



TODHCHAÍ an Chlocháin Léith

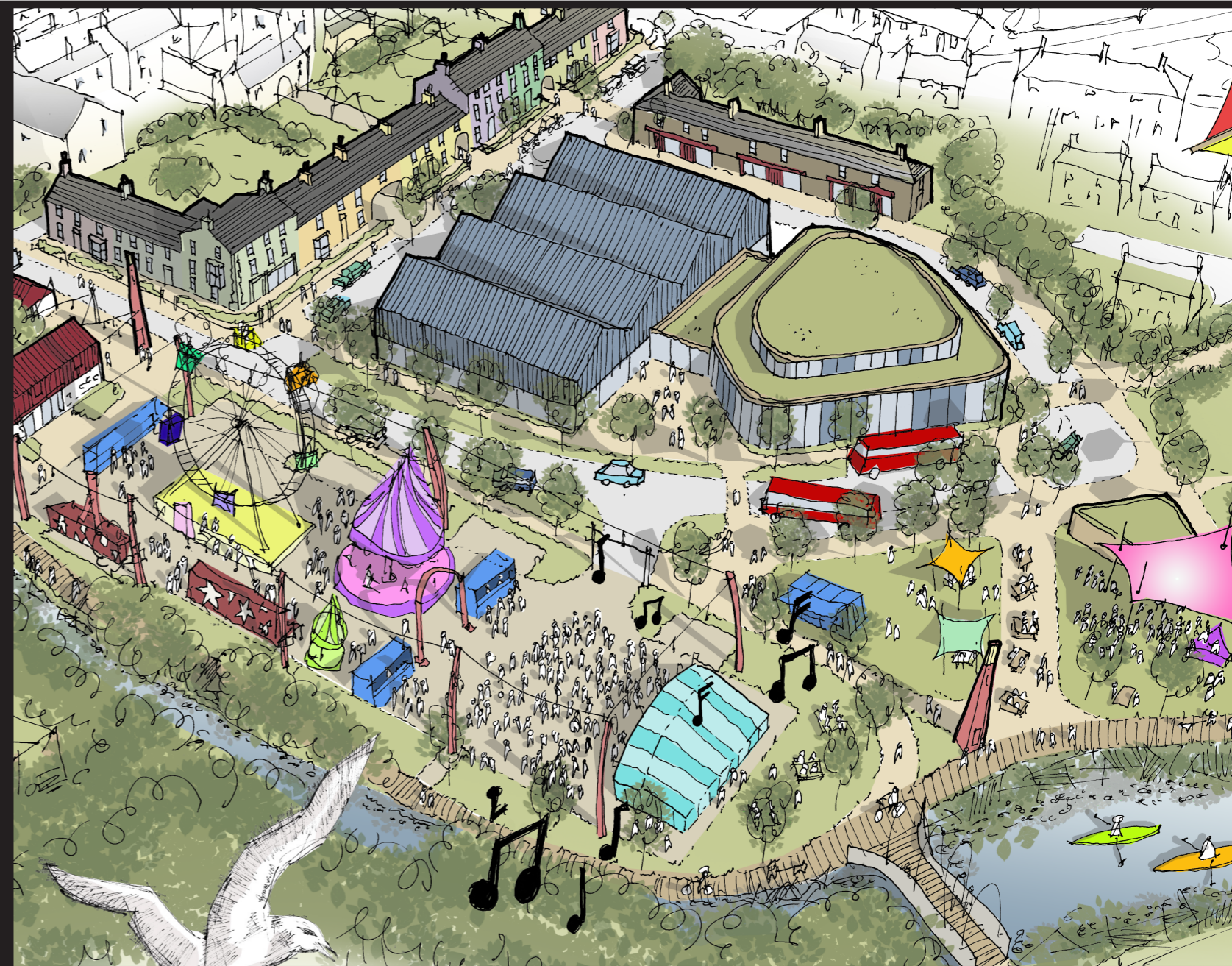
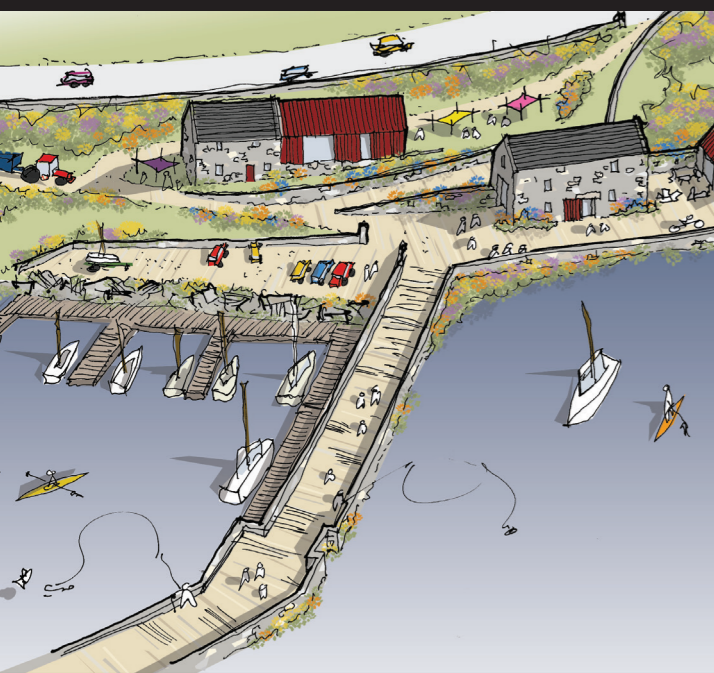
Straitéis Athbheochana & Plean Gníomhaíochta

FUTURE Dungloe | A Regeneration Strategy & Action Plan



Comhairle Contae
Dhún na nGall
Donegal County Council

GAM Design
Associates



An Clochán Liath (Dungloe) Town Centre
Regeneration Strategy & Action Plan

September 2022



An aerial view of An Clochán Liath (Dungloe) Town and Bay from the west.

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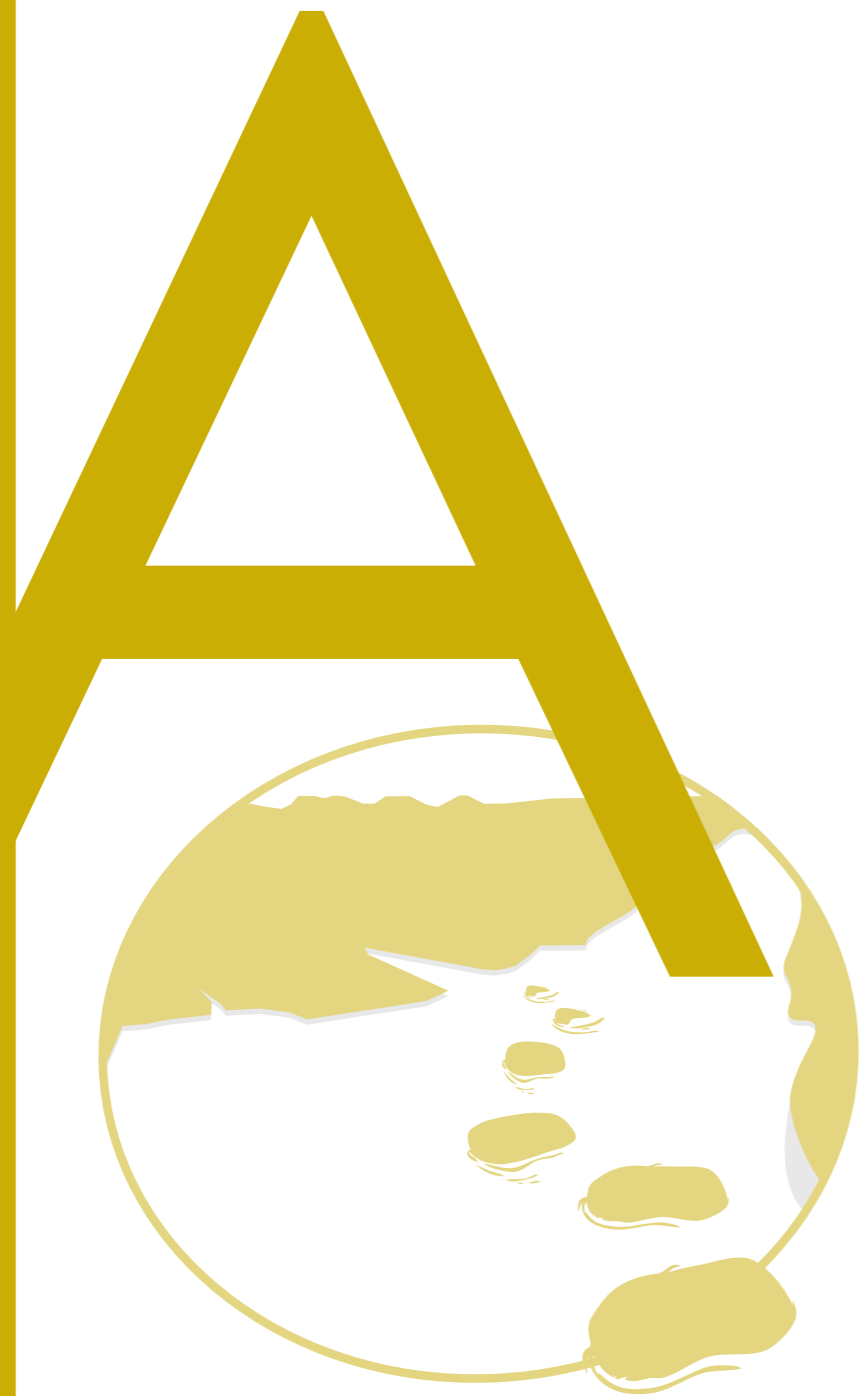
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Please note that this Regeneration Strategy & Action Plan is intended to be aspirational and flexible to change/ interventions over the course of its life time. In no way or form, are the actions and the associated content contained therein agreed and/or committed plans or designs. **Conceptual sketches are merely an artist's impression of potential ideas** of how particular spaces may look, alternatives may also be appropriate.

Section



An introduction to
the Regeneration
Strategy & Action
Plan for An Clochán
Liath (Dungloe)
Town Centre

The background, purpose & process

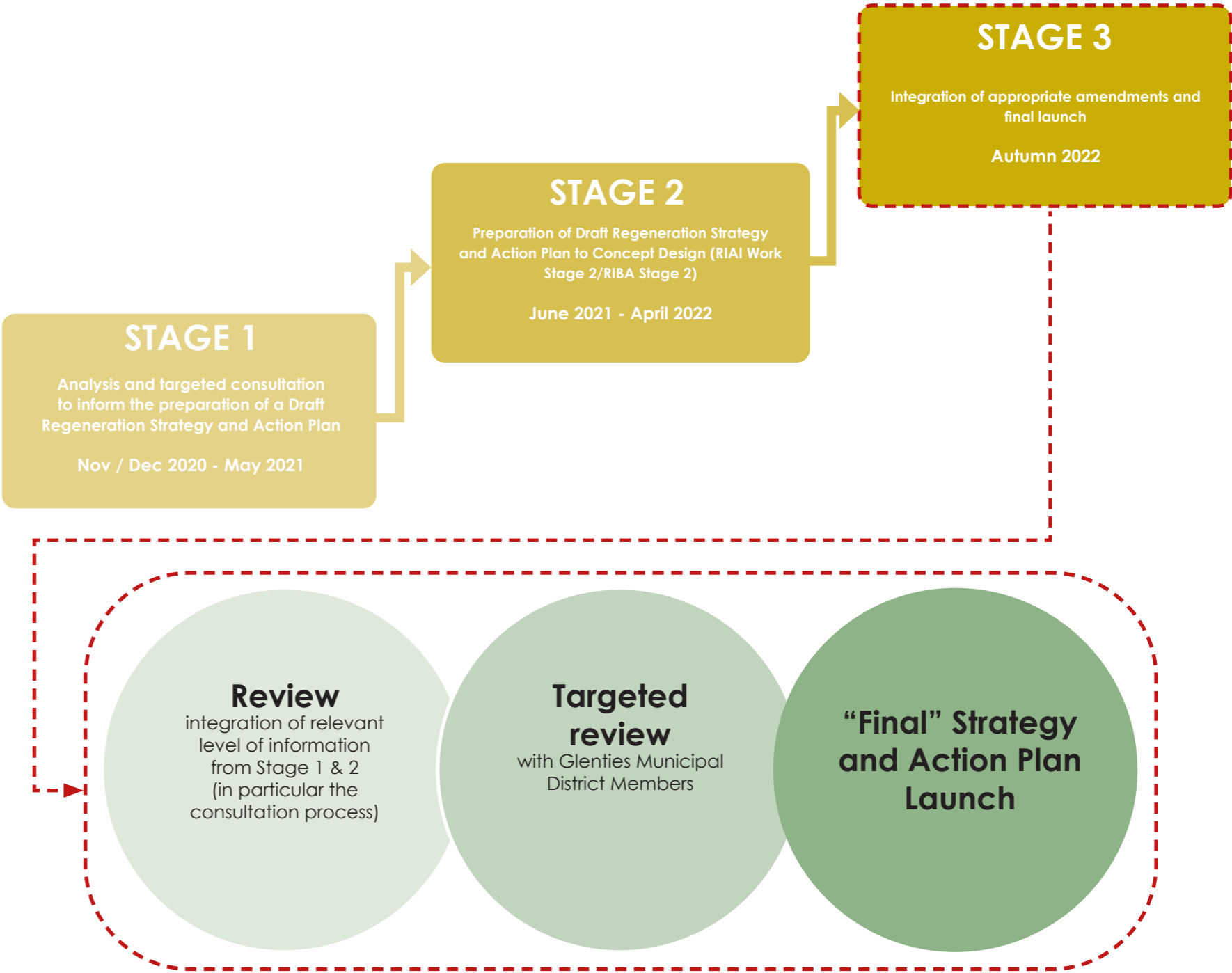
This Town Centre Regeneration Strategy and Action Plan (hereafter referred to as the "An Clochán Liath (Dungloe) RS&AP" or "the/this Strategy") develops a range of emerging regeneration priorities which have been identified in the prior Stage 1 Baseline Profile for An Clochán Liath (Dungloe's) Town Centre. These emerging priorities are a result of a thorough analysis, including a review of the state and functioning of the town centre; its physical, economic and policy/legislative context. A targeted and robust consultation process carried out as part of Stage 1, also informed the emerging priorities. Stage 1 highlighted An Clochán Liath's (Dungloe) many assets, including its attractive seaside and riverside setting, its relatively healthy and vibrant Main Street, its cultural and Gaeltacht heritage; its strong festival history and its strategic location as a 'gateway/base' to the wider Rosses. Stage 1 also confirmed particular issues impacting on the town centre including the low quality public realm and lack of public spaces, vacancy and dereliction along Main Street, a declining youth population and a disconnect and overall failure to capitalise on the attractive waterfront.

Therefore it is recognised that there is a need for intervention and to have a Strategy in place to address the challenges that the town centre faces over the coming years, and to unlock the great potential that the place has in an ambitious yet realistic and sustainable manner.

The Strategy has been developed to help drive this revitalisation. It is a regeneration focused road-map that identifies a range of potential improvements and new developments to regenerate the town that will result in environmental, economic and social benefits. It also aims to be a catalyst for further benefits thereby strengthening the capacity of the town centre to perform competitively as an important Strategic Town and likewise addressing local needs.

