

Introduction
to the
Proposed Variation
to the
County Donegal Development Plan 2018-2024
in respect of the
TEN-T Priority Route Improvement Project,
Donegal
(Variation No. 1)



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

**Community, Development
& Planning Services,
January 2021**

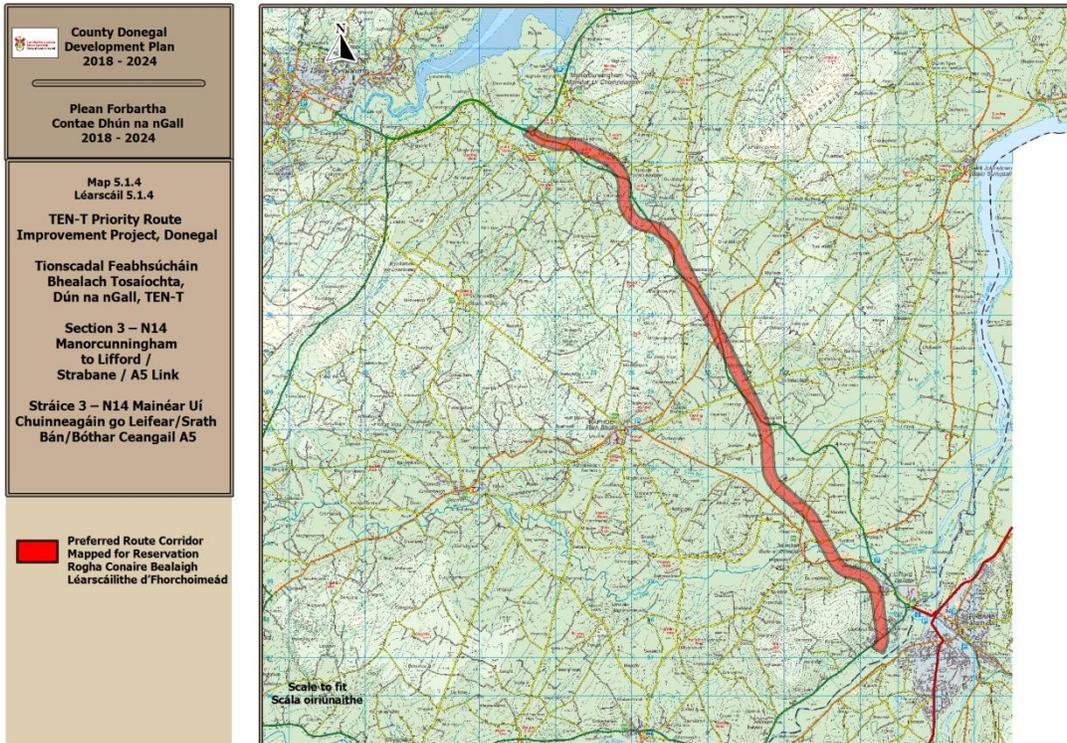
1.0 Executive Summary

- The TEN-T Priority Route Improvement Project, Donegal consists of and prioritises three Sections of the TEN-T road network in Donegal (“the Project”) for improvement namely:
 - Section 1 (N15/N13 Ballybofey/Stranorlar Urban Region).
 - Section 2 (N56/N13 Letterkenny to Manorcunningham).
 - Section 3 (N14 Manorcunningham to Lifford/Strabane/A5 Link).
- The Council carried out a route selection process in accordance with TII Guidelines (including extensive assessment of various route options and public consultation) which identified preferred option corridors for the three sections of the project as above and these were subsequently adopted by the Council.
- To advance the project through the statutory process the Council must provide the necessary spatial planning and policy framework to facilitate the project within the County Development Plan 2018-2024 by varying the said plan.
- The current plan identifies the need for this Proposed Variation at this stage of the project.
- The purpose of the Proposed Variation is to:
 - Reserve and protect the preferred route corridors (i.e. the said preferred option corridors) by amending maps, objectives and policies and remove the corresponding historical route corridors.
 - Insert new text, objectives and policies and for that purpose include necessary ancillary provisions.

2.0 Description of the TEN-T Priority Route Improvement Project and the Reasons for the Proposed Variation

The County Donegal Development Plan 2018-2024 (the Plan) is the statutory land use plan for County Donegal. The Trans-European Transport Network (TEN-T) is a network of strategic transport corridors throughout the European Union (EU) which play a key role in the mobility of goods and passengers throughout the EU. Three sections of the TEN-T strategic road network in Donegal have been identified and prioritised for improvement and together, they form the TEN-T Priority Route Improvement Project, Donegal. These sections are shown overleaf:

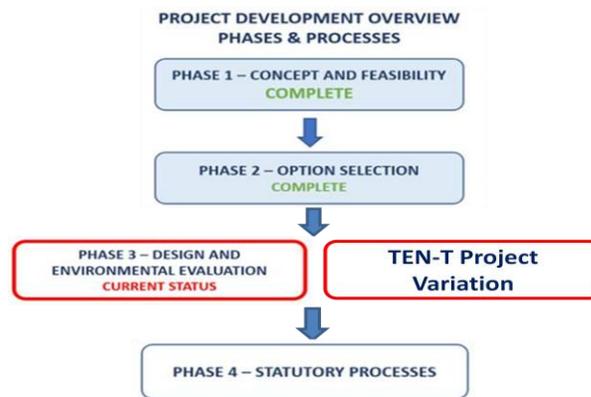
Section 3 (N14 Manorcunningham to Lifford/Strabane/A5 Link).



