



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

# **Proposed Material Alterations to the Draft Letterkenny Plan and Local Transport Plan 2023- 2029**

**August 2023**



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# 1 Introduction

## 1.1 Background and Consultation Period

The Draft Letterkenny Plan and Local Transport Plan 2023-2029, and Environmental Reports were published for a period of consultation from 6<sup>th</sup> January – 17<sup>th</sup> February 2023 and written submissions and observations were invited in relation to it. A total of 61 submissions were received and a Chief Executive's Report in relation to the submissions was prepared in March 2023 and submitted to the Elected Members of Donegal County Council for their consideration.

In accordance with section 20(3)(d) of the Planning & Development Act 2000 (as amended) the Members of Donegal County Council considered the Draft Plan and the Chief Executive's Report, (and other associated documents) at their plenary meetings on 10<sup>th</sup> May and 19<sup>th</sup> June 2023 and decided to amend the Draft Plan. The amendments include a total of 62 Proposed Material Alterations and these are listed in section 2 of this document. **The Proposed Material Alterations are now available for public consultation during the period 11<sup>th</sup> August to 8<sup>th</sup> September 2023 (inclusive).**

Submissions and observations in relation to the Proposed Material Alterations and associated environmental reports are invited during this time. Note that matters outside of the Proposed Material Alterations cannot be considered.

Submissions can be made –

- In writing to the Planning Authority at: The Central Planning Unit, Donegal County Council, County House, Lifford, F93 Y622
- via the Council's online consultation portal at [consult.donegal.ie](https://consult.donegal.ie) ; or
- via email to [letterkennyplan@donegalcoco.ie](mailto:letterkennyplan@donegalcoco.ie) (please insert following in 'Subject Title' bar: **Letterkenny Plan Material Alterations**) Submissions made via email must include the full name and address of the person making the submission.

## 1.2 Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment

Pursuant to section 20(3)(f) of the Planning & Development Act 2000 (as amended), the Planning Authority has determined that a Strategic Environmental Assessment (SEA) is required to be carried out as respects a number of specified Proposed Material Alterations. The Determination in relation to SEA can be viewed on the Council's website. In view of the foregoing, revisions have been undertaken to the Environmental Report (Strategic Environmental Assessment) and the revised report accompanies this document. Submissions or observations may also be made in relation to that Report.

The Planning Authority has further determined, pursuant to an Appropriate Assessment screening exercise, that the Proposed Material Alterations will not alter the conclusion of the Natura Impact Report (NIR) that was completed to inform the preparation of the Draft Letterkenny Plan and Local Transport Plan, and thus that the Proposed Material Alterations can be 'screened out' in terms of requirements for Appropriate Assessment. The Determination in relation to AA will be published on the website after the plan-making process is concluded.

Finally, the Authority has also prepared a revised Strategic Flood Risk Assessment arising from the Proposed Material Alterations and the revised report accompanies this document. Submissions or observations may also be made in relation to that Report.

### **1.3 Next Steps**

Following the completion of the consultation period, a Chief Executive's Report shall be prepared in accordance with section 20(3)(k) of the Planning and Development Act 2000 (as amended) in order to give the response of the Chief Executive to the issues raised in the submissions. The Members will consider the report and may, by resolution decide either not to make the plan, or to make the plan with or without the Proposed Material Alterations or subject to a modification which is minor in nature and therefore not likely to have significant effects on the environment or adversely affect the integrity of a European site. Further modifications shall not be made to material alterations where it refers to an increase in the area of land zoned for any purpose, or an addition to or deletion from the record of protected structures.

## 2 Schedule of Proposed Material Alterations

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
<b>Part A: Land Use Planning Policies</b>			
MA1	Chapter 10 – Housing, Sections 10.2.1, 10.2.2 and 10.2.3	<p><b>Revise the narrative of the plan with respect to population projections/housing supply targets/zoned land provision, as follows –</b></p> <p>New text coloured blue, deleted text in red strikethrough:</p> <p><b>10.2 Overall Supply <u>and Additional Provision</u></b></p> <p><u>10.2.1 Overall Supply</u></p> <p>The housing and population targets in the Letterkenny plan are based on the <del>Core Strategy of the County Development Plan 2018-2024 (see table 10.1 below)</del> <u>projections contained in the National Planning Framework and the NWRA’s Regional Spatial and Economic Strategy</u>. <del>As noted in Section 1.1, the Letterkenny Plan has been prepared with a 10-year horizon in mind, in order to align with the period covered by the ‘Transitional Regional and County Population Projections to 2031’ contained in the ‘Implementation Roadmap for the National Planning Framework’.</del> <u>This 2031 horizon allows for a more holistic view of the development of the Regional Centre and takes into consideration the potential for longer lead-in times for development of certain sites due to servicing needs, particularly the extensive Strategic and Sustainable Development Site to the south of the town centre.</u> <u>In this regard, it is noted that the vision of the RSES for Letterkenny refers to an additional 4000 houses being provided in Letterkenny between 2020-2040 (this equates to 200 houses per annum), whilst RPO 3.7.23 similarly seeks to ‘provide an additional 3,000-4,000 residential units within Letterkenny to facilitate the growth of Letterkenny to a minimum of 27,300 residents by 2040.</u></p>	No

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)								
		<p>The population projections for Letterkenny as set out in the RSES (see table 10.1 below) provide for a growth of 440 persons per annum in Letterkenny between 2016 and 2031, and assuming an occupancy rate of circa 2.6 persons per dwelling unit (as indicated in the results from Census 2022) this would equate to a requirement for approximately 169 dwellings per annum in Letterkenny (for the purpose of calculating housing requirements for the LAP is it considered reasonable to utilise a broad estimate of 200 units per annum, or 1200 over the 6 year lifetime of the LAP).</p> <p>Table 10.1 Projected population growth in Letterkenny (source: NWRA RSES)</p> <table border="1" data-bbox="546 730 1742 833"> <thead> <tr> <th data-bbox="546 730 846 799">Letterkenny 2016</th> <th data-bbox="851 730 1144 799">Letterkenny Uplift 2026</th> <th data-bbox="1149 730 1442 799">Letterkenny Uplift 2031</th> <th data-bbox="1447 730 1742 799">Letterkenny 2040</th> </tr> </thead> <tbody> <tr> <td data-bbox="546 802 846 833">Population: 19300</td> <td data-bbox="851 802 1144 833">4400</td> <td data-bbox="1149 802 1442 833">2200</td> <td data-bbox="1447 802 1742 833">Population: 27300</td> </tr> </tbody> </table> <p>It must be noted that the RSES projections start from a base year of 2016 and thereafter envisage a population growth of 440 persons each year out to 2031 (or circa 200 additional dwellings per annum being constructed in the town). However, when we look at housing completions within the Letterkenny CSO boundary since 2016 (see Table 10.2) we can see that in fact only 373 dwellings were completed in the 7-year period 2016-2022 inclusive, rather than the ~1400 projected by the RSES; a shortfall of approximately 1000 units.</p> <p>In order to meet the growth targets envisaged for the Regional Centre, it is evident that the Letterkenny Plan must provide for the ~200 dwellings per annum projected by the RSES, but must also make up for the recent significant shortfalls in housing construction. There is therefore a need to plan for the construction of at least 2200 residential units over the 6-year life of the Letterkenny Plan (NB – the emerging Core Strategy for the County Development Plan 2024-2030, which utilises the population projections outlined in the NPF and the methodology outlined in the 'Housing Supply Target Methodology for Development Planning' Guidelines for Planning Authorities, arrive at an estimated need for 2300 dwellings in Letterkenny over a 6-year period.</p>	Letterkenny 2016	Letterkenny Uplift 2026	Letterkenny Uplift 2031	Letterkenny 2040	Population: 19300	4400	2200	Population: 27300	
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Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)																		
		<p><a href="#">Given the need for the Letterkenny Plan to be consistent with the County Plan, the figure of 2300 units is utilised hereafter for the purposes of calculating the required housing land supply).</a></p> <p><a href="#">Table 10.2 Housing Completions in Letterkenny, 2016-2022</a></p> <table border="1" data-bbox="546 584 1240 887"> <thead> <tr> <th><a href="#">Year</a></th> <th><a href="#">No. of Housing Completions</a></th> </tr> </thead> <tbody> <tr> <td><a href="#">2016</a></td> <td><a href="#">27</a></td> </tr> <tr> <td><a href="#">2017</a></td> <td><a href="#">32</a></td> </tr> <tr> <td><a href="#">2018</a></td> <td><a href="#">52</a></td> </tr> <tr> <td><a href="#">2019</a></td> <td><a href="#">76</a></td> </tr> <tr> <td><a href="#">2020</a></td> <td><a href="#">102</a></td> </tr> <tr> <td><a href="#">2021</a></td> <td><a href="#">46</a></td> </tr> <tr> <td><a href="#">2022</a></td> <td><a href="#">38</a></td> </tr> <tr> <td><b><a href="#">Total:</a></b></td> <td><b><a href="#">373</a></b></td> </tr> </tbody> </table> <p><a href="#">RPO 3.7.27 of the RSES stipulates that a default housing density of 35 units per hectare should be considered in Letterkenny, with the exception of areas of high density, where a minimum of 50 units per hectare should be targeted. Assuming a delivery of approximately 300 units within the town centre area over the lifetime of the plan, the density standards set out in the RSES equate to a requirement for approximately 57 hectares of residential land outside the town centre area (i.e. 2000 units at a density of 35 per hectare outside of the town centre area and a further 300 units within the town centre). This basic requirement however, must be further supplemented by additional housing land provision, which is elaborated on in section 10.2.2 below.</a></p>	<a href="#">Year</a>	<a href="#">No. of Housing Completions</a>	<a href="#">2016</a>	<a href="#">27</a>	<a href="#">2017</a>	<a href="#">32</a>	<a href="#">2018</a>	<a href="#">52</a>	<a href="#">2019</a>	<a href="#">76</a>	<a href="#">2020</a>	<a href="#">102</a>	<a href="#">2021</a>	<a href="#">46</a>	<a href="#">2022</a>	<a href="#">38</a>	<b><a href="#">Total:</a></b>	<b><a href="#">373</a></b>	
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		<p><a href="#">10.2.2 Additional Provision of Housing Lands</a></p> <p><a href="#">Section 4.4.3 of the 'Development Plan Guidelines for Planning Authorities' (2022) state that "in providing housing sites for development within settlements, it may be necessary to zone more serviced land and sites for residential (or a mixture of residential and other uses) than would equate to meeting precisely the projected housing demand for that settlement", in order to provide a degree of choice in development sites and thereby avoid restricting the supply of new housing development as a result of inactivity on any given site.</a></p> <p><a href="#">The completions figures set out in table 10.2 above illustrate the fact that the housing delivery market in Letterkenny has been severely underperforming in recent years. Furthermore, it must be acknowledged that the zoning of a site for residential purposes does not necessarily mean that the site will be brought forward for development. It is therefore essential, in the interests of supporting the growth of the Regional Centre (which in turn will support balanced regional development) that sufficient flexibility is provided in terms of available housing land in Letterkenny. For this reason, the Letterkenny Plan provides for a significant quantum of zoned housing land over and above the basic requirements identified in the Core Strategy of the County Development Plan. This additional provision also takes into consideration other issues that will affect housing demand in Letterkenny over the lifetime of the plan, most notably the significant influx of displaced persons and international protection applicants resident in the Letterkenny area (CSO figures indicate that there have been approximately 1300 arrivals from Ukraine to the Letterkenny-Milford electoral areas since 2022. Furthermore, there were over 1100 International Protection Applicants residing in Donegal in May 2023, many of which are accommodated in the Regional Centre).</a></p> <p><a href="#">Whilst the quantum of zoned residential land necessarily exceeds the base provision outlined in the Core Strategy of the County Development Plan, it must be noted that this will not compromise the compact growth of Letterkenny; indeed, 60% of the zoned residential lands fall within the CSO boundary for the town – far in excess of the 40% requirement set out under RPO 3.7.22 of the RSES.</a></p>	

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)						
		<p><a href="#">10.2.3 Housing Location and Land Availability</a></p> <p>In terms of housing location <b>and type</b>, the provision of choice is one of the key themes that emerged during the public consultation exercises undertaken in respect of the Letterkenny Plan. The plan therefore identifies a wide range of housing opportunities with varying characteristics; ranging from town centre lands and infill sites within areas of established development, to sites located on the edge of, or within relatively easy reach of the town centre, thus enabling the consideration of a wide range of housing typologies and densities to cater for the housing needs of all sectors. In all cases, there will be a focus on building communities and ensuring that all necessary physical and social infrastructure is provided in tandem with new housing development. Table 10.3<del>2</del> below sets out details of potential residential lands within the plan area.</p> <p><b><del>Table 10.1 Projected Growth Figures for Letterkenny using Baselines and Projections set out under the Core Strategy of the County Development Plan 2018-2024</del></b></p> <table border="1" data-bbox="546 895 1688 1075"> <thead> <tr> <th data-bbox="546 895 927 1007"><del>Core Strategy Projected Population Uplift to 2031</del></th> <th data-bbox="934 895 1308 1007"><del>No. of housing units required<sup>1</sup></del></th> <th data-bbox="1314 895 1688 1007"><del>Housing Land Requirement (Ha)<sup>2</sup></del></th> </tr> </thead> <tbody> <tr> <td data-bbox="546 1011 927 1075"><del>9881</del></td> <td data-bbox="934 1011 1308 1075"><del>3593</del></td> <td data-bbox="1314 1011 1688 1075"><del>119.7</del></td> </tr> </tbody> </table>	<del>Core Strategy Projected Population Uplift to 2031</del>	<del>No. of housing units required<sup>1</sup></del>	<del>Housing Land Requirement (Ha)<sup>2</sup></del>	<del>9881</del>	<del>3593</del>	<del>119.7</del>	
<del>Core Strategy Projected Population Uplift to 2031</del>	<del>No. of housing units required<sup>1</sup></del>	<del>Housing Land Requirement (Ha)<sup>2</sup></del>							
<del>9881</del>	<del>3593</del>	<del>119.7</del>							

<sup>1</sup>~~Based on occupancy of 2.75 persons per dwelling unit~~

<sup>2</sup>~~Based on density of 30 units per hectare~~

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)																												
		<p><b>Table 10.32 Residential Lands</b></p> <table border="1"> <thead> <tr> <th data-bbox="548 472 1144 533">Site Ref.</th> <th data-bbox="1144 472 1742 533">Area (Ha)</th> </tr> </thead> <tbody> <tr> <td colspan="2" data-bbox="548 533 1742 600"><b>Primarily Residential</b></td> </tr> <tr> <td data-bbox="548 600 1144 667">PR1</td> <td data-bbox="1144 600 1742 667">10.75</td> </tr> <tr> <td data-bbox="548 667 1144 734">PR2</td> <td data-bbox="1144 667 1742 734"><del>6.31</del>00</td> </tr> <tr> <td data-bbox="548 734 1144 801">PR3</td> <td data-bbox="1144 734 1742 801">1.97</td> </tr> <tr> <td data-bbox="548 801 1144 868">PR4</td> <td data-bbox="1144 801 1742 868">0.79</td> </tr> <tr> <td data-bbox="548 868 1144 935">PR5</td> <td data-bbox="1144 868 1742 935"><del>14</del>5.00</td> </tr> <tr> <td data-bbox="548 935 1144 1002">PR6</td> <td data-bbox="1144 935 1742 1002"><del>24.46</del>10.49</td> </tr> <tr> <td data-bbox="548 1002 1144 1069">PR7</td> <td data-bbox="1144 1002 1742 1069">1.14</td> </tr> <tr> <td data-bbox="548 1069 1144 1136">PR8</td> <td data-bbox="1144 1069 1742 1136">0.45</td> </tr> <tr> <td data-bbox="548 1136 1144 1203">PR9</td> <td data-bbox="1144 1136 1742 1203"><del>2.08</del>9.78</td> </tr> <tr> <td data-bbox="548 1203 1144 1270">PR10</td> <td data-bbox="1144 1203 1742 1270"><del>1.44</del>23</td> </tr> <tr> <td data-bbox="548 1270 1144 1337">PR11</td> <td data-bbox="1144 1270 1742 1337"><del>4.43</del>9.84</td> </tr> <tr> <td data-bbox="548 1337 1144 1382">PR12</td> <td data-bbox="1144 1337 1742 1382"><del>2.62</del>3.83</td> </tr> </tbody> </table>	Site Ref.	Area (Ha)	<b>Primarily Residential</b>		PR1	10.75	PR2	<del>6.31</del> 00	PR3	1.97	PR4	0.79	PR5	<del>14</del> 5.00	PR6	<del>24.46</del> 10.49	PR7	1.14	PR8	0.45	PR9	<del>2.08</del> 9.78	PR10	<del>1.44</del> 23	PR11	<del>4.43</del> 9.84	PR12	<del>2.62</del> 3.83	
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Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration		Accompanied by Map (Yes/ No)
		PR13	5.24 <del>10</del>	
		PR14	0.83 <del>5</del>	
		PR15	4.7 <del>1.19</del>	
		PR16	3.90	
		PR17	3.50	
		PR18	1.89	
		PR19	1.74 <del>0.55</del>	
		PR20	1.93	
		<del>PR21</del>	<del>1.46</del>	
		<del>PR22</del>	<del>1.74</del>	
		<b>Total:</b>	<b>94.16<del>78.38</del> Ha</b>	
		<b>Opportunity Sites</b>		
		OPP1	7.25 (50% of total site area)	
		OPP2	4.54 <del>3.35</del>	
		OPP3	2.00 (8% of total site area)	

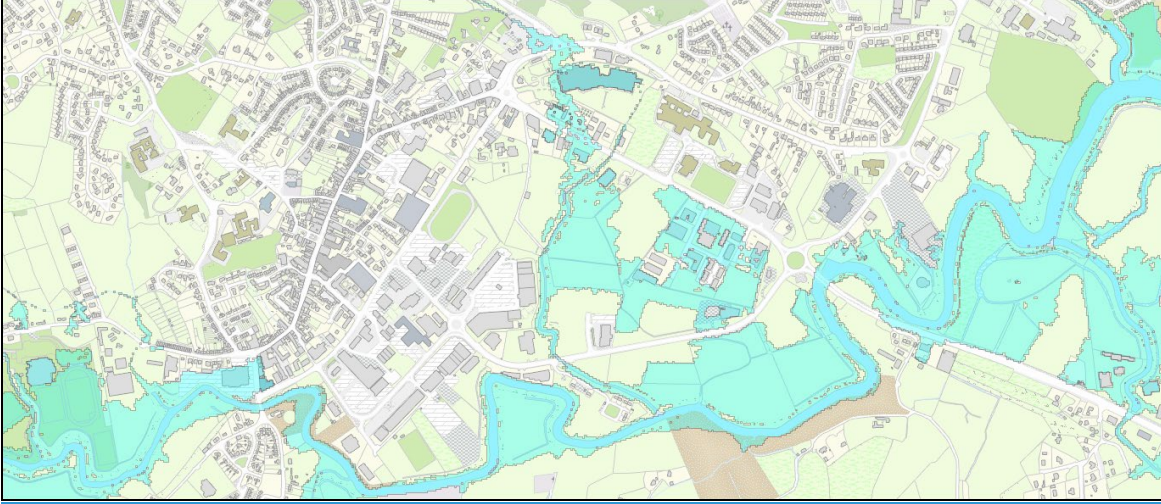
Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration		Accompanied by Map (Yes/ No)
		OPP4	2.20	
		OPP5	2.32	
		OPP6	0.32	
		OPP7	<del>5.13</del> 2.08	
		OPP8	<del>7.73 (50% of total site area)</del> 5.1	
		OPP9	<del>1.83</del> 7.80 (50% of total site area)	
		OPP10	<del>9.8 (50% of total site area)</del> 1.83	
		<del>OPP11</del>	<del>1.44</del>	
		<del>OPP12</del>	<del>9.80 (50% of total site area)</del>	
		<b>Total :</b>	<del>43.12</del> <b>45.49 Ha</b>	
		<b>Total Primarily Residential and Opp. Site housing land:</b>	<del>137.28</del> <b>23.87</b>	
		<b>Southern Strategic and Sustainable Development Site Total Area</b>	<del>34</del> <b>90</b>	