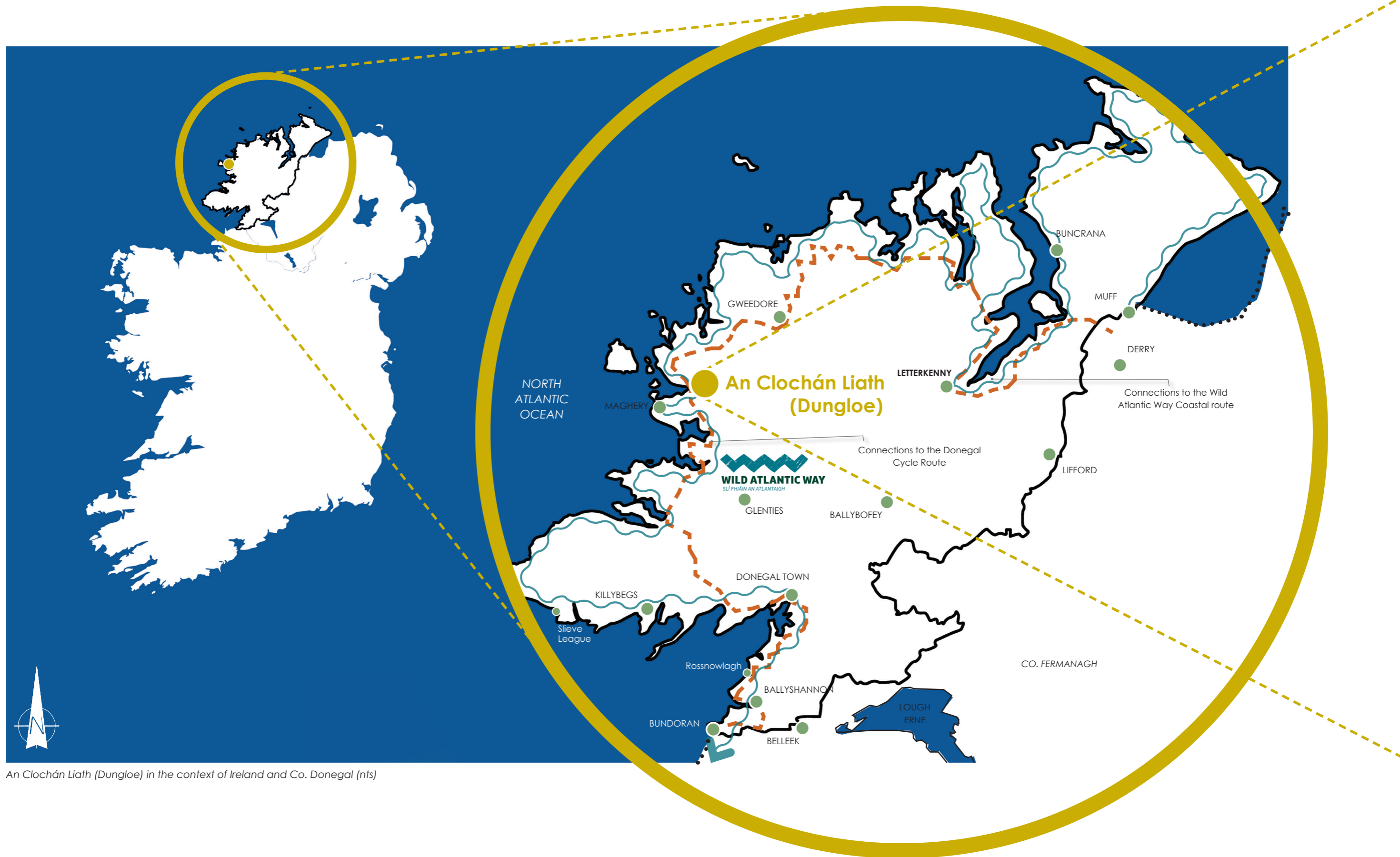
The Strategy suggests a vision, objectives, and priorities which aims to make the most of the assets and to address the issues arising from the Stage 1 analysis and consultation process. It goes on to identify key actions for the town centre to support the sustainable regeneration of the town up to 2040 and beyond. Using the "traffic light" method, indicative priority, timeframe and cost bands have been identified for each action. As appropriate some of the actions have been developed to identify a possible concept design option (or options), demonstrating the key design principles required, such as appropriate access, movement, layout, building form and massing etc..

It is important that it is recognised that the Strategy is also flexible and that priorities can and will change during the lifetime of the Strategy, and alternative actions and designs may also become more appropriate in the advancement of An Clochán Liath (Dungloe) Town Centre.



The process of the An Clochán Liath (Dungloe) RS&AP.

An Clochán Liath (Dungloe) & the study area



An Clochán Liath (Dungloe) in the context of Ireland and Co. Donegal (nts)



An Clochán Liath (Dungloe) Town Centre
(scale 1:5000)

The vision

*“Twenty years from now, An Clochán Liath (Dungloe) will be renowned as an **attractive, vibrant and prosperous place** which **harnesses its unique social and cultural character, physical attributes**, and capitalises on its status as the **capital of the Rosses**.”*

*The historic town centre will be renewed to create a place that is **accessible and connected**, demonstrating its own local vernacular distinctiveness and character and supporting appealing **opportunities for employment, shopping and living**. The town centre will **expand and connect with the waterfront**, and the Bay Area will be a unique contemporary place with **attractions/activities for visitors and residents of all ages**.*

*An Clochán Liath (Dungloe) will be a place residents are **proud to live and work** in and **visitors are drawn to with animated, inclusive and socially cohesive spaces and streets** where people, businesses and amenities flourish as the centre of life for a revitalised and prosperous local community.*

*The **local economy will be regenerated by welcoming more visitors and new residents** to An Clochán Liath (Dungloe) and they, along with the existing community, will be invited and encouraged to explore, learn and celebrate the valuable assets and unique heritage of An Clochán Liath (Dungloe) together.”*



The objectives & priorities

The delivery of this vision will require significant progress on the following strategic regeneration objectives and priorities of each of the focus areas:



Theme
1
The historic core

Objective:
"Create an integrated high-quality multi-functional public place with a focus on improving aesthetics; ease of movement, biodiversity credentials, amenity/recreational potential and civic inclusiveness; whilst acknowledging and strengthening the historic significance, and socio-economic function of this part of the town."



Theme
2
The Bay

Objective:
"Enhance the western edge of the town centre to provide an attractive, multi-functional and contemporary place of various uses to make the best of underdeveloped and vacant land, also connecting An Clochán Liath (Dungloe's) Town Centre with it's waterfront, creating a thriving and unique "seaside" town."



Theme
3
The River

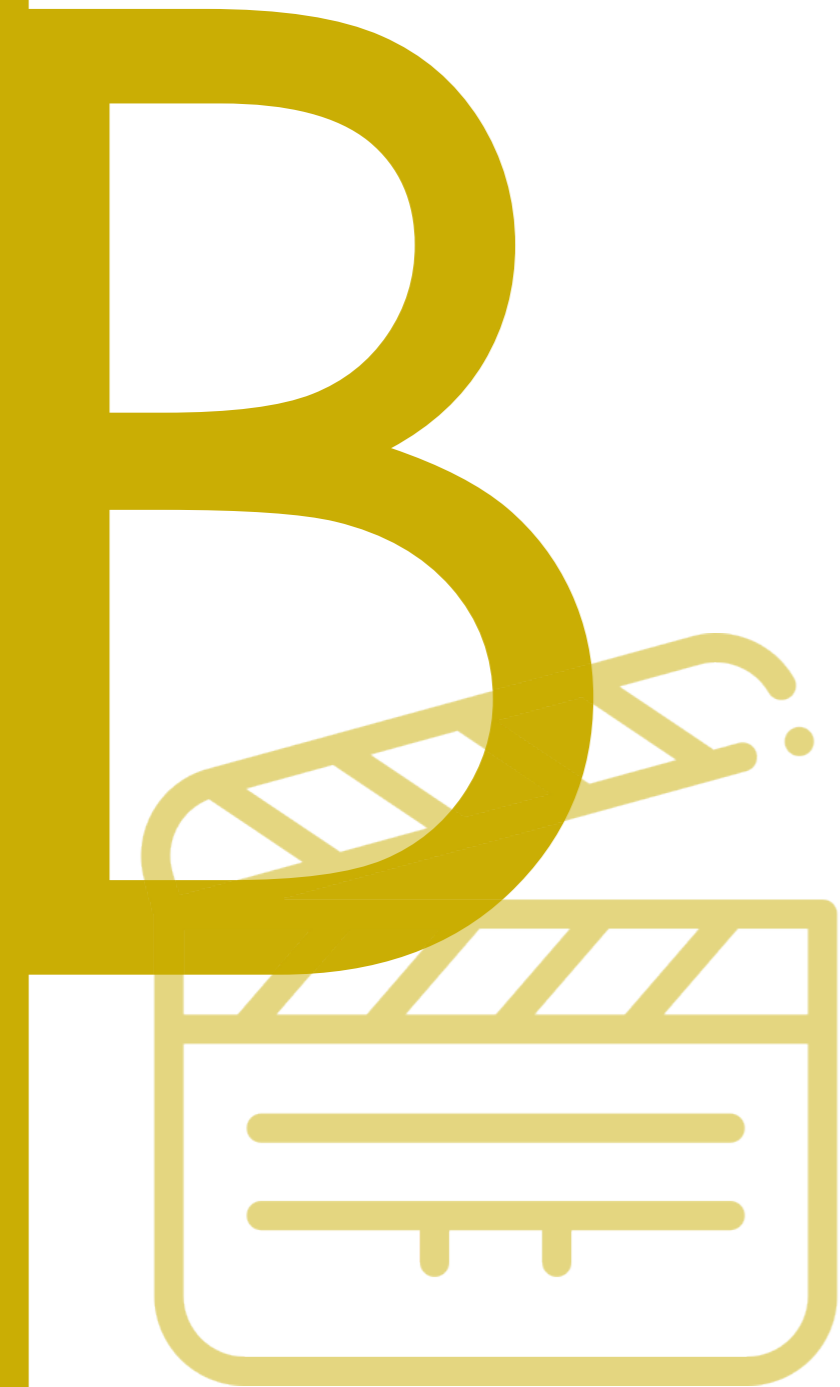
Objective:
"Provide placemaking and regeneration that enhances the river's bio-diversity; protects and improves it's attractiveness; creates opportunities for a range of uses and activity; and helps to better connect the town centre to this important natural asset which transverses it."



Theme
4
The gateways & connections

Objective:
"Create appealing gateways from all approaches to/exits from the town, and enhance connectivity to and from the town centre to the sub-urban/semi-rural housing at the edges of the settlement, better accommodating all road users."

Section




“The potential actions, categorised under the themes and objectives that they aim to fulfil, with further details of these actions and accompanying concept designs where appropriate.”

The Action Plan & Concept Designs

The “Actions” - A summary table


The adjacent table summarises the identified potential actions, relating to the development themes. This table indicates how needed the action is (priority); challenging but realistic potential timescales for delivery, the indicative cost to complete and the central stakeholders that would need to be involved.

Priority




Higher: Highly desirable to deliver ASAP
 Medium: Lower need to deliver ASAP
 Lower: Least need to deliver ASAP

Potential Timescale



Shorter: within 5 years
 Medium: 5 to 10 years
 Longer: beyond 10 years

Potential Indicative Cost



Lower: < €1m
 Medium: between €1m to €5m
 Higher: > €5m

Central Stakeholders



Donegal County Council
 Regeneration & Development Team - DCC Regen
 Roads Department - DCC Roads
 Housing Department - DCC Housing
 Cultural Services (incl. Heritage) - DCC Cultural
 Community Development Department - DCC Community
 Economic Development Department (incl. Tourism) - DCC Economic
 Planning Department (incl. Conservation) - DCC Planning

Department of Rural and Community Development - DRCD

Faillte Ireland

Community based organisations - including Dungloe Tidy Towns, Forbairt na Rossann, Dungloe Community Network and the Mary from Dungloe Festival Committee etc.

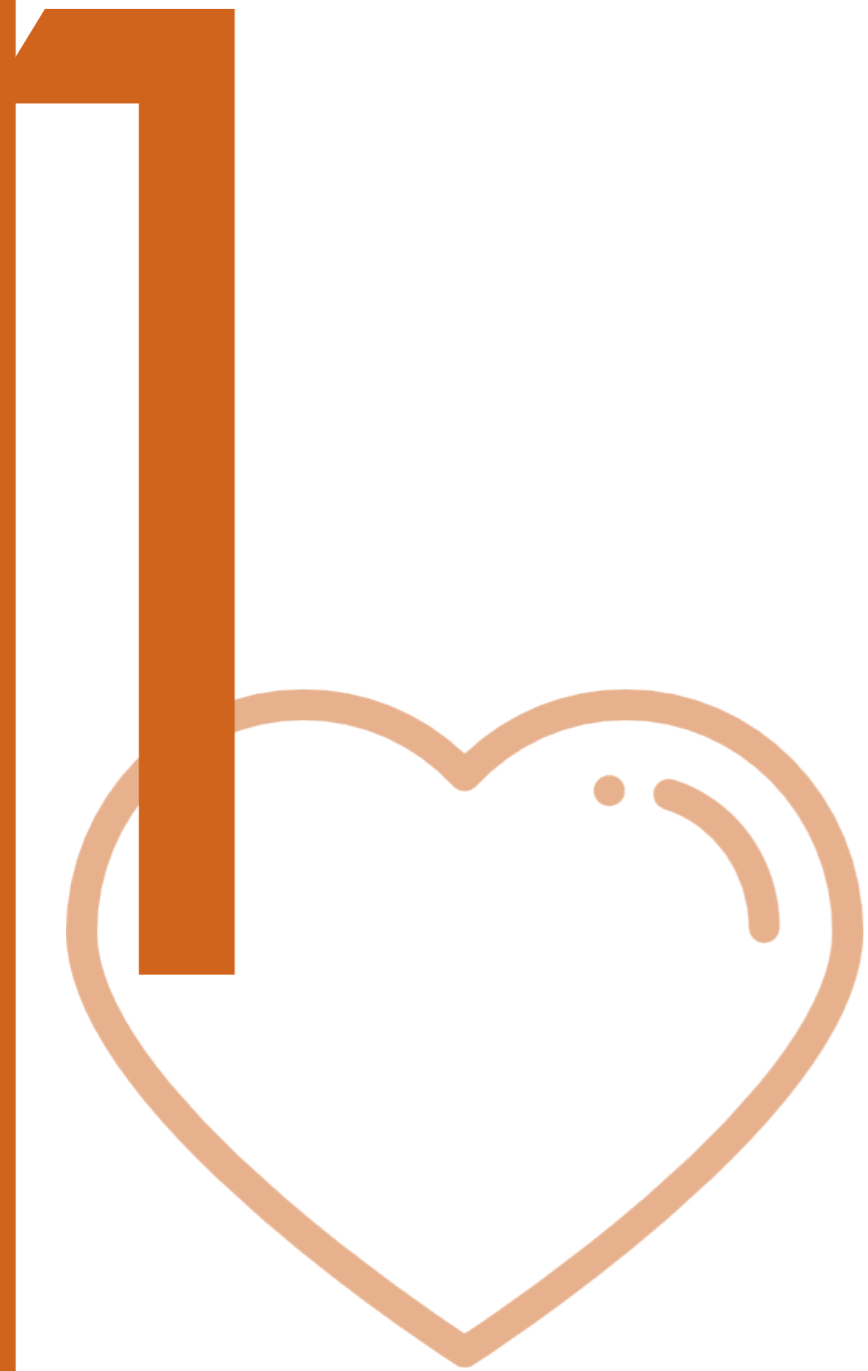
Private - including landowners / developers / and individuals

The “Actions” - The “detail”

The following pages provide further detail on the Actions, categorised under the various themes. Narrative, images, infographics and design concepts are included where appropriate in order to explain the actions. All design concepts are purposefully sketched, as they are initial ideas, and will be subject to design development as the action progresses.

Theme	Action	Potential Project Description	Priority Level	Potential Timescale	Indicative Cost	Central Stakeholders
1	A	Undertake a series of streetscape enhancements to Main St. in order to calm traffic, and restore it's character and enhance the setting of historic buildings and features, through re-surfacing, landscaping, a signage strategy, provision of age-friendly facilities and furniture, lighting, and public art etc.	Higher	Medium	Higher	DCC Regen, DCC Community, DCC Roads, DRCD
	B	Enhance the general appearance and aesthetics of the town centre buildings through the use of appropriate design detailing and materials.	Medium	Shorter	Medium	DCC Regen, DCC Community, DCC Cultural, DCC Planning, Private
	C	Maintain and enhance the Townscape character and identity of An Clochán Liath (Dungloe) through conservation of the best examples of built fabric and the imaginative and sustainable refurbishment, repurposing and retrofitting of vacant, derelict and obsolete buildings and sites.	Medium	Medium	Medium	DCC Cultural, DCC Planning, DCC Regen, Private
	D	Improve the functioning of the Main Street / Carnmore Road junction, in order to alleviate congestion; improve safety; and create a pleasant public environment.	Higher	Shorter	Lower/Medium	DCC Roads, DCC Regen, DCC Planning
2	A	Transform the lower An Clochán Liath (Dungloe) Car-park and immediate area to provide a key waterside civic space with appropriate overlooking from new uses / built development.	Medium	Medium/Longer	Higher	DCC Community, DCC Roads, DCC Regen, DCC Cultural, DRCD, Private, Community based organisations, Failte Ireland
	B	Enhance the physical connections / routes between the Historic Core and The Bay area.	Higher	Shorter/Medium	Lower/Medium	DCC Regen, DCC Roads, Private
	C	Identify an appropriate and preferred route for the extension of the Bay Walk, connecting the town centre and "The Pond".	Lower	Shorter	Lower/Medium	DCC Regen, DCC Roads, DCC Community
	D	Commission a feasibility study to investigate the potential revitalisation of the Pier area, incorporating suitable uses which will capitalise on this great location.	Lower	Medium	Medium/Higher	DCC Community, DCC Regen, Private
3	A	Enhance An Clochán Liath (Dungloe) Bridge and vicinity in order to connect the Riverwalk and the Bay area, provide frontage to the River, and make the area more aesthetically pleasing.	Higher	Medium	Medium	DCC Roads, DCC Regen, DRCD, Private, Community based organisations
	B	Develop imaginative and innovative toddlers, younger, and older children's play / recreational /leisure facilities at Opportunity Site 3.	Medium	Shorter	Medium	DCC Regen, DCC Community, DRCD, Private, Community based organisations
	C	Explore water-based recreational opportunities at An Clochán Liath (Dungloe) Lough and identification of an extension of the Riverwalk in order to connect it better with the town centre.	Lower	Medium	Lower	DCC Regen, DCC Community, DRCD, Private, Community based organisations, Failte Ireland
4	A	Develop modern, welcoming, and congruent signage and features at the primary gateways to the town.	Medium	Shorter	Lower	DCC Roads, DCC Community, DCC Regen, Failte Ireland
	B	At Carnmore Rd.; Chapel Rd.; Quay Rd.; and Caravan Rd. ensure the essential needs of all road users (pedestrian, cycle, public transport, and vehicular) are accommodated for, without detriment to each other.	Medium	Medium	Medium/Higher	DCC Roads, DCC Regen

Theme



“Create an integrated high-quality multi-functional public place with a focus on improving aesthetics; ease of movement, biodiversity credentials, amenity/recreational potential and civic inclusiveness; whilst acknowledging and strengthening the historic significance, and socio-economic function of this part of the town.”

