstances, developments of national and regional strategic importance may be considered where the locations concerned have specific characteristics that make them particularly suitable for the developments proposed, subject to such developments being provided for through the Local Area Plan or Development Plan making process, including in consultation with the TII.

Policy T-P-6

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.

Policy T-P-7

It is a policy of the Council to require that any new access to strategic roads is designed in compliance with the National Roads Authority's Design Manual for Roads and Bridges (DMRB), avoiding the use of right turn lanes unless a clear warrant has been established.

Policy T-P-8

It is a policy of the Council to require a Traffic and Transport Assessment and Road Safety Audit for any development proposing access to the Strategic Road Network.

Policy T-P-10

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.

Policy T-P-12

It is a policy of the Council to seek provision, improvement and extension of footpaths and lighting at appropriate locations subject to environmental, safety and amenity considerations.

Policy T-P-13

It is a policy of the Council to require development proposals to provide adequate provision for car parking and associated servicing arrangements. The precise amount of car parking will be determined according to the specific characteristics of the development and its location having regard to the standards set out in Appendix 3 Development and Technical Standards. A reduced number of car parking spaces may be acceptable in the following circumstances:

- Where, through a Traffic and Transport Assessment (TTA) it forms part of a package of measures to promote alternative transport modes; or
- Where the development is in a highly accessible location well served by public transport; or
- Where the development would benefit from spare capacity available in nearby public car parks, car parks habitually open to public use or on on-street car parking; or
- Where it is clear to the Planning Authority that one of the uses is daytime use and the other is evening use; or
- Where it can be established that members of public visit the site by pre-arranged coach/bus; or
- Where the exercise of flexibility would assist in the conservation of the built or natural heritage, would aid the renewal of areas in need of regeneration, would facilitate a better quality of development or the beneficial reuse of an existing building.

In assessing car parking provisions the Council will require that

- a) a proportion of the spaces to be provided are reserved for people with disabilities in accordance with best practice; and
- b) a proportion of the spaces to be provided are allocated as charging points for electric vehicles in accordance with best practice.
- c) Where a reduced level of parking provision is accepted, this will not normally apply to the number of reserved spaces to be provided.

Policy T-P-14

It is a policy of the Council to require that adequate cycle lanes, stands and ancillary facilities be provided in appropriate development proposals having regard to the standards set out in Appendix 3 Development and Technical Standards.

Policy T-P-15

It is a policy of the Council to require that all development proposals comply with the Development and Technical Standards set out in Appendix 3 to promote road safety.

Policy T-P-29

It is a policy of the Council to ensure that large scale developments provide sufficient infrastructure for the use of buses and taxis, where appropriate, subject to the proper planning and sustainable development of the area.

Policy T-P-30

It is a policy of the Council to ensure that development proposals protect the route of potential linkages (such as linear parks, roads, footpaths, trails, cycleways) through the subject site where the planning authority considers that a strategic opportunity exists to provide a linkage to or between adjoining areas.

Policy T-P-31

It is a policy of the Council to ensure that the design and layout of multiple residential, community, large scale industrial and commercial development incorporates distinct and effective provisions for pedestrian and vehicular traffic movements within the site and its locality.

Policy T-P-32

It is a policy of the Council to ensure that large scale development proposals provide walking and cycling infrastructure.

Policy T-P-33

It is a policy of the Council to require developments to make comprehensive provision, where appropriate, for access for people with special mobility needs in accordance with current best practice.

Policy T-P-34

It is a policy of the Council to support and facilitate the maintenance, enhancement and expansion of the National Cycle Network.

7.0 Water and Environmental Services Policies

Policy WES-P-2

It is a policy of the Council to ensure that development is permitted in tandem with available water supply and to manage development so that it is permitted only where adequate capacity or resources exist, or will become available, within the life of a planning permission.

Policy WES-P-4

It is a policy of the Council to protect the environment from adverse impact through directing and controlling development, enforcement, licensing and direct intervention.

Policy WES-P-11

It is a policy of the Council to support and facilitate Irish Water to ensure that waste water generated is collected and discharged in a safe and sustainable manner that is consistent with the combined approach outlined in the latest Waste Water Discharge (Authorisation) Regulations and with the objectives of the relevant River Basin Management Plan and in doing so the following will apply:

1. For a single dwelling (or equivalent) with a population equivalent less than or equal to 10 in an un-sewered area:

Proposals for a single dwelling (or equivalent) in an un-sewered area will only be permitted where the planning authority is satisfied that the development, when considered in addition to existing and previously approved development, would not adversely affect the ability to meet the objectives set out in the relevant River Basin Management Plan. When making a planning application the applicant must submit information on the type of on-site treatment system proposed and evidence as to the suitability of the site for the system proposed. Site suitability assessors must carry out all assessments in accordance with the most recent guidance provided in the Code of Practice.

The following are also required:

- a) The waste water treatment system must comply with the latest revision of the Code of Practice for Waste Water Treatment and Disposal Systems Serving Single Houses (p.e. ≤ 10) published by the Environmental Protection Agency and the system must be selected, designed and installed in accordance with this Code of Practice.
- b) Proprietary treatment systems where required must have Irish Agrément Board Certification or meet a recognised independent verifiable standard.
- c) Prior to occupation of the dwelling the Planning Authority shall be furnished with written evidence/certification, confirming that the septic tank/wastewater treatment system has been installed in accordance with the terms and conditions of the grant of planning permission.
- d) Prior to occupation, owners shall have in place a programme of regular operation and maintenance for the waste water system installed.