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
MA2	Tables 10.1, 10.2 and 10.3	<p><b>Revise tables, figures and site numbers as required, to accord with Material Alteration Ref. MA1</b> (the tables in question are contained within passages of text - see Tables 10.1, 10.2 and 10.3 under ref. MA1 above. Sites have been renumbered on the land use zoning map).</p>	Yes – site numbers are displayed on the land use zoning map
MA3	Sections 4.3.4, 9.4.1 and 12.3	<p><b>Revise the narrative, policies and associated text of the plan with respect to flood risk management, as follows –</b></p> <p>New text coloured blue, deleted text in red-strikethrough:</p> <p><b><i>4.3.4 Flood Defence Infrastructure</i></b></p> <p>The town of Letterkenny, and particularly the town centre, has developed historically in a low-lying area adjoining the channel and estuary of the River Swilly. Consequently, parts of the town are at risk from fluvial (river) and coastal flooding, and indeed from a combination of both. The extent of the potential flood risk is highlighted in the Strategic Flood Risk Assessment (SFRA) that accompanies the Letterkenny Plan.</p> <p>The function of the Letterkenny Plan as regards flood risk is to manage development to ensure that Letterkenny can continue to thrive without placing development and residents at undue risk from flooding. The regeneration and ongoing sustainable development of the town centre in particular, is critical to the future success of Letterkenny and indeed the wider region, given the town’s role as a designated Regional Centre and its function as the economic engine of County Donegal. The existing situation therefore, whereby a significant portion of the central area remains prone to flood risk, is far from ideal and has significant implications in terms of the consolidation of the central area of Letterkenny and the compact growth of the settlement.</p> <p>The OPW’s CFRAM study has identified that existing development in the town centre could be defended from flood risk using hard defences <u>and a pilot delivery model for the delivery of flood defences in Letterkenny was announced in May 2023, which will transfer the management of data gathering, as a first step in designing a scheme, from consultant engineers to the Council.</u>; <del>however, the required defences are not on any approved</del></p>	Yes (map showing the extent of Flood Zones A and B)

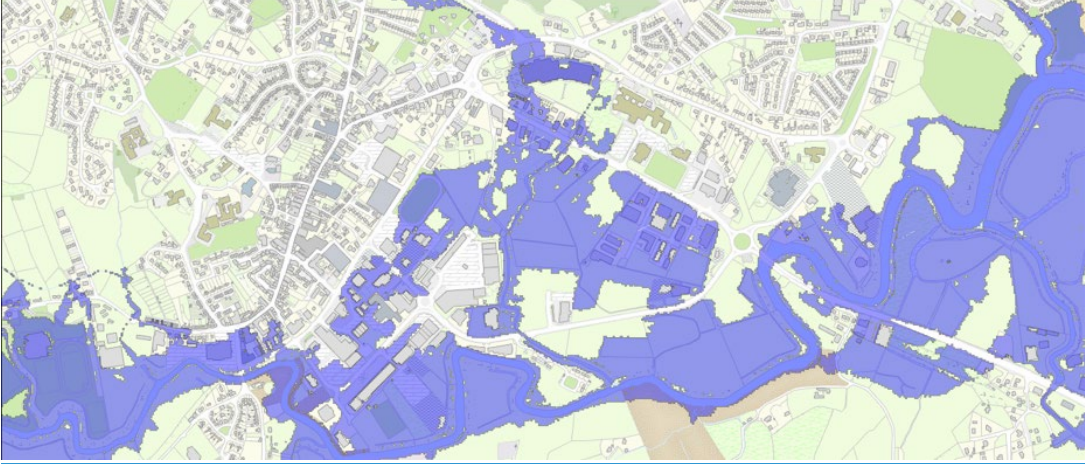
Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		<p><del>funding programme. Whilst this announcement is certainly welcomed, the design and construction of flood defence infrastructure will take several years and</del> The Council will therefore continue to engage fully with the OPW and other relevant statutory agencies to promptly progress the delivery of all required flood defence infrastructure for Letterkenny. <del>In the interim, the Planning Authority will require the submission of comprehensive flood risk assessments for any town centre development proposed in areas of potential flood risk, in accordance with the Planning System and Flood Risk Management Guidelines, in order to determine whether such risk can be appropriately managed.</del></p> <p><u>Detailed policies in relation to flood risk management in the town centre area are set out in Section 9.4.1 For all areas outside of the defined town centre, the planning authority will utilise the policy framework set out under Section 12.3 in addition to the flood risk management policies set out in the operative County Development Plan, which will ensure compliance with the provisions of the Planning System and Flood Risk Management Guidelines for Planning Authorities.</u></p> <p><b><u>9.4.1 Flood Zones - Town Centre Area</u></b></p> <p><u>The SFRA that accompanies the Letterkenny Plan has identified that there are two distinct areas of the town centre that fall within Flood Zone A (see Map 9.1 below) –</u></p> <p style="padding-left: 40px;">(i.) <u>a significant area to the east of the Isle Burn and</u></p> <p style="padding-left: 40px;">(ii.) <u>a smaller area on the western periphery of the town centre.</u></p> <p><u>Flood Zone B also affects a considerable area, most notably to the east of the Pearse Road (see Map 9.2).</u></p> <p><b><u>Town Centre Area to the East of the Isle Burn</u></b></p> <p><u>The area to the east of the Isle Burn requires special consideration in terms of two policy issues:</u></p>	



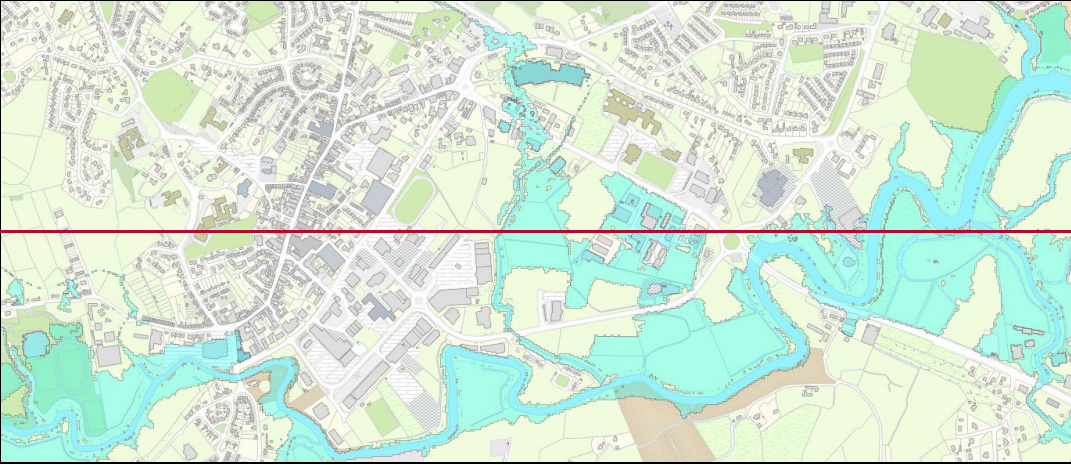
Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		<p><a href="#">1. the principle of appropriate and orderly development outwards from the centre; and</a></p> <p><a href="#">2. the risk of flooding.</a></p> <p><a href="#">Preparatory work and consultation on both this Plan and the Letterkenny 2040 Regeneration Strategy has identified key challenges around the vitality and appearance of the traditional town centre, focussed on Main Street/Lower Main Street and the significant undeveloped or under-developed lands to the west of the Isle Burn in the vicinity of Pearse Road. The significant capacity of these areas in terms of being able to facilitate further development, and the principles of orderly and sustainable development, require that proposals for town centre retail developments should be restricted to west of the Burn, save for ancillary retail floorspace that is otherwise in accordance with the provisions of Policy LK-TC-10.</a></p> <p><a href="#">Having regard to the aforementioned capacity of the area to the west of the Burn, the encouragement of traditional town centre development on undeveloped lands to the east of the Burn cannot be justified in accordance with the requirements of the 'Planning System and Flood Risk Management Guidelines for Planning Authorities'. Policy LK-TC-10 therefore identifies those uses that <i>may</i> be acceptable in principle and includes a recognition of those areas that have already been developed, as well as the opportunities arising from the comprehensive Letterkenny 2040 Regeneration Strategy.</a></p>	

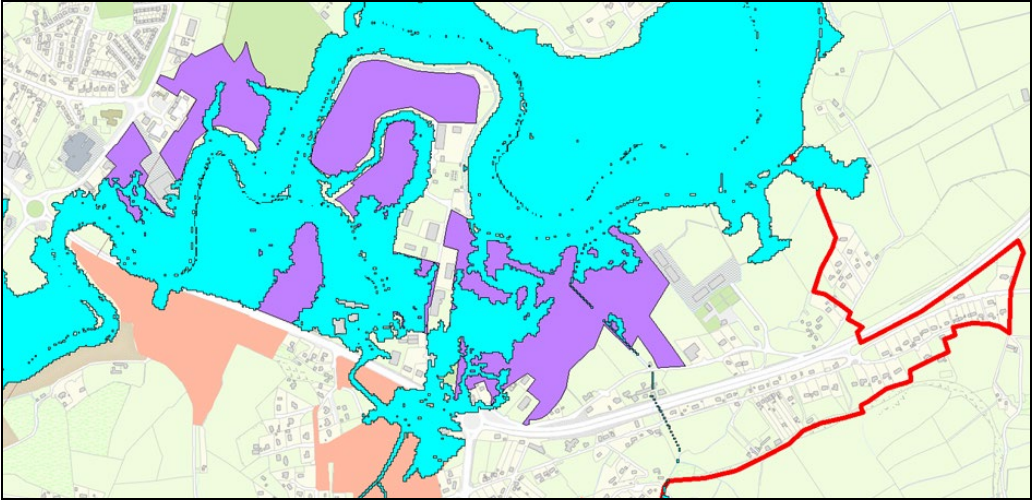
Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		 <p data-bbox="544 970 1543 997"><a href="#">Map 9.1 Flood Zone A within Letterkenny Town Centre (SFRA for Letterkenny, 2022)</a></p> <p data-bbox="544 1074 1274 1101"><b><a href="#">Town Centre area West of R250 Pearse Road/Oldtown Road</a></b></p> <p data-bbox="544 1142 1832 1337"><a href="#">A small portion of the town centre area west of the R250 Pearse Road/Oldtown Road also falls within Flood Zone A. Undeveloped lands within the flood zone in this area have been zoned as ‘Open Space’ in order to address flood risk. Existing developed areas in this part of the town centre have passed a ‘justification test’ as part of the SFRA for this plan and proposals for development in this location may be subject to limitations pursuant to the findings of relevant justification test (see Section 6.2 of SFRA report).</a></p> <p data-bbox="544 1374 1798 1401"><b><a href="#">Policy LK-TC-P-10:</a></b><i>It is a policy of the Council to only support the principle of the following uses within that</i></p>	

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		<p><u>part of the designated town centre that lies East of the Isle Burn and south of the Port Road, subject to the findings of a detailed site-specific flood risk assessment as required:</u></p> <p><u>a. Water-compatible development, as defined in the Planning System and Flood Risk Management Guidelines;</u></p> <p><u>b. Expansion of the ATU campus;</u></p> <p><u>c. Redevelopment/extension of existing commercial units in the area of Port Road/Joe Bonner Link Road where such developments are contained within the existing site, do not obstruct important flow paths, do not introduce a significant additional number of people into flood risk areas or entail the storage of hazardous substances and satisfy the Authority's urban design ambitions for the centre as set out in the Letterkenny 2040 Regeneration Strategy Masterplan;</u></p> <p><u>d. Sustainable urban drainage systems and nature-based solutions for the management of rainwater and surface water runoff; or</u></p> <p><u>e. Development that accords with the Letterkenny 2040 Regeneration Strategy.</u></p> <p><u>Comparison and convenience retailing and residential development will not be supported in these areas.</u></p>	

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		 <p><i><u>Map 9.2 Flood Zone B within Letterkenny Town Centre (SFRA for Letterkenny, 2022)</u></i></p> <p><i><u>Policy LK-TC-P-11: It is a policy of the Council that within Flood Zone B in the town centre, proposed uses that are considered to be highly vulnerable to flooding will only be considered where –</u></i></p> <ul style="list-style-type: none"> <li><i><u>a. Such uses are to be located at first floor level, above predicted flood levels.</u></i></li> <li><i><u>b. Appropriate provision has been made for access and egress to and from the site in the event of a flood.</u></i></li> <li><i><u>c. The proposal has been subject to detailed risk analysis as a part of a site-specific flood risk assessment.</u></i></li> </ul>	

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		<p><b>12.3 Flood Risk Management</b></p> <p>As noted in section 4.3.4, considerable areas within the Letterkenny Plan boundary are at risk from coastal and fluvial flooding. Furthermore, the topography of the town is such that the risk of pluvial flooding (overland flow that occurs when the amount of rainfall exceeds the capacity of urban storm water drainage systems or the ground to absorb it) must be carefully considered and managed.</p> <p>The Strategic Flood Risk Assessment (SFRA) prepared in support of the Letterkenny Plan has highlighted two areas of particular concern as regards flood risk; the town centre area (<del>in particular the area east of the Isle Burn</del>, see <a href="#">Section 9.4.1 map 12.1</a>) and the Bonagee area. <a href="#">Furthermore, the SFRA also highlights the fact that areas of existing, established development require careful consideration in the context of flood risk management.</a></p> <p><b><a href="#">12.3.1 Town Centre Flood Risk and Letterkenny Regeneration Strategy (Letterkenny 2040)</a></b>  <a href="#">Refer to Chapter 9, Section 9.4.1.</a></p> <p><b><del>12.3.1 Town Centre Flood Risk</del></b></p> <p><del>The Strategic Flood Risk Assessment prepared in support of this Plan, and the OPW CFRAM study, identify a significant potential flood area, Flood Zone A, to the east of the Isle Burn within the defined town-centre. As already noted in section 4.3.4, the Planning Authority will require the submission of comprehensive flood risk assessments for any town-centre development proposed in areas of potential flood risk, in accordance with the Planning System and Flood Risk Management Guidelines, in order to determine whether such risk can be appropriately managed.</del></p>	

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		 <p data-bbox="542 938 1576 963"><b>Map 12.1 Flood Zone A within Letterkenny Town Centre (SFRA for Letterkenny, 2022)</b></p> <p data-bbox="542 1046 1039 1072"><b><i>12.3.2 Flood Risk in the Bonagee Area</i></b></p> <p data-bbox="542 1094 1843 1382">The Bonagee area of Letterkenny is home to numerous commercial enterprises and will continue to function as an important area of economic activity. However, as already noted under Section 8.1.4, the OPW CFRAM study, and indeed the SFRA undertaken in association with this Plan, have identified that this area is particularly prone to the effects of flooding. In accordance with the provisions of the Planning System and Flood Risk Management Guidelines for Planning Authorities, this Plan aims to avoid areas of significant flood risk and hence certain locations that were previously zoned for employment use have been re-zoned as 'open space'. To compensate for the loss of employment lands in the Bonagee and Port Road areas, new areas of 'General Employment and Commercial' land have been provided for in the Mountain Top area and in Bonagee;</p>	

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		<p>the latter at locations outside of Flood Zone A. Coupled with the additional supply of commercial and employment lands throughout the town, these zonings ensure that there is adequate provision for economic development and employment generation in the Regional Centre.</p>  <p><b>Map 12.12</b> Flood Zone A at Bonagee and the Port Road area (SFRA for Letterkenny, 2022)</p> <p><b>12.3.3 Pluvial/Surface Water Flooding</b></p> <p>The geography of Letterkenny, whereby the town centre lies alongside the River Swilly at the base of the adjoining valley hillsides, is such that careful consideration must be given to how further development on elevated lands might affect lands at lower elevations, particularly in terms of flooding. In this regard, the planning authority will promote the use of Sustainable Urban Drainage Systems (SuDS) to ensure that new</p>	

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		<p>development does not compromise the proper functioning of the urban drainage network. Furthermore, the planning authority will, where appropriate, require developers to provide comprehensive Drainage Impact Assessments (DIA) that detail proposed drainage design for a development (foul and surface water) and that also examine the off-site <del>area</del> drainage (<u>i.e. the efficiency and suitability of the drainage network</u> beyond the proposed development site).</p> <p><b><u>12.3.4 Flood Risk within Areas of Existing Development</u></b></p> <p><u>There are certain, already-developed parts of Letterkenny that are at risk of flooding. In some of these areas, it is reasonable to expect that there may be proposals for developments of a limited scale (e.g. small scale infill housing, extensions, or changes of use). Where such development is deemed to be appropriate from a locational, servicing and environmental perspective, the Planning Authority has carried out ‘justification tests’ as part of the Strategic Flood Risk Assessment (SFRA) report on the Letterkenny Plan, and where the justification test has been passed, those areas remain open in principle for development.</u></p> <p><u>The areas of existing development that conflict with flood zones, but where certain development types can be justified, are clearly identified in the SFRA report (see Section 6.2) and prospective applicants are advised to consult said report in this regard. In assessing planning applications within such areas, the Planning Authority will ensure adherence to the principles of the ‘Planning System and Flood Risk Management Guidelines’ and in this respect will impose limitations on development proposals pursuant to the findings of relevant justification tests (see Appendix B of SFRA report).</u></p> <p><b><u>12.3.54 Additional Flood Risk Management Policy</u></b></p> <p>The County Development Plan (CDP) contains a comprehensive suite of policies in relation to flood risk management, centred on the guidance and approaches set out in the Department of the Environment,</p>	



Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		Heritage and Local Government publication 'The Planning System and Flood Risk Management Guidelines for Planning Authorities'. In assessing and managing flood risk within the Letterkenny Plan boundary, the planning authority will utilise <u>both</u> the policy framework set out in <u>this plan and</u> the CDP, <del>which provides</del> <u>thereby providing</u> a solid foundation to ensure compliance with the flood risk management guidelines and effective adaptation to the increasing threat of flood risk on foot of climate change.	
MA4	Table 7.2 Land Use Zoning Matrix	<p><b>a. Insert new narrative to precede the land use zoning matrix, as follows (new text in blue)</b></p> <p>The Zoning Matrix illustrates a range of land uses together with an indication of their broad acceptability in each of the land use zones.</p> <p><u>Notwithstanding an indication of broad acceptability for a particular land-use type within a given zoning, prospective applicants are advised to note that potential vulnerability to flooding will be a material consideration when assessing development proposals and in all cases the planning authority will apply the principles and guidance as set out in the 'Planning System and Flood Risk Management Guidelines for Planning Authorities'. Further information in relation to flood risk management is set out in Sections 9.4.1 and 12.3 of this Plan.</u></p> <p><b>b. Amend the land use zoning matrix to change the classification of certain uses within areas zoned 'Town Centre' or 'Established Development', from <i>Y-Acceptable in Principle</i> to <i>O-Open for Consideration</i> (as shown below)</b></p> <p><b>c. Amend the land use zoning matrix to clarify that use as a cemetery will be open for consideration in areas zoned as 'Local Environment' (as shown below).</b></p> <p>New text coloured blue, deleted text in <del>red-strikethrough</del></p>	

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)																																																																																																														
		<p>Y= Acceptable in Principle; O=Open for consideration; N= Not acceptable</p> <table border="1"> <thead> <tr> <th data-bbox="546 488 748 683">Land Use</th> <th data-bbox="754 488 860 683">Zoning</th> <th data-bbox="866 488 954 683">Primarily Residential</th> <th data-bbox="960 488 1048 683">Town Centre</th> <th data-bbox="1055 488 1142 683">Established Development</th> <th data-bbox="1149 488 1258 683">Strategic Residential Reserve</th> <th data-bbox="1265 488 1352 683">Open Space</th> <th data-bbox="1359 488 1496 683">General Employment and Commercial</th> <th data-bbox="1503 488 1590 683">Local Environment</th> <th data-bbox="1597 488 1706 683">Community and Education</th> <th data-bbox="1713 488 1839 683">Strategic Community Opportunity</th> </tr> </thead> <tbody> <tr> <td data-bbox="546 687 748 783">Amusement Arcade/Casinos</td> <td></td> <td data-bbox="866 687 954 783">N</td> <td data-bbox="960 687 1048 783">O<sup>1</sup></td> <td data-bbox="1055 687 1142 783">N</td> <td 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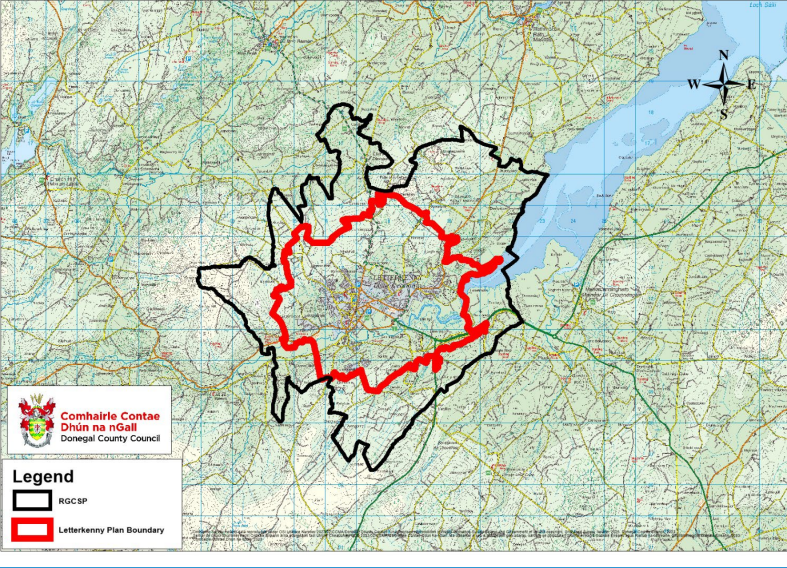
Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration										Accompanied by Map (Yes/ No)
		Cultural Uses/Library	N	<del>O</del> Y	O	N	N	N	N	Y	Y	
		Dancehall/Disco	N	<del>O</del> Y <sup>5</sup>	N	N	N	N	N	N	N	
		Data Centre	N	N	N	N	N	O	N	N	N	
		Funeral Home	N	<del>O</del> Y	O	N	N	O	N	O	N	
		Garage/Car Repair	N	<del>O</del> Y	O <sup>6</sup>	N	N	O	N	N	N	
		Guesthouse / Hotel / Hostel	N	<del>O</del> Y	O	N	N	N	N	N	N	
		Hot Food Takeaway	N	<del>O</del> Y	O <sup>7</sup>	N	N	N	N	N	N	
		Industry (light)	N	<del>O</del> Y	O <sup>8</sup>	N	N	O	N	N	N	
		Industry (General)	N	N	N	N	N	O <sup>9</sup>	N	N	N	
		Medical Consultancy/Healthcare	N	<del>O</del> Y	O	N	N	O	N	O	N	
		Motor Sales	N	N	O	N	N	O	N	N	N	
		Nursing Home	N	<del>O</del> Y	O	N	N	N	N	Y	O	
		Offices	N	<del>O</del> Y	O <sup>10</sup>	N	N	Y <sup>10</sup>	N	O <sup>10</sup>	O <sup>10</sup>	
		Park/Playground	O	O	O	N	Y	N	O	Y	O	