The historic core

Restore Main St. as a high quality urban place for all

ACTION 1A:

“Undertake a series of streetscape enhancements to Main St. in order to calm traffic, restore it’s character and enhance the setting of historic buildings and features, through re-surfacing, landscaping, a signage strategy, provision of age-friendly facilities / furniture, lighting, and public art etc.”

Creating welcoming streets and public places which gives priority to pedestrians and cyclists and controls vehicular speeds can be hugely beneficial to town centre areas and help harness a vibrant yet pleasant public environment. These enhancements to Main Street can promote and support commercial activity through improved accessibility, provision of shelter, creating casual street trading opportunities, and a more enjoyable/memorable experience thus increasing footfall, use and vibrancy.

Particular areas of focus could include An Clochán Liath (Dungloe) Bridge, Main Street/Carnmore Road Junction, The Cope and the creation of 'gateways' at Lower and Upper Main Street.

Higher	Medium	Higher
		
		
<p>DCC Regen; DCC Community, DCC Roads, DRCA</p>		

Wider footpaths can accommodate larger footfall, make it easier for all abilities to navigate and facilitate ancillary uses, creating vibrant streets.



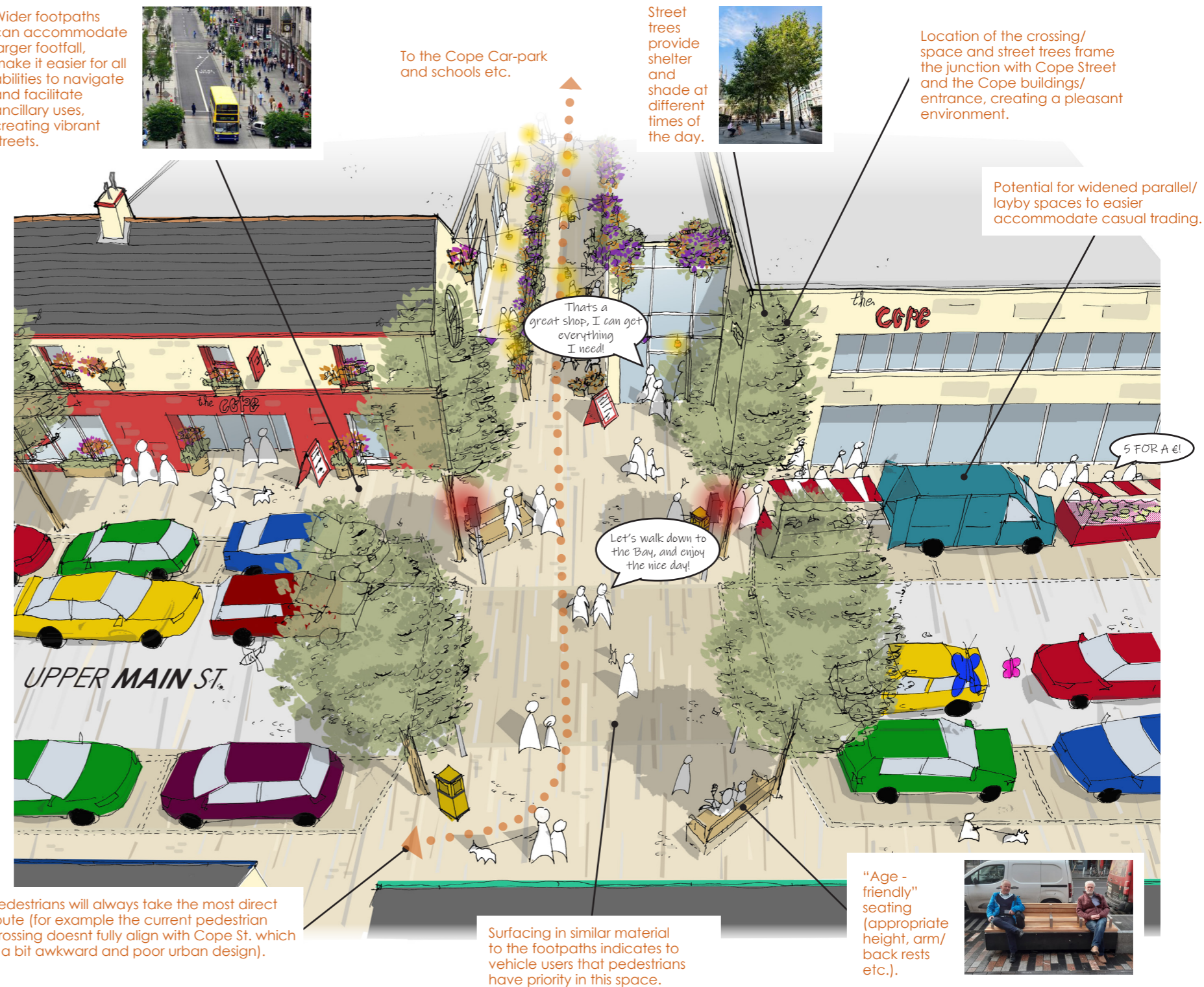
To the Cope Car-park and schools etc.

Street trees provide shelter and shade at different times of the day.



Location of the crossing/ space and street trees frame the junction with Cope Street and the Cope buildings/ entrance, creating a pleasant environment.

Potential for widened parallel/ layby spaces to easier accommodate casual trading.



Pedestrians will always take the most direct route (for example the current pedestrian crossing doesn't fully align with Cope St, which is a bit awkward and poor urban design).

Surfacing in similar material to the footpaths indicates to vehicle users that pedestrians have priority in this space.

"Age-friendly" seating (appropriate height, arm/back rests etc.).



An Artist's impression of potential public realm enhancements to Main Street, for example adjacent to The Cope (not to scale).

The gateway to Lower Main Street - Potential enhancements to better organise this space and make it feel like more of a "gateway/arrival point", signaling to all (particularly vehicle users) that they are entering an area where pedestrians and cyclists will have priority. This can be achieved by adjustments to the road geometry (narrowing of the carriageway); signage, surfacing; landscaping; and enhancement of pedestrian space (provision of new seating / street furniture). This will also improve the setting of the Garda Station, which should be an important and visible public building.

An Clochán Liath (Dungloe) Bridge - Potential enhancements in order to connect pedestrians and cyclists with Main Street/the centre of the town; the Riverwalk at the north east; and The Bay area at the west. Also providing an opportunity for traffic calming; and creating a pleasant pedestrian space. (For more see Action 3A)

Potential to use similar surface treatments from the Carnmore Junction to An Clochán Liath (Dungloe) Bridge. This would make the space feel as one which at particular times (e.g. events/festivals) could be closed off and facilitate a continuous and attractive public realm space for pedestrians / activities use.

Main Street / Carnmore Road Junction - Potential enhancements to make vehicular movements safer and more efficient, improve pedestrian/cycling movement (particularly safe crossing), to create new public space/realm and improve the setting of adjacent buildings. This could be achieved by widening of Carnmore Road (requires demolition of adjacent building(s)); and potential introduction of traffic calming features (traffic lights / raised table / narrowing of Main Street carriageway / alternative "rubble" surface / tightening of corner radii); and creating a pleasant pedestrian square (For more see Action 1D)

Public Art / Information opportunity at new public space

Public Art/plaque to reference arts/culture/music/marching bands

Potential Information point

Sweenys Hotel

CARNMORE RD.

LOWER MAIN ST.

DUNGLOE BRIDGE

DUNGLOE RIVER

Former Bank of Ireland Building

Use of high quality, natural materials is important (such as Limestone/Granite paviers/kerbing, resin bound gravel/feature drainage channels etc).



Junction with Road to the Carpark - Potential enhancements to improve pedestrian/cycle priority, whilst adequately accommodating vehicles; and to direct users towards the seafront.

Re-configuration/re-design of parallel car-parking spaces to provide opportunities for new street trees; and resurfacing in a similar material to the footpaths reduces the visual dominance of the carparking spaces.

ROAD TO DUNGLOE CARPARK

Potential to locate bus stops serving the lower end of the town (north and south bound) towards Dungloe Carpark/Bay Area where there is significant potential for regeneration and new connecting pedestrian/cyclist facilities/routes.



Potential to provide new pedestrian "alleyways" alongside the Former Bank of Ireland building, opening up re-development opportunities of backland and better connecting Main Street and the Bay.

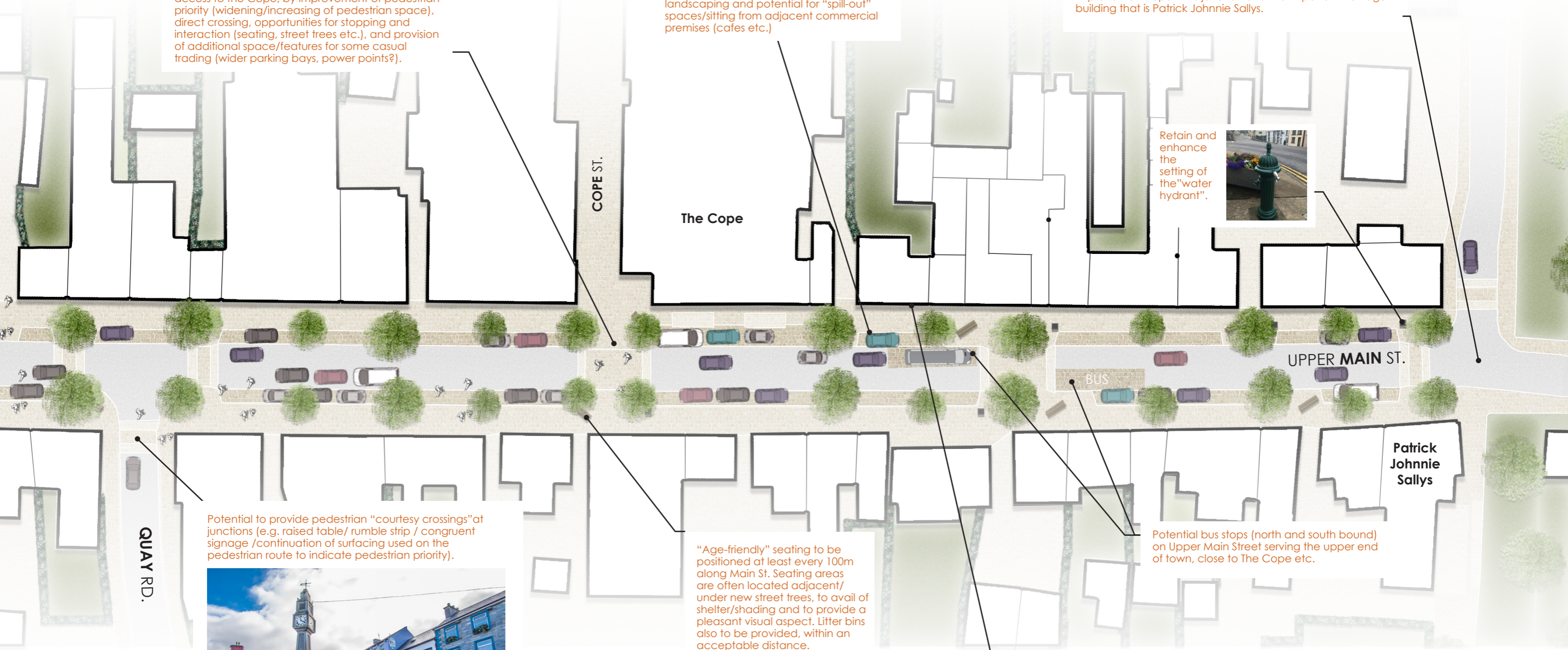
To the "Bay Area"

The Cope - There is potential for enhancements to the space adjacent to these busy commercial premises. Furthermore, it would be advantageous to improve the public realm at the Main Street access to the Cope, by improvement of pedestrian priority (widening/increasing of pedestrian space), direct crossing, opportunities for stopping and interaction (seating, street trees etc.), and provision of additional space/features for some casual trading (wider parking bays, power points?).

Narrowing of the Main Street carriageway to the minimum acceptable width for two way traffic (with bus use) will help to slow vehicle speeds, reduce the dominance of vehicles moving along the street and afford additional pedestrian footpath widths, to accommodate easier walking, additional landscaping and potential for "spill-out" spaces/sitting from adjacent commercial premises (cafes etc.)

The gateway to Upper Main Street - Potential enhancements to better organise this space and make it feel like more of a "gateway/arrival point", signaling to all (particularly vehicle users) that they are entering an area where pedestrians and cyclists will have priority. This can be achieved by signage, surfacing; landscaping; and adjustments to the road geometry. It is important to consider the impact of any improvements upon this junction and the important heritage building that is Patrick Johnnie Sallys.

Retain and enhance the setting of the "water hydrant".



Potential to provide pedestrian "courtesy crossings" at junctions (e.g. raised table/ rumble strip / congruent signage / continuation of surfacing used on the pedestrian route to indicate pedestrian priority).



"Age-friendly" seating to be positioned at least every 100m along Main St. Seating areas are often located adjacent/ under new street trees, to avail of shelter/shading and to provide a pleasant visual aspect. Litter bins also to be provided, within an acceptable distance.

Potential bus stops (north and south bound) on Upper Main Street serving the upper end of town, close to The Cope etc.

Enhance historic streetscapes using targeted & historically informed restoration and repair of buildings.

A conceptual General Arrangement Plan identifying potential streetscape and geometry enhancements to the Main Street (nts)



Enhance the aesthetics of town centre buildings





ACTION 1B:

“Enhance the general appearance and aesthetics of the town centre buildings through the use of appropriate design, detailing, and materials.”

Consultation and review of town centre buildings during the early stages of the Strategy process identified the need to address issues with their general appearance and aesthetics.

Shopfronts make up a large proportion of buildings in any town centre, therefore their appearance can have a huge effect on the aesthetics and character of the town. The re-installation of traditional Irish shopfronts, which are finished in heritage colours and congruent in their design/materials, should be a key aim. The use of more Gaelic should also be encouraged in line with the towns Gaeltacht heritage.

Particular care should be provided to key buildings of historic and local importance such as the Bank of Ireland building and the O'Donnell building. An artist's impression has been provided to demonstrate how buildings could be detailed to achieve these objectives. A positive streetscape impact can be achieved through modest conservation and repair work at an urban scale, helping to address regeneration, sustainably and cost-effectiveness.

Medium	Shorter	Medium
		
		
DCC Regen, DCC Community, DCC Cultural, DCC Planning, Private individuals / landowners		

The use of appropriate fabric canopies should be encouraged, as these are a traditional feature and make commercial premises more functional during poor weather.



Although not used as much as in the past, the retention/re-installation of chimneys on the buildings of Main St. is very important and makes a significant contribution to the heritage aesthetics of the place.

Heritage lighting fixtures attached to buildings is much more pleasant than a proliferation of individual "street lighting columns".



Hanging baskets, window boxes, and potted plants on/at buildings should be used to enhance the appearance of Main St. A "Dungloe in Bloom" scheme or similar would be advantageous.

Use of heritage detailing and good quality natural materials is important, such as slate for roofing; lime render on walls; timber sliding sash windows, and timber panelled doors.

Large painted timber panelled "stable" doors can be an attractive feature on the streetscape.



An Artist's impression of a refurbished "O'Donnell Building" on Main St., demonstrating features that could help enhance the general appearance and aesthetics of the town centre buildings .

Shopfronts should be reminiscent of the traditional Irish type with the use of heritage detailing (threshold, stallriser, plinth, pilaster, console, fascia, blindbox etc.) in good quality natural materials, such as timber etc., finished in heritage colours.



Shopfront signage should be hand painted or a similar finish and the use of more Gaelic should be encouraged.