2. For a single dwelling (or equivalent) with a population equivalent less than or equal to 10 in a sewerage area:

Proposals for a single dwelling (or equivalent) in a sewerage area will only be permitted where the planning authority is satisfied that the development, when considered in addition to existing and previously approved development, would not adversely affect the ability to meet the objectives set out in the relevant River Basin Management Plan. When making a planning application applicants shall be required to indicate the point at which it is proposed to connect to the existing system, and shall be required to submit consents to connect to the existing system including confirmation of capacity therein. Where the existing sewer or treatment system does not have the capacity for the development then the Planning Authority may at its absolute discretion permit an onsite treatment system compliant with the provisions for an un-sewered area above.

3. For multiple developments (or equivalent):

Such proposals must be appropriate and consistent with other objectives and policies within the Plan and in such cases the Council will assess proposals in the context of the objectives set out in the relevant River Basin Management Plan, and the terms of the relevant waste water discharge licence or wastewater certificate and having regard to existing and approved developments. Where there is inadequate existing capacity within a waste water treatment plant to accommodate new development the following will apply:

(a) Where the provision of capacity is imminent and:

- (i) there is an existing sewer with adequate hydraulic capacity, approval may be granted for an interim treatment plant that shall discharge treated effluent to the sewer. Immediately following the provision of the necessary treatment capacity the interim plant shall be decommissioned and the wastewater directed to the sewer. The conditions listed under (A) in Table 5.2.1 below will apply.
- (ii) There is no existing sewer, interim approval may be granted for a treatment plant where a license to discharge the treated effluent to the receiving environment is obtained. The conditions listed under (A) in Table 5.2.1 below will also apply.

(b) Where the provision of capacity is not imminent, development will in general not be permitted, however:

- (i) Where there is an existing sewer or waste water discharge in the adjacent area consideration will be given to the provision of waste water treatment capacity by a developer provided that the treatment plant has the capacity to serve the proposed, existing, and approved development to a substantial degree. The conditions listed under (B) in table Table 5.2.1 below will apply.
- (ii) Where there is no existing sewer and (b)(i) does not apply approval may be granted for a treatment plant to serve the development where a licence to discharge the treated effluent to the receiving environment is obtained. The conditions listed under (C) in table Table 5.2.1 below will apply:

Table 5.2.1: Requirements for waste water treatment for multiple developments

(A)	<ul style="list-style-type: none"> ▪ Treatment plant must provide a minimum of secondary treatment and must be sized to accommodate all properties within the development. ▪ The system must be designed for easy connection to the proposed public sewer and connection to the public sewer must be carried out immediately following commissioning of the public wastewater treatment facility. ▪ Evidence of a maintenance agreement with the supplier of the temporary treatment unit must be submitted to the planning authority. ▪ The temporary treatment unit shall be installed and commissioned by the supplier. ▪ Temporary treatment unit systems shall be selected, installed, operated and maintained in accordance with the guidance set out in Wastewater Treatment Manuals, Treatment Systems for Small Communities, Business, Leisure Centres and Hotels published by the Environmental Protection Agency. ▪ The specification of the temporary wastewater treatment unit must be approved by the Planning Authority.
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	<ul style="list-style-type: none"> ▪ Development Charges in accordance with the Development Contribution Scheme will be payable. ▪ Waste water treatment infrastructure shall be in place, operational, and with adequate capacity, prior to any part of the development being occupied.
(B)	<ul style="list-style-type: none"> ▪ The location, siting, design, construction, installation and commissioning of treatment plant, outfall and other necessary infrastructure must be to the approval of the planning authority. ▪ Treatment process must be adequate to ensure that the discharge will meet the requirements of the combined approach as defined in the Waste Water Discharge (Authorisation) Regulations 2007 (or any amendment regulations). ▪ Applicant must reach agreement with Donegal County Council and Irish Water in respect of sharing the capital costs and also of sharing any operation and maintenance costs incurred for the treatment plant in the period prior to its taking in charge. ▪ Waste water treatment infrastructure shall be in place, operational, and with adequate capacity, prior to any part of the development being occupied.
(C)	<ul style="list-style-type: none"> ▪ Treatment unit systems shall be selected, installed, operated and maintained in accordance with the guidance set out in Wastewater Treatment Manuals, Treatment Systems for Small Communities, Business, Leisure Centres and Hotels published by the Environmental Protection Agency and also to the approval of the Planning Authority. ▪ Evidence of a maintenance agreement with the supplier of the temporary treatment unit must be submitted to the planning authority. ▪ Development Charges in accordance with the Development Contribution Scheme will be payable. <p>Waste water treatment infrastructure shall be in place, operational and with adequate capacity, prior to any part of the development being occupied.</p>

8.0 Telecommunications Policies

Policy TC-P-2

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. 5.3.2 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.