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration										Accompanied by Map (Yes/ No)
		Petrol Station	N	O	O <sup>11</sup>	N	N	O <sup>11</sup>	N	N	N	
		Place of Worship	N	<del>O</del>	O	N	N	O	N	Y	O	
		Playing Fields	O	O	O	O	O	N	O	O	Y	
		Pub	N	<del>O</del>	O	N	N	N	N	N	N	
		Restaurant	N	<del>O</del>	O	N	N	O	N	N	N	
		Residential	Y	<del>O</del>	<del>O</del>	O <sup>12</sup>	N	N	O <sup>13</sup>	N	O <sup>14</sup>	
		Retail	N	<del>O</del>	O <sup>15</sup>	O <sup>16</sup>	N	O <sup>17</sup>	O <sup>18</sup>	N	N	
		School/Education	N	<del>O</del>	O	N	N	N	N	Y	Y	
		Solar Energy Generation (other than exempted dev. or microgeneration <sup>19</sup> )	N	O	O	O <sup>20</sup>	N	O	O <sup>21</sup>	N	O	
		Tourist Related Facilities	N	<del>O</del>	O	N	N	N	N	N	N	
		Warehouse/Store/Depot	N	O	O	N	N	O	N	N	N	

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
MA5	Section 10.6, Site Specific Housing Policies	<p><b>Amend policy LK-H-P-9a(ii.) as follows - (new text in blue, deleted text in red-strikethrough):</b></p> <p>A well-lit and secure pedestrian, <b>cycling and wheeling only</b> link shall be provided to the south of the site, to link with the existing footpath running along the northern edge of Regional Road R245.</p>	No
MA6	Table 7.2, Land-use zoning matrix	<p><b>Amend footnote 14 that accompanies the zoning matrix as follows (new text in blue) –</b></p> <p>Proposals for residential development on lands zoned Strategic Community Opportunity shall only be considered where they comprise student accommodation. <b>Such accommodation must be located generally at the southern end of the Strategic Community Opportunity zoning so as to better facilitate active travel.</b> Proposals for other types of residential development will not be favourably considered on lands zoned Strategic Community Opportunity.</p>	No
MA7	Table 7.2, Land-use zoning matrix	<p><b>Amend footnote 10 that accompanies the zoning matrix as follows (new text in blue) –</b></p> <p>Developers are advised to note that professional services, where the services proposed are provided principally to visiting members of the public, will be directed to the defined town centre or to established neighbourhood centres, in accordance with the provisions of Policy LK-EDE-P-3 of this Plan. <b>Within the Strategic Community Opportunity zoning, office use shall be limited to offices that are ancillary to the primary uses acceptable in principle within this land use zone, namely School / Education, Playing fields, Cultural Uses / Library, Creche / Playschool and Community / Recreational / Sports.</b></p>	No
MA8	Section 12.6	<p><b>Amend policy CAM-LK-P-2 as follows (new text in blue)</b></p> <p><b>Policy CAM-LK-P-2:</b> It is a policy of the council to increase native tree coverage and pollinator friendly planting in Letterkenny by requiring the planting of suitable native trees and hedgerows and flowers as part of development proposals, at appropriate locations along public roads, residential streets, parks and other areas of open space, in order to enhance local biodiversity, visual amenity and <b>sustainable nature-based</b> surface water management <b>and drainage approaches.</b></p>	No

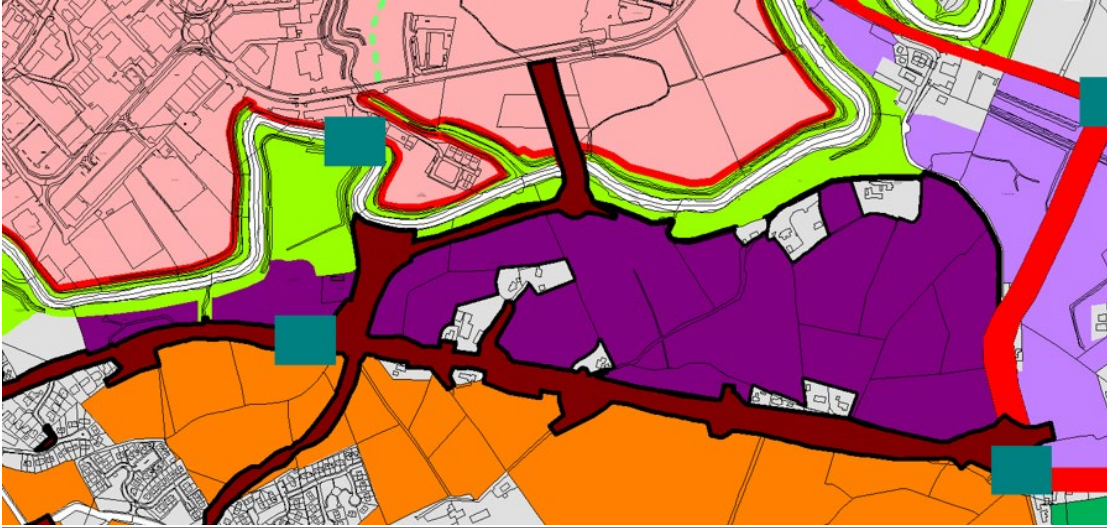
Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
MA9	Section 12.6	<p><b>Amend policy CAM-LK-P-6 as follows (new text in blue, deleted text in red-strikethrough)</b></p> <p><b>Policy CAM-LK-P-6:</b> It is a policy of the Council to require, save in exceptional circumstances, <del>the use of SUDS</del> that all proposals within public and private developments and within the public realm incorporate the use of SUDS as part of a nature-based approach to minimise and limit the extent of impermeable hard surfacing and paving and reduce the potential impact effects of flooding in accordance with 'Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design Best Practice Interim Guidance Document (2022)'.</p>	No
MA10	Section 12.4	<p><b>Insert the following new Objective into Section 12.4 of the Draft LAP (new text in blue)</b></p> <p><b>CAM-LK-O-3:</b> It is an objective of the council to ensure that flood risk management measures in Letterkenny consider and provide for effective climate change adaptation, as set out in the OPW Flood Risk Management Climate Change Sectoral Adaptation Plan (OPW 2019).</p>	No
MA11	Section 13.2	<p><b>Amend policy LK-NBH-1 as follows (new text in blue, deleted text in red-strikethrough)</b></p> <p><b>Policy LK-NBH-P-1:</b> It is a policy of the council to: a. Support the principle of the creation of new amenity spaces, amenity corridors and natural biodiversity and wetlands systems adjacent to the River Swilly Corridor <del>subject to detailed considerations and</del>. Such proposals shall include detailed consideration of the importance of, and the integration of, nature-based solutions for surface water management, in accordance with 'Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design Best Practice Interim Guidance Document (2022)', and be in line with relevant environmental designations, policies and standards contained in this plan and the CDP; and</p> <p>b. Generally require developments adjacent to the River Swilly to 'address' the river by means of incorporating new amenity spaces, amenity corridors, natural biodiversity and wetlands systems and</p>	No

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		publicly accessible active frontages, save in exceptional circumstances.	
MA12	Section 1.6	<p><b>Insert Regional Growth Centre Strategic Plan boundary into the plan and add additional narrative as follows (new text in blue)</b></p> <p><b><u>1.6 Letterkenny as a Regional Growth Centre</u></b></p> <p><u>The NWRA's Regional Spatial and Economic Strategy recognises the key role of Letterkenny as part of a 'North-West City Region'; a cross-border network of urban centres focussed on Letterkenny, Derry and Strabane but also encompassing a wider metropolitan area containing many significant settlements. The RSES defines a boundary for the Letterkenny Regional Growth Centre, which is informed by geographical features, environmental considerations and by identifying the main population and employment locations of the settlement that define the Principle Urban Area, together with those areas on the periphery that display high commuting patterns towards Letterkenny. The boundary for the Letterkenny Regional Growth Centre Strategic Plan (RGCSPP) is detailed in Figure 1.3 below. It should be noted that the area covered by the RGCSPP boundary (as set out in the RSES) is more extensive than the area covered by the Letterkenny Plan boundary and that from a planning policy perspective, areas outside of the Letterkenny Plan boundary will be covered by the policy framework contained in the operative County Development Plan.</u></p>	Yes (map showing RGCSPP boundary)

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		 <p>The map shows the Letterkenny Regional Growth Centre (RGCSP) boundary, which is outlined in red. The map includes a legend, a north arrow, and the Donegal County Council logo. The RGCSP boundary is shown as a red line, while the Letterkenny Plan Boundary is shown as a black line. The map also shows the surrounding area, including the town of Letterkenny and the surrounding countryside.</p> <p><b>Fig 1.3 Letterkenny Regional Growth Centre Strategic Plan boundary (source: NWRA RSES)</b></p>	
MA13	Section 9.4.3	<p><b>Insert an action into the plan in relation to the preparation of a Building Heights study and add additional narrative, as follows (new text in blue)</b></p> <p><b><u>9.4.3 Building Heights</u></b>  <u>Regional Policy Objective 3.7.27 of the RSES supports the preparation of a building heights study to guide the future development of the regional centre, targeting minimum density rates of 50 units per hectare in the town centre and a default rate of 35 units per hectare elsewhere. This plan supports the delivery of such a study in the interests of delivering compact growth allied to a high-quality built environment; a specific action</u></p>	No



Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		<p><a href="#">to deliver a building heights study is set out below.</a></p> <p><a href="#">Action LK-A-1: The Planning Authority will undertake a building heights study to guide the future development of the Regional Centre of Letterkenny.</a></p>	
MA14	Section 10.7, Southern Strategic and Sustainable Development Site	<p><b>Amend the text of Section 10.7 as follows New text coloured blue, deleted text in red strikethrough:</b></p> <p><b>Potential of the SSDS</b></p> <p>The SSDS comprises approximately <del>34</del><sup>90</sup> hectares of largely undeveloped land to the south of the River Swilly (see map 10.1). These lands occupy a strategic position on the southern fringe of the town centre and offer a real opportunity to create a high quality, walkable neighbourhood incorporating housing, childcare, schools and neighbourhood level retail and service uses; a neighbourhood that would be fully aligned with the compact growth objectives of the National Planning Framework and that would offer residents the prospect to reside in, and truly interact with, the heart of the town.</p>	Yes – see land-use zoning map

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		<p><b>Insert new map showing the extent of the SSDS, consistent with the draft land-use zoning map</b></p>  <p><b>Map 10.1 – SSDS and potential link road from town centre</b></p> <p><b>Amend policy LK-H-P-10 as follows -</b></p> <p>Policy LK-H-P-10: It is a policy of the Council to support significant development proposals within the SSDS only where:</p> <ul style="list-style-type: none"> <li>i. a. A comprehensive infrastructure masterplan has been agreed by the Planning Authority, and funding and implementation mechanisms for the required strategic infrastructure have been clearly identified to the satisfaction of the Planning Authority. The said infrastructure masterplan shall address, inter alia:</li> </ul>	

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		<ul style="list-style-type: none"> <li>• A bridge crossing of the River Swilly and link road to Leck Road,</li> <li>• Foul sewer connections,</li> <li>• Water supply connections,</li> <li>• Surface water drainage inclusive of Sustainable Urban Drainage Systems as required,</li> <li>• Effective integration of the TEN-T and Southern Network Project road schemes.</li> </ul> <p>b. A layout masterplan consistent with the infrastructure masterplan and the masterplanning principles set out in Table 10.31 below has been agreed with the Planning Authority;</p> <p>c. Such proposals adhere to the infrastructure masterplan and layout masterplan referred to above; and</p> <p>d. Detailed arrangements in relation to the provision of the key elements of strategic infrastructure as referred to above have been established to the satisfaction of the Planning Authority.</p> <p><del>For development north of the Leck Road, the following strategic infrastructure will be required before first occupation of any development:</del></p> <ul style="list-style-type: none"> <li>• A bridge crossing of the River Swilly and link road to Leck Road,</li> <li>• Foul sewer connections,</li> <li>• Water supply connections,</li> <li>• Surface water drainage inclusive of Sustainable Urban Drainage Systems as required</li> </ul> <p><del>For development south of the Leck Road, the following strategic infrastructure will be required before</del></p>	

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		<p><del>first occupation of any development:</del></p> <ul style="list-style-type: none"> <li><del>• A bridge crossing of the River Swilly and link road to Leek Road,</del></li> <li><del>• Foul sewer connections,</del></li> <li><del>• Water supply connections,</del></li> <li><del>• Surface water drainage inclusive of Sustainable Urban Drainage Systems as required</del></li> </ul> <p>ii. Occupation of development to be provided shall only be permitted where all required strategic infrastructure has been completed to the satisfaction of the Planning Authority.</p>	
MA15	Section 9.3, Town Centre Development Management (sub-section 9.3.2.1)	<p><b>Insert new objectives to read as follows (New text coloured blue) and renumber other objectives as necessary</b></p> <p><b>Objective LK-TC-O-05:</b> To bring the concept proposals contained in the Letterkenny 2040 Regeneration Strategy through the processes of detailed design, stakeholder engagement and any required statutory approval processes and thereafter to deliver on the collaborative vision of the Strategy.</p> <p><b>Objective LK-TC-O-06:</b> To develop an active land management register and database, which shall include mapping of brownfield and other lands, such as vacant, under-utilised or large undeveloped sites, tracking progress on planning applications and identification of barriers to development, with the aim of promoting and co-ordinating development on the lands identified.</p> <p><b>Objective LK-TC-O-07:</b> To reduce vacancy and dereliction levels in Letterkenny by 50% over the lifetime of the Local Area Plan via the uptake of public funding mechanisms and schemes and through the encouragement and support of private sector investment.</p>	No

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
MA16	Section 9.3, Town Centre Development Management (sub-section 9.3.2.2)	<p><b>Insert new policies to read as follows (New text coloured blue) and renumber other policies as necessary</b></p> <p><b>Policy LK-TC-P-01:</b> It is a policy of the Council to support the ambitions of the Letterkenny 2040 Regeneration Strategy.</p> <p><b>Policy LK-TC-P-02:</b> It is a policy of the Council to require that development proposals within the town centre are broadly consistent with, and would not prejudice the delivery of, the Letterkenny 2040 Regeneration Strategy.</p> <p><b>Amend policy LK-TC-P-08 as follows (new text in blue) -</b></p> <p>Policy LK-TC-P-08: It is a policy of the Council to require that development proposals within the town centre area conform to the following design criteria:</p> <ul style="list-style-type: none"> <li>• Proposals shall have regard to the Letterkenny Design Guide and the Linkages &amp; Public Space Action Plan, prepared as part of the Letterkenny 2040 Regeneration Strategy</li> <li>• Proposals shall provide for distinctive buildings of high architectural quality, which contribute to a distinct sense of place and a quality public realm</li> <li>• Building lines shall be such that a sense of enclosure is provided to the streetscape (i.e. following established building lines where appropriate or <b>moving the building line closer to the road edge if deemed necessary in order to better define the streetscape</b>)</li> <li>• Proposals shall promote visual interest through modulation and detailing of architectural elements (e.g. variation in building elevations, variations in roof form, cornices, windows, eaves, frontages and</li> </ul>	No

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		<p>entrances and minor variations in setback).</p> <ul style="list-style-type: none"> <li>• Proposals shall provide for minimum 3-storey development along the Pearse Road and 2 Storeys elsewhere in the town centre.</li> <li>• Proposals shall avoid the use of industrial type cladding on the exterior of buildings</li> <li>• Proposals for refurbishment and restoration of vernacular buildings must respect the character of the existing buildings, important views and spaces and historic settlement pattern in terms of scale, height, density, grouping, design and materials</li> <li>• Proposals shall be accompanied by a design statement clearly outlining the rationale behind the concept and chosen design approach</li> <li>• Proposals shall comply with all relevant statutory planning guidelines</li> </ul>	
MA17	Land Use Zoning Map	<b>Change the zoning of the site identified on the initial draft map as PR15 to Established Development.</b>	Yes
MA18	Land Use Zoning Map and Chapter 11, Part A of plan and Table A2, Appendix A	<p><b>Change the zoning of the site identified on the initial draft map as Opportunity Site 7 to Primarily Residential Site PR9;</b>  <b>Delete Policy LK-OPP-P-7 and associated text and renumber subsequent policies as required;</b></p> <p><b>Delete entry relating to the original 'Opportunity Site 7' from Table A2 (infrastructural assessment) and renumber subsequent entries as required.</b></p>	Yes
MA19	Land Use Zoning Map and Chapter 11, Part A of plan and	<p><b>Change the zoning of the site identified on the initial draft map as Opportunity Site 11 to Primarily Residential Site PR10;</b></p> <p><b>Delete Policy LK-OPP-P-11 and associated text and renumber subsequent policies as required;</b></p>	Yes

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
	Table A2, Appendix A	Delete entry relating to the original 'Opportunity Site 11' from Table A2 (infrastructural assessment) and renumber subsequent entries as required.	
MA20	Land Use Zoning Map	Change the zoning of the sites identified on the initial draft map as PR9, PR10 and PR11 to part Strategic Residential Reserve / part Local Environment and also change the zoning of an area of Strategic Residential Reserve lands to the south of PR 11 to Local Environment.	Yes
MA21	Land Use Zoning Map	Change the zoning of the Strategic Residential Reserve lands that adjoin the western relief road to Local Environment.	Yes
MA22	Land Use Zoning Map	Change the zoning of the southern part of the 'Southern Strategic and Sustainable Development Site' (i.e. the area south of the Leck Road) to Strategic Residential Reserve ( <u>see also MA 14 above for associated changes to the narrative and policies of the Plan</u> ).	Yes
MA23	Land Use Zoning Map	Change the zoning applying to existing buildings at Ballymacool, from Open Space to Established Development.	Yes
MA24	Land Use Zoning Map	Change the zoning of an area of land at Ballymacool, from Local Environment to Established Development.	Yes
MA25	Land Use Zoning Map	Change the zoning of lands at Ballyraine from General Employment and Commercial to Established Development.	Yes
MA26	Land Use Zoning Map and Section 10.6 of the Plan and Table A1, Appendix A	<p>Increase the area of Primarily Residential Site PR6; Amend the text relating to site PR6 in Section 10.6 of the plan;</p> <p>Amend the entry relating to Site PR6 in Table A1 (infrastructural assessment), all as follows –</p> <p>New text in blue, deleted text in red-strikethrough</p> <p><b>Section 10.6</b> <b>Primarily Residential Site No. 6:</b> Site Area: 24.46<del>10.49</del> Ha</p>	Yes


Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)			
		<p>Key Considerations:</p> <ul style="list-style-type: none"> <li>• Developers of this site will be required to reserve approximately 1 hectare of 'Primarily Residential Site No. 6' for the provision of a playing pitch and associated facilities.</li> <li>• The design of any residential scheme will be required to provide for pedestrian and cycle permeability through the site, particularly between Long Lane and Grange Road (L-1174-1) and through to Ballyboe Park.</li> <li>• Developers will be required to <del>distribute vehicular traffic accessing and leaving</del> provide multiple points of vehicular access to the site <del>by providing access</del> via both Dr. McGinley Road (L-2164-1) and the Grange Road (L-1174-1) and/or the Northern Relief Road.</li> </ul> <p><b>Table A1</b></p> <table border="1" data-bbox="546 807 1776 1147"> <tr> <td data-bbox="546 807 712 1147">PR6</td> <td data-bbox="716 807 1597 1147"> <p>Road infrastructure:</p> <p>South/West of site – Works to improve access arrangements/junction improvements/road widening etc. Estimate 220m new footpath with lighting, drainage and overlay existing road. Cost estimate: € 220,000</p> <p>North of site – Provision of northern relief road. Cost estimate unavailable; details to be agreed with Road Design section.</p> </td> <td data-bbox="1601 807 1776 1147">Tier 2</td> </tr> </table>	PR6	<p>Road infrastructure:</p> <p>South/West of site – Works to improve access arrangements/junction improvements/road widening etc. Estimate 220m new footpath with lighting, drainage and overlay existing road. Cost estimate: € 220,000</p> <p>North of site – Provision of northern relief road. Cost estimate unavailable; details to be agreed with Road Design section.</p>	Tier 2	
PR6	<p>Road infrastructure:</p> <p>South/West of site – Works to improve access arrangements/junction improvements/road widening etc. Estimate 220m new footpath with lighting, drainage and overlay existing road. Cost estimate: € 220,000</p> <p>North of site – Provision of northern relief road. Cost estimate unavailable; details to be agreed with Road Design section.</p>	Tier 2				
MA27	Land Use Zoning Map	<b>Include an area of lands within the plan boundary and zone as Established Development.</b>	Yes			
MA28	Land Use Zoning Map	<b>Change the zoning of two areas of land at Ballaghderg, from Local Environment to Established Development.</b>	Yes			
MA29	Land Use Zoning Map and	<b>Change the zoning of an area of land at Kiltroy, from Local Environment to Primarily Residential Site PR15;</b>	Yes			



Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)			
	Table A1 Appendix A.	<p><b>Amend the entry in Table A1 (infrastructural assessment), as follows –</b></p> <p>New text in blue, deleted text in red-strikethrough</p> <table border="1" data-bbox="546 549 1778 743"> <tr> <td data-bbox="546 549 712 743">PR15</td> <td data-bbox="712 549 1599 743"> <p><del>All required services available.</del> Access arrangements to be determined.</p> <p>Water distribution network available in area. Extension to sewer network may be required.</p> </td> <td data-bbox="1599 549 1778 743">Tier 2<del>1</del></td> </tr> </table>	PR15	<p><del>All required services available.</del> Access arrangements to be determined.</p> <p>Water distribution network available in area. Extension to sewer network may be required.</p>	Tier 2 <del>1</del>	
PR15	<p><del>All required services available.</del> Access arrangements to be determined.</p> <p>Water distribution network available in area. Extension to sewer network may be required.</p>	Tier 2 <del>1</del>				
MA30	Land Use Zoning Map	<p><b>Change the zoning of the site identified on the initial draft map as Primarily Residential Site PR12 to Established Development and change the zoning of an adjacent area of land from Local Environment to Primarily Residential Site PR12.</b></p>	Yes			
MA31	<p>Land Use Zoning Map and</p> <p>Section 10.6 of the Plan and</p> <p>Table A1, Appendix A</p>	<p><b>Change the zoning of an area of land at Killyclug, from Local Environment to Primarily Residential Site PR11;</b></p> <p><b>Delete entry relating to the original site 'PR11' from Section 10.6 of the Plan;</b></p> <p><b>Amend the entry relating to site PR11 in Table A1 (infrastructural assessment) as follows –</b></p> <p>New text in blue, deleted text in red-strikethrough</p> <table border="1" data-bbox="546 1150 1599 1409"> <tr> <td data-bbox="546 1150 712 1409">PR11</td> <td data-bbox="712 1150 1599 1409"> <p><del>Roads: Developer required to construct part of Southern Network road project as it passes through site / along site frontage.</del></p> <p><del>Estimate 300m of SNP passes through proposed site. 300m length and 8m width required to accommodate 6m carriageway and 2m footway with lighting either side with drainage</del></p> </td> </tr> </table>	PR11	<p><del>Roads: Developer required to construct part of Southern Network road project as it passes through site / along site frontage.</del></p> <p><del>Estimate 300m of SNP passes through proposed site. 300m length and 8m width required to accommodate 6m carriageway and 2m footway with lighting either side with drainage</del></p>	Yes	
PR11	<p><del>Roads: Developer required to construct part of Southern Network road project as it passes through site / along site frontage.</del></p> <p><del>Estimate 300m of SNP passes through proposed site. 300m length and 8m width required to accommodate 6m carriageway and 2m footway with lighting either side with drainage</del></p>					

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration		Accompanied by Map (Yes/ No)			
			<p><del>Cost estimate: € 350,000</del></p> <p>Road infrastructure likely to be required: Road widening, footpath provision, public lighting and drainage. Cost estimates unavailable.</p> <p>No sewer mapped in area. Connection may be available via adjoining housing developments.</p>				
MA32	Land Use Zoning Map and  Section 10.6 of the plan	<p><b>Increase the area of Primarily Residential Site PR5 and amend the text in Section 10.6 as follows –</b>            New text in blue, deleted text in <del>red-strikethrough</del></p> <p><b>Primarily Residential Site No. 5:</b>  <b>Site Area:</b> 145 hectares</p>		Yes			
MA33	Land Use Zoning Map	<b>Change the zoning of an area of land at Lisnennan, from Local Environment to Established Development.</b>		Yes			
MA34	Land Use Zoning Map and  Table A1, Appendix A	<p><b>Change the zoning of an area of land at Castlebane, from Local Environment to Primarily Residential Site PR2;</b></p> <p><b>Amend the entry relating to Site PR2 in Table A1 (infrastructural Assessment) as follows –</b>            New text in blue, deleted text in <del>red-strikethrough</del></p> <table border="1" data-bbox="544 1267 1776 1412"> <tr> <td data-bbox="544 1267 710 1412">PR2</td> <td data-bbox="714 1267 1597 1412"> <del>All required services available.</del> Connection to water and sewer may be available through the adjoining Harmony/Meadow Hill estates. Capacity assessment required.         </td> <td data-bbox="1601 1267 1776 1412">Tier 2<del>1</del></td> </tr> </table>		PR2	<del>All required services available.</del> Connection to water and sewer may be available through the adjoining Harmony/Meadow Hill estates. Capacity assessment required.	Tier 2 <del>1</del>	Yes
PR2	<del>All required services available.</del> Connection to water and sewer may be available through the adjoining Harmony/Meadow Hill estates. Capacity assessment required.	Tier 2 <del>1</del>					

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration			Accompanied by Map (Yes/ No)
			Road access available via Harmony/Meadow Hill estates.  Cost estimates unavailable		
MA35	Land Use Zoning Map	<b>Change the zoning of an area of land at Carnamogagh Upper, from Established Development to General Employment and Commercial.</b>			Yes
MA36	Land Use Zoning Map	<b>Change the zoning of an area of land at Ballyboe Glencar, from Open Space to General Employment and Commercial.</b>			Yes
MA37	Land Use Zoning Map	<b>Delete the indicative 'developer led road' from the town centre area.</b>			Yes
MA38	Land Use Zoning Map	<b>Include an area of land at Curraghlea within the plan boundary and zone as Established Development.</b>			Yes
MA39	Land Use Zoning Map	<b>Change the zoning of an area of lands, from Town Centre/ATU Campus to Established Development.</b>			Yes
MA40	Land Use Zoning Map	<b>Change the zoning of an area of land at Killyclug, from Local Environment to General Employment and Commercial.</b>			Yes
MA41	Land Use Zoning Map	<b>Change the zoning of an area of land at Killyclug, from Local Environment to General Employment and Commercial.</b>			Yes
MA42	Land Use Zoning Map	<b>Change the zoning of an area of land at Bunnagee, from Open Space to General Employment and Commercial.</b>			Yes
MA43	Land Use Zoning Map	<b>Change the zoning of an area of land at Sallaghagrane, from Open Space to Established Development.</b>			Yes
MA44	Land Use Zoning Map	<b>Change the zoning of an area of land at Ballymacool, from Local Environment to Community and Education.</b>			Yes
MA45	Land Use Zoning	<b>Change the zoning of the site identified on the initial draft map as Primarily Residential Site PR2</b>			Yes

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
	Map	<b>to Established Development.</b>	
MA46	Land Use Zoning Map	<b>Change the zoning of the site identified on the initial draft map as Primarily Residential Site PR19 to Established Development.</b>	Yes
MA47	Land Use Zoning Map	<b>Change the zoning of the site identified on the initial draft map as Primarily Residential Site PR21 to Established Development.</b>	Yes
MA48	Land Use Zoning Map	<b>Amend the legend of the land use zoning map to read 'LK Green Connect' in lieu of 'indicative travel route'.</b>	Yes
MA49	Land Use Zoning Map	<b>Increase the area of Opportunity Site 2 at Ballyraine and decrease the area of the adjacent Opportunity Site 3 accordingly.</b>	Yes
MA50	Land Use Zoning Map	<p><b>Rezone an area of land (to the rear of the Charles Kelly store, see Map below) from Town Centre to Open Space</b></p> 	Yes

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
<b>Part B Local Transport Plan</b>			
MA51	Chapter 15 'Transport Policy Framework'.  Section 15.3: 'National Guidance'	<b>Insert text to demonstrate how LTP complies with RPO 6.27:</b> New text in blue, deleted text in red-strikethrough  <b>See Appendix A that sets out new text in Section 15.3 and how the work on the preparation of the LTP complies with RPO 3.7.32 and RPO 6.27.</b>	No map.
MA52	Chapter 19: 'Active Travel Strategy' to be renamed Chapter 19: 'Walking/Pedestrian Strategy'.	<b>Divide the content of Map 19.2 from 1 map to 2 Maps; i.e. Maps 19.2A 'Proposed Walking Network' and 19.2B 'Proposed Cycle Network' - See Appendix B.</b>	Yes - See Appendix B
MA53	Chapter 19 Section 19.3	<b>Replacement of Section 19.3 'Area Assessments' with new Section 19.3 entitled 'Letterkenny Walking/Pedestrian Strategy' - See Appendix B.</b>	No
MA54	Chapter 20: 'Strategic Roads Strategy' renamed to 'Public Transport Strategy'. (Previously Chapter 22.)	<b>Revise Map 20.1 – 'Public Bus Networks' - See Appendix C.</b>	Yes see Appendix C
MA55	Chapter 19: 'Active Travel Strategy' Renamed Chapter 'Walking/Pedestrian Strategy'.	<b>Delete existing Table 19.1 and insert new Table 19.1 incorporating additions and Atos tool proposals, now proposed to be contained within Section 19.3 - See Appendix D</b>	No

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
MA56	<p>Chapter 19 'Active Travel Strategy. Renamed "Walking /Pedestrian Strategy'.</p> <p>Section 19.4: 'Active Travel Policies and Objectives'.</p>	<p><b>Insert new objectives in Section 19.4 'as follows (new text in blue) -</b></p> <p>LTP-AT-0-2: To support the progress and implementation of the 'Letterkenny 2040 Regeneration Strategy, Linkages and Public Space Action plan and Letterkenny Design Concepts and to support any future subsequent phases of the project as funded under the UUDF.</p> <p>LTP-AT-0-3: To support the development and implementation of pilot mobility schemes for the encouragement and development of multi modal travel in Letterkenny.</p> <p>LTP-AT-O-4: To support the delivery of the National Transport Authorities National Cycle Network 'Cycle Connect' and the development of an extensive cycling network across the county.</p> <p><b>Insert new policy as follows (new text in blue) -</b></p> <p>LTP AT-P-4: It is a policy of the council to continue to work with the National Transport Authority to enable the development of a future electric bike, including other electric scooters, hire scheme for the town.</p>	No
MA57	Chapter 20: 'Strategic Roads Strategy renamed to 'Public Transport Strategy'.	<b>Insert new section 20.3 entitled 'Proposed Intervention Measures for Implementation of an Enhanced Town Centre Public Transport Network' - See Appendix E.</b>	No
MA58	Chapter 21: 'Town Centre Transport Strategy'	<b>Insert New Table 21.1 entitled 'Town Centre Linkages' - See appendix F</b>	No

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
MA59	<p>Chapter 22: 'Public Transport Strategy' Renamed as 'Strategic Roads Strategy'.</p> <p>Section 22.2.2: 'Strategic Roads'. (Note: This section was previously numbered as Section 20.2 'entitled 'TEN-T PRIPD'.')</p>	<p><b>Insert new policies to support the future development and investment in multi-modal road corridors. Section 22.2.2 as follows –</b></p> <p><b>Policy LTP-T-P-2:</b> It is a policy of the council to permit the development of lands to the south of the N56 Four Lane Road by means of access only via the existing local road junctions or alternatively by a single improved junction to the N56, replacing the existing poorly aligned Cullion Road and junction. Existing developed and developable lands to the north and adjacent to the N56 Four Lane Road and for which no other existing access is available, these may be accessed by a restricted number of new left-in/left-out accesses, subject to the safety and carrying capacity of the National Road being maintained</p> <p><b>Policy LK-T-P-3:</b> It is a policy of the council that development proposals requiring access to the N56 Business Park Road shall only be permitted where such proposals are consistent with the Council's strategy to:</p> <ol style="list-style-type: none"> <li>a. Provision of new/improved Active Travel facilities along and across the N56;</li> <li>b. Provision of two new Primary signalised junctions and rationalise existing junctions and accesses to enable permeability across the N56 for non-motorised users and to facilitate improved function and efficiency on the N56; and</li> <li>c. implement a reduced speed limit to provide consistency along the N56 and to facilitate junction arrangements.</li> </ol> <p><b>Policy T-P-4:</b> It is a policy of the council to signalise and rationalise the existing junctions, from the Polestar to the Creamery roundabout and to provide new and improved Active Travel facilities along and across the N56, including potential road-space re-allocation where feasible, in conjunction with the signalised junctions.</p> <p><b>Policy T-P-5:</b> It is a policy of the council to:</p> <ol style="list-style-type: none"> <li>a. provide new/improved Active Travel facilities along and across the N56 from the N56 Knocknamona</li> </ol>	Yes, see Appendix G

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
		<p>Roundabout extending to the Mountain top, to improve connectivity and permeability for pedestrians and cyclists.</p> <p>b. rationalise existing junctions and accesses by providing new Primary Junctions to improve safety, connectivity, permeability, function and efficiency of this section of the N56 for all road users.</p>	
MA60	Chapter 21: 'Town Centre'. Section 21.4 'Town Centre Strategy Objectives and Policies'.	<p><b>Amend Policy LTP-TC-P-1 as follows (New text in blue)</b></p> <p><b>Policy LTP-TC-P-1:</b> It is a policy of the Council to support the principle of the following sustainable transport plans and interventions in the Town Centre as identified in the Letterkenny 2040 Regeneration Strategy and Local Transport Plan:</p> <ul style="list-style-type: none"> <li>a. the delivery of the 'Linkages and Public Space Action Plan' with particular regard to the Town Centre Linkages as set out in Section 21.2, numbers 1-22.</li> <li>b. the development of a centrally-located Transport Hub/interchange;</li> <li>c. development of the network of walking and cycling routes and public transport priority measures, inclusive of the preservation of corridors necessary for such purposes connecting to the network of town wide schemes;</li> <li>d. the re-allocation of road space and crossings for the development of priority pedestrian and cycling corridors;</li> <li>e. the re-allocation of road corridors and crossings for the development of bus priority measures.</li> </ul> <p><b>See Appendix F for table detailing town centre linkages (table to be included in Section 21.2)</b></p>	No
MA61	Chapter 20: 'Strategic Roads Strategy renamed to 'Public Transport	<p><b>Amend policy LTP-PT-P-1 as follows (New text in blue, deleted text in red strikethrough)</b></p> <p><b>LTP-PT-P-1:</b> It is a policy of the council to:</p>	Yes see Appendix H for Park and Share Satellite



Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
	Strategy'. Section 20.4 (Previous Section 22.3.)	<p>a) Continue to collaborate with the NTA and all other stakeholders to develop the provision of new public transport services and the necessary physical interventions that enable the expansion of Letterkenny's public transport service, to provide an efficient, frequent, effective and legible public transport bus service to serve the needs of the town</p> <p>b) Provide a service that will <del>to</del> connect origins and destinations throughout the town including residential, education, healthcare facilities, employment and the future multi-modal Transport Hub, <del>town centre</del> by way of a local bus service.</p> <p>c) <del>To</del> Support bus priority infrastructure particularly in the town centre, <del>such as quality bus corridors</del> through the identification of a network of roads for the development of Bus Priority roads and lanes.</p> <p>d) Identify suitable locations for the development of 'Park and Share/Ride Hubs' located within a network of strategic Satellite villages (identified but not limited to those on Map entitled 'Satellite Villages as Park &amp; Ride Hubs') serviced by efficient and effective public transport routes and providers such as 'Connecting Ireland' and 'Local Link'.</p> <p>e) Provide new supporting public transport infrastructure in Letterkenny Town centre to include but not limited to bus stops, shelter infrastructure including real time passenger information, electric modes charger infrastructure, bicycle parking, and provision of electric bike/scooter hire.</p> <p>f) Support the delivery of the proposed public transport interventions measures listed in section 20.3. <del>d) To provide new bus shelter infrastructure to include real time passenger information.</del></p>	Villages Map.
MA62	Chapter 21: 'Town Centre Transport Strategy'. Section 21.4: 'Town Centre Strategy Objectives and	<p><b>Amend objectives LTP-TC-0-1, LTP-TC-0-2 and LTP-TC-0-3 as follows (New text in blue, deleted text in red strikethrough)</b></p> <p><b>LTP-TC-0-1:</b> To deliver a multi-functional, centrally-located regional transport hub <del>for</del> serving Letterkenny, County Donegal and the wider region.</p>	No

Ref	Chapter/section in the Draft Letterkenny Plan & Local Transport Plan	Proposed Material Alteration	Accompanied by Map (Yes/ No)
	Policies’.	<p><b>LTP-TC-0-2:</b> To create a dynamic, <del>connected and</del> accessible town, anchored by a centrally-located local transport hub, <del>served by a centre and town-wide network of multi modal infrastructure providing for connectivity and</del> enabling transitional shift to public transport, walking and cycling.</p> <p><b>LTP-TC-0-3:</b> To support the principle, <del>of the following projects and the incorporation therein of strong Active Travel measures:</del> development and implementation of the Letterkenny 2040 Regeneration strategy including all associated documents and plans including the recommendations listed in the Linkages and Public Space Action Plan.</p> <ul style="list-style-type: none"> <li><del>• Upper and Lower Main Street — Breathing new life into the Main Street through restoration, redevelopment and greater use and development of existing properties, in addition to the creation of new civic public space.</del></li> <li><del>• The Port and Pearse Roads — Transformation of these two key strategic arterial routes into town centre ‘Boulevards’ with clear integration, permeability and way finding.</del></li> <li><del>• Town Square and Hub — Establishing a major new civic space as the go to focal point for the Town complementary to the existing Market Square with this new space potentially being located on Pearse road.</del></li> <li><del>• The LK Green Connect Project identified on the Land Use Zoning Map as an ‘Indicative Active Travel’ route.</del></li> <li><del>• The Swilly Way located alongside the River Swilly</del></li> </ul>	

## APPENDICES

## APPENDIX A – ABTA PRINCIPLES

### 15.3 National Guidance

#### Area Based Transport Assessment (ABTA).

This National guidance prepared by both the NTA and TII, sets out a step-by-step approach (see Fig. 15.1 below) to the assessment and development of local transport policy and interventions. It is a consistent national approach and intended to ensure that the assessment of transport demand and its associated impact plays a central role in informing the future development proposals of an area, and how local authorities can ensure that transport planning is integrated into the development planning process at a local level.

The NTA's ATOS tool alongside utilizing the councils GIS systems has been central to the identification of modal networks and where and how improvements are necessary to create a connected and functioning network within the town, accordance with 'New' and 'improved' stages in the NIFTI hierarchy of interventions as per below.

~~Smarter Travel A Sustainable Transport Future' (2009-2020):~~

~~The Smarter Travel 'policy document' currently under review, sets out the need for the reversal of current unsustainable transport and travel patterns of the past two decades and sets out the broad vision for sustainability in transport in 5 key goals:~~

- ~~(i) — to reduce overall travel demand,~~
- ~~(ii) — to maximise the efficiency of the transport network,~~
- ~~(iii) — to reduce reliance on fossil fuels,~~
- ~~(iv) — to reduce transport emissions and,~~
- ~~(v) — to improve accessibility to transport.~~

The following summary sets out the stages of the ABTA guidance process and its application as part of this Transport Plan and Local Area Plan making process. Assistance has been readily available from the NTA. The steps undertaken are in accordance with the ABTA Guidance. It is important to note however that the 'ABTA' guidance note was designed as a blueprint for the preparation of these strategic and important plans with metropolitan areas in mind and so this has been borne in during the preparation (inhouse) of this Local transport plan for the Regional centre of Letterkenny.