Conservation of townscape character

ACTION 1C:

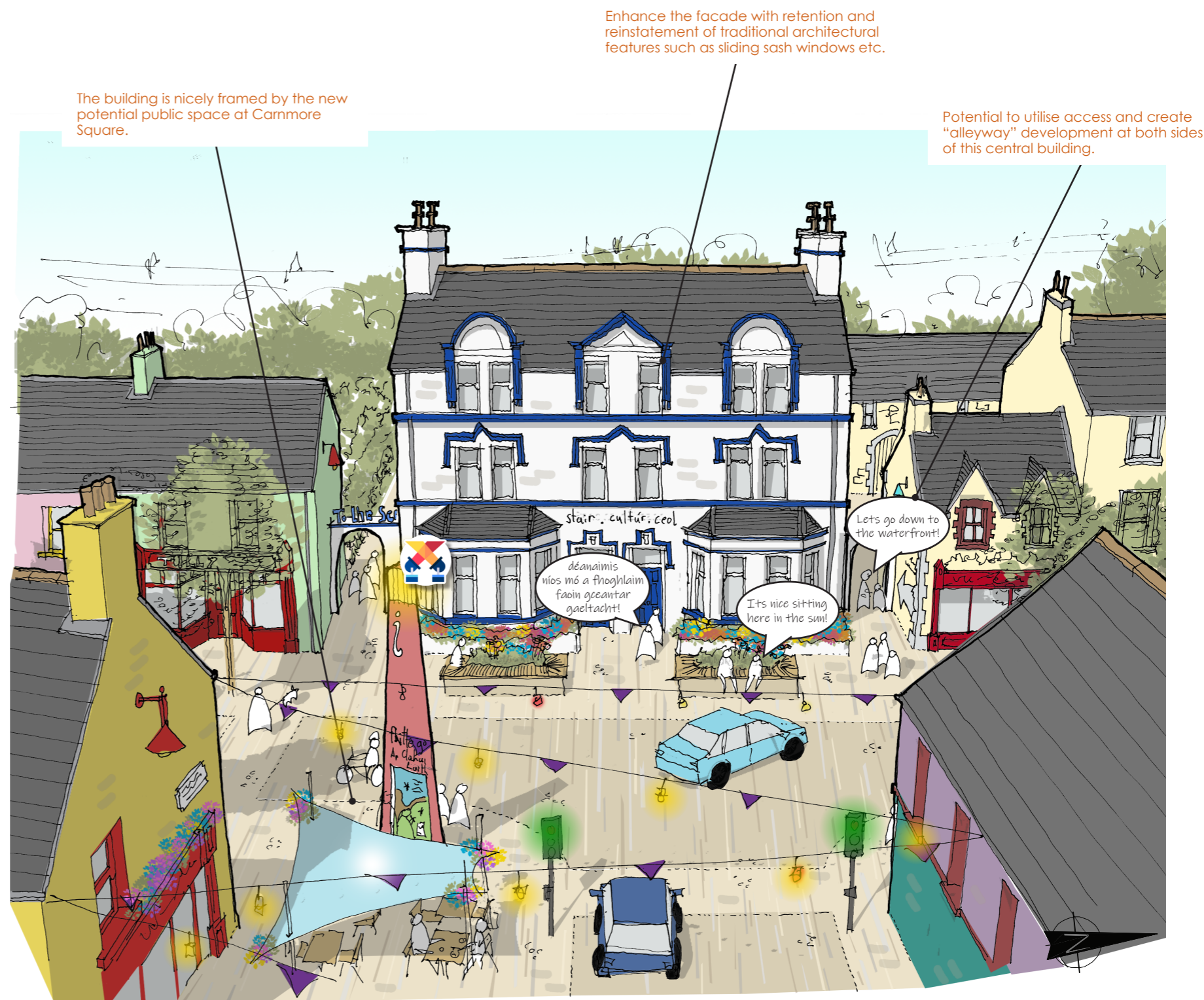
“Maintain and enhance the Townscape character and identity of An Clochán Liath (Dungloe) through conservation of the best examples of built fabric and the imaginative and sustainable refurbishment, repurposing and retrofitting of vacant, derelict and obsolete buildings/sites.”

The map on the following page illustrates the larger 'development opportunity sites' in An Clochán Liath (Dungloe), at The Bay area and to the rear of Main Street. These are discussed in other actions within the Strategy (see Actions 2A & 3B).

Vacancy and dereliction in An Clochán Liath (Dungloe), much like every town and village, is a constantly changing picture. Vacant, derelict and obsolete buildings can have a detrimental impact on townscape character and identity, and so imaginative and sustainable interventions will become necessary. Intervention will often be minimal with simple reinstatement of the previous use. However, other sites will present more of a challenge, for example demolition and redevelopment, or in the case of built heritage the sensitive refurbishment and reuse to safeguard their character, existence and contribution. Buildings in poorer or derelict condition and in private ownership can be a challenge. Where appropriate, consideration should be given to providing residential use on vacant upper floors through promoting LOTS – Living Over The Shop.

There is an opportunity to build upon community-led initiatives and work in partnership with the local community, building capacity using local contractors and tradespeople and ensuring climate change resilience in the historic built fabric of this coastal town.

Conserving the historic built environment, reversing neglect and advancing decay through a variety of the identified measures will contribute to urban renewal in An Clochán Liath (Dungloe) and help bring back life to the historic core.



An Artist's impression of the potential refurbishment of the Former Bank of Ireland building (built c.1910), which could be suitable for a number of uses (for example a Credit Union, or a possible use as an Irish Language Centre of Excellence. Due to the building's central location, this would literally put the Irish language at the heart of the town, which would be a significant statement about the importance of the town in terms of the Gaeltacht and would also bring a beautiful vacant building back into use. A similar facility can be found at Cultúrann Uí Chanáin, Derry). The potential opening up and development to the adjacent "alleyways" would make the building more accessible and also create opportunities within the building for additional complementary uses / spaces / contemporary extension (e.g. cafe etc.). (image not to scale).



Medium Medium Medium

- 1
- 2
- 3



Private individuals / landowners, DCC Cultural, DCC Planning, DCC Regen

DEVELOPMENT OPPORTUNITY SITE 2 (as per the Seven Strategic Towns LAP 2018 - 2024) (for further information see Action 2A)

DEVELOPMENT OPPORTUNITY SITE 4 (for further information see Action 2A) - The existing car-park; utilities facility and rivers edge.

DEVELOPMENT OPPORTUNITY SITE 3 (as per the Seven Strategic Towns LAP 2018 - 2024) (for further information see Action 3B)

DEVELOPMENT OPPORTUNITY SITE 1 (for further information see Action 2A) - Backlands to the rear of Lower Main Street.

DEVELOPMENT OPPORTUNITY SITE 5 (for further information see Action 2A) - The existing public toilets and eastern lands immediately adjacent to the car-park.

Map identifying Vacant, derelict & obsolete sites within An Clochán Liath (Dungloe) Town Centre. Shown is the larger Development Opportunities as identified in the Seven Strategic Towns LAP 2018 - 2024 and another potential site to the rear of Lower Main Street identified by this Strategy.

Improve the Main St./Carnmore Rd. junction

ACTION 1D:

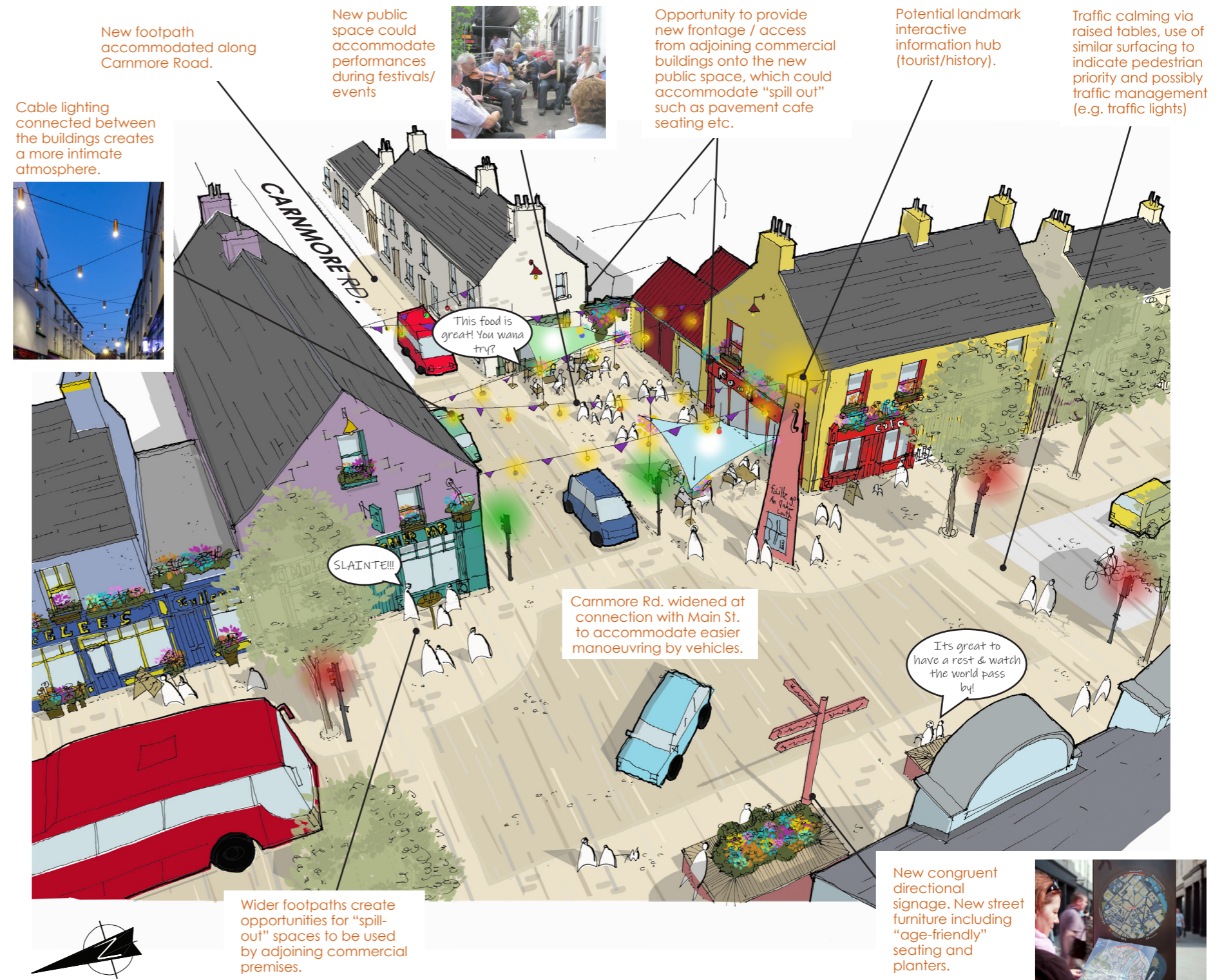
“Improve the functioning of the Main Street / Carnmore Road junction, in order to alleviate congestion; improve safety; and create a pleasant public environment”

The junction of Main St and Carnmore Rd is a difficult and restricted junction that places a major constraint on the free flow of traffic around the town centre core. The alleviation of traffic congestion is a key planning issue within the Local Area Plan, and it identifies that improvements to the Carnmore Rd/Main St junction would help the situation.

The accompanying adjacent concept design illustrates one option of how the junction could be developed to improve vehicular movement whilst promoting pedestrian priority and commercial and social activities. This option is relevant to Carnmore Rd remaining two-way and requires the removal of an existing property. This will accommodate a wider junction, easier vehicle turning and pedestrian crossing. It should improve safety which will aid the creation of a more pleasant public environment at this key town centre location. The newly created public space could be useful for events and festivals and be a navigation point for tourists.

Alternative options could bring more benefits, such as the introduction of a one-way system, in particular at Carnmore Rd. This would require a detailed Transport/Traffic Study to determine its functions/impacts on the wider town. Any improvements will require a co-ordinated approach from various stakeholders including Council's Roads, Planning and Regeneration Departments.

Higher	Shorter	Medium
<p>DCC Roads, DCC Regen, DCC Planning</p>		



An Artist's impression of a potential redesign of the Main St. / Carnmore Rd. junction to create safer, more functional geometry and new public space (image not to scale).

Theme



“Enhance the western edge of the town centre to provide an attractive, multi-functional and contemporary place of various uses to make the best of underdeveloped and vacant land, also connecting An Clochán Liath (Dungloe’s) Town Centre with its waterfront, creating a thriving and unique “seaside” town.”

The Bay

Transformation of the lower car-park & surrounds

ACTION 2A:

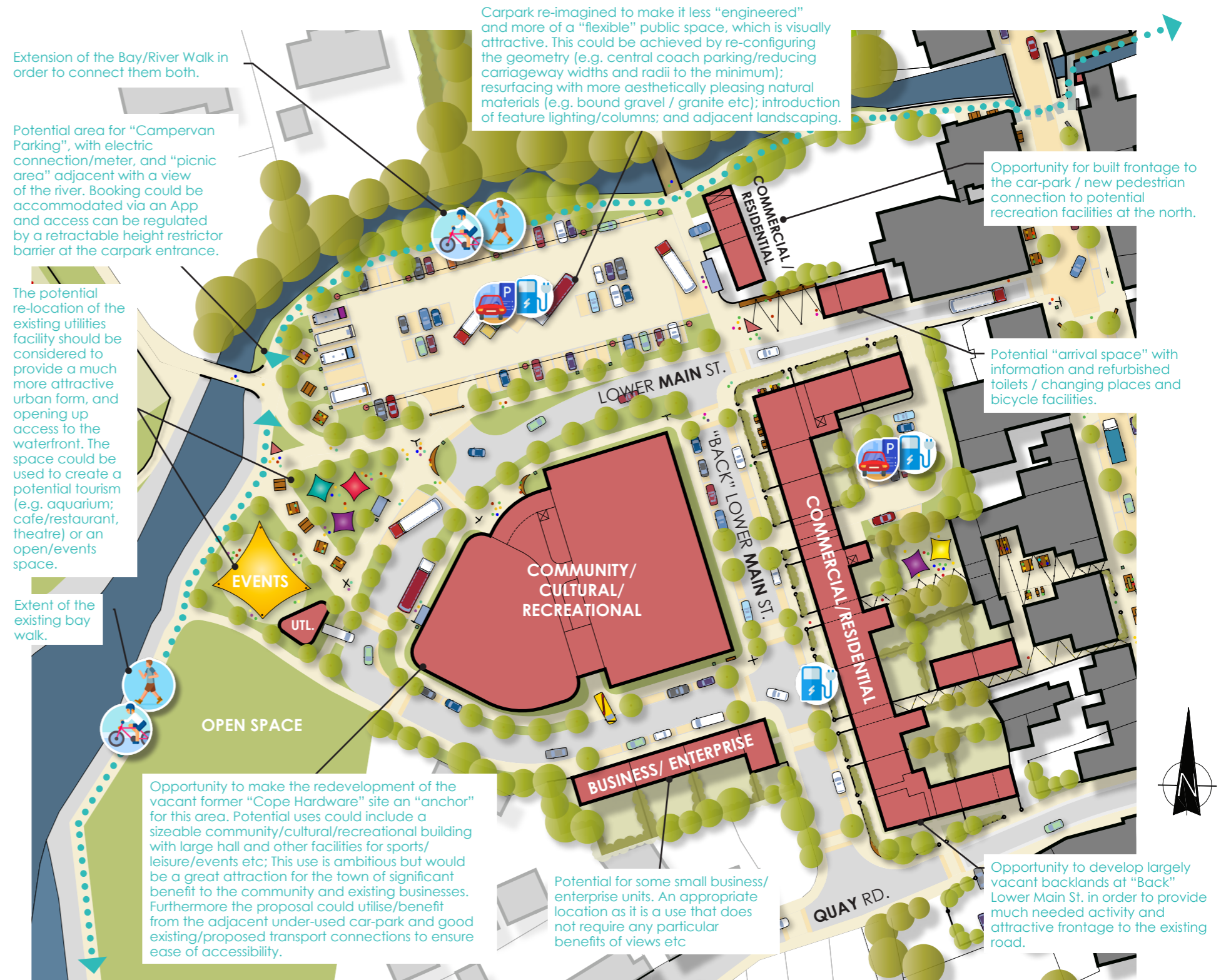
“Transform the lower An Clochán Liath (Dungloe) Car-park and immediate area to provide a key waterside civic space with appropriate overlooking from new uses / built development.”

Comprising of the lower car park and immediate area (Opportunity Site 2 from the Local Area Plan), these lands have significant potential to better utilise this waterfront location. The poor connectivity between Main Street and the waterfront has resulted in the car park becoming underused and the immediate area experiencing a lack of activity, vibrancy and passive surveillance. The car park and roadways are “over-engineered” and unattractive and there are no landmarks, arrival/gateway features to assist navigation or feeling of a sense of place.

Concept design options, outlined on the adjacent pages, illustrate a form/idea of how comprehensive re-development of this waterfront area could look and function, creating new uses/purpose for the area.

It is acknowledged that there are numerous ownerships and interests in this area and it may not be possible to develop entirely, or in one phase. Particular note should be drawn to the existing Transport business and Steeping Stones at the northern end of the site. It is not the intention of the Strategy to propose the displacement of any business etc. and it should be highlighted that although the concept shows the sites developed in their entirety, alternative combinations could be achievable.

Medium	Medium	Higher
<p>DCC Community, DCC Roads, DCC Regen, DCC Cultural, DRCD, Private landowners, Community based organisations, Failte Ireland</p>		



A Conceptual General Arrangement Plan of an option for the redevelopment of the lower carpark and surrounds. Alternative layouts may be possible (image not to scale).

Potential new **frontage development** to "Back" Lower Main St. - Scale and massing should not dominate the buildings that front Main St.. Therefore a continuous frontage of narrow gabled buildings of two/three storey with traditional architectural detailing and features would be generally appropriate. Access to the rears for vehicles etc. could be provided via archways etc. This type of development would create a good and appropriate urban block.

These potential **community/recreational/tourism** uses are fairly sizable in terms of their floor plate requirements. Therefore the scale a massing of the buildings should be carefully considered so that they appropriately integrate with the surrounding built context of Main St.; adjacent dwellings, and natural context - the river corridor, the bay foreshore. In this example the forms are reminiscent of a harbour type complex which may be appropriate. Alternative designs are possible and should be tested.