Policy TC-P-3

It is a policy of the Council to require the co-location of new or replacement antennae and dishes on existing masts and co-location and clustering of new masts on existing sites, unless a fully documented case is submitted for consideration, along with the application explaining the precise circumstances which militate against co-location and/or clustering. New telecommunications antennae and support structures 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 they shall not normally be favoured within Areas of Especially High Scenic Amenity, beside schools, protected structures or archaeological sites and other monuments. Within towns and villages operators shall endeavour to locate in industrial estates/areas where possible.

Policy TC-P-4

It is the policy of the Council to consider proposals for replacement telecommunications antennae and dishes where any proposed new antennae/dish can be sited and located in a manner that does not negatively impact on the visual amenities, built, natural and archaeological heritage or qualifying interest of any such area. Any proposal for replacement dishes/antennae shall be subject to all material considerations, including environmental designations and amenity considerations.

Policy TC-P-5

It is the policy of the Council to consider proposals for replacement telecommunications support structures where any proposed new support structure 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 such area. Any proposal for replacement telecommunications support structures shall be subject to all material considerations, including environmental designations and amenity considerations.

Policy TC-P-6

It is a policy of the Council that proposals for new telecommunications support structures, antennae and dishes will not be permitted within Areas of Especially High Scenic Amenity.

Policy TC-P-7

It is a policy of the Council that access roads associated with telecommunications development must be designed and landscaped to avoid visual and environmental disruption of the landscape, comply with Article 6 of the Habitats Directive and have regard to the relevant conservation objectives, qualifying interests and threats to the integrity of any Natura 2000 site.

Policy TC-P-8

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.

9.0 Housing Policies

Policy UB-P-5

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 'leapfrogging' to more remote areas and to make better use of underutilised land subject to compliance with Article 6 of the Habitats Directive (where applicable).

Policy UB-P-6

It is a policy of the Council to encourage and support proposals for new residential development that will result in the regeneration and/or renewal of town centre areas or areas of vacancy and/or dereliction subject to the policies all other relevant policies of this plan including Part C, relevant national/regional guidance, relevant environmental designation and in the context of the proper planning and sustainable development of the area.

Policy UB-P-7

It is a policy of the Council that, development proposals for new residential developments (2 or more units) in settlements shall demonstrate that the design process, layout, specification, finish of the proposed development meets the guidelines set out in the following key Government publications:

- 'Quality Housing for Sustainable Communities, Best Practice Guidelines for Delivering Homes, Sustaining Communities,' DEHLG, 2007.
- 'Sustainable Urban Housing: Design Standards for New Apartments,' DEHLG, 2007.
- 'Guidelines on Sustainable Residential Development in Urban Areas,' DEHLG, 2009.
- 'Urban Design Manual, A Best Practice Guide, A Companion Document to the Planning Guidelines on Sustainable Residential Development in Urban Areas' DEHLG, 2009.
- 'Sustainable Urban Housing: Design Standards for New Apartments', 2015, DoHPCLG.

Policy UB-P-8

It is a policy of the Council that new residential developments shall be laid out and orientated in order to make use of the landscape characteristics including local features and vistas, and maximise opportunities presented from passive solar gain.

Development adjacent to amenity areas shall be orientated to face onto the amenity areas and provide maximum informal surveillance. Locating amenity areas to the rear of properties will not be permitted.

Policy UB-P-9

It is a policy of the Council that direct pedestrian and cycle linkages shall be provided within proposals for new residential developments so as to interconnect with central amenity areas, adjoining neighbourhood developments and neighbourhood facilities subject to compliance with Article 6 of the Habitats Directive. Linkages shall be provided in addition to the primary access to the development and shall be designed to maximise passive surveillance from surrounding properties, be well lit and maintained and the materials and finish shall be of a high quality. Linkages that follow indirect routes and/or to the rear of properties shall normally not be considered acceptable.

Policy UB-P-10

It is a policy of the Council that proposals for new residential development shall demonstrate that a housing density appropriate to its context is achieved, and provides for a sustainable pattern of development whilst ensuring the highest quality residential environment. Lower density ranges may be required having regard to the density and spatial pattern of development on lands that abutt the site. In addition, housing densities will be considered in the light of all other relevant objectives and policies of this plan, including the objectives and policies set out in Chapter 2, Core Strategy.

Policy UB-P-11

Proposals for residential development shall provide a mixture of house types and sizes in order to reasonably match the requirements of different household categories within the Plan area, including those groups with particular special needs. The Council will seek to achieve a balance of housing stock to meet the needs and aspirations of the people residing within the Plan area.

Policy UB-P-12

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 residential amenity.

Policy UB-P-13

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; in accordance with and subject to the guidance set out in the 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' (2009) and the requirements set out below -

The provision of public amenity open space within new residential developments shall:

- (i) Be conveniently located within the development, and designed as an integral part of the overall layout acting as a natural focal point that contributes to the visual enhancement of the development, and
- (ii) Be of a high quality design, providing for multi-functional uses, through the use of hard and soft landscaping techniques including equipped formal play areas, informal greens, furniture, paved and planted amenity areas, and
- (iii) Provide adequate lighting and signage, and highly accessible linkages with the surrounding public footpath network and other designated amenity areas, and
- (iv) Include a programme of maintenance.