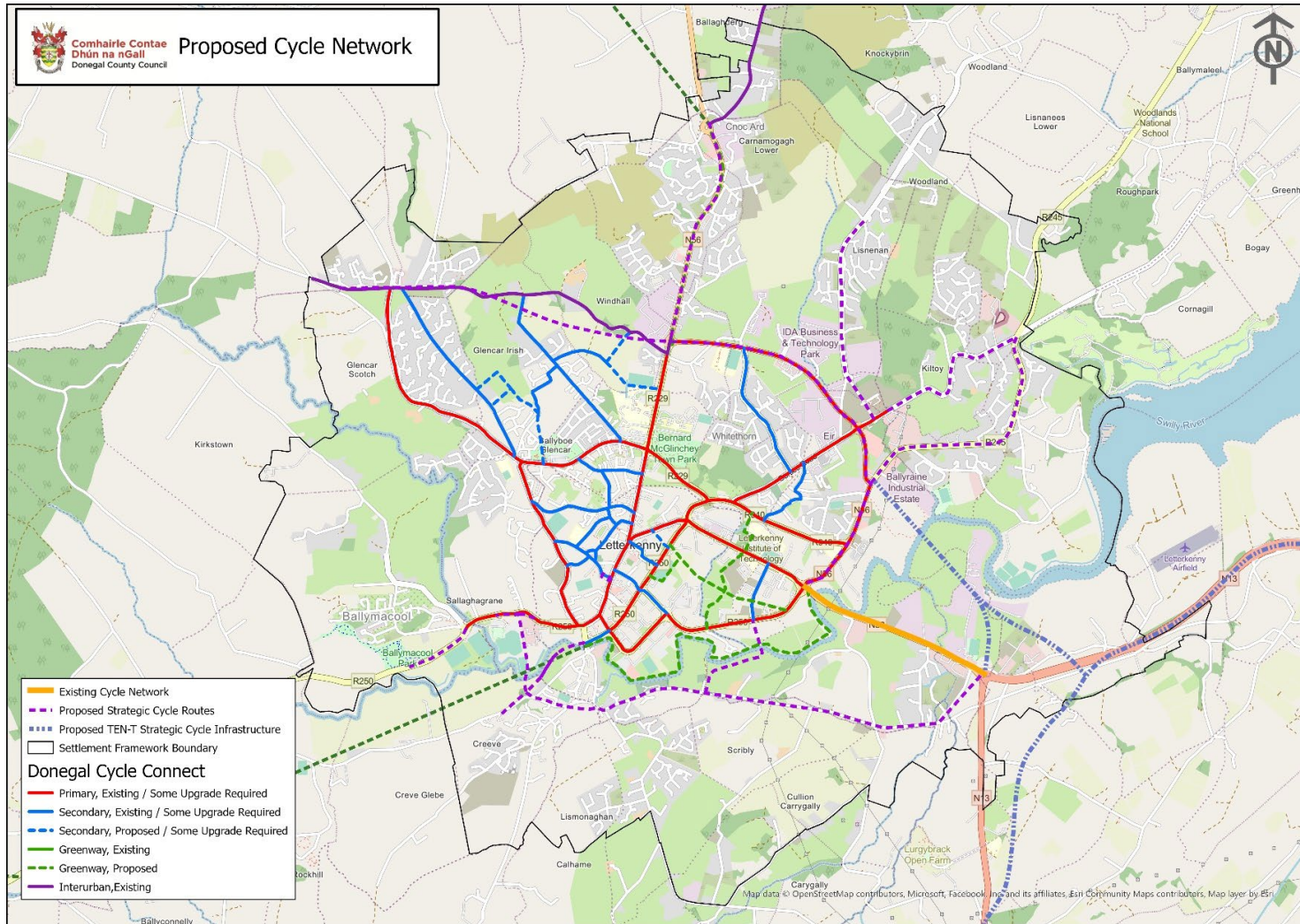
#### **PART 1 – Baseline Assessment of Plan Area and the Surrounding Area :**

- Preparation of a detailed and comprehensive Letterkenny 'Position Paper' – sets out detailed issues within the identified study area:
  1. Socio – Economic;
  2. Strategic/Geographical;
  3. Physical Infrastructural;
  4. Lack of alternatives /low demand for the town bus service /lack of sustainable or multi-modal options as alternative choices.
- Combining the the Local Area Plan and Local Transport Plan processes : LTP & LAP – Working alongside preparation of the Draft Local Area Plan. Complementarity on Regional growth ambitions, and population increase projections. Future land use zonings and network development across all modes compliment each other.
- CSO Powscar data provided by NTA this elevl of detail enabled GIS info extracted pertaining to the study area to identify origins and destinations, key residential areas of the town, significant employment areas, Schools and town core retail.

<ul style="list-style-type: none"> <li>Utilisation of ATOS software (Access to Opportunities and Services (ATOS)) for the identification of connectivity and permeability improvements and new interventions to the existing walking network within the town.</li> </ul>
<p><b>PART 2 – Establish Context for the ABTA:</b></p>
<ul style="list-style-type: none"> <li>Further to work on position paper at 1 above – Internal working DCC group established with Area Roads and Road Design team.</li> </ul>
<ul style="list-style-type: none"> <li>Engagement with An Taisce and Green Schools programme.</li> </ul>
<ul style="list-style-type: none"> <li>Ongoing Engagement with the National Transport Authority.</li> </ul>
<ul style="list-style-type: none"> <li>Engagement with Local elected members</li> </ul>
<ul style="list-style-type: none"> <li>Local Letterkenny context <ul style="list-style-type: none"> <li>1. Regional parity;</li> <li>2. North-west City region;</li> <li>3. LK Strategic growth ambitions – regional growth centre;</li> <li>4. Atlantic Technological University;</li> <li>5. LK 2040 Regeneration strategy;</li> <li>6. NTA Active Travel funding.</li> </ul> </li> </ul>
<p><b>PART 3 – ABTA Process / Options Assessment:</b></p>
<ul style="list-style-type: none"> <li>Internal working group – identified areas in need for improvement and new intervention on the basis of the work completed at earlier stages in the process ie where origins and destinations, schools, significant employers (Town centre, ATU &amp; LUH) . Deployment of Atos tool information.</li> </ul>
<ul style="list-style-type: none"> <li>Provision of interventions across all networks walking, cycle and public transport. Local permeability, improvement schemes and new interventions to ensure a connected network across the town linking origins and destinations.</li> </ul>
<ul style="list-style-type: none"> <li>Proposals made alongside 2040 Regeneration Strategy project outputs for walking and cycle infrastructure (Active travel), reallocation of road space, creation of town centre boulevards, multi modal transport hub, public transport corridor.</li> </ul>
<ul style="list-style-type: none"> <li>Atkins consultants engaged to assess proposed interventions and assessment through an initial assessment process by way of the Multi criteria assessment frame work (MCAF).</li> </ul>
<ul style="list-style-type: none"> <li>Engagement and discussion with NTA – in how to enhance the existing town bus service. Possible future routes were identified by NTA having due regard to location of schools, origins and destinations. Routes to be identified in local transport plan to identify future ambitions for the enhancement of the Towns public transport provision.</li> </ul>
<p><b>Stage 1 (Macro) – ESTABLISH A ‘BIG PICTURE’ UNDERSTAND OF THE ANTICIPATED OUTCOME:</b> Analysis compiled of a number of identified areas (description given to each area) of the town. Providing a current assessment and a future anticipated assessment of how that particular area would perform with new interventions for walking and cycling. Continuous ongoing consultation with working group.</p>



MAP 19.2B



### 19.3 Letterkenny Walking/Pedestrian Strategy

The National Investment Framework for Transport in Ireland (NIFTI) is the Department of Transport's Strategic framework for future investment and decision making in land transport. It guides transport investment in the years ahead to enable the National Planning Framework, support the Climate Action Plan, and promote positive social, environmental and economic outcomes throughout Ireland.

NIFTI sets out the road user modal hierarchy in Ireland as;

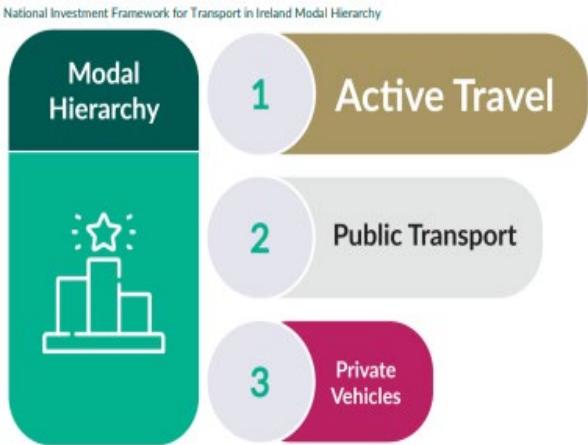
1. Active Travel (Walking & Cycling);
2. Public Transport;
3. Private Vehicles.

NIFTI also outlines an intervention hierarchy which is:

1. Maintain;
2. Optimise;
3. Improve;
4. New, all set out as per the figures below <sup>3</sup>.

The long-term objective and ambition of the Walking strategy within this chapter aims to significantly improve the existing offering by improving and creating new multi-modal option(s) for Letterkenny creating more choice in mobility. This approach does not exclude the use of the private car entirely rather it seeks to encourage sustainable modes in the making of improvements to existing network(s) and where necessary create new interventions as per stages 3 and 4 of the NIFTI hierarchy to encourage a multi-modal society. This 'choice' will provide mobility options that place a focus on and prioritise 'sustainable modes' by creating a competitive advantage over others.

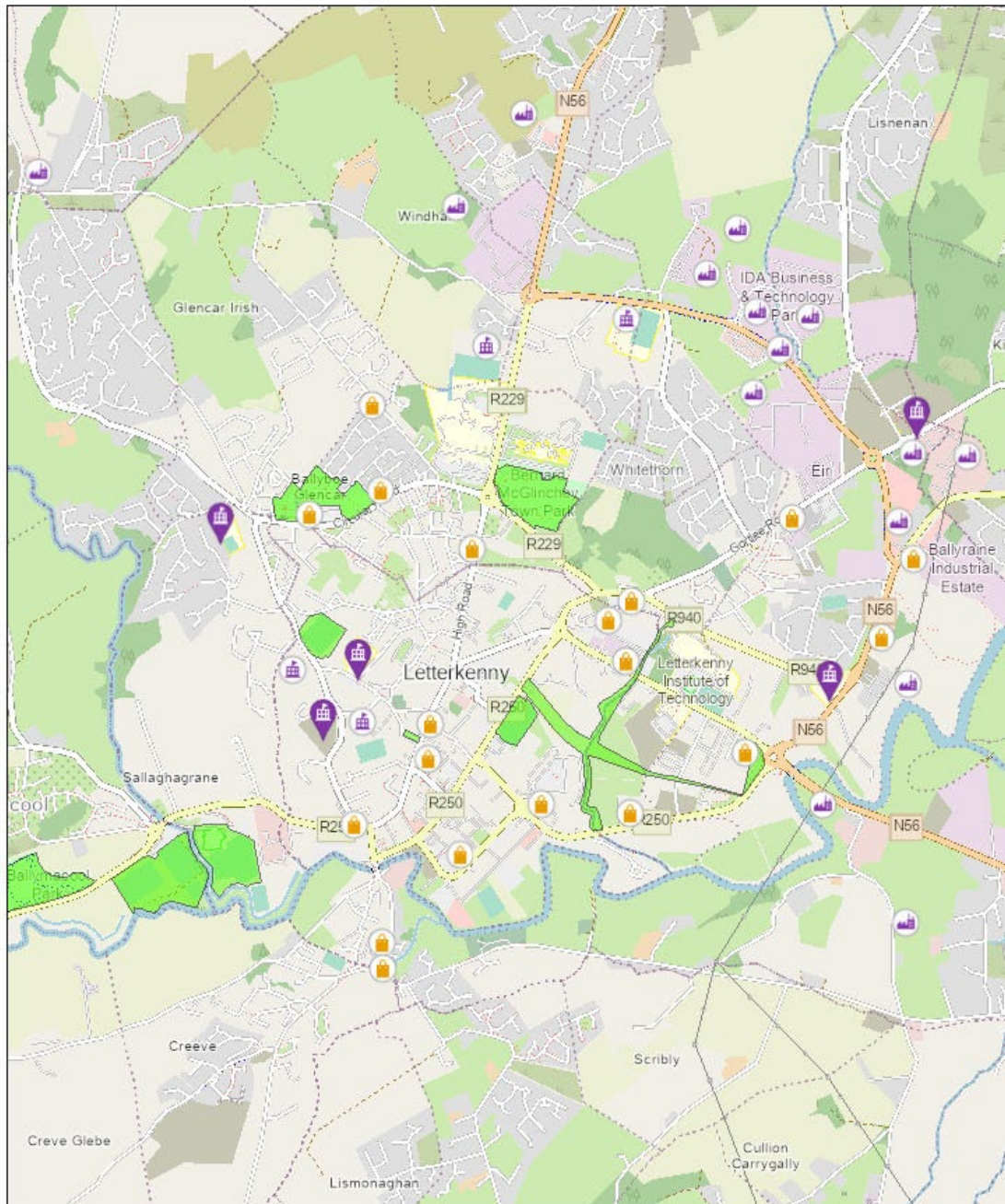
**The following paragraphs and diagrammatics provide an overview of the purpose and collective ambition of the walking schemes proposed as part of this plan for development across the lifetime of this plan.** The schemes are presented in this section in terms of the 'Walking' mode and demonstrate the current network that exists in the context of how the future network could look like subject to the development of the proposed Walking schemes.



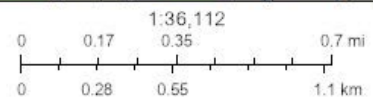
<sup>3</sup> National Investment Framework for Transport in Ireland (NIFTI), Department Of Transport.



# Origins and Destinations



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-  Revised ATOS Models - Supermarkets
-  Revised ATOS Models - Primary Schools
-  Revised ATOS Models - Post - Primary School
-  Revised ATOS Models - Donegal\_Parks
-  Revised ATOS Models - General Employment

Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

ArcGIS Web AppBuilder  
Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri |

### MAP 19.3 : Letterkenny Town, Origins and Destinations (NTA,ATOS).

The development of this Strategy has been largely and invaluable informed by the information available from the National Transport Authority's (NTA's) 'Access to Opportunities and Services' software tool (ATOS). This tool has been deployed to demonstrate current levels of walkability, access and permeability to key destinations within the town. This model was run to demonstrate the current network and then re-run to demonstrate the impact proposed improvements and new interventions will make to the network. These interventions to the network will be achieved through the development of the walking scheme(s) (interventions) proposed as part of this plan. See table 19.1 above in section 19B.2.

The origins and destinations parameters presented in ATOS are Parks, Schools, Employment and Supermarkets. The following map gives a broad picture of these origins and destinations highlighted on the map and the current network as derived from the ATOS tool. The icons represent a wide spread across the town of places of employment, schools, parks, and supermarkets as can be seen in Map 19.3 above .

*The Walking Strategy presented within this following section along with the accompanying maps and Table 19.1 below describes the existing walking network within the town, and sets out the proposals for improvements and new interventions/additions to create a future comprehensive walking network based on the NIFTI principles as set out above as points 3&4 on the intervention hierarchy above. Table below sets out these proposed schemes and interventions:*

**Table 19.1 : Compilation of all multi modal interventions within the town Centre and across the town, made up of currently in progress, funded, proposed and future schemes:**

<b>Table:</b>	
<b>Scheme No. on map</b>	<b>Location</b>
<b>S.1*</b>	High Road – Improvements to network.
<b>S.2*</b>	Glencar Road – improvements to the network.
<b>S.3*</b>	Windy Hall Road – improvements to the network.
<b>S.4*</b>	Circular Road – improvements to the network.
<b>S.5*</b>	Kilmacrenan Road/Devalera/Gortlee – improvements to the network.
<b>S.6*</b>	Ballyraine Road/Gortlee Rd/Old Farm Road – improvements to the network.
<b>S.7*</b>	Ballymacool & Oldtown.
<b>S.8*</b>	Convent Road (from Circular Road to junction with Ballymacool terrace.
<b>S.9*</b>	Port Road – Improvement and enhancement to town centre Boulevards.

<b>S.10*</b>	Pearse Road – Improvement and enhancement to town centre Boulevards.
<b>S.11*</b>	Neil T Blaney Road – Improvement and Enhancement to town centre Boulevards.
<b>S.12*</b>	Long Lane to Kilmacrenan Road via Errigail College – permeability linkages
<b>S.13*</b>	Long Lane – Windyhall/ Errigail College – permeability linkages
<b>S.14*</b>	Long Lane through to Fairgreen Park, 'Paddy Kellys farm' and onto Glencar – permeability linkages
<b>S.15*</b>	Knocknamona Roundabout to Hospital Roundabout – improvements to the network.
<b>S.16*</b>	Link from former Oatfield site through to High Road – permeability linkages.
<b>S.17*</b>	Link from Ramelton Road through LYIT to Port Road – permeability linkages.
<b>S.18*</b>	Link through open land from Tesco shopping centre through to Devalera Road – permeability linkages.
<b>S.19</b> <b>(derived from ATOS tool).</b>	Gael Scoil Adhamháin, Glencar – permeability linkages.
<b>S.20*</b>	Link from Glenwood Park and onto New Line Road – permeability linkages.
<b>S.21*</b>	Lisnenan in SW direction linking through Employment lands to the Business Park Road.
<b>S.22</b>	Permeability Linking Beinn Aoibheann Housing development into IDA to east.
<b>S.23</b>	2 no. signaled pedestrian on demand crossings on Business Park Road
<p><b>Town Centre Interventions, Linkages and Proposals:</b></p> <p><b>Schemes listed 24-31 are all illustrated on Map xx below.</b></p>	

<b>S.24</b>	Letterkenny Green Connect, (Phase 1 complete April 2023).
<b>S.25</b>	Multi Modal Transport Hub and public transport corridor.
<b>S.26</b>	Linkages and permeability schemes across the Town centre (1-22 contained within Linkages and Public Space Action Plan).
<b>S.27</b>	Burtonport- Letterkenny Strategic Greenway.
<b>S.28</b>	Multi-Modal infrastructure along the Southern network scheme. Currently at Phase 2 of TII's PMG. Including pedestrian bridge crossing from Oldtown neighbourhood to Town Centre.
<b>S.29</b>	Multi Modal infrastructure on 4 lane carriageway including 'Park and Share modal Hub(s)'.
<b>S.30</b>	River Swilly walkway.
<b>S.31</b>	Urban Wetland Park.

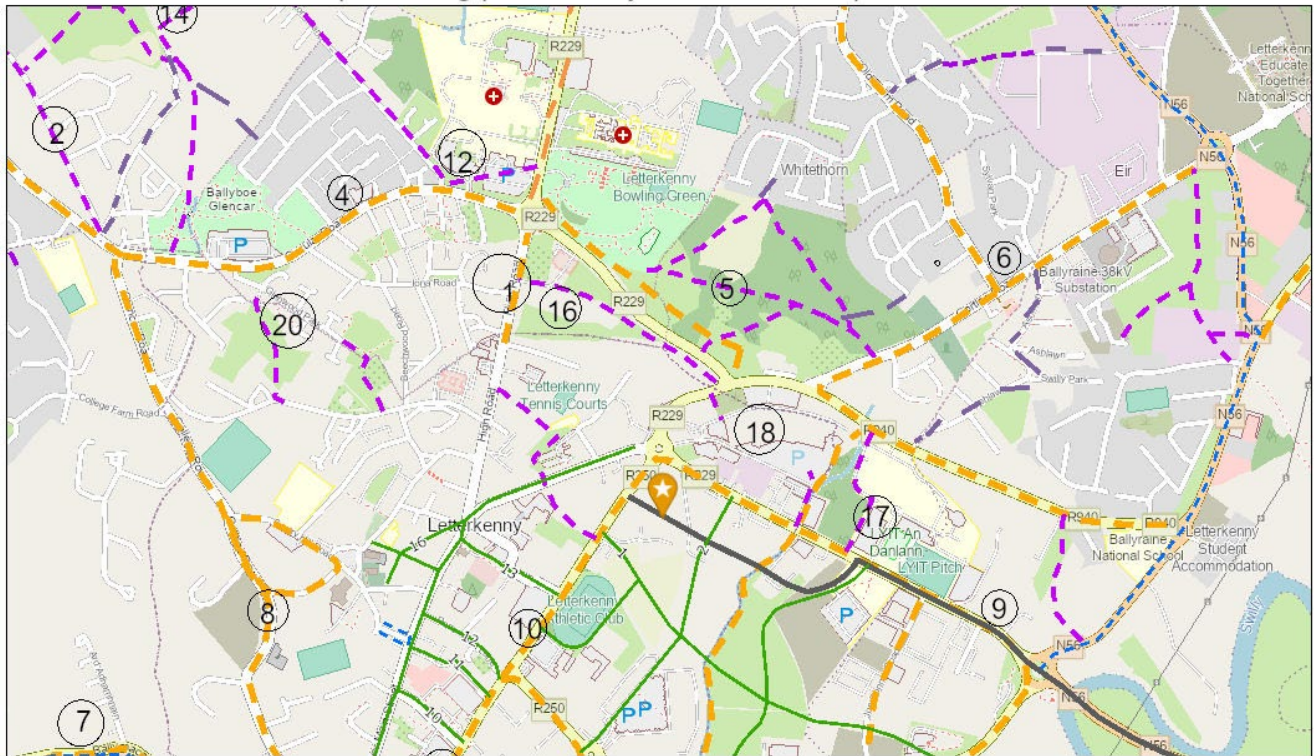
**The table above and map below correspond with each other for schemes 1-23. The remaining schemes listed in Table above refer to Town centre interventions and are detailed in Chapter 21.**

Schemes identified in Table 19.1 above are included in the Walking Network Strategy and through the Town Centre in the Linkages and Public Space Action Plan and those with denoted with a \* were previously assessed under a **Multi-Criteria Analysis Framework process (MCAF)** to provide a high-level evidence base for the development of any such scheme(s), and/or are currently progressing through the detailed design stages of the funding process by Road design Colleagues in the councils Road design Active Travel Department.

Full details of **MCAF assessments** are contained in Appendix D. Further detailed analysis and design will be required as all projects are developed. All schemes were assessed in accordance with the following criteria: *Accessibility, Adaptability, Attractiveness, Coherence, Comfort, Deliverability, Directness, Safety, Socio-Economic* and rated accordingly.