Potential new location for **bus/coach drop off/pick up** close to new facilities and attractions. The extension of the carpark road, to link back on itself, would mean that there would be no requirement for buses/coaches to have to perform difficult/dangerous turning/parking manoeuvres.



Extension of the road way affords visual connection, access, and opportunity for built frontage to **adjoining open space**.

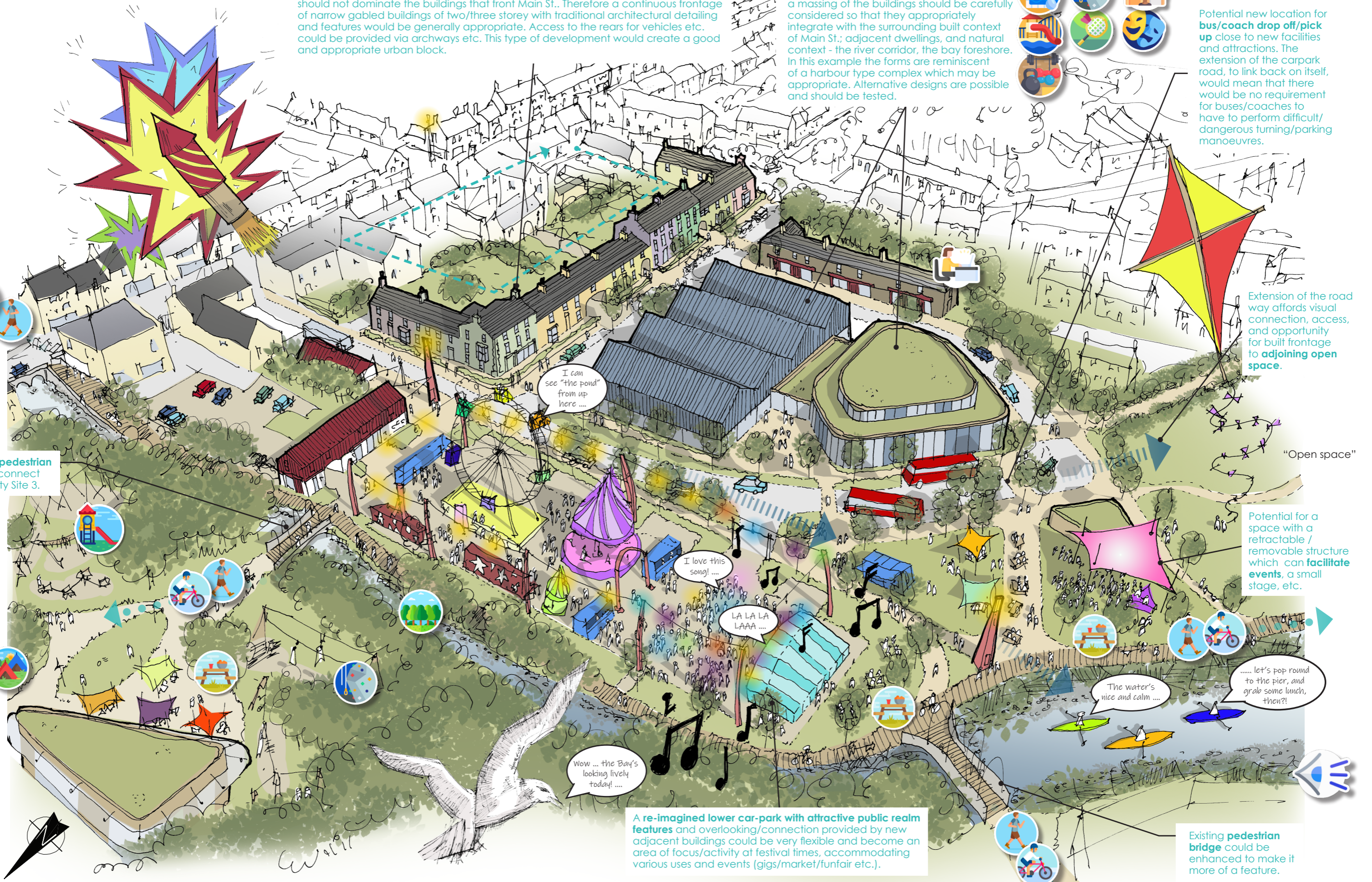
Proposed **pedestrian bridge** to connect Opportunity Site 3.

"Open space"

Potential for a space with a retractable / removable structure which can **facilitate events**, a small stage, etc.

A re-imagined lower car-park with **attractive public realm features** and overlooking/connection provided by new adjacent buildings could be very flexible and become an area of focus/activity at festival times, accommodating various uses and events (gigs/market/funfair etc.).

Existing **pedestrian bridge** could be enhanced to make it more of a feature.



An Artist's impression of an option for the redevelopment of the lower carpark and surrounds. Alternative layouts may be possible (image not to scale).

Attractive boundary wall treatments with integrated signage, and planters/ seating. Such as the adjacent example at the Deptford Market Yard, London



Cable lighting helps to create a more intimate and welcoming space.

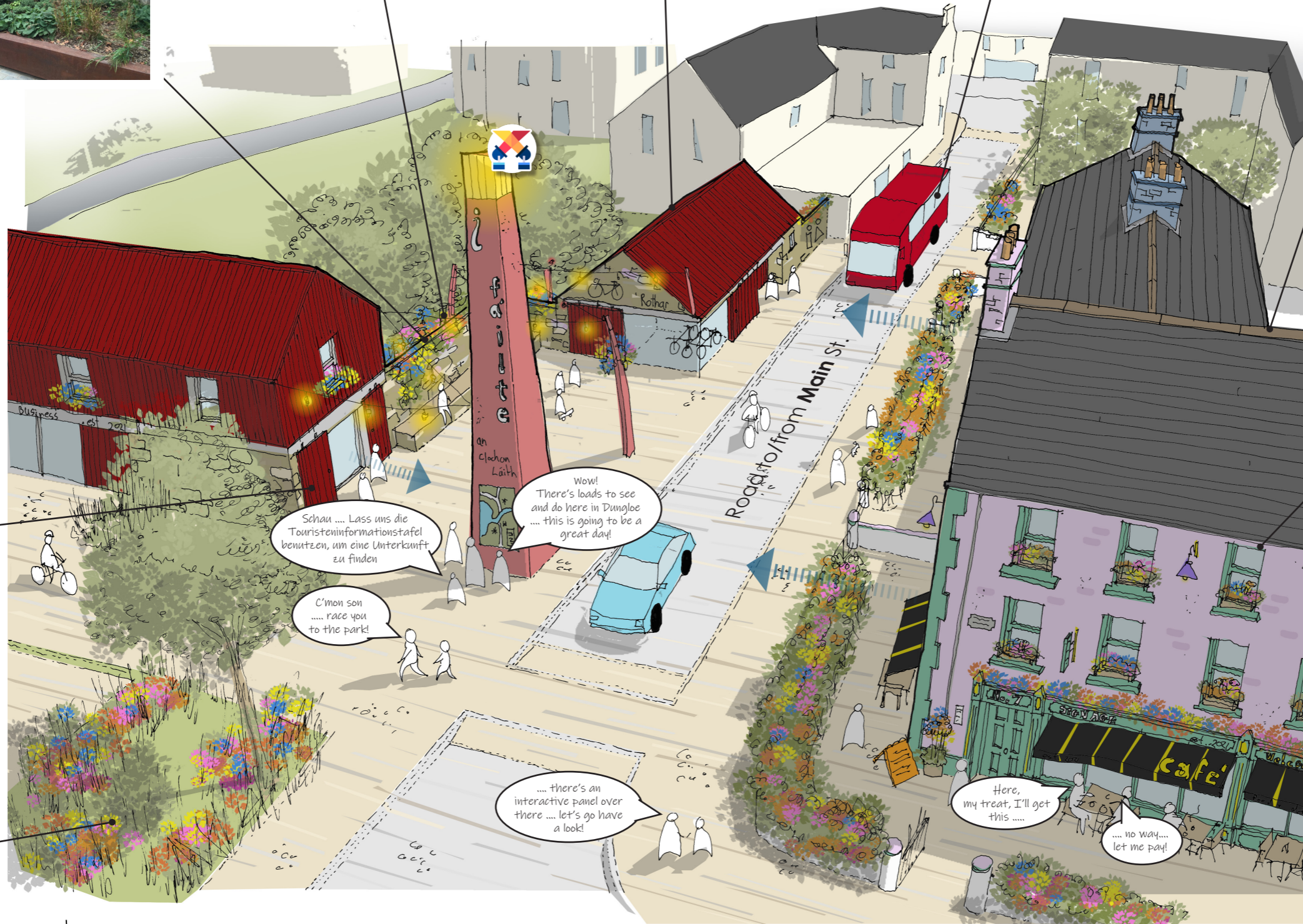
Potentially re-furbished/enhanced public facilities to provide toilets; changing places; cycle parking and repair. Fronting the new arrival space for convenient access and high visibility.

Carriageway narrowed to a minimum to allow for one-way traffic and to accommodate a coach/bus; and footpaths widened to provide space for waiting and passing.

Arrival space is overlooked by potential adjacent development. This is advantageous as it will add a sense of security and all day activity/surveillance; and also frames the spaces, however the proposal could also work without this development, should the existing use be retained.

Potential ground floor commercial / business unit could front onto the space affording better surveillance and an opportunity for "spill out use".

New landscaping throughout the bay area would improve bio-diversity and enhance the aesthetics/appearance of the public realm. "Coastal grasses" could be particularly attractive at this waterside location.



Residential apartments on upper floors would be particularly attractive for elderly/ downsizing, and shorter term holiday lets.



Ground floor commercial such as a cafe or restaurant could be particularly attractive at this corner location.



Artist's impression of a redeveloped Arrival Space adjacent to the Lower An Clochán Liath (Dungloe) Carpark. Alternative arrangements may be appropriate. (image not to scale)

Connecting with the waterfront

ACTION 2B:

“Enhance the physical connections / routes between the Historic Core and The Bay area.”

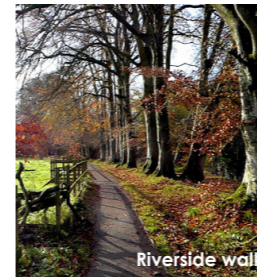
The attractive waterside location is one of An Clochán Liath's (Dungloe's) greatest assets, yet the Main Street and town centre core has limited relationship with and connection to the Bay area. An Clochán Liath (Dungloe) displays very few characteristics of being a coastal/seaside town and those features that it does have such as the pier are poorly connected. The links that do exist between the historic core and the Bay are currently limited and do not promote easy access between the commercial, civic, recreational and social activity along Main Street and the uses and activity at the waterfront, which in itself is limited.

The above action could be achieved through enhancement of the existing link via Lower Main Street, including new and widened pedestrian footpaths and the narrowing of the carriageway, and through the extension of the existing river walk to meet and connect with the existing bay walk. There is also potential to introduce two new 'alleyways' which would lead from the west of Main Street, adjacent to the Bank of Ireland building, towards Lower Main Street and through to the Bay. New landmarks and attractive signage along routes would also greatly assist.

The adjacent concept design option illustrates where and how the physical connections could be enhanced to improve An Clochán Liath's (Dungloe's) connection with the waterfront.

Higher	Shorter	Lower
DCC Regen, DCC Roads, Private		

“Riverside path” - There is potential to create a new attractive pedestrian and cycle path which “hugs” the line of river on its southside. This would facilitate part of the ambition to connect the Bay walk to Dungloe Bridge and the River Walk beyond. It would also afford users of this path direct access to the public car-parking, to use as a base point for a walk or jog etc. Should Opportunity Site 3 be developed with a possible recreation/commercial use, this path could be expanded via a pedestrian/cycle bridge, further enhancing connection in the Bay area and again facilitating ease of access to a large carpark for users of the development.



Riverside walk



“To the Pier” - There is potential to enhance the existing pedestrian and vehicular route between the Bay and the Pier. This could be achieved by re-surfacing with attractive natural materials; coherent signage; information/ points of interest; lighting; landscaping; and opportunities for rest (seating etc.).

“The Bay walk” - There is potential to enhance the existing pedestrian and vehicular route between the Bay and the Pond (see Action 2C).

“Lower Main St” - There is potential to enhance the existing pedestrian and vehicular route between Main St and the Bay. This could be achieved by - providing/ increasing the widths of footpaths along the side of the Public House and the Bus business building, narrowing the carriageway to the minimum require to accommodate one-way traffic (including buses/coaches); re-surfacing with attractive natural materials; coherent signage at the Main St. junction and the car-park; lighting; landscaping; and opportunities for rest (seating etc.) possible introduction of a new “arrival square/space” (see Action 2A) giving the road a new/additional purpose/function; and potential built development at the backlands of Main St. would provide new frontage to this street creating overlooking/surveillance and thus vibrancy and improved security.



Merchant's Arch, Dublin

“Alley-ways” - There is potential to create either one or two separate “alley-way” pedestrian/cycle connections along both sides of the former Bank of Ireland building. There is currently 3-5metre breaks in the building frontage which could accommodate such an access, which could include attractive signage; possibly an archway; appropriate cable/wall lighting and some landscaping (e.g. wall climbers etc.). These connections would run through to the “Back” Lower Main Street, and any new development could accommodate them. The ally-ways provide opportunity for new frontage to the adjoining buildings/sites with uses such as mews housing; small live/work units; and open up intimate external spaces such as beer gardens and spill out cafes etc.

Map/diagram identifying potential routes and features to facilitate better connection between the Town Centre and The Bay. (image not to scale).

“The Pond”

ACTION 2C:

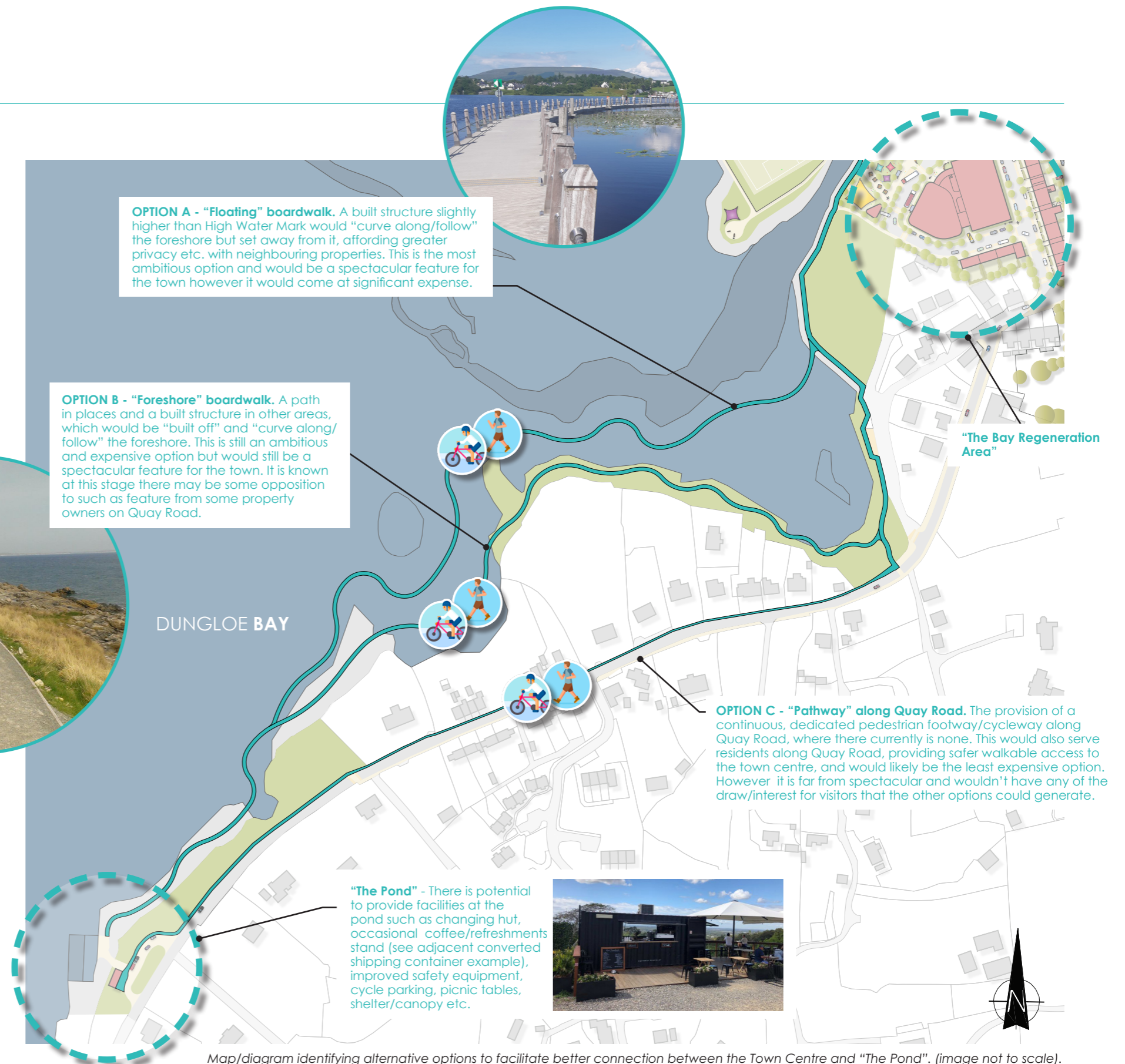
“Identify an appropriate and preferred route for the extension of the Bay Walk, connecting the town centre and “The Pond”.