Policy UB-P-17

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.

Policy UB-P-21

It is a policy of the Council that prior to commencement of development, housing developments shall be named and numbered by the developers in consultation with the Donegal Placenames Committee, in a logical and sequential manner so as to facilitate ease of access by emergency services and the public. It will also be a requirement that developers install appropriate traffic calming, signage and lineage within housing developments prior to first occupation as part of a quality design solution.

Policy UB-P-22

It is a policy of the Council that development proposals for new multiple residential development (2 units or more) provide all infrastructure necessary to support the delivery of services and quality of life to the new residential development and its neighbourhood, prior to the first occupancy of any unit. Any such infrastructural provision shall include, but not be confined to, service connections to existing utility networks, neighbourhood facilities, childcare facilities, open space provision, bus stops, cycleway, footpaths and public lighting. Adequate security shall be provided, to ensure satisfactory completion and maintenance of development, in accordance with the provisions of Part B, Appendix 3, Development Guidelines and Technical Standards and it shall not be released until those requirements have been complied with and evidenced to the satisfaction of the Planning Authority.

Policy UB-P-23

It is a policy of the Council that, where appropriate, new residential developments shall provide for adequate off-street car parking to facilitate the development in accordance with the standards set out in Part B, Appendix 3, Development and Technical Standards.

Policy UB-P-25

The Council will permit development that involves the sub division of residential sites only where it can be clearly demonstrated that:

- a) The existing house is not part of an overall development and the proposal would compromise the original layout of which the existing house formed part thereof, and
- b) The curtilage of original dwelling is not subdivided by more than 50% by the proposal, and
- c) The footprint of the proposed dwelling would not exceed one third of the new curtilage, and
- d) The proposal would not appear incongruous with the density, massing, scale, proportions, materials and overall design and character of the existing property and the character of the street scene and surrounding area; and
- e) The proposal would not adversely effect the visual and residential amenity of adjoining properties and the surrounding area or give rise to adverse transport or road safety effects and will provide an acceptable level of parking for every separately occupied dwelling, and
- f) The proposal would not reduce the provision of adequate private amenity space for the existing dwelling and will provide sufficient private amenity space for any new separately occupied dwelling(s).
- g) The proposal would not adversely affect the amenity of adjoining properties.

Policy UB-P-26

Proposals for the conversion of a building into flats or the conversion of existing large flats into smaller units will normally be permitted, provided that:

- a) The building/site is capable of accommodating the additional residential amenities; and
- b) The proposal would not hinder traffic movement or prejudice the safety of road users or pedestrians; and
- c) The proposal includes amenities comprising refuse disposal facilities, drying areas and access to private outdoor amenity space; and
- d) The proposal is for self-contained flats; and
- e) Where appropriate, the proposal shall include convenient and adequate off-street car parking that integrates with the neighbouring properties
- f) The proposal meets minimum standards specified in 'Sustainable Urban Housing: Design Standards for New Apartments', Department of Environment, Heritage and Local Government, September 2007.

Policy UB-P-27

Proposals for extension to a dwelling shall be considered subject to the following criteria:

- a) The development reflects and respects the scale and character of the dwelling to be extended and its wider settlement;
- b) Provision is made for an adequate and safe vehicular access and parking; and
- c) The proposal would not adversely affect the amenity of adjoining properties.

Policy UB-P-28

Proposals for the re-use of upper floors above retail and commercial premises within the plan area for the purposes of residential accommodation shall be considered subject to demonstration that:

- a) The development does not prejudice existing commercial activity or result in the loss of residential amenity; and
- b) The development creates suitable pedestrian and vehicular access arrangements.
- c) The development can demonstrate that it positively contributes to the vitality and mix of uses in the area.

10.0 Flooding Policies**Policy F-P-1**

It is a policy of the Council to ensure that all development proposals comply with 'The Planning System and Flood Risk Management - Guidelines for Planning Authorities', November 2009, DoEHLG. In doing so the Planning Authority shall:

- Assess developments in accordance with the Sequential approach and precautionary principle set out in the Planning System and Flood Risk Management - Guidelines for Planning Authorities'; and
- Utilise the Flood Risk Management Plans (and any associated flood risk mapping) prepared as part of the CFRAMS programme, or any other flood risk datasets or mapping it considers appropriate, in assessing flood risk.

Policy F-P-2

It is a policy of the Council to require applicants/developers to submit, where appropriate, an independent 'Flood Risk Assessment' in accordance with the Flood Risk Management Guidelines, DEHLG, 2009 or any subsequent related publication and/or 'Surface Water Drainage Calculations', from suitably qualified persons.

Policy F-P-3

It is a policy of the Council to require applicants/developers to submit, where appropriate, evidence of compliance with the Justification test set out in S5.15 of The Planning System and Flood Risk Management - Guidelines for Planning Authorities' (DoEHLG 2009) or any subsequent related publication.

Policy F-P-4

It is a policy of the Council not to permit development where flood or surface water management issues have not been, or cannot be, addressed successfully and/or where the presence of unacceptable residual flood risks remain for the development, its occupants and/or property or public infrastructure elsewhere including, inter alia, up or downstream.