**Scheme No. 8.** along the existing network on Convent Road and the recently completed PART 8 consent process for a one-way system and safety scheme in and around the schools cluster has greatly improved conditions in this area. There are now safer routes to the 4 no. schools, park and stride facilities are available, and walking and cycle networks are greatly improved to and from local neighbourhoods. This fully completed Part 8 is the result of the councils Roads Safety Officer and Road Safety Engineer's working alongside and in consultation with the local Green Schools in this locality.

Map showing permeability and network improvements



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-  Regional Transport Hub
-  Potential Public Transport Corridor
-  Local Permeability
-  Proposed Interconnecting Routes
-  Proposed Permeability
-  Town Centre Permeability
-  Strategic Road Schemes

1:18,056  
 0 0.07 0.15 0.3 mi  
 0 0.13 0.25 0.5 km  
 Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri | ArcGIS Web AppBuilder

### Walking Network : West of the Town:

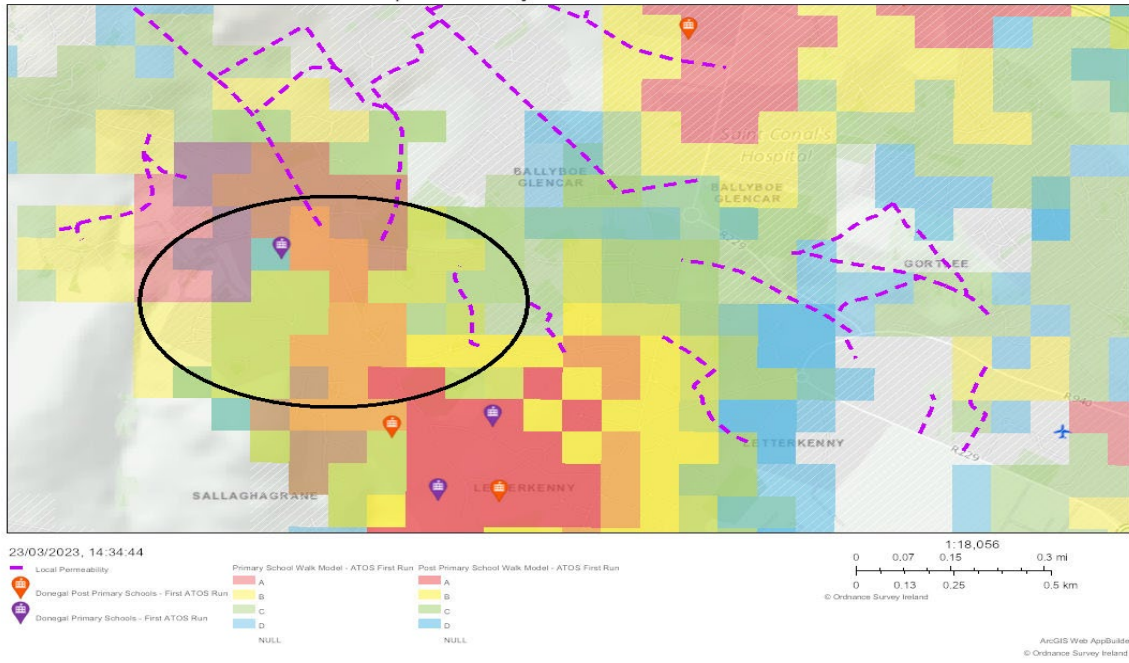
Map 19.3 identifies a school cluster located in and around the **West** of the town in the vicinity of Convent Road (from Circular Road to junction at Ballymacool terrace). This road serves a significant number of key destinations within the town and 5 no schools in addition to a high percentage of the towns resident population. Whilst active travel funding will address some of the key fundamental traffic safety concerns in proximity to the schools resulting in an emphasis on a modal shift to walking and cycling or scooting to school, infrastructure for walking (and cycling) from the northern residential origins to the schools and the town centre requires a particular tailored focus through the implementation of proposed walking schemes

### Proposed Enhanced Walking Network in West:

The ATOS tool has identified an area of residential development adjoining the Gael Scoil Adhamháin as a potential permeability link ref **S.19**. This permeability link emerged from this model as a way of benefitting local permeability for families and school children attending this nearby primary school by creating a desire line and reducing walking and cycle time from adjoining residential properties.

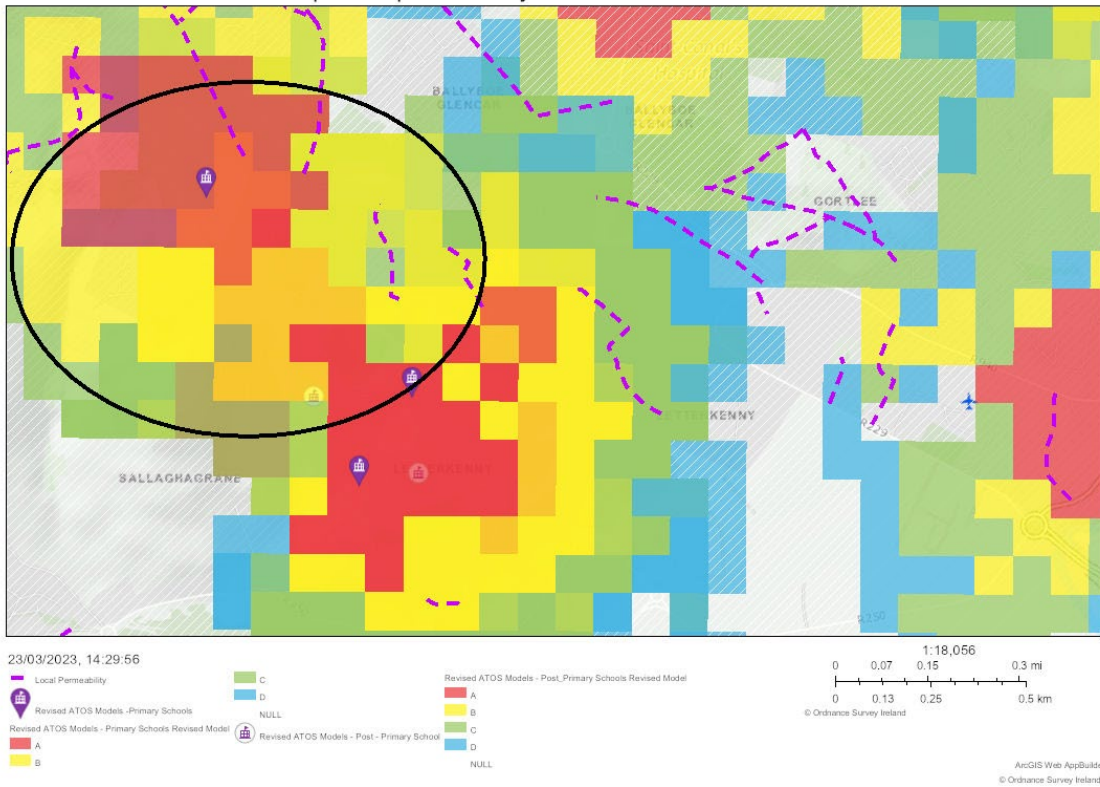
The 1<sup>st</sup> model run and 2<sup>nd</sup> model rerun illustrate how this small permeability intervention will create wider accessibility to the local primary school in Maps 19.4 and 19.5 below. The black circular identifies the same area one map shows the reduced level of permeability and the 2<sup>nd</sup> map illustrates the improvement post implementation of the small modification to an existing boundary. The increase in red and yellow indicates the highest level of access and connectivity.

Lack of permeability at Gael Scoil Adhamháin



Map 19.4 : Existing School permeability.

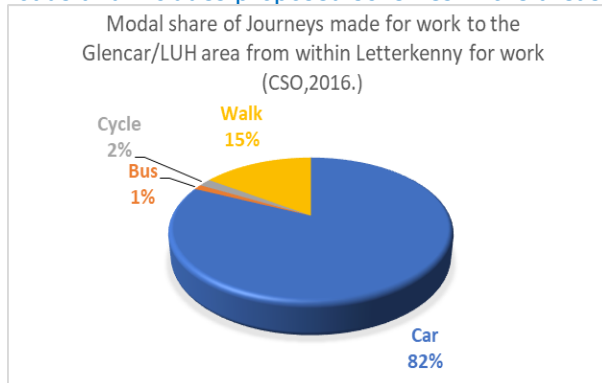
Improved permeability at Gael Scoil Adhamháin



Map 19.5 Improved Permeability at Gael Scoil Adhamháin

### Walking Network: North & North-West of the Town:

The **North and North-West** area of the town includes the highly populated and long established residential neighbour-hoods of Glencar Irish and Glencar Scotch served by the Grange and Glencar roads and includes proposed schemes in the areas of Windy Hall and Circular Road. This area of the



town has the highest number of residential properties (approximately over 3,000) and is thereby a significant origin, destination and trip generator. As can be seen from the pie chart the highest percentage of resident's journeys are made by the private car (CSO, 2016). The spatial pattern of development in this area is dispersed and devoid of internal pedestrian permeable links or desire lines between residential housing estates especially in the areas of Glencar Scotch and Irish. Due mainly to the design of these housing developments consisting of cul-de-sacs and devoid of internal permeability. The local topography and elevation of this area and immediate surroundings means walking in a downhill direction is more favourable to that of walking on the return journey, and using a sustainable mode of transport with the exception of public transport. The local environment is also not conducive to this movement of the population from this part of the town via walking/active travel due to the current lack of network provision and thereby the existing road infrastructure is deficient in safety, comfort and attractiveness to potential active travel users.

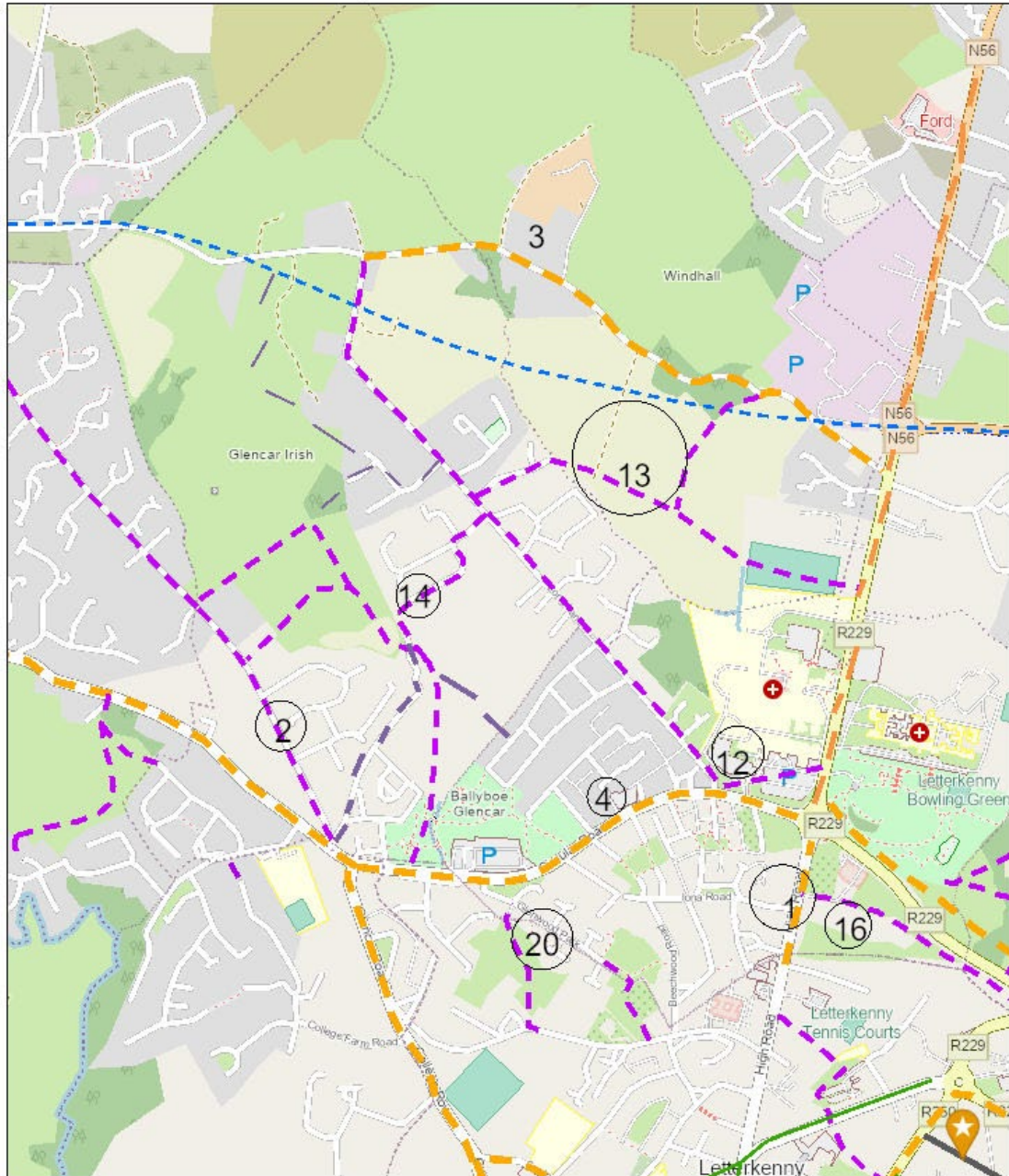
### Proposed Improvements to the Walking Network:

Map 19.6 below illustrates the proposed walking schemes (also suitable for cycle) located in this part of the town that will all work together to form an improved network for walking.

The long-established residential areas located to the south of the Glencar area within developments along Dr McGinley road and which abut the Circular road to the south are well served by public realm by way of Ballyboe Park. The ATOS map below clearly demonstrates the accessibility of Ballyboe park to surrounding adjoining residential areas.





Map 19.6 also illustrates the proximity of this area of the town to the local schools, Letterkenny University hospital (LUH), the Bernard Mc Glinchey Town park, and the Town centre via Convent road and High road and therefore activating a modal shift from this large neighbour-hood to sustainable modes is crucial.

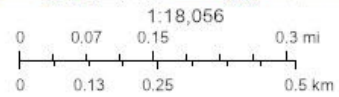
## Network Improvements in NW of the Town.



23/03/2023, 15:55:00

-  Regional Transport Hub
-  Town Centre Permeability
-  Potential Public Transport Corridor

-  Local Permeability
-  Strategic Road Schemes
-  Proposed Interconnecting Routes
-  Proposed Permeability



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## Walking Network: North & North-East of the Town

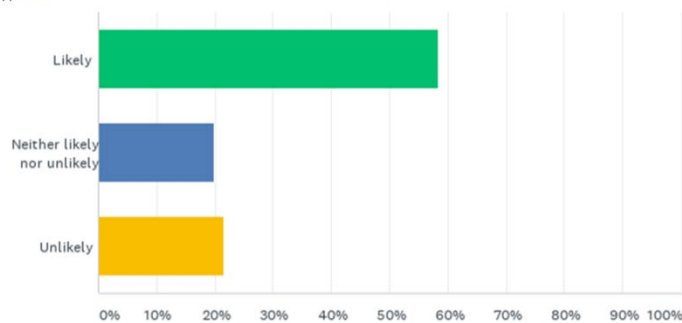
The narrative and maps below refer to the walking schemes proposed to the North & North-East of the town in terms of how, combined with the identification of potential future public transport routes in the Public Transport Strategy, will improve and create a new and improved connected walking network.

Scheme no 1. on the High Road aims to improve and create footpath continuity where gaps currently exist along small portions of the existing network on the southern side of this road. High Road performs as a key arterial road for pedestrians and motorists on the immediate north-eastern edge of the town centre. The scheme aims will provide improvements and continuity in the footpath network serving residential areas and connecting better with local shops, Letterkenny University Hospital and providing further connections to Circular Road to the North-West, Devalera Hill to the east and to the north Bernard Mc Glinchey town park.

Scheme No.2 located on the Glencar Road (Glencar Scotch & Irish) will create a safer online walking route serving a significant residential catchment in the surrounding locality. As previously mentioned the Glencar and surrounding area contains over 3,000 residential properties. The pre-draft public consultation results display a keen interest in availing of Active travel subject to the development of dedicated infrastructure for walking and cycling with 58% stating they would be likely to walk or cycle compared with 6% and 1% of respondents who currently walk or cycle. See fig xx below

### Q6: 6. A If you are not a frequent pedestrian or cyclist in Letterkenny is this likely to change if the town had dedicated walking and cycling lanes?

Answered: 536 Skipped: 0



The proposed future scenario would result in a safer more coherent, direct and attractive walking route for those who previously would not have considered using a sustainable mode from their residential origin to their key destination(s).

As outlined previously there are 2 very popular public parks in this locality. The use and enjoyment of these parks are available to all town residents however walkability to these public realm facilities is confined largely to those who reside to the south of Glencar and can thereby walk within a 800m radius. However this leaves a significant number of residents in this wider locality without access to public recreation and amenity space. This proposed Scheme no 3 along the Eastern portion of the existing Windyhall Road aims to remove vehicular traffic for a distance from the Northern junction of the Long Lane moving Eastwards to the Mountain Top Road to create a recreational pedestrian corridor reserved exclusively for non-motorised journeys (save the small number of residential properties who will retain a level of filtered permeability with vehicular access from one direction only).

This will create an Urban Greenway for a distance of 3km within a highly populated part of the town along an existing desire line, when developed will enhance both the environment and serve a significant residential catchment providing a safe and attractive Walking and indeed Cycling environment.

The Windyhall Road is identified as being a reserved route in the Local Area Plan (see land use zoning map) for Letterkenny, as the Northern Network scheme (NNS) . The need for this scheme has been identified in previous development plans for the town with aim being to relieve congestion, resolve existing network issues and address safety issues within the existing Windy hall road. The Existing Windy Hall road currently performs as a desire line for vehicular traffic particularly at peak times of the day to access the significant number of destinations to the East of the Windy Hall Road. The key destinations are the significant employers such as Letterkenny University hospital (LUH) with approx. 2,500 employees and the number of businesses and companies on the Business park road and its environs, totalling approx. 3,600. In addition to a number of post primary schools and all of which are located within 3km from the highly populated areas of Glencar Killylastin and Killyclug.

See map below which identifies the potential this Urban Greenway presents (post completion of the NNP) to the residential origins 62. 4,000 residents in Killylastin, Killyclug and the Glencar area , and the destinations on the Kilmacrenan Road and Business Park Rd and environs.

Creating a positive impact on the socio economics of the town and locality, providing infrastructure required to support the development of lands which have been designated for development to facilitate compact growth. The NNP would be designed as a multi modal corridor for pedestrian's cyclists and public transport. This Urban Greenway Scheme, (as identified under scheme no 3 on the map), has significant potential to offer a new viable option and alternative and effect a modal shift alongside the creation of public realm and an amenity asset in this area where paucity of provision currently exists.

### WindyHall- NNP- Urban Greenway



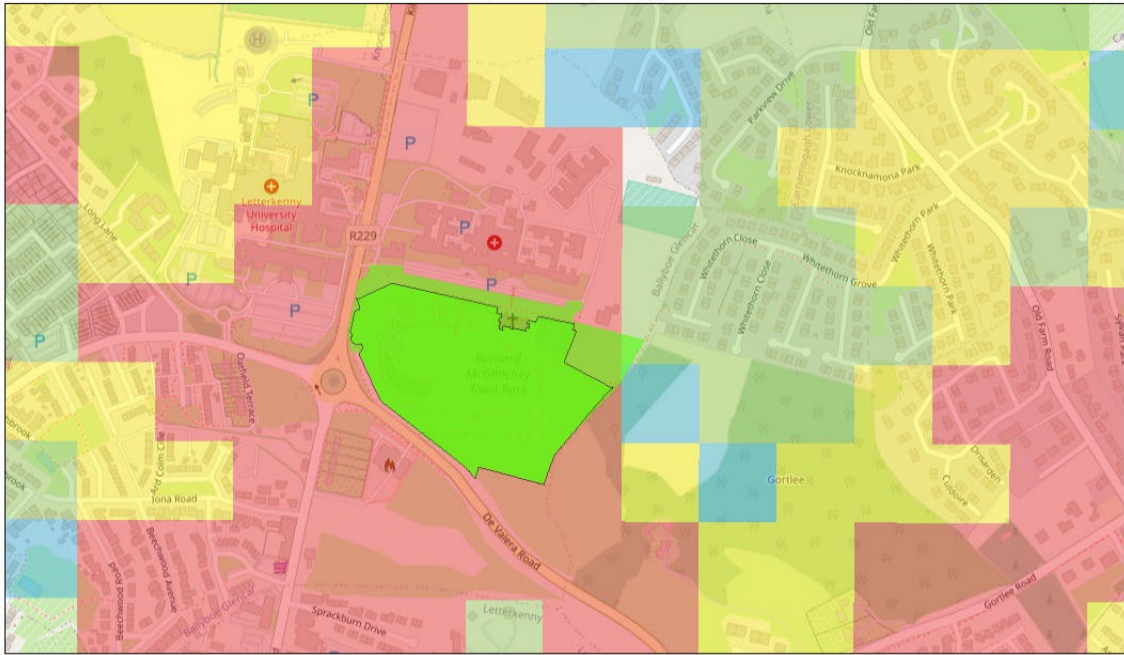
**Scheme no 4. along Circular Road** in Map xx above, is along the southern edge of the Glencar area currently providing a key road artery within the overall Glencar area. This road serves to provide an important vehicular link both to the North-West from the edge of the town centre at High Road and linking to Dr Mc Ginley Road; and the Grange/Glencar Road to the West and Eastwards to Devalera Hill.