‘The Pond’, located along the Quay Road to the south west of Dungloe town centre, is one of only a few outdoor swimming pools located along the Wild Atlantic Way. This action would see ‘The Pond’ become better connected to the town centre through the extension of the Bay Walk.

The adjacent map identifies three different options for the extended Bay Walk ranging from the most ambitious to the least risk option. Options A and B are both ambitious and expensive options but could become extremely attractive features for the town with the potential to attract visitors and increase footfall in the area. These options include the provision of boardwalks, built off and along the foreshore. Option C would be the least ambitious proposal, with limited attraction to visitors, however would be beneficial to local residents and could be delivered within a relatively small budget.



Lower	Shorter	Medium
<p>DCC Regen, DCC Roads, DCC Community</p>		



Map/diagram identifying alternative options to facilitate better connection between the Town Centre and “The Pond”. (image not to scale).

The Pier area

ACTION 2D:

“Commission a feasibility study to investigate the potential revitalisation of the Pier area, incorporating suitable uses which will capitalise on this great location”

Although located outside of the town centre and study area boundary, the Strategy recognises that the Pier has significant potential to be re-developed, being of great benefit to the town’s economy and status as a destination. Despite benefiting from fantastic views of the Atlantic, the Pier does not currently avail of its assets. The public realm at the Pier is fairly tired, access is restricted and the two existing stone buildings associated with the site are under utilised.

An attractive place could be achieved through enhancement of the pedestrian and cycle route between the Pier and the town centre, re-use/ refurbishment of the existing stone buildings for tourism/commercial or other suitable uses, and improvement of vehicular access/parking.

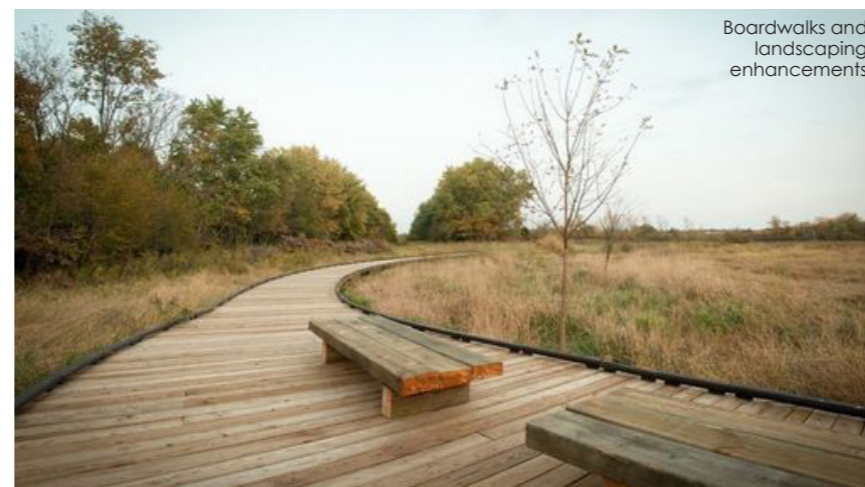
Although fairly ambitious, and of significant engineering intervention and financial cost, the development of a Marina at this location could be good for tourism and the economy. However it is important that the environmental impact is reviewed and mitigated where necessary. The adjacent concept options illustrate how the site could be revitalised, however a thorough feasibility study should be commissioned to fully investigate the potential revitalisation of this area.



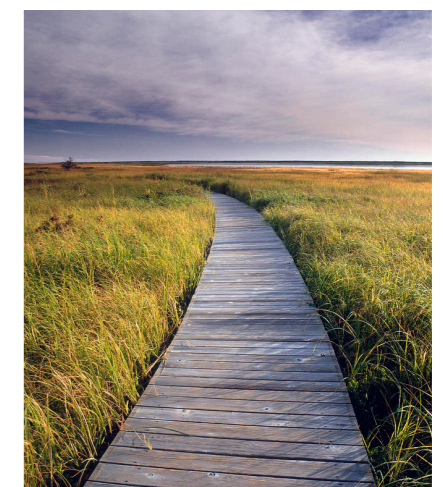
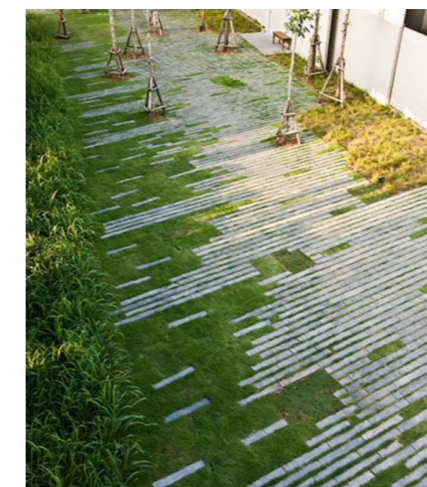
Reuse of existing buildings / form for dining / cafe / public facilities opportunities



Opportunity for a small marina space



Boardwalks and landscaping enhancements



Outdoor picnic / dining opportunity



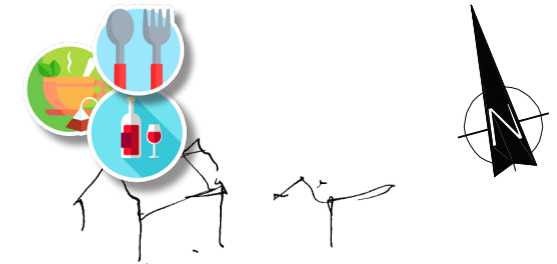
Opportunity for creation/enhancement of watersports facilities

The Pier area enhancements moodboard

An Artist's impression of an option for a potentially re-developed Pier Area. Alternative layouts may be possible (image not to scale).

The Waterfront Hotel - the redevelopment of the Pier area should improve the setting of the Hotel; increase the footfall in this area and accommodate an attractive pedestrian and cycle route along The Bay to the Town Centre.

Re-use/refurbishment of existing stone buildings for tourism/commercial (watersports hub/cafe etc.) uses; or uses which could complement the potential Marina (offices/administration/storage/maintenance etc.). There may also be an opportunity for some new building in the form of a contemporary extension to the existing pier buildings.



Potential for a marina space(s). This is ambitious, and would require significant engineering and measures to mitigate its impact upon the natural environment; however it would be of great benefit to the town's economy and status as a destination, therefore it would be prudent to investigate its appropriateness and feasibility further.



Existing vehicular access could be improved; via widening and improving of visibility.

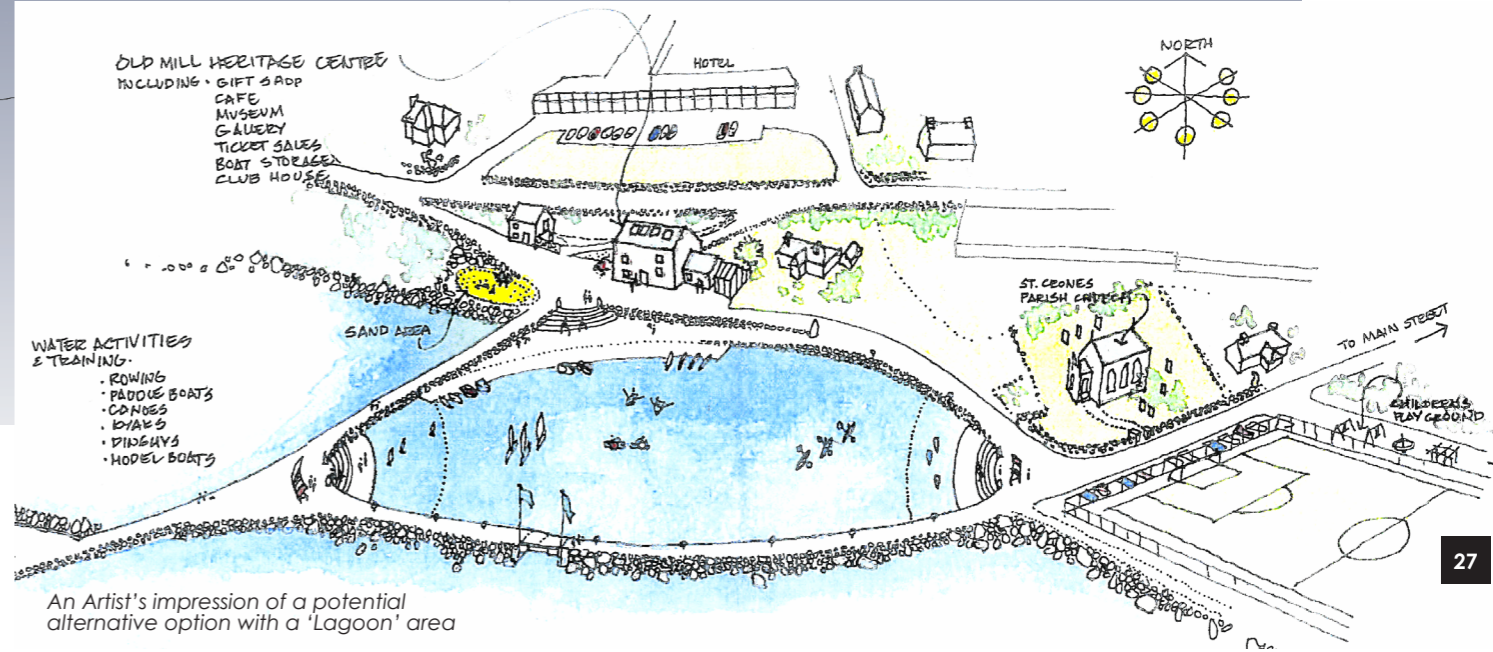
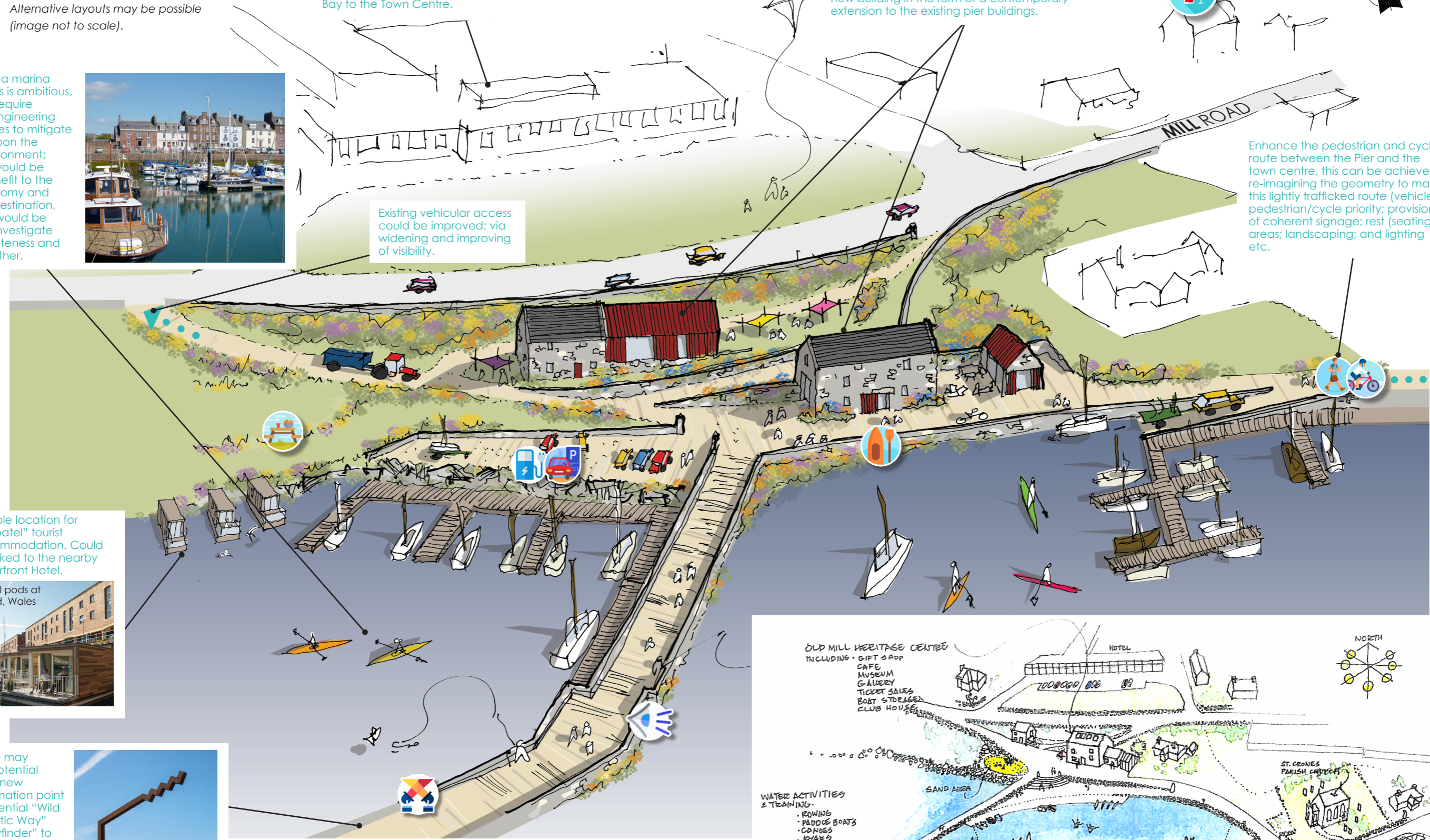
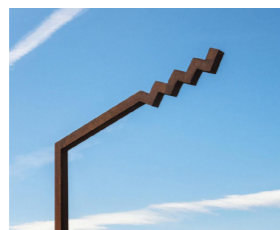
Enhance the pedestrian and cycle route between the Pier and the town centre, this can be achieved re-imagining the geometry to make this lightly trafficked route (vehicles) pedestrian/cycle priority; provision of coherent signage; rest (seating) areas; landscaping; and lighting etc.

Possible location for a "Floatel" tourist accommodation. Could be linked to the nearby Waterfront Hotel.

Floatel pods at Milford, Wales



There may be potential for a new information point / potential "Wild Atlantic Way" "Wayfinder" to be located on the Pier!



An Artist's impression of a potential alternative option with a 'Lagoon' area

Theme



“Provide placemaking and regeneration that enhances the river’s bio-diversity; protects and improves it’s attractiveness; creates opportunities for a range of uses and activity; and helps to better connect the town centre to this important natural asset which transverses it.”

The River

Enhance An Clochán Liath (Dungloe) Bridge

ACTION 3A:

“Enhance An Clochán Liath (Dungloe) Bridge and vicinity in order to connect the Riverwalk and the Bay area, provide frontage to the River, and make the area more aesthetically pleasing”

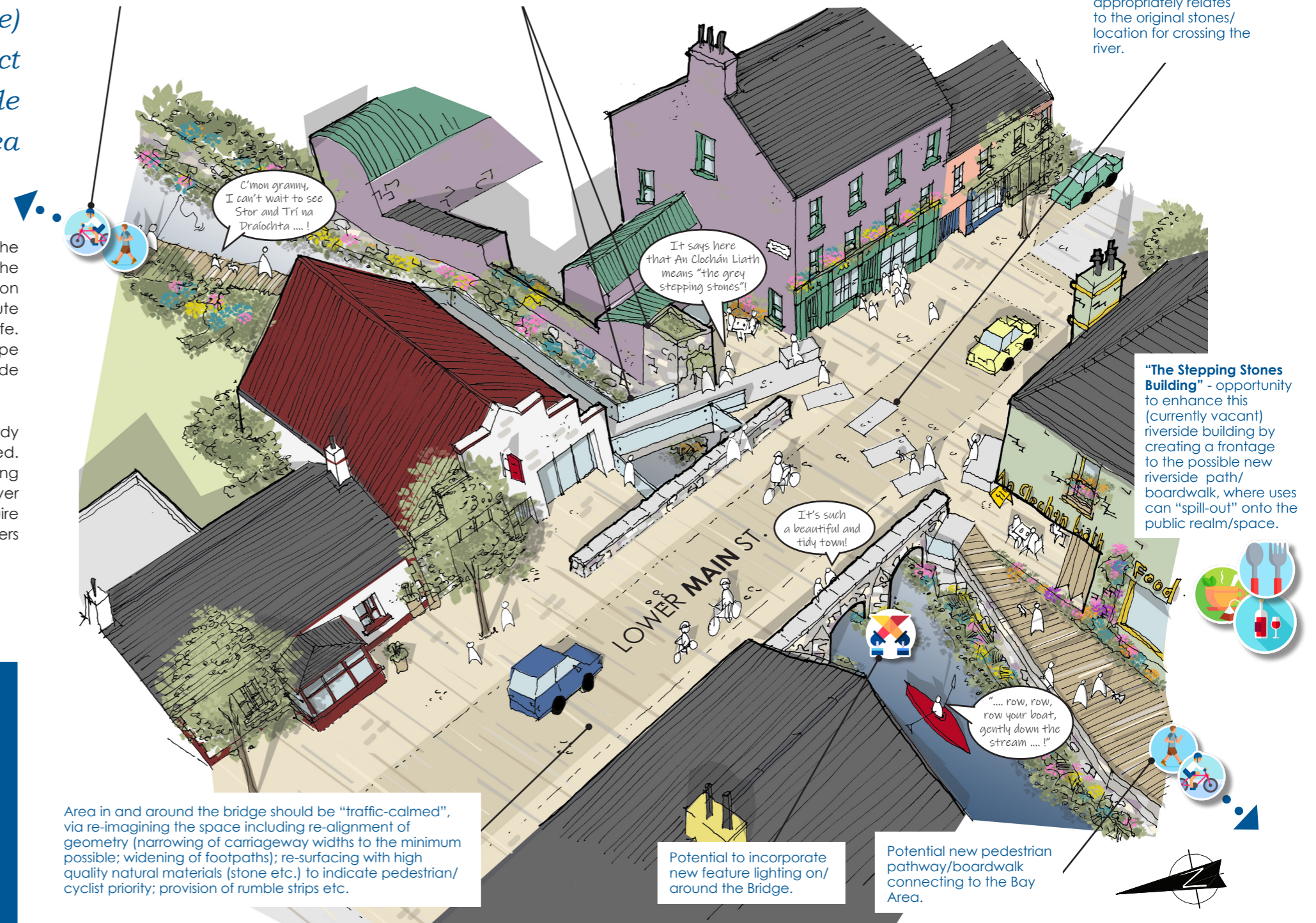
An Clochán Liath (Dungloe) Bridge, located along Main Street at the north of the town centre, is one of the main heritage features of the town, however it currently doesn't offer the aesthetic value or function relative to its great potential. There is currently no public through route at either side of Main Street and pedestrian crossing is poor and unsafe. Furthermore there is limited promotion of biodiversity or landscape features. The buildings immediately adjacent to the river fail to provide active frontage therefore offering little to the rivers built setting.