Policy F-P-5

It is a policy of the Council to promote the use of Sustainable Urban Drainage Systems (SUDs), flood attenuation areas, the controlled release of surface waters and use of open spaces and semi permeable hard surfaces for appropriate development proposals.

Policy F-P-6

It is a policy of the Council to consider the development of long and short-term flood remediation works, including embankments, sea defences, drainage channels, and attenuation ponds to alleviate flood risk and damage to livelihoods, property and business 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.

Policy F-P-7

It is a policy of the Council not to permit developments which would hinder the maintenance of river or drainage channels.

11.0 Policies in relation to Natural Heritage

Policy NH-P-1

It is a policy of the Council to ensure that development proposals do not damage or destroy any sites of international or national importance, designated for their wildlife/habitat significance in accordance with European and National legislation including: SACs, SPAs, NHAs, Ramsar Sites and Statutory Nature Reserves.

Policy NH-P-2

It is the policy of the Council to protect the habitats of species listed for protection through the prevention and management of the spread of invasive plant and animal species in the County in accordance with European and National legislation.

Policy NH-P-3

It is a policy of the Council to require the consideration of Designated Shellfish Waters and their Shellfish Pollution Reduction Programmes in all development proposals that fall within their catchment.

Policy NH-P-4

It is a policy of the Council to require the consideration of Freshwater Pearl Mussel and any relevant Freshwater Pearl Mussel Sub-basin Plans in all development proposals that fall within their basin of catchment.

Policy NH-P-5

It is a policy of the Council to require consideration of the impact of potential development on habitats of natural value that are key features of the County's ecological network and to incorporate appropriate mitigating biodiversity measures into development proposals.

Policy NH-P-8

It is the policy of the Council to safeguard the scenic context, cultural landscape significance, and recreational and environmental amenities of the County's coastline from inappropriate development.

Policy NH-P-9

It is the policy of the Council to manage the local landscape and natural environment, including the seascape, by ensuring any new developments do not detrimentally impact on the character, integrity, distinctiveness or scenic value of the area.

Policy NH-P-10

It is a policy of the Council to retain and protect significant stands of existing trees/hedgerows/woodlands, and seek increased planting of native trees where appropriate in new developments.

Policy NH-P-11

It is a policy of the Council to 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.

Policy NH-P-15

It is a policy of the Council to safeguard prominent skylines and ridgelines from inappropriate development.

Policy NH-P-17

It is a policy of the Council to seek to preserve the views and prospects of special amenity value and interest, in particular, views between public roads and the sea, lakes and rivers. In this regard, development proposals situated on lands between the road and the sea, lakes or rivers shall be considered on the basis of the following criteria:

- Importance value of the view in question.
- Whether the integrity of the view has been affected to date by existing development.
- Whether the development would intrude significantly on the view.
- Whether the development would materially alter the view.

In operating the 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 rivers.

12.0 Policies in relation to Built Heritage

Policy BH-P-1

It is a Policy of the Council to conserve and protect all structures (or parts of structures) and sites contained in the Record of Protected Structures that are of special architectural, historic, archaeological, artistic, cultural, scientific, social or technical interest.

Policy BH-P-3

It is a policy of the Council to ensure retention of vernacular and/or historic structures (and parts of structures), including their functional and decorative details, that are sensitive to traditional construction methods and materials and do not have a detrimental impact on the character or appearance of a structure and are in accordance with current conservation guidelines and best practice.

Policy BH-P-4

It is a policy of the Council to ensure the repair, reuse and appropriate refurbishment of vernacular and/or historic buildings, which make a positive contribution to the built heritage of the area including those as referred to on the National Inventory of Architectural Heritage.

Policy BH-P-5

It is a policy of the Council to protect and preserve vernacular and/or historic industrial and maritime buildings. Proposals for restoration or adaptive re-use should be facilitated subject to a full architectural assessment.

Policy BH-P-6

It is a policy of the Council to ensure, where appropriate, measures to extend, modify or materially alter the fabric of vernacular and/or historic buildings are sensitive to traditional construction methods and materials and craftsmanship and do not have a detrimental impact on the character or appearance of a structure.

Policy BH-P-7

It is a policy of the Council to promote and retain building fabric such as lime mortar, slate, thatch, timber windows, rendering and joinery and the reinstatement of such will be encouraged.

Policy BH-P-8

It is a policy of the Council to facilitate appropriate and high quality design solutions including considerations of scale, proportion, detailing and material specification for development proposals affecting vernacular and/or historic buildings in both urban and rural settings.

Policy BH-P-9

It is a policy of the Council to conserve and enhance the quality, character and distinctiveness of towns and streetscapes in the County, including street layouts, historic structures, building lines, traditional plot widths, signage and historical street furniture as well as the character of the area.

Policy BH-P-10

It is a policy of the Council to ensure the retention of historic shop fronts, pub fronts and traditional (hand-painted) signage as part of the streetscape of towns and villages and roads of both urban and rural Donegal.

Policy BH-P-12

It is a policy of the Council to ensure the sensitive design, siting and rationalisation of modern street furniture and elements such as lighting, seats and benches, litter boxes, bollards, railings, street signs, post boxes, telephone kiosks, paving, kerbstones, utility boxes, cables, posts, antenna, statues, plaques and other monuments, which will visually integrate with their host locations.