Circular Road currently accommodates 8 no. right- and left-hand turning lane access for entrances both North and South of the Road serving a mix of residential estates, or commercial premises at the Glencar neighbourhood centre. The scheme proposes to remove the turning lanes and narrowing the carriageway in addition to using the roadside grass verges to create walking provision on the existing footpath and two-way cycle lane provision on reallocated carriageway. This road will continue to perform as an important arterial link for motorized traffic to and from this area however the road itself, following the instatement of the measures proposed as part of the scheme, will present itself much differently in a way that is visually more encouraging as a safe and coherent environment for pedestrians. The physical interventions to the road environment in this location are necessary on Circular Road owing to the important function this road serves within the town and the significant demand experiences due to the daily travel patterns in the surrounding areas. Alongside the important role and function Circular Road currently performs and will continue to do, comes the significant opportunity to realise a modal shift having particular regard to the significant origins and destinations in this particular identified area of the town.

A recent improvement has been made to an existing permeability link that connects Whitethorn housing development and neighbouring housing estates, by means of an off line walking and cycling route following a desire line to the adjoining Bernard Mc Glinchey Town Park, scheme ref S5. This desire line link provides accessible safe and convenient pedestrian and cycle access and avoids a lengthy circuitous route from Gortlee to the Town Park and onwards to Circular Road and Glencar.

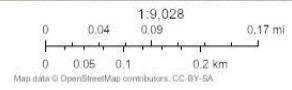
See the before and after ATOS maps below that demonstrates the impact of this improvement.

Existing- Lack of Permeability from adjoining Residential to Town park



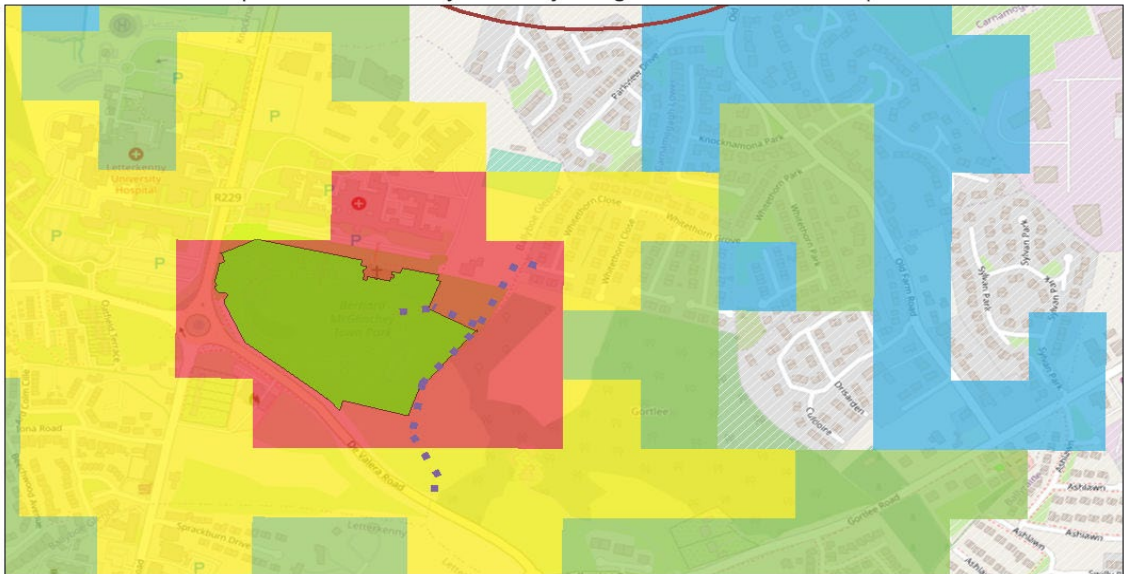
30/03/2023, 15:41:17

- Revised ATOS Models - Donegal\_Parks Parks Walk Model - ATOS First Run C
- Donegal parks - First ATOS Run A D
- B NULL



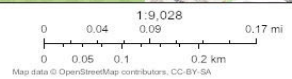
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Proposed Permeability from adjoining Residential to Town park



30/03/2023, 15:53:31

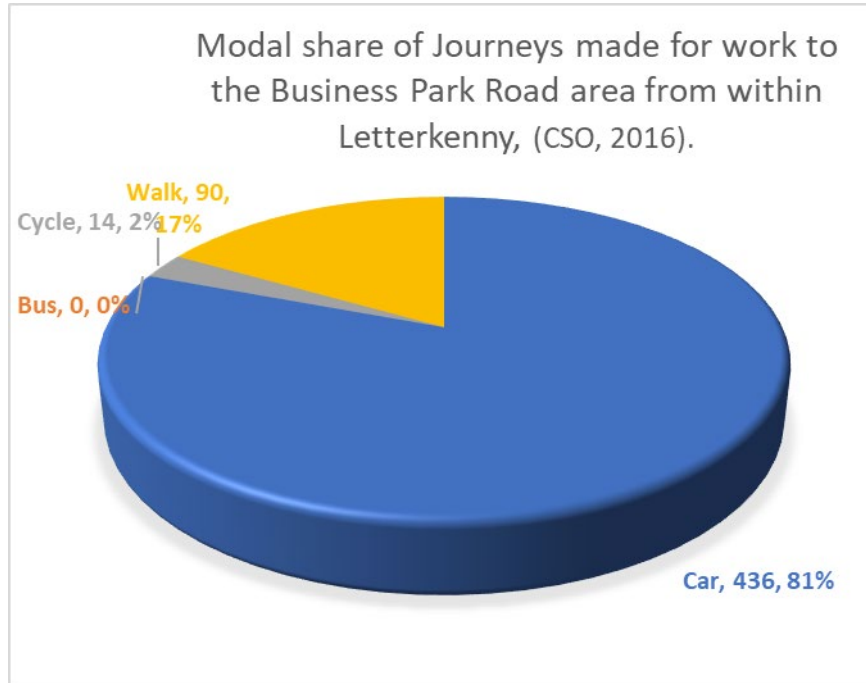
- Revised ATOS Models - Donegal\_Parks B NULL
- Revised ATOS Models - Parks Revised Model C Donegal parks - First ATOS Run
- A D



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 ArcGIS Web AppBuilder  
 Map data © OpenStreetMap contributors, CC-BY-SA

## Walking Network : East

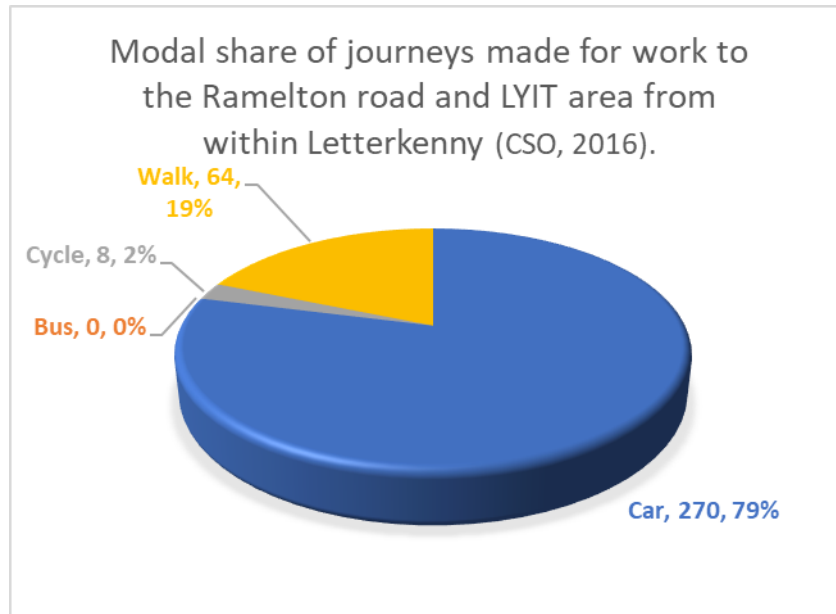
The **East** of the town is linked to the town centre via the main arterial roads of the Ramelton and Gortlee Roads and including a few other important interconnecting roads throughout. The N56 National secondary road navigates through the east of the town and directs strategic traffic from the southern gateway to the town, eastwards and northwards for onwards



county journeys. The emergence of further large employment opportunities within the last decade predominantly in the medical technology sector and the construction of the Business Park Road in 2015 has led to a high level of internal and inward commuting journeys to this area of the town (2,860 inward commutes to the town daily, and 7,500 inward commutes, CSO 2016). These journeys are predominantly made by private cars with the traffic patterns using these roads confined to a large extent to the morning and evening peaks times with approx 1,500 employees within this particular area. See fig xx below for modes share .

As can be seen from fig xx above 81% of journeys to this destination for the purpose of work are made by the private car. This may also include a level of car share however the low level of sustainable mobility by commuters to the area of the town with the highest level of employment (outside of the town centre), can be somewhat attributed to the lack of infrastructure to enable linking key residential origins to this significant work destination by a sustainable means. At present cycle provision is by way of a combination of advisory cycle lanes and shared provision for walking and cycling on footpaths.

This area also serves a number of schools, Gaelscoil Colasite Ailiagh on Old farm road, Educate together on Kilty Road and Ballyraire National School on Ramelton road. As can be seen below 79%

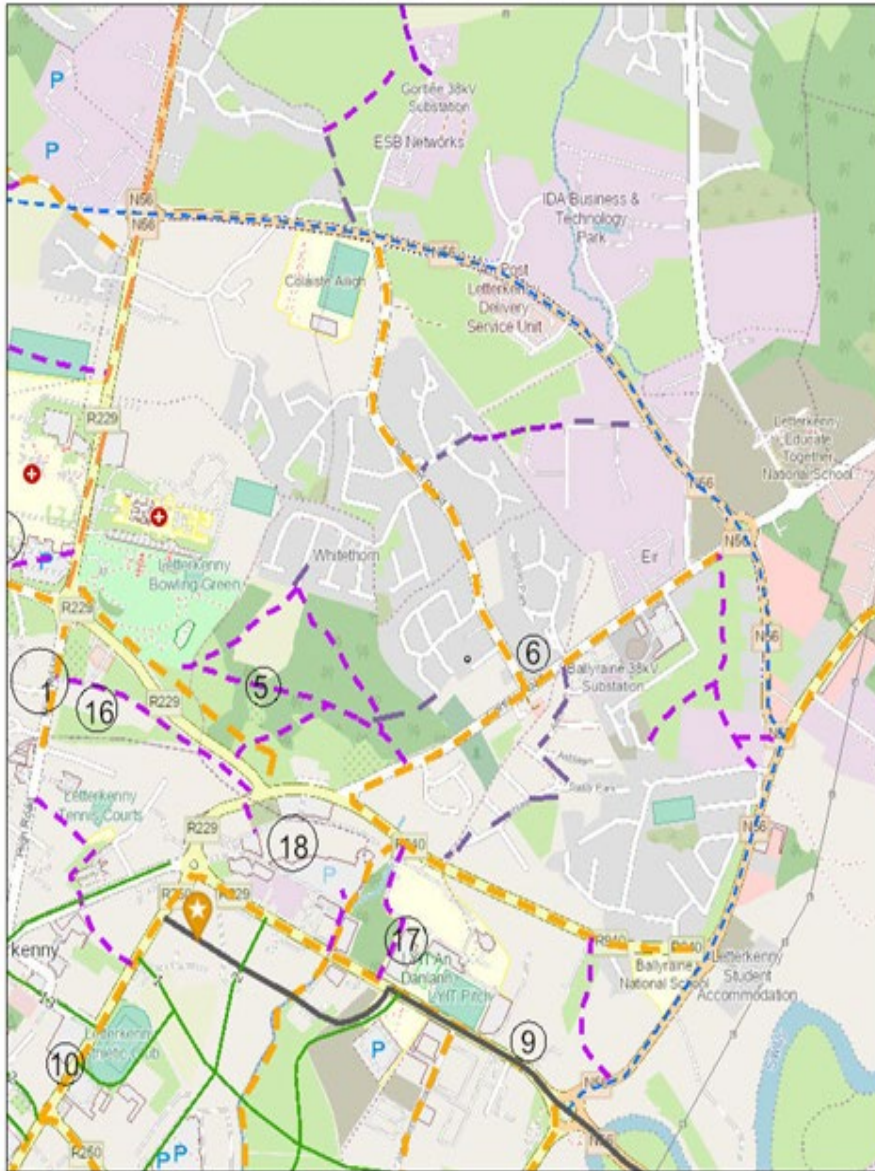


of journeys made in this area are by the private car with walking, cycling and public transport 19%, and 0% respectively. The higher rate of walking in this area can be attributed to the location of LYIT within walking distance to popular areas for students to reside during the academic year within the Ramelton Road area. This is an encouraging marker going forward given that 58% of pre-survey respondents stated that they would be likely to choose walking (or cycle) following the commitment of dedicated walking and cycling infrastructure in the town.

The summary below gives an overview of the proposed provision of infrastructure and facilities to effect a modal shift in the east of the town as a result of implementing the proposed walking schemes combined with the identification of potential future also proposed in this area.

Scheme 6. Is located in a mainly residential area and aims to create a more coherent and safer environment to encourage a greater take up of walking in the areas of Old Farm Road, Gortlee and Ballyraire. This is a settled, popular and long-established area of the town with a high percentage of residential housing, small neighbourhood services and a mix of good neighbourhood clean industries. As fig 1 above suggests there is a reasonable rate of walking at present due in part to the topography of the Gortlee road area to the Ramelton Road. The secondary level Gaelscoil Ailaigh is within comfortable walking distance from a number of residential origins in Gortlee and Old Farm Road, however there is a recognized need for new measures to reprioritize pedestrians ahead of the private car. Such measures would connect easily to walking (and cycling) provision on the Business Park Road to the North and elsewhere to the Town Centre and the interconnecting and arterial urban roads leading to and within the Town centre.

## Network Improvements in East of the Town



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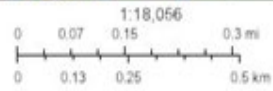


Regional Transport Hub

Town Centre Permeability

Potential Public Transport Corridor

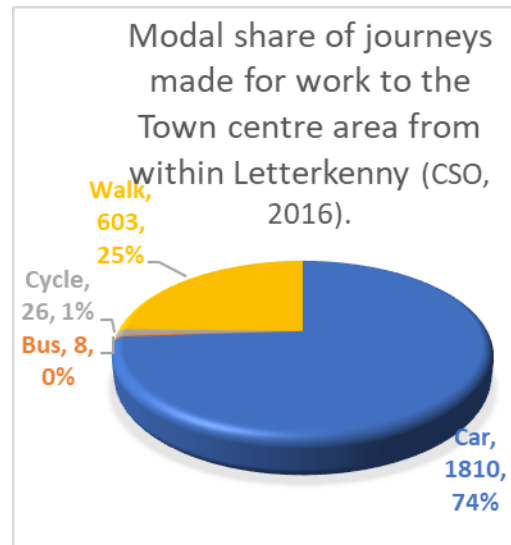
- Local Permeability
- Strategic Road Schemes
- Proposed Interconnecting Routes
- Proposed Permeability



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**Walking Network: Town Centre** The **Town centre** is the commercial and business heart of the town along-side establishing itself as a designated regional centre. Notwithstanding the numerous other important functions and attributes the town centre performs and possesses, the urban core of Letterkenny is somewhat underperforming in terms of its public space, accessibility on foot and bicycle; and in this regard public safety, and it is deficient of measures to appropriately support a viable urban public transport system. This has occurred as a result of a combination of factors, particularly the rapid growth in the late 1990's through to 2007 and a prioritisation of vehicular transport based infrastructure as the solution to traffic movement and congestion. A one-way traffic management system was introduced in early 2000 and with it came the formalisation of a car focused town centre alongside the development of town centre car-parks which only further exacerbated the car based dependency of Letterkenny town centre.



Sustainable Mobility is at a low level within the Town Centre and particularly when moving from the new retail commercial part of the town south of the Pearse road to the more established main street area of the town to the north of Pearse road. Resulting in an obvious disconnect between these areas. Although in close proximity (approximately only a four minute walk between Main Street and Pearse Road), the physical environment is disjointed, incoherent and therefore there is no current motivation to make the journey between the two areas by sustainable modes thereby adding to the dependency on the private car. There are a number of existing key routes that physically connect Main Street to Pearse Road, namely Larkin's Lane, St Oliver Plunkett Road, Rosemount Lane and Justice Walsh Road. These linkages are under-performing in relation to safety, public realm, accessibility, character (in terms of active street frontage) and as such these routes are not attractive for walking (or cycling) and therefore are not used to their full potential. This is further exacerbated by the one-way traffic system in the town centre and a heavily trafficked Pearse Road where the car is prioritised and pedestrian 'Town centre linkages' crossing points are not at the most desirable locations.



### **Proposed Interventions and improvements to the Town Centre Networks:**

Map below sets out the proposals contained within the LK 20240 Regeneration Strategy's - 'Linkages and Public Space Action Plan'. Measures within the town centre illustrated below propose improvements to existing roads and networks to provide an enhanced and improved network of town centre pathways that encourage active lifestyles, linking Parks, and other spaces suited to walking, and all forms of active travel. The routes comprise of a mix of improvement of existing roads and environments for walking and active travel, to potential vehicle free walking and cycling routes that connect the Main Street and Pearse roads.

The proposed schemes and interventions in the Town centre listed below are significant yet complex in that they seek to work within the limitations of the physical network(s) to create an attractive user-friendly environment for walking and cycling along the core town centre arterial routes of Port, Pearse and Neil T Blaney roads, also including Canal Road. These roads are currently a motorized transport dominant environment with a partial one-way system that performs well for vehicular traffic movement however this results in a hostile and unfriendly pedestrian or cyclist interface with issues relating to safety, comfort, coherence, attractiveness and directness. The combined results of these schemes will address these issues in a way to create a more pedestrian and cyclist user friendly safe environment and with that effecting a modal shift towards sustainable mobility. The Linkages and Public Space Action Plan in addition to the Letterkenny 2040 Design Concepts document all set out the future ambitions for these town centre routes in significantly more detail – developed as part of the Regeneration Strategy in significantly more detail.

The existing town network is proposed as new and improved 'Town centre Boulevards' and will focus on the optimum use of existing carriageways including the reallocation of road space to walking and cycling and sustainable modes, and thereby providing greater footpath widths and new cycle lanes to create a comprehensive network along these key town centre thoroughfares. Currently cycling advisory lanes exists along these routes by way of white markings along the roads (and shared provision on some town centre footpaths) that were added in 2012 without any major modifications to the carriageways or footpaths.

Existing Pedestrian crossings are provided however the crossings are not located at [Grab your reader's attention with a great quote from the document or use this space to emphasize a key point. To place this text box anywhere on the page, just drag it.]

desire line locations and act as barriers, with significant waiting times thereby acting as a disincentive to walk in this retail/commercial part of the town centre.