A concept design option has previously been developed by Dungloe Tidy Towns to showcase how the bridge and the vicinity could be enhanced. The adjacent image is this study's interpretation of the concept. Gaining access to/control off currently privately owned land either side of the river will be key to achieving the completion of the riverwalk, and will require joined up thinking between all the relevant agencies and stakeholders to ensure this exciting proposal can be realised.

Potential new pedestrian pathway/boardwalk connecting to "The Riverwalk"

Potential new contemporary pedestrian/cycle bridge with information/history feature wall.

“The Stepping Stones” - possible new feature pedestrian / cycle crossing which appropriately relates to the original stones/ location for crossing the river.



Higher	Medium	Medium
<p>DCC Roads , DCC Regen, Private landowners, DRCD, Community based organisations</p>		

An Artist's impression of an option for a potentially re-imagined An Clochán Liath (Dungloe) Bridge Area. Alternative layouts may be possible (image not to scale). Please note that the original conceptual design for this exciting proposal was completed by Dungloe Tidy Towns and their appointed Architect's via a RIAI Design Contest. The resultant Concept is to be highly commended and it is a very appropriate proposal with a strong connection and relation to the place, and would improve this space significantly and reinforce the feature's importance within the town.





Provision of enhanced play/recreational facilities

ACTION 3B:

“Develop imaginative and innovative toddlers, younger, and older children’s play / recreational /leisure facilities at Opportunity Site 3”

This 0.62 hectare vacant riverside site is identified as a development opportunity in the Local Area Plan. A large part of the site falls within Flood Zone A as identified in Stage 2 Strategic Flood Risk Assessment Report and as such, any development proposals should be considered in line with relevant associated guidance and mitigating factors. Along with the stated flooding issues, there are site access constraints associated with this parcel of land. Previous investigation /planning history has suggested that the site maybe unsuitable for housing development however 'less vulnerable' land uses such as commercial activity and/or water compatible uses such as recreation, amenity leisure etc. could be considered provided appropriate mitigation is included to protect against flooding. Access issues will also require attention.

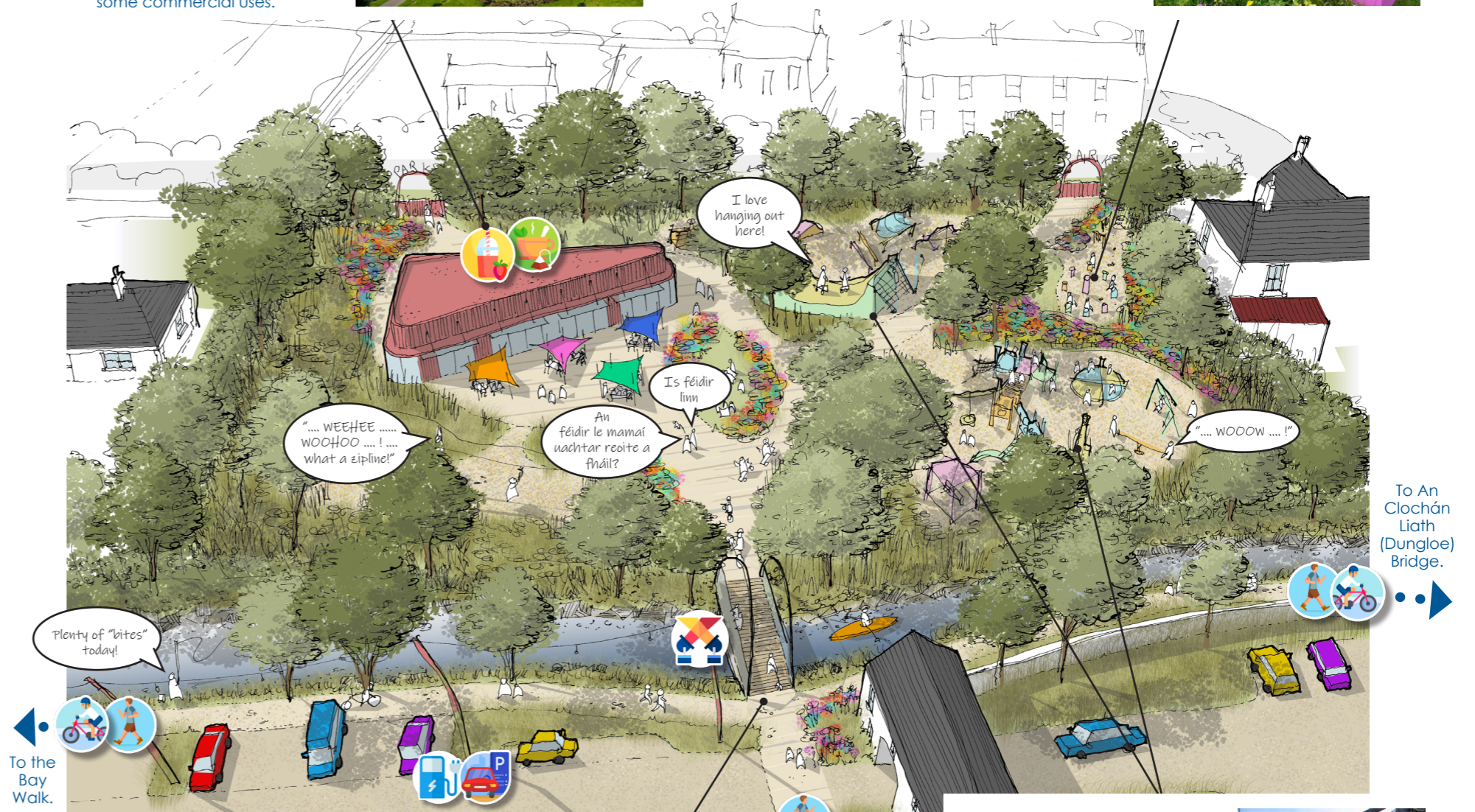
The adjacent concept design option has been provided to illustrate how there could be potential to provide a play/recreational park/facility at this location. The concept provides pedestrian access to the site via the extended 'Riverwalk', which also provides direct access to vehicle parking at the existing carpark. Such a use will require careful design to mitigate noise/privacy with neighbouring uses, and new/retained landscaping would be key to this and visual integration. It should be noted that any future proposals for development within this site must be accompanied by a site specific flood risk assessment.

Medium	Shorter	Medium
		
 <p>Private landowners; DCC Regen, DCC Community, Community based organisations</p>		

Possibility for some built development (subject to achieving planning etc. and mitigation of potential challenges, such as flood risk; access etc.). Uses could be complementary to any recreational/play development (for example indoor children’s soft play; cafe; toilets etc.); or some commercial uses.



Potential sensory garden could be located somewhere within the space, maybe at the rivers edge would be good. An Clochán Liath (Dungloe) currently has a sensory garden located beside community facilities at the south of the town, however this could be a potential additional or alternative feature.

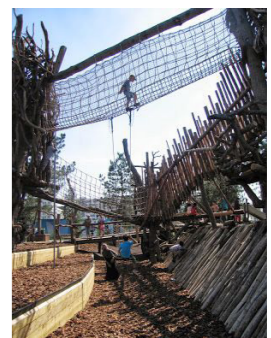


To An Clochán Liath (Dungloe) Bridge.

Opportunity to provide a new pedestrian/cycle bridge, better linking the site to the Riverside/Bay Walk, and ultimately the potentially regenerated Bay Area and Main Street beyond. The position of the bridge also provides access to the currently underused car-park for the convenience of users of the site.



Potential to provide some really unique and imaginative play facilities, particularly for older children (skating, climbing walls, ropewalks etc.?).



To the potential Bay Area redevelopment/regeneration.

Enhance the connections with the Lough

ACTION 3C:

“Explore water-based recreational opportunities at An Clochán Liath (Dungloe) Lough and identification of an extension of the Riverwalk in order to connect it better with the town centre”

An Clochán Liath (Dungloe) Lough, located approx. 1 kilometre east of the town, is a circa 120 acre freshwater lake. Direct access to the lough is good with a boat jetty providing opportunities for water-based activities. Although the lough is accessible, there remains a disconnect between it and An Clochán Liath (Dungloe) town centre. Exploring water-based recreational opportunities and identifying an appropriate extension of the Riverwalk in order to better connect the lough with the town centre could be of great benefit to the town, in terms of tourism and the economy. This of course must be achieved in a sustainable manner and be fully respectful of the natural setting of the lough, its surroundings, existing neighbours and existing uses/activities (e.g. angling etc.).

The adjacent map identifies how there is potential to extend the existing Riverwalk all the way to the lough and back to Carnmore Road. This could also include improvements/provision of a continuous footpath and cycle route along Carnmore Road and along an additional section further east along the Carnmore Road. This would facilitate a safer and more convenient loop walk and along with increased water-based activities and uses at the lough, such as a water-park for example, would be a great recreational asset to An Clochán Liath (Dungloe).



Lower	Medium	Lower
<p>DCC Regen, DCC Community, DCC Roads; Private land owners, DRCD, Community based organisations, Failte Ireland</p>		

Map identifying the potential extension of the Riverwalk eastwards to connect the town centre and Dungloe Lough, and highlighting some potential uses at the Lough.

Theme



“Create appealing gateways from all approaches to/ exits from the town, and enhance connectivity to and from the town centre to the sub-urban/ semi-rural housing at the edges of the settlement, better accommodating all road users.”

The gateways & wider connections

The gateways & signage

ACTION 4A:

“Develop modern, welcoming, and congruent signage and features at the gateways to the town.”

An Clochán Liath (Dungloe) suffers from un-coordinated and somewhat cluttered signage throughout the town, which has eroded the character of the streetscape over the past number of years. What is particularly noteworthy is the lack of unity/coherence in terms of “welcome” signage and/or features at the primary gateways to the town. Furthermore the presence of assets such as the waterfront, Gaeltacht, An Clochán Liath (Dungloe) River and Lough and proximity to the Atlantic Coast including the towns position along the Wild Atlantic Way would benefit from a cohesive and bespoke signage/wayfinding approach.

Developing modern, welcoming and congruent signage and features, particularly at the edges and primary gateways to the town, can help create a sense of arrival, promote key assets and attractions and communicate the identity of An Clochán Liath (Dungloe) to those who enter and access the town. All signage should be bilingual (Irish and English), and possibly further consultation/discussion on how to better promote Irish undertaken.

Further signage opportunities should also be explored including the potential to promote An Clochán Liath (Dungloe) as a festival town.

Medium	Shorter	Lower
<p>DCC Roads, , DCC Community, DCC Regen, Fáilte Ireland</p>		



The northern approach

- As can be seen on the adjacent photograph, there is a proliferation of signage at this junction, which only contributes to confusion for those approaching it. The actual stone used with the name of the settlement is a good concept as it relates to An Clochán Liath (Dungloe's) meaning, however it is probably a little lost among all the other signage. There is considerable space in and around the junction to create an attractive and consistent welcoming feature and some landscaping etc.



A Signage Strategy

- Such a strategy should provide an attractive and consistent suite of signs and urban features that can be applied throughout the town, which would contribute to “de-cluttering” of urban spaces and a much better user experience.

The Wild Atlantic Way

- At both approaches to the town there is a lack of attractive and clear signage in relation to this popular route. Surely signs should direct visitors into/through the town centre.



The southern approach

- There is less signage and “clutter” at the southern approach, as well as less space for a new feature. However this junction is framed by An Clochán Liath (Dungloe) Lough and possibly something could be made of this in any future siting or design of a welcome feature. Furthermore at both the Northern and Southern approaches, interventions with the road surfacing, landscaping and lighting to signal that you are now entering an urban area would greatly improve the transition into/from the town.

Map highlighting the primary gateways to the town and identifying potential issues and improvements (map not to scale).

The approach roads to/from the town centre

ACTION 4B:

“At Carnmore Rd.; Chapel Rd.; Quay Rd.; and Caravan Rd. ensure the essential needs of all road users (pedestrian, cycle, public transport, and vehicular) are accommodated for, without detriment to each other.”

The town's traditional linear Main Street, generally experiences the highest levels of traffic. Other secondary streets/roads (“feeder streets/roads”) run perpendicular to Main Street in an east-west direction linking the town centre to housing and other services and the rural hinterland. This road layout and associated junctions give rise to traffic management issues. Investigating traffic management / improvements, which can help relieve the volume of vehicles at Carnmore Rd and the centre of Main St, should be a priority. However, along with improving the functioning of these “feeder streets/roads” for vehicular movement, it is essential that convenient and safe pedestrian/cycle movement is fully accommodated. This will better serve the housing on the periphery of the town, improving the town centre by making it easier to travel to/from it in a healthy and sustainable manner.

Alongside the suggestions illustrated on the adjacent map, this strategy would recommend that a full Traffic Assessment of the town centre be commissioned and completed, in order to better establish specific solutions to the issues being experienced.

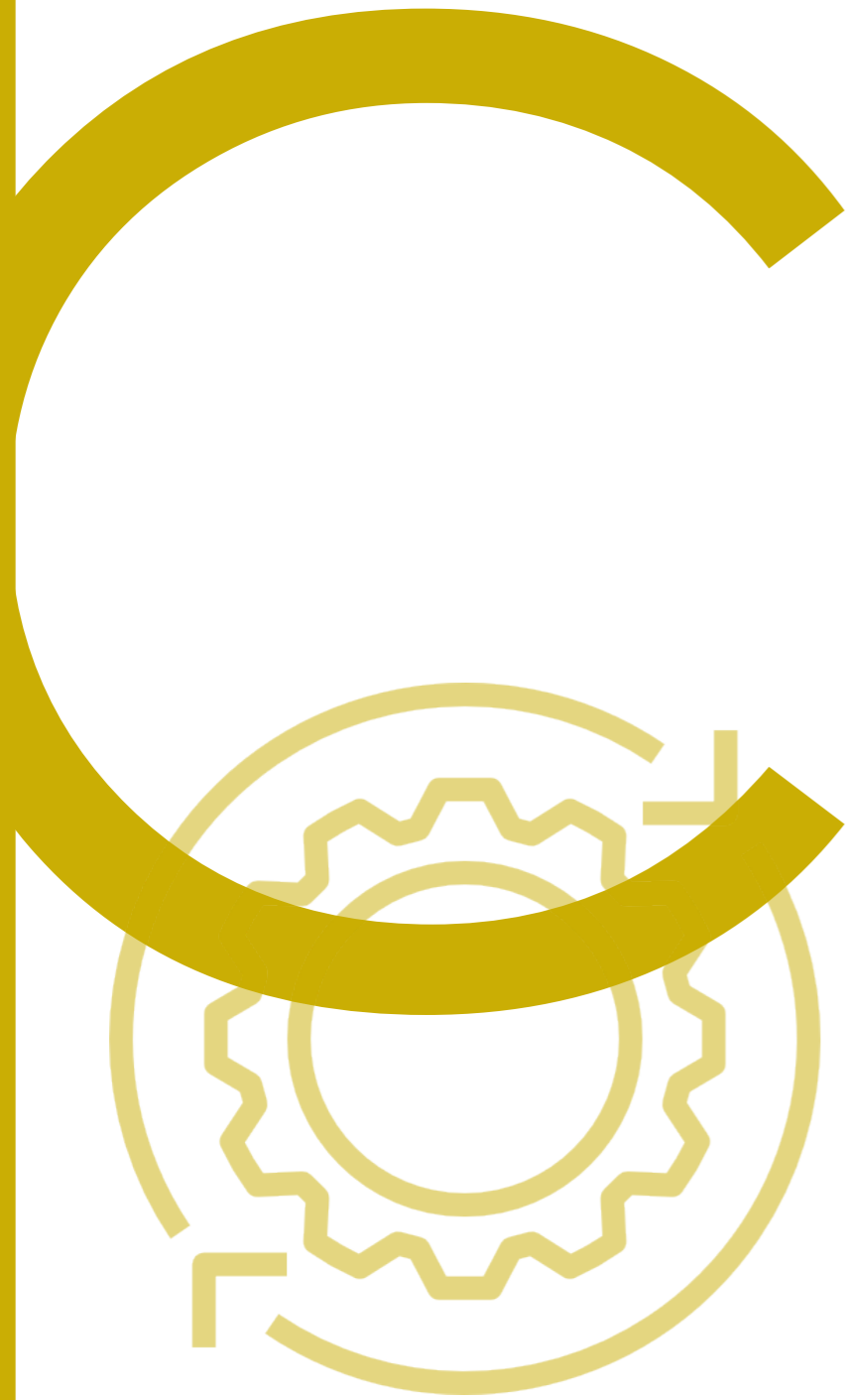


<p>Medium</p> <p>1 →</p> <p>2 →</p> <p>3 →</p>	<p>Medium</p>	<p>Medium</p>
<p>DCC Roads, DCC Regen</p>		



Map identifying the primary and secondary routes in/out of the town centre, and the potential interventions that could be made to create a better movement environment.