Policy BH-P-13

It is a policy of the Council to identify and promote the re-use of traditional building clusters/groupings in both rural and urban settings which add to the unique and specific value of a given landscape character.

Policy BH-P-17

It is a policy of the Council to require that any historic structures that have to be demolished or significantly altered are photographed and recorded (including scaled drawings) to agreed professional standards.

Policy BH-P-18

It is a policy of the Council to preserve the integrity of Historic Gardens and Designed Landscape sites in County Donegal identified in the National Inventory of Architectural Heritage (www.buidingsofireland.ie/Surveys/Gardens/).

13.0 Policies in Relation to Archaeological Heritage

Policy AH-P-1

It is a policy of the Council to protect and enhance the integrity of Archaeological Monuments and their settings and to secure the preservation in-situ of all archaeological monuments included on the Record of Monuments and Places. Preservation by record shall only be considered in exceptional circumstances where the principles of the Department of Arts, Heritage, Gaeltacht and the Islands publication entitled, 'Framework and Principles for the Protection of Archaeological Heritage' can be satisfied.

Policy AH-P-3

It is the policy of the Council to protect the character, settings of and views from National Monuments and to manage development which would be considered to (visually or physically) intrude upon or inhibit the enjoyment of the amenities of these sites.

Policy AH-P-4

It is the policy of the Council to protect where appropriate, the character and setting of any unrecorded archaeological object or site.

Policy AH-P-5

It is the policy of the Council to protect and preserve archaeological sites, their characters and settings which have been identified subsequent to the publication of the Record of Monument and Places.

Policy AH-P-6

It is the policy of the Council to protect and conserve historic graveyards identified in the Record of Monuments and Places (including those in the guardianship of Donegal County Council) in cooperation with the National Monuments Service of the Departments of Arts, Heritage, Regional, Rural and

Gaeltacht Affairs and encourage their management in accordance with legislation, conservation principles and best practice.

Policy AH-P-7

It is the policy of the Council to protect and preserve underwater archaeological sites in rivers, lakes, intertidal and sub-tidal locations.

Policy AH-P-8

It is the policy of the Council to protect known battlefield sites and their settings.

14.0 Policies in relation to Tourism

Policy TOU-P-1

It is a policy of the Council to ensure that tourism related development proposals do not negatively impact on the natural landscape, environmental habitats and built heritage of the county.

Policy TOU-P-2

It is a policy of the Council 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 are in accordance with the policies of this Plan.

Policy TOU-P-3

It is a policy of the Council to facilitate tourism developments which support the County's core tourism product by providing visual and activity based visitor experiences/attractions which are consistent with the brand identity of the Wild Atlantic Way and other similar initiatives and are in accordance with the policies of this Plan.

Policy TOU-P-4

It is a policy of the Council to facilitate the development of ancillary tourism attractions (e.g. restaurants, cafes, bars, and tourist accommodation) in a manner consistent with the brand identity of the Wild Atlantic Way and other similar initiatives and in accordance with the policies of this Plan.

Policy TOU-P-5

It is a policy of the Council not to permit development which would materially detract from visual and scenic amenities along the route of the Wild Atlantic Way.

Policy TOU-P-6

It is a policy of the Council 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.

Policy TOU-P-10

It is a policy of the Council to consider development proposals for resource related/activity based tourism product developments (e.g. developments related to walking, cycling, horse riding, fishing/angling, watersports, outdoor pursuits, craft/cultural centres etc) throughout the county except within Areas of Especially High Scenic Amenity, where it is demonstrated that a) the core of the proposal is based on a demonstrable tourism product, b) said product is functionally dependent on the resource which is being harnessed or is activity based and c) the development has wider economic benefits for the community. In considering such proposals the planning authority may permit:

- On-site accommodation units which are; retained within the same ownership as, designed as accommodation units for, and rented on a short term basis (1 month maximum) in conjunction with, the tourism business providing the tourism product.
- A small retailing element which is ancillary to and functionally dependent on the core tourism product (e.g. gift shop, equipment shop).

- A small cafe/restaurant which is ancillary to and functionally dependent on the core tourism product.

Policy TOU-P-11

It is Council policy to consider development proposals for the provision of exclusively campervan/motorhome and touring caravan stopover sites at locations along and in close proximity to the designated 'Wild Atlantic Way' route, excluding areas of Especially High Scenic Amenity, which comply with the following criteria:

- There is provision of suitably designed and surface parking bays with water and power facilities, green space for each vehicle/touring caravan and wastewater disposal facilities.
- The specific criteria set out in the Tourism Development General Criteria Policy (TOU-P-20 refers).

Policy TOU-P-12

It is a policy of the Council to consider development proposals for new hotels within the defined boundaries of settlement framework/urban areas and within safe walking distance of local services and facilities (i.e. via an existing or proposed footpath). Where it is demonstrated that there are no suitable sites available which meet the abovementioned locational criteria the Council will consider new hotels at alternative locations within said settlement framework/urban areas. The Council will consider development proposals for new hotels within rural areas excluding area of Especially High Scenic Amenity in the following circumstances:

- Where it is demonstrated that there are suitable sites available for the proposed development within any settlement in the locality or;
- It is demonstrated that the development is functionally dependent on, and ancillary to, an existing rural resource (e.g. Golf Courses).
- The development involves the refurbishment/reuse of existing building(s) including the extension of such buildings where the extension is subsidiary in scale to the existing building.