Critical connections for recreation purposes are required to be made from Canal Road and the adjoining Fort Lynne retail park to the 'Letterkenny Green Connect' town centre public realm space and the Joe Bonnar link road. Creating crucial permeability throughout this town centre core area

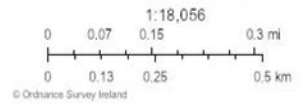
The schemes will see infrastructure intervention and reallocation of priority from the motorist to the pedestrian. Road space reallocation to create wider, dedicated walking and cycling lanes addressing the current situation that prevails with right- and left-hand turning lanes and dropped entrances along existing footpath to serve business premises, relocation of trees and safer drainage channels

### Town Centre Linkages and Interventions



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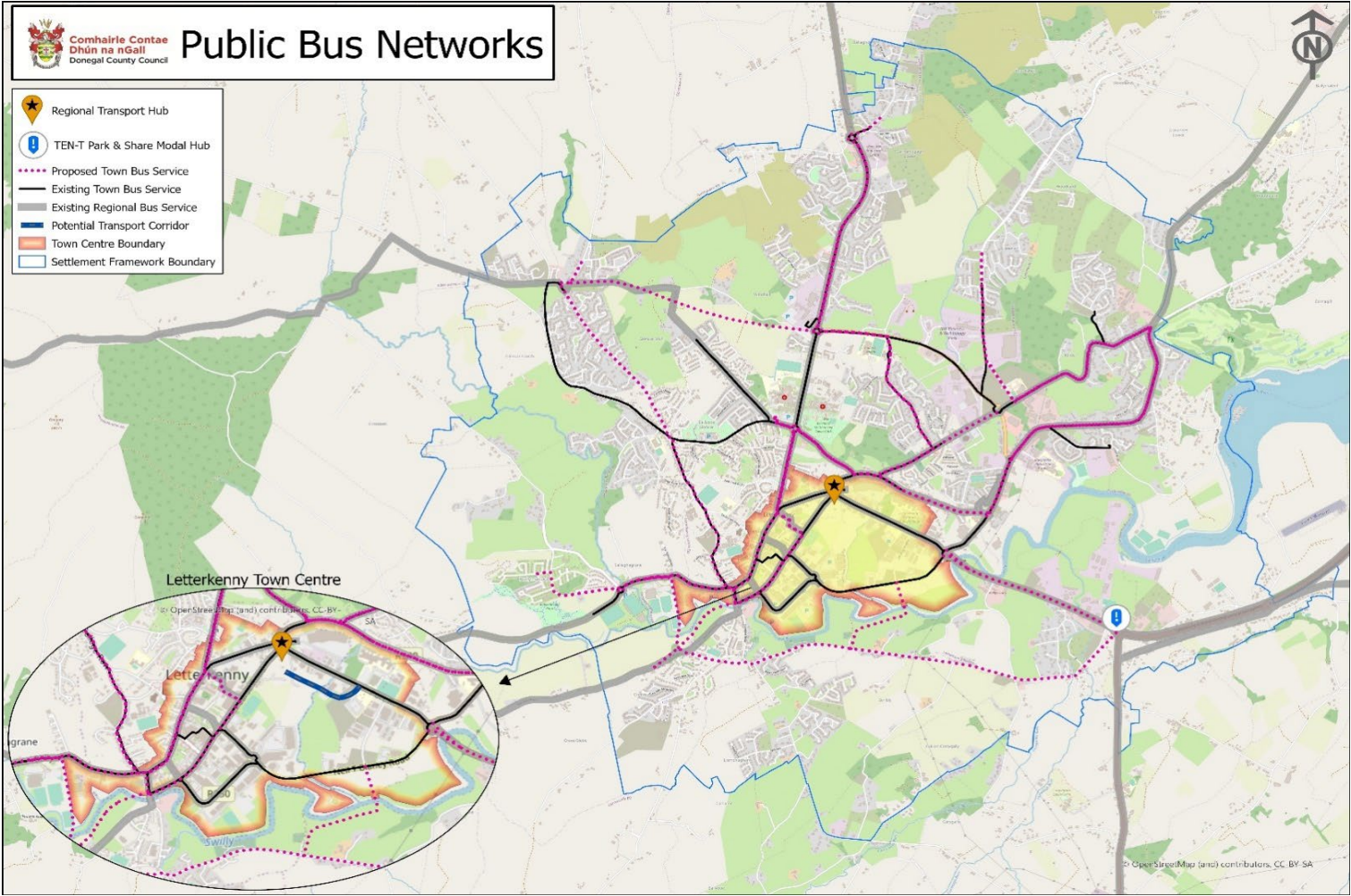
- Regional Transport Hub
- Town Centre Permeability
- Potential Public Transport Corridor
- TII Greenways Donegal
- Local Permeability
- Southern Network Project
- Strategic Road Schemes
- Proposed Interconnecting Routes



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## **APPENDIX C – PUBLIC TRANSPORT**

# MAP 20.1

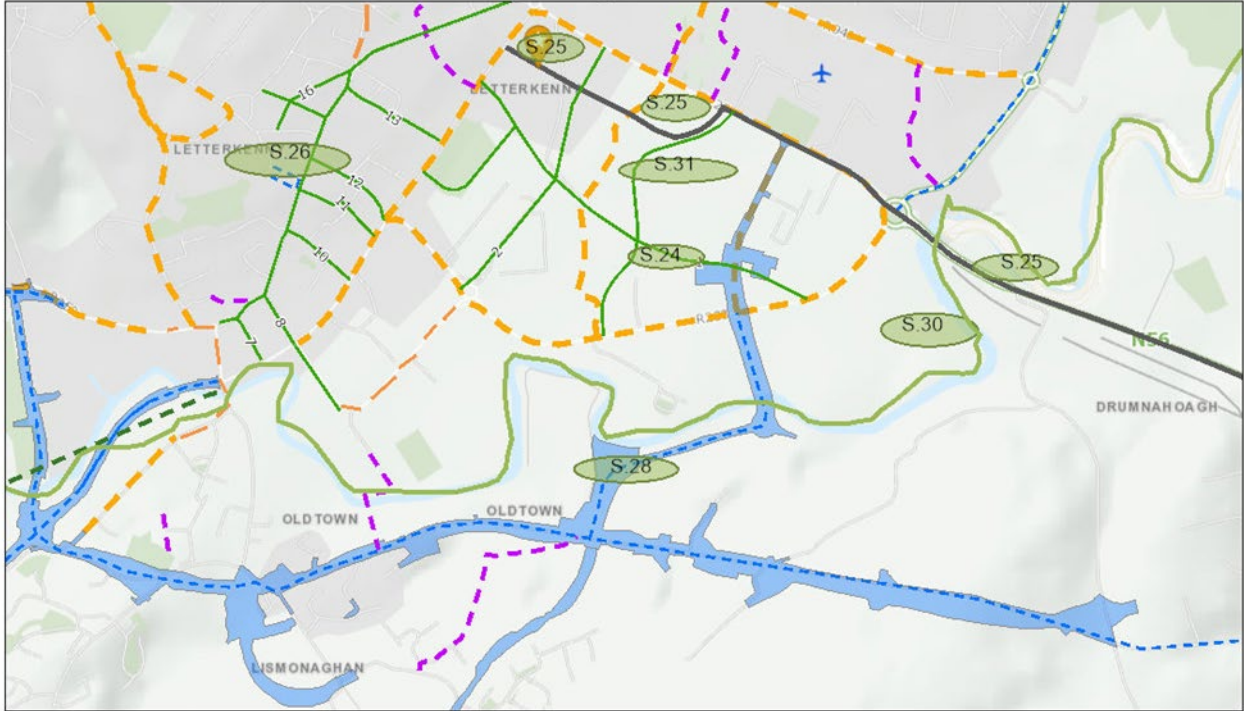


## APPENDIX D – ACTIVE TRAVEL SCHEMES & TOWN CENTRE LINKAGES









<b>Table: Scheme No. on map</b>	<b>Location</b>
<b>S.1*</b>	High Road – Improvements to network.
<b>S.2*</b>	Glencar Road – improvements to the network.
<b>S.3*</b>	Windy Hall Road – improvements to the network.
<b>S.4*</b>	Circular Road – improvements to the network.
<b>S.5*</b>	Kilmacrenan Road/Devalera/Gortlee – improvements to the network.
<b>S.6*</b>	Ballyraine Road/Gortlee Rd/Old Farm Road – improvements to the network.
<b>S.7*</b>	Ballymacool & Oldtown.
<b>S.8*</b>	Convent Road (from Circular Road to junction with Ballymacool terrace.
<b>S.9*</b>	Port Road – Improvement and enhancement to town centre Boulevards.
<b>S.10*</b>	Pearse Road – Improvement and enhancement to town centre Boulevards.
<b>S.11*</b>	Neil T Blaney Road – Improvement and Enhancement to town centre Boulevards.
<b>S.12*</b>	Long Lane to Kilmacrenan Road via Errigail College – permeability linkages
<b>S.13*</b>	Long Lane – Windyhall/ Errigail College – permeability linkages
<b>S.14*</b>	Long Lane through to Fairgreen Park, 'Paddy Kellys farm' and onto Glencar – permeability linkages
<b>S.15*</b>	Knocknamona Roundabout to Hospital Roundabout – improvements to the network.
<b>S.16*</b>	Link from former Oatfield site through to High Road – permeability linkages.
<b>S.17*</b>	Link from Ramelton Road through LYIT to Port Road – permeability linkages.

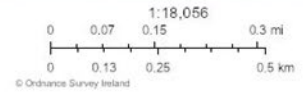
<b>S.18*</b>	Link through open land from Tesco shopping centre through to Devalera Road – permeability linkages.
<b>S.19</b> <b>(derived from ATOS tool).</b>	Gael Scoil Adhamháin, Glencar – permeability linkages.
<b>S.20*</b>	Link from Glenwood Park and onto New Line Road – permeability linkages.
<b>S.21*</b>	Lisnenan in SW direction linking through Employment lands to the Business Park Road.
<b>S.22</b>	Permeability Linking Beinn Aoibheann Housing development into IDA to east.
<b>S.23</b>	2 no. signalized pedestrian on demand crossings on Business Park Road
<p><b>Town Centre Interventions, Linkages and Proposals:</b></p> <p><b>Schemes listed 24-31 are all illustrated on Map ? Below.</b></p>	
<b>S.24</b>	Letterkenny Green Connect, (Phase 1 complete April 2023).
<b>S.25</b>	Multi Modal Transport Hub and public transport corridor.
<b>S.26</b>	Linkages and permeability schemes across the Town centre (1-22 contained within Linkages and Public Space Action Plan).
<b>S.27</b>	Burtonport- Letterkenny Strategic Greenway.
<b>S.28</b>	Multi-Modal infrastructure along the Southern network scheme. Currently at Phase 2 of TII’s PMG. Including pedestrian bridge crossing from Oldtown neighbourhood to Town Centre.
<b>S.29</b>	Multi Modal infrastructure on 4 lane carriageway including ‘Park and Share modal Hub(s)’.
<b>S.30</b>	River Swilly walkway.
<b>S.31</b>	Urban Wetland Park.

### Town Centre Linkages and Interventions



23/03/2023, 12:01:25

-  Regional Transport Hub
-  Town Centre Permeability
-  Potential Public Transport Corridor
-  TII Greenways Donegal
-  Local Permeability
-  Southern Network Project
-  Strategic Road Schemes
-  Proposed Interconnecting Routes



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## APPENDIX E INTERVENTION MEASURES

### 20.3 Proposed Intervention Measures for Implementation of an Enhanced Town Centre Public Transport Network:

This section will describe the measures that have considered in developing an enhanced Town Bus Service, and (listed below) which this Council believe may be required over the course of the Local Area plan period to enable the development of an efficient and effective Public Transport Bus network within the town centre. This local authority will pursue the development of these measures in order to increase the reach and uptake of the public transport mode in the town. This public transport strategy includes measures focused on at this current time, one specific public transport mode (Bus), and associated measures to promote and improve public transport integration with other modes, such as Active travel walking and cycling, and easy connection to the future multimodal transport hub.

The Council will work with all relevant stakeholders and responsible authorities to develop these measures further. See Map ?. Note the measures within the town centre both overlap and compliment the proposals as set out within the Letterkenny 2040 Regeneration Strategy, and the Linkages and Public Space Action Plan.

1. Increasing the public realm pedestrian space and pedestrian priority along the Town centre Main Street by means of reallocating on-street public car parking. Creating temporary partial pedestrianisation of the Main Street through the installation of retractable bollards at a number of strategic locations as identified on map xx, supported by the Letterkenny 2040 Regeneration strategy. Prioritising public transport access to the Main Street, and changing the dynamic by reducing direct access to 'on street parking' and other readily available town centre car-parks, and shifting the priority and focus to a 'multi modal' emphasis such as walking, cycling and public transport.

A shift in emphasis from vehicular access to the Main Street also provides the opportunity to consider a two-way interchange for public transport between certain points along the Main Street. This will allow for greater pedestrian way-finding especially for vulnerable members of society by creating bus drop off and pick up points on opposite sides of the same street.

2. The availability of cheap and plentiful car-parking spaces both public and private within the town centre makes the shift from the private car to sustainable modes difficult to accomplish. This Council has therefore identified the need to carrying out a Comprehensive Car Parking Study for the management of an effective car parking strategy including pricing. This is an objective of this council.
3. Numerous sites for the development of 'Park & Share/ride Modal Hubs' (see Map ?) have been identified in the county with one proposed to be located on the south-eastern edge of the town of Letterkenny. This location will provide users with choice in terms of park and share with other vehicle users in addition to multi modal options for parking and walking, cycling or using public transport. The location of the Bonagee site is identified on Map ? below

The identification of 'Satellite Villages' on Map xx illustrates the villages of Kilmaccreanan, Ramelton, Manorcunningham, and Newtowncunningham as possible locations for further infrastructure investment as 'Satellite Hubs'. The location of these hubs will further compliment what the 'Park and Share modal hubs' aim to provide on the National roads. The Council will continue to consult with the NTA and TII with regard to the designation of these hubs and ensure such hubs are serviced by the provision of regular and efficient 'Connecting Ireland' and 'Local link' public transport services from the 'Park and Ride' hubs connecting to Letterkenny.



4. The identification of existing roads suitable for Bus Priority lanes as part of an overall town network will be a priority for the council and identified over the course of the Plan period. The map shows where future bus priority lanes would be located serving the transport hub and along a priority lane on the 4-lane carriageway (subject to future detailed design interventions). The Letterkenny Linkages and Public Space Action Plan' identifies a Potential Public Transport Corridor and this is illustrated on Map xx. The Council will continue to consult and liaise with the NTA and TII in relation to the further development of the Satellite Park and Share/Ride hubs (as per point 3 above) alongside efficient bus connectivity to the main key destinations within Letterkenny. Map xx contained within the Draft County Development Plan 2024-2030, identifies the potential rural village locations for these Satellite village public transport hubs.
5. The Councils 'Letterkenny Regeneration Strategy 2040' identifies a range of pedestrian, cycle and public realm projects and the accompanying 'Linkages and Public space action plan give effect to these with the objective of presenting a network of foot and cycle links that will improve existing environments for active travel infrastructure. These are listed as Town Centre Linkages in this document and will strengthen and improve connectivity and permeability in the town centre encouraging active travel mobility to and from the multi- modal Transport hub.
6. It is expected that there will be a significant increase in the uptake and use of electric vehicles and other low-carbon mobility technologies such as electric cars, bikes and scooters during this Local area Plan period. The Council will seek to support this increase through the provision of parking and charging infrastructure in town centre and public accessible locations, where it is feasible to do so. DCC will endeavour to work alongside TII and the NTA with regard to supporting provision for longer-distance travel via electric vehicles, including provision for hybrid public transport.
7. It is an objective of the council to seek to restore rail services within the county and to work with all regional and national stakeholders to ensure this is fully explored.

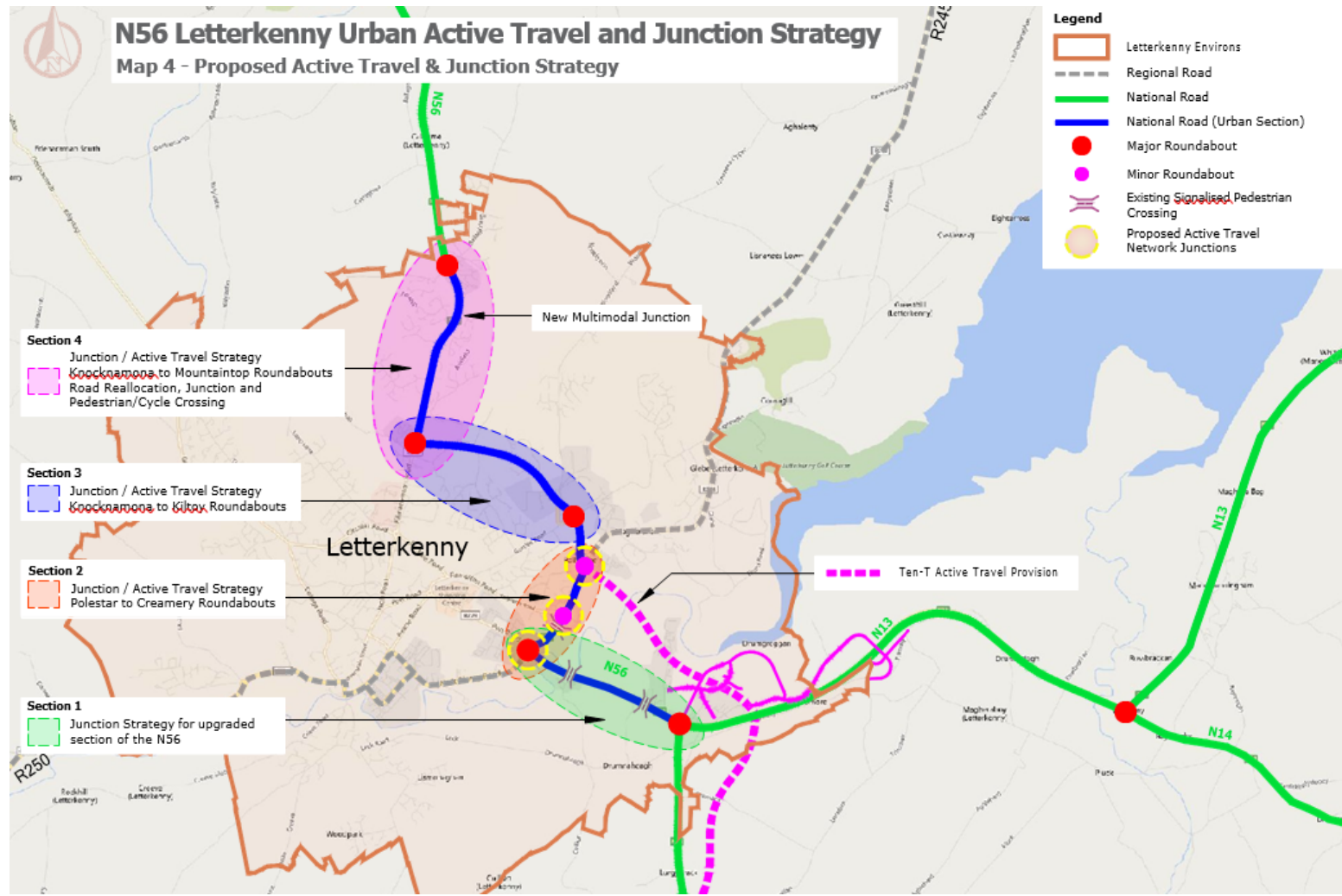
## APPENDIX F – TOWN CENTRE LINKAGES

### [Chapter 21: Town Centre Transport Strategy, Section 21.2](#)

<b>TOWN CENTRE LINKAGES</b>			
<b>NO.</b>	<b>NAME</b>	<b>DESCRIPTION</b>	<b>STRATEGIC PRIORITY</b>
1	LK Green Connect	Safe walking and cycling route connecting Pearse Rd, the retail parks, ATU and the Public Service Centre.	<b>x</b>
2	Port Road retail area	Connection from Port Road- LK Green Connect onwards to the Retail area and junction with Neil T. Blaney Rd and Paddy Harte Rd.	
3	Port Road	Improve existing infrastructure along Port rd. Reallocate carriageway space to create dedicated wider walking & cycle lanes and public realm improvements.	<b>x</b>
4	Joe Bonnar Rd	Connection linking Port Road to Neil T. Blaney Road.	
5	Neil T Blaney Rd	Improve existing environment for walking and cycling infrastructure, connecting to both Port and Pearse roads creating a continuous circuit.	<b>x</b>
6	Pearse Road	Improve existing infrastructure along Pearse rd. Reallocation of carriageway space to create dedicated, wider walking and cycle lanes and public realm improvements.	<b>x</b>
7	Lw Main St – Pearse Rd Apartment connection	Improve existing connection linking Lower Main Street with Pearse road creating a safe and accessible route.	
8	Larkins Lane	Public realm improvements to strengthen connection between Lower Main Street and Pearse Road.	<b>x</b>
9	Lower Main St Pearse Rd.	Potential vehicle free walking and cycling route connecting Lower Main St and Pearse Road.	
10	St Oliver Plunkett Rd	Improve existing environment for walking and cycling infrastructure connecting from Lower	

		Main Street to Pearse Road.	
<b>11</b>	Courtyard Shopping Centre connection	Improve existing connection linking Main Street with Pearse Road creating a safe and accessible route.	
<b>12</b>	Rosemount Lane	Public realm improvements to strengthen connection between Main Street and Pearse Road.	<b>x</b>
<b>13</b>	Kinnear Lane	Public realm improvements to strengthen connection between Main Street and Pearse Road	
<b>14</b>	LK Green Connect ESB Site.	Safe walking and cycling route connecting Pearse Road to Port Road through the former ESB lands.	<b>x</b>
<b>15</b>	LK Green Connect Cultural Connection	Safe walking and cycling route connecting Donegal County Museum on High Road, through the towns cultural destinations at the regional Cultural Centre and An Grianan Theatre.	<b>x</b>
<b>16</b>	Cathedral Quarter Park	Safe walking and cycling routes connecting Church Lane, Main Street, Speers Lane and Ard O Donnell.	
<b>17</b>	RiverSwilly Greenway	Safe walking and cycling route connecting along The River Swilly with several access points linking into the Town Centre.	<b>x</b>
<b>18</b>	Paddy Harte Rd River Swilly	Improve existing environment for walking and cycling infrastructure, connecting Pearse Road to the River Swilly Greenway.	
<b>19</b>	University-Port Ramelton Rd.	Link from Ramelton Road through ATU to Port Road.	<b>x</b>
<b>20</b>	Port Roundabout Ramelton Road	Link from Port Roundabout to Ramelton Road.	
<b>21</b>	Port Road -Main Station Roundabout.	Improve existing environment for walking and cycling infrastructure with crossing linking Lk Green Connect between the former ESB site and cultural connection. (Also linked to potential redesign of Station roundabout reference in Design concept for project B2, Port Road).	<b>x</b>
<b>22</b>	Main Street.	Improve existing environment for walking and cycling infrastructure.	

## APPENDIX G – PROPOSED N56 POLICY



## APPENDIX H

# Satellite Villages as Park & Ride Hubs