Section



An implementation
strategy

Funding & enabling delivery

The delivery of the Strategy will require a flexible, co-ordinated and committed approach by all stakeholders responsible for its implementation. This approach will be required throughout the Strategy time-frame. The scale of individual development proposals will dictate the level of resources required for their delivery, either solely by the public sector, or solely by the private sector or as some form of joint venture.

It will be important to bring together the resources for the delivery of certain proposals at an early stage, to “kick start” the Strategy, bringing visible short term benefits and creating confidence. The enhancement of physical connections / routes between the Historic Core and the Waterfront, facilitation of an appropriate preferred route for and design of the Bay walk, public realm improvements at Main St and new signage and features at the primary gateways into the town would all be catalysts for the future regeneration of the town.

For all the Strategy proposals, it will be important to ensure that all necessary mechanisms, including funding, responsibilities, co-ordination and co-operation, are in place to ensure timely and robust delivery. Public sector Intervention, particularly leadership by Donegal County Council and their various internal departments will be essential in ensuring the delivery of many components of this Strategy.

The Strategy seeks to respond to the challenges facing An Clochán Liath (Dungloe) such as the low quality public realm and lack of public spaces, vacancy and dereliction issues along main street and the physical disconnect between the town centre and waterfront. It also seeks to respond to many of the town's physical, environmental and natural attributes including its location at a gateway to the wider Rosses area, the attractive seaside and riverside setting, and the towns cultural and Gaeltacht heritage.

The sources / tools of potential funding and delivery include:

A

The Public Sector and Local Authority

It is an ambition that Public Sector funding for particular proposals could be facilitated by Donegal County Council, however in the current economic climate there can be no certainties. Other Public Sector funding sources may include for example opportunities under the Department of Rural and Community Development's Rural Development Investment Programme, as a part of Project Ireland 2040. This includes the Rural Regeneration and Development Fund (RRDF) and the Town and Village Renewal scheme, LEADER, Outdoor Recreation Infrastructure Scheme (ORIS), and the CLÁR Programme.

B

The Private and Community Based Sector

It is expected that the private and community based sector will play a major part in fulfilling the regeneration objectives, given that a large portion of the town comprises of private businesses and lands that are in private ownership. It will be important for the Council to work closely with the Private and Community Sectors to facilitate co-ordinated delivery and therefore creating the conditions where the private sector can confidently contribute to the regeneration of the town.

C

Development Briefs

In the circumstances where there are sites which require particular regeneration, Development Briefs could be used as a mechanism to achieve regeneration goals by informing potential developers and other interested parties of the opportunities of each site.

D

Local Asset Backed Vehicles

This potential delivery mechanism involves a joint venture between the Public and Private/Community based Sectors and it could be a successful approach to delivering mixed use regeneration, particularly at some of the Strategy's more complex proposals.

E

The Heritage Council

Heritage Council funding, should be considered as a means for funding. This could be an avenue particularly explored in relation to any proposed works to Listed Buildings/features within the town (all be it there are only a relatively small number of these in the settlement).

Other funding avenues that could be explored include the Outdoor Public Space Scheme, Outdoor Recreation Infrastructure Scheme, the Irish National Lottery Funding, the Strategic Funding Unit, Historic Structures Fund, and Built Heritage Investment Scheme to name a few.

Funding sources

Potential Funding Source	Type of Support	Notes
Rural Regeneration Development Fund	Mainly Capital (min €500k) with minor revenue (max 3yrs)	Annual call, €m available but highly competitive and requires match funding and 'shovel ready' projects (e.g. planning permission in place). Funds supports rural renewal and regeneration in towns with less than 10,000 people
National Development Programme	Mainly Capital	Climate Action Fund will support up to 50% of project costs that meet Ireland's climate and energy objectives. Open to non-departmental public bodies, private organisations, academia and NGOs. Fund opened in 2021. Other funds such as Build Digital Grant and the Disruptive Technologies Innovation Fund are aimed at multi-partner consortia and large projects; and are currently closed but indicate the scale and scope of funding. Smaller grants may be available directly or indirectly relating to climate change (e.g. retrofitting homes, electric charge points and smaller scale environmental/energy efficiency projects).
Housing	Mainly Capital	A variety of housing assistance programmes are available (e.g. for renovations, adaptations, energy efficiency, older people etc) excluding incentive schemes (e.g. help to buy). These may change over time.
Tourism & Events	Capital	Outdoor Public Spaces Scheme can fund projects up to €250,000 at up to 90%. Projects should be flexible, innovative and facilitate year round use.
Covid Support Programme & Fáilte Ireland	Revenue & Capital	The government has a variety of covid-support schemes (e.g. Covid Restrictions Support Scheme) that may be able to assist businesses Fáilte Ireland has a large grants scheme that can support destination brands (including Wild Atlantic Way); as well as Platforms for Growth (€150m fund running from 2019-2022) and smaller periodic grants,

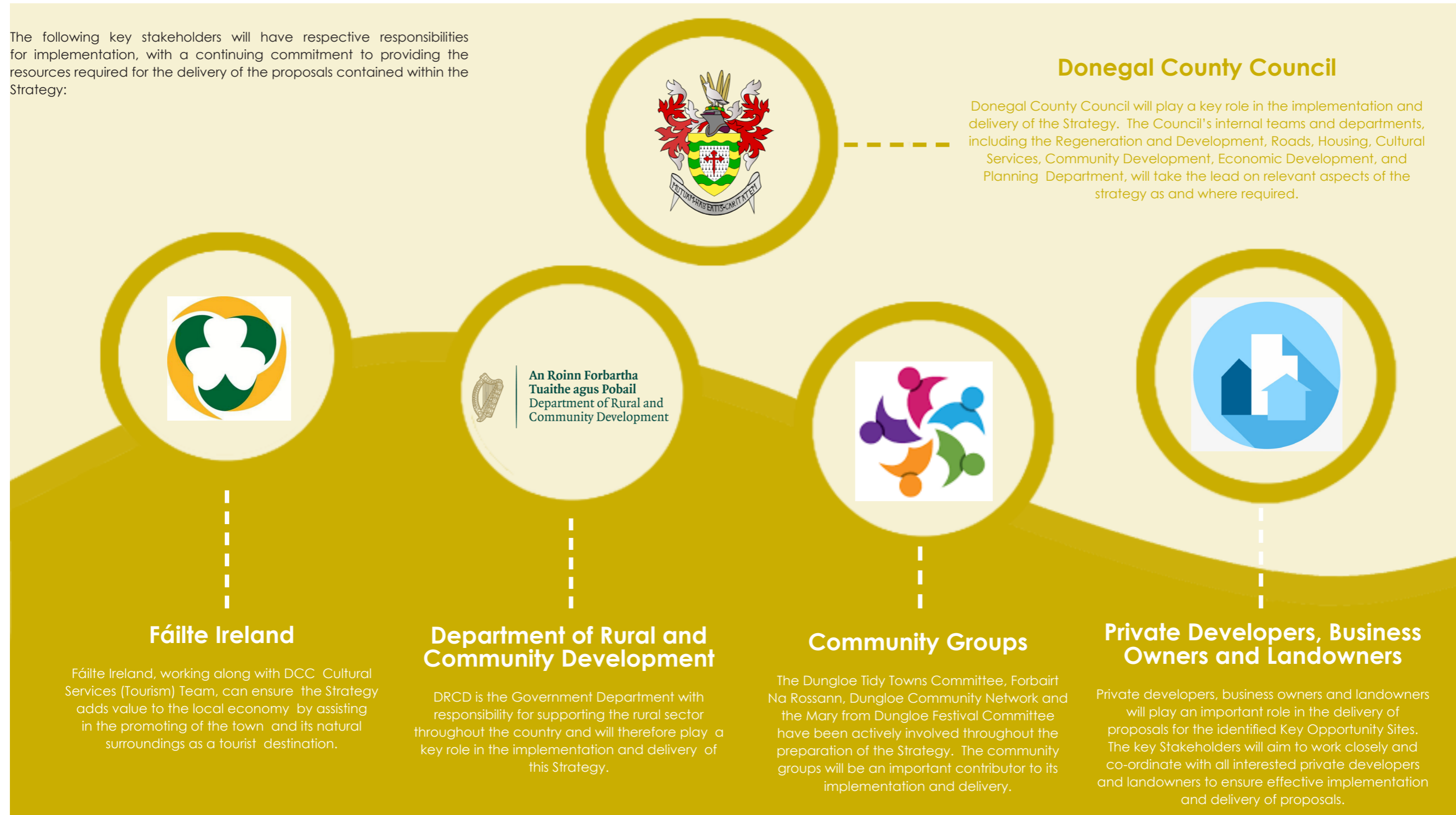
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		tax schemes and support for strategic partnerships that will arise from time to time. Fáilte Ireland also provides valuable research & insights.
IDA, Enterprise Ireland and the Western Development Commission	Capital and Revenue	<p>IDA can support FDI on a case by case basis. Enterprise Ireland can provide a spectrum of grants and support (e.g. Business Financial Planning Grant; Sustainable Enterprise Fund (small €25k-50k; and large up to €800k), Brexit Ready for Customers, Capital Investment Schemes, Online Retail and Lean Business Continuity Voucher)</p> <p>The WDC can assist project (e.g. developing hubs) as part of its Atlantic Economic Corridor initiative; and via equity finance and loans.</p>
North West Regional Assembly	Capital & Revenue (at least indirectly)	<p>Being located in the border area enables access to a wider range of EU funds than counties in the Greater Dublin Area</p> <p>The new Regional Spatial Economic Strategy may also open up funds directly; and/or indirectly.</p>
Údarás na Gaeltachta	Capital & Revenue	Has various forms of assistance open including grants to assist with feasibility studies, research & development, online trading, employment and capital trading grants.
Cross-Border SEUPB InterTradeIreland	Capital & Revenue	<p>Donegal's location opens up cross-border funding opportunities such as InterTradeIreland (e.g. equity, sales, innovation, export support) and SEUPB.</p> <p>The SEUPB Peace Plus programme will run from 2021-2027 and have a budget of €1bn to be apportioned across six themes.</p>

Responsibility for delivery

The following key stakeholders will have respective responsibilities for implementation, with a continuing commitment to providing the resources required for the delivery of the proposals contained within the Strategy:



Fáilte Ireland

Fáilte Ireland, working along with DCC Cultural Services (Tourism) Team, can ensure the Strategy adds value to the local economy by assisting in the promoting of the town and its natural surroundings as a tourist destination.

Department of Rural and Community Development

DRCD is the Government Department with responsibility for supporting the rural sector throughout the country and will therefore play a key role in the implementation and delivery of this Strategy.

Donegal County Council

Donegal County Council will play a key role in the implementation and delivery of the Strategy. The Council's internal teams and departments, including the Regeneration and Development, Roads, Housing, Cultural Services, Community Development, Economic Development, and Planning Department, will take the lead on relevant aspects of the strategy as and where required.

Community Groups

The Dungloe Tidy Towns Committee, Forbairt Na Rossann, Dungloe Community Network and the Mary from Dungloe Festival Committee have been actively involved throughout the preparation of the Strategy. The community groups will be an important contributor to its implementation and delivery.

Private Developers, Business Owners and Landowners

Private developers, business owners and landowners will play an important role in the delivery of proposals for the identified Key Opportunity Sites. The key Stakeholders will aim to work closely and co-ordinate with all interested private developers and landowners to ensure effective implementation and delivery of proposals.

Managing progress

Potential project programme

The Action Plan set out within this document identifies the actions for delivery of the Strategy's proposals and a timetable for their delivery that will extend over at least the next 20 years. Regular monitoring and evaluation is recommended. Successful delivery will require a collaborative approach between all stakeholders. Some opportunity sites identified will be ideal contenders for "Quick Wins", bringing short term visible benefits to the town. Development on other sites and delivery of other Strategy proposals will be longer term.

The following have been identified as deliverable short term actions that will improve confidence and tackle the towns identified weaknesses in the near future. These "Quick Wins" are generally identified in the Action Plan as actions which fall into the brackets of having a short potential timescale (<5years) and will be of low indicative cost (<€1m). They are generally projects which occur at sites where ownerships are relatively clear (normally public) and they can act as catalysts for longer term actions throughout the town, and include:

- Enhance the physical connections / routes between the Historic Core and the Waterfront.
- Identify an appropriate and preferred route for the extension of the Bay Walk, connecting the town centre and "The Pond".
- Develop modern, welcoming, and congruent signage and features at the primary gateways into the town.
- Improve the functioning of the Main Street / Carnmore Road junction, in order to alleviate congestion.

Monitoring and evaluation

A series of measurable indicators to quantify progress will be established on implementation of projects to enable the monitoring and evaluation of the Strategy on a regular basis. The measured change over time will give an indication of the progress towards full achievement of the vision, the delivery of specific objectives and the overall vitality and viability of this town.

Typical measures could include an annual review of the audit information contained within this report - such as comparing the number of vacant buildings year on year to ensure the Strategy proposal is increasing occupancy in the town.

To give a balanced and comprehensive picture the statistical measures need to be complemented by qualitative assessments, which could include regular forums with the community. For example, statistics may show a decrease in vacant property, though qualitative assessment may highlight that a key asset has become vacant and so the issue is exacerbated. Some of the data may be collected on an annual basis, some on a biannual basis, some every 5 years, and Census related data every 10 years.

This review should be used to ensure the Strategy continues to be sufficiently flexible and capable of appropriate adaption to changes in the physical, social, economic and environmental context, rather than being a rigid and quickly outdated document of little benefit to the community.

Land ownership

Given the mixture of public and private land ownerships throughout the town centre, the strategy will require a number of different delivery mechanisms to suit the requirements of each project and their respective stakeholders. The participation of and ongoing engagement with and between landowners will form an important element of the implementation of the strategy, particularly the delivery of the proposed key opportunity site developments. In some cases the delivery of proposals advocated by this masterplan will require the simultaneous redevelopment of land that is under more than one land ownership. It must be noted that the Key Sites to the rear of the west side of Main Street and Lower Main Street are under multiple private ownerships and therefore land assembly and any future proposed development could prove to be complicated. The following table outlines the land ownership status of the key sites and the potential delivery mechanisms for any future development proposals on these lands:

Key Site	Ownership status & potential delivery mechanism
Waterfront Area	Majority of the area is under various public body control e.g. Office of Public Works - OPW. Potential regeneration of this site could be in partnership between the various public bodies.
North of the River	Lands are entirely under private ownership. Development could be facilitated by the private owner or in a joint venture with the public sector. Development briefs could be utilised.
Rear of west side of Lower Main Street	Lands are entirely under private ownership. Development could be facilitated by the private owner or in a joint venture with the public sector. Development briefs could be utilised.

This Regeneration Strategy and Action Plan was commissioned and overseen by Donegal County Council's Regeneration & Development Team, with the aim of providing an evidenced framework that will set out the future regeneration aspirations and priorities for An Clochán Liath (Dungloe) town centre. GM Design Associates, an Architectural, Landscape and Planning practice, have assisted the Council with this project and the production of the Strategy and Action Plan.

The Strategy has been developed in consultation with a number of important stakeholders whom are acknowledged and thanked. The input and participation of elected members of the Glenties Municipal District, Donegal County Council internal departments, public authorities, landowners, business owners, and the local community, including members of Dungloe Community Network, the Mary from Dungloe Festival Committee, Dungloe Tidy Towns Committee and Forbairt Na Rosann, has been vitally important, representing the range of statutory, community, business and political interests in the area.

The aim of the Strategy is to bring about meaningful and long lasting renewal and regeneration within the town centre through a range of ideas, actions and projects that if implemented will result in economic and social benefits and will help to secure a vibrant future for An Clochán Liath (Dungloe) as a destination town with a distinctive sense of place. The Regeneration Strategy and Action Plan will establish a road map for the reinvention; re-imagining and place-making of the town centre that will help facilitate the unlocking of its unique potential including the high quality physical environment and exceptional cultural heritage, as well as its coastal and riverside setting.