Policy TOU-P-13

It is a policy of the Council to consider development proposals for new guest houses in urban areas and new guest houses of up to 10 bedrooms in rural areas excluding areas of Especially High Scenic Amenity which comply with the Tourism Development General Criteria Policy (TOU-P-20 refers).

Policy TOU-P-14

It is a policy of the Council to consider development proposals for new tourism hostels in both rural and urban areas excluding areas of Especially High Scenic Amenity, which comply with the Tourism Development General Criteria Policy (TOU-P-20 refers).

Policy TOU-P-15

It is a policy of the Council to consider development proposals for extensions to existing hotels, guest houses and tourism hostels in both rural and urban areas excluding areas of Especially High Scenic Amenity, which provide a high quality sustainable design, and which comply with the Tourism Development General Criteria Policy (TOU-P-20 refers).

Policy TOU-P-16

It is a policy of the Council to consider development proposals for holiday resorts 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:

- 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.
- 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.

- 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.
- 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.
- That there is the suitable provision of toilet/shower facilities where camping facilities are proposed.
- The location siting and design of the development generally accords with Holiday Camp Registration and Renewal of Registration Regulations, 2008.
- It would otherwise comply with the Tourism Development General Criteria Policy (TOU-P-20 refers).

Policy TOU-P-17

It is a policy of the Council to consider development proposals for new parks for, mobiles homes/static caravans (including facilities for touring caravans, and campervans/motorhomes and camping) which do not meet the criteria of a holiday resort set in policy TOU-P-16 above within the defined boundaries of settlements/urban areas excluding areas of Especially High Scenic Amenity where they comply with the following criteria:

- The development is within safe walking distance of local services and facilities (i.e. via an existing or proposed footpath).
- The specific criteria set out in the Tourism Developments General Criteria Policy (TOU-P-20 refers).
- The location, siting and design of the development generally accords with the Caravan and Camping Parks Registration and Renewal of Registration Regulations, 2009 or any subsequent related regulations.

Policy TOU-P-18

It is a policy of the Council to consider development proposals for extensions to existing parks for mobiles homes/static caravans (including facilities for Touring Caravans, Campervans, Motorhomes and Camping) and in both urban and rural areas excluding areas of Especially High Scenic Amenity where they comply with the following criteria:

- The specific criteria set out in the Tourism Developments General Criteria Policy (TOU-P-20 refers).
- The location siting and design of the development generally accords with the Caravan and Camping Parks Registration and Renewal of Registration Regulations, 2009 or any subsequent related regulations.

Policy TOU-P-19

It is a policy of the Council to consider development proposals for exclusively camping sites including high quality, low density, 'Glamping' type accommodation units in both urban and rural areas excluding areas of Especially High Scenic Amenity where they comply with the following criteria:

- The development provides suitable toilet/shower facilities.
- The specific criteria set out in the Tourism Development General Criteria Policy (TOU-P-20 refers).
- The location siting and design of the development generally accords with the Caravan and Camping Parks Registration and Renewal of Registration Regulations, 2009 or any subsequent related regulations.

Policy TOU-P-20

It is a policy of the Council 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) The development is not located within sensitive/fragile physical environments (e.g. sand dunes, machairs, etc.), and provides adequate means of protection of such environments by means of fencing and the provision of raised/fenced walkways across beach and sand dune areas.
 - c) The development is significantly setback from, and adequately screened from, coastlines, shorelines and river banks.
 - d) The development will not detract from the visual setting of the coastline or be visually obtrusive from key points along the coastline.
 - e) Appropriate boundary treatment and means of enclosure are provided and any areas of outside storage proposed are adequately screened from public view.
 - f) It will not have a significant impact on adjacent residential amenities.
 - g) There is an adequate means of water supply.
 - h) There is existing or imminent programmed 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.
 - i) 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.
 - j) Adequate parking provision, access and manoeuvring arrangements (including for touring coaches and motorhomes), and servicing areas are provided in line with best practice, and the technical standards and policies of this plan.
 - k) The layout of the development provides for a high level of, and prioritises, pedestrian permeability and access.
 - l) The development does not create a noise nuisance and will not cause any significant environmental emissions.
 - m) The development will not have an adverse impact on the built, scenic, or natural heritage of the area including structure on the RPS/NIAH and Natura 2000 sites;
 - n) The development is not located in an area at flood risk and/or will not cause or exacerbate flooding;
 - o) The development will not compromise the water quality of water bodies with River Basin Districts designed under the Water Framework Directive or hinder the programme of measures contained within any associated River Basin Management Plan.

15.0 Policies in Relation to Community, Culture and the Gaeltacht

Policy CCG-P-1

It is a policy of the Council to consider development proposals for new social and community infrastructure/service related developments (e.g. healthcare facilities, sheltered housing facilities, nursing homes, residential care homes, sports/recreational facilities, playgrounds, community resource centres, new education facilities, etc) 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 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 abovementioned locational criteria in point a) above.
- c) In rural locations in close proximity to existing rural infrastructure (e.g. rural schools, sports facilities, churches etc), excluding areas of Especially High Scenic Amenity, 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 excluding areas of Especially High Scenic Amenity 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.

Policy CCG-P-2

It is a policy of the Council to ensure that development proposals for residential care facilities such as nursing homes comply with the design standards set out in the document National Quality Standards for Residential Care Settings for Older People in Ireland, 2009 or any subsequent relevant design standards.

Policy CCG-P-3

It is a policy of the Council to facilitate development proposals for private and community allotments and community gardens throughout the county.

Policy CCG-P-4

It is a policy of the Council that any development proposal for social, community or cultural use (e.g. healthcare facilities sheltered housing facilities, nursing homes, residential care homes, sports/recreational facilities, playgrounds, community resource centres, education facilities, libraries, museums, galleries etc.), in addition to other policy provisions of this Plan, shall be required to meet the following criteria;

- a) It is compatible with surrounding land uses existing or approved.
- b) It will not have a significant impact on adjacent residential amenities.
- c) There is existing or imminent programmed capacity in the public water waste infrastructure for developments within urban areas or suitable on-site effluent treatment facilities to EPA standards can be provided in rural areas.
- d) It does not cause a traffic hazard and the existing road network can safely handle any extra vehicular traffic generated by the proposed development.
- e) Adequate parking provision, access arrangements, maneuvering and servicing areas are provided in line with technical standards and policies of this Plan.
- f) The layout of the development provides for a high level of, and prioritises, pedestrian permeability and access.
- g) It does not create a noise nuisance and will not cause any significant environmental emissions.
- h) The location, siting, and design of the development including associated infrastructure and landscaping arrangements is of a high quality and does not have an adverse impact on the host landscape, rural character, or visual amenities of the area (for developments in rural areas), does not have an adverse impact on/successfully integrates with the streetscape, vernacular character or built environment of the area (for developments in urban areas).
- i) Appropriate boundary treatment and means of enclosure are provided and any areas of outside storage proposed are adequately screened from public view;
- j) It does not have an adverse impact on the built, scenic, or natural heritage of the area including structures on the RPS/NIAH and Natura 2000 sites;
- k) It is not located in an area at flood risk and/or will not cause or exacerbate flooding;
- l) It does not compromise the water quality of water bodies with River Basin Districts designed under the Water Framework Directive or hinder the programme of measures contained within any associated River Basin Management Plan.

Policy CCG-P-5

It is the policy of the Council to ensure that development proposals for primary and post primary schools comply with the following, or any subsequent related, publications, in terms of their location, siting and design:

- The provision of Schools and the Planning system – A Code of Practice for Planning Authorities, Department of the Environment, Heritage and Local Government, July 2008.
- Technical Guidance Document TGD20-TGD25 Department of Education and Skills 2007
- Sustainable Residential Development in Urban Areas, Department of the Environment, Heritage and Local Government May 2009 (and the accompanying Urban Design Manual)

Policy CCG-P-8

It is a policy of the Council not to permit development adjoining existing public educational facilities which would hinder the planned future expansion of such facilities and any associated ancillary infrastructure.

Policy CCG-P-9

It is the policy of the Council to facilitate and support, where the need is identified, the provision of childcare facilities in appropriate locations including towns and villages, areas adjacent to existing community facilities, areas of employment and close to public transport, in order to facilitate localised provision, accessibility and sustainable development.

Policy CCG-P-12

It is a policy of the Council to ensure that relevant development proposals have appropriate regard for walking and cycling which will promote physical activity and reduce car use.

Policy CCG-P-13

It is policy of the Council to:

- Conserve lands zoned Amenity/Green space/Open Space in settlement frameworks/urban areas for exclusively public amenity/recreational use.
- Protect the routes of, not permit development which would hinder the creation of, and otherwise positively facilitate the development of, future Greenways, walking and cycling routes including those identified in this Plan.
- Protect the extent, quality, visual setting and functionality of existing Greenways, walking and cycling routes including those identified in this Plan.

Policy CCG-P-15

It is a policy of the Council to consider development proposals for large scale Cultural Infrastructure (e.g. Libraries, Theatres, Museums, Galleries, Large Scale Visitor Centres etc) in accordance with the following locational criteria:

- a) At central 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 and which would otherwise promote social inclusion.
- b) At alternative locations within said settlement framework/urban areas where it is demonstrated that there are no suitable sites available which meet the abovementioned locational criteria in point a) above.
- c) In rural locations in close to existing rural infrastructure (e.g. rural schools, sports facilities, churches etc), excluding areas of Especially High Scenic Amenity, where it is demonstrated that the development is intended to serve an exclusively rural need or is functionally dependent on a specific rural location.
- d) At other rural locations, excluding areas of Especially High Scenic Amenity, 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 point c) above.

Policy CCG-P-17

It is a policy of the Council to ensure that new public spaces are of a high quality, imaginative design, utilise high quality materials and incorporate, where appropriate creative public art.

16.0 Development Guidelines and Technical Standards

A full suite of 'Development Guidelines and Technical Standards' can be viewed in the Donegal County Development Plan 2018-2024 , part B, Appendix 3.