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

- **Economic:** Facilitating economic growth and allowing Donegal to successfully compete for inward investment by improving the efficiency and capacity of the road network including improving journey time and journey time reliability at a local, regional and national level.
- **Safety:** Reducing the frequency and severity of collisions/improving safety on our national roads and enhancing road safety in towns, villages and rural areas by segregating strategic traffic from local traffic.
- **Environmental:** Reducing air pollution caused by congestive queuing and reducing noise levels near noise sensitive receptors.
- **Quality of life:** Reducing journey times, reducing traffic and thus freeing up road space in our town and villages for sustainable transport modes (i.e. walking, cycling and public transport), providing new walking and cycling infrastructure as part of the scheme and improving access to health and education services.
- **Enhancing Regional Accessibility:** Improving accessibility to/from Donegal for employers, exporters, tourists and the general public.
- **Strategic/Cross border:** Improving cross border connectivity, unlocking the potential of the North West City Region and the Atlantic Economic Corridor and thus achieving the strategic objectives of the Regional Spatial and Economic Strategy for the Northern and Western Regional Assembly area and National Planning Framework Project Ireland 2040.

The process of delivering the TEN-T Priority Route Improvement Project, Donegal pursuant to TII Guidelines involves: Phase 1: Scheme Feasibility, Phase 2: Option Selection, Phase 3: Design and Environmental Evaluation, and Phase 4: Statutory Process.



Phase 1 and Phase 2 of the project have now been completed. In particular Phase 2 involved: the short listing of feasible route options, the appraisal of the shortlisted options and the selection of a preferred option corridor for each of the above sections which form the three preferred route corridors in which the road improvement project will take place. It is important to note that Phase 2 has already involved significant public consultation including two separate consultation periods, public consultation events and the public display of the preferred route corridors.

To progress Phase 3 and Phase 4 of the project the Council must now ensure that the necessary planning framework is in place. This necessitates varying the County Development Plan 2018-2024 in accordance with Section 13 of the Planning and Development Act 2000 (as amended) to provide a spatial and policy planning framework which facilitates the TEN-T Priority Route Improvement Project, Donegal in order to:

- Reserve and protect the preferred route corridors (i.e. the said preferred option corridors) by amending maps, objectives and policies and remove the corresponding historical route corridors.
- Insert new text, objectives and policies and for that purpose include necessary ancillary provisions.

This gives rise to the Proposed Variation to the County Donegal Development Plan 2018-2024 in respect of the Proposed TEN-T Priority Route Improvement Project, Donegal (Variation No. 1).

3.0 Summary of the Proposed Variation

The variation specifically:

- Inserts new mapping detailing the new preferred route corridors and amends associated objectives and policies (e.g. T-O-1, T-P-1) in order to identify and protect said corridors.
- Inserts new text, objectives and policies (e.g. S-O-11 and text within Chapter 5 Infrastructure) which provide the necessary support for the project.
- Amends existing objectives and policies (e.g. objectives and policies related to railway corridors, built heritage, and archaeological heritage), to ensure compatibility between the plan and the project.
- Amends some minor transport related matters in the plan.

The Planning Authority carried out both Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) Screening in respect of the Proposed Variation and determined that both an Environmental Report and a Natura Impact Report were required. Consequently said reports have been prepared and accompany the Proposed Variation. The Proposed Variation is also accompanied by a Strategic Flood Risk Assessment Report.

The Environmental Report has been prepared in accordance with the statutory requirements of Article 13M, 13N and Schedule 2B of the Planning and Development Regulations 2001(as amended) and relevant SEA guidance. The report identifies, describes and evaluates the likely significant effects on the Environment of implementing the Proposed Variation. The preparation of the report involved scoping consultation with Environmental Authorities and adjoining planning authorities. The report, inter alia, describes the current state of the environment, identifies relevant Environmental Protection Objectives, assesses the impact of each element of the proposed variation on wide range of environmental criteria, describes how such impacts will be mitigated, evaluates the alternatives to the proposed variation and details environmental monitoring measures.

The Natura Impact Report has been prepared in accordance with Part XAB of Planning and Development Act 2000(as amended) and relevant European and National AA Guidance. The report identifies and classifies the implications of the Proposed Variation on relevant European Sites (e.g. Natura 2000 Sites such as Special Areas of Conservation and Special Protection Areas) in view of the conservation objectives of the sites. The preparation of the report involved consultation with statutory environmental authorities and adjoining planning authorities. The report includes an assessment of the potential impact of the Proposed Variation on specific Natura 2000 sites (both individually and in combination with other plans and projects) and outlines possible measures to mitigate any potential impacts. The report concludes beyond reasonable scientific doubt that Proposed Variation will not adversely affect the integrity of any Natura 2000 site having regard to the mitigation measures outlined in the report.

The Strategic Flood Risk Assessment Report has been prepared in accordance the guidance set out in the publication The Planning System and Flood Risk Management: Guidelines for Planning Authorities (DoEHLG 2009). It includes: a detailed analysis of the flood risks related to the Preferred Route Corridors (e.g. fluvial, pluvial and coastal), an assessment of the variation vis-à-vis the sequential approach outlined in said guidelines including the application of the justification test and the identification of potential measures to manage residual flood risk. The report concludes that it is appropriate to designate the associated Preferred Route Corridors for development as detailed in the variation.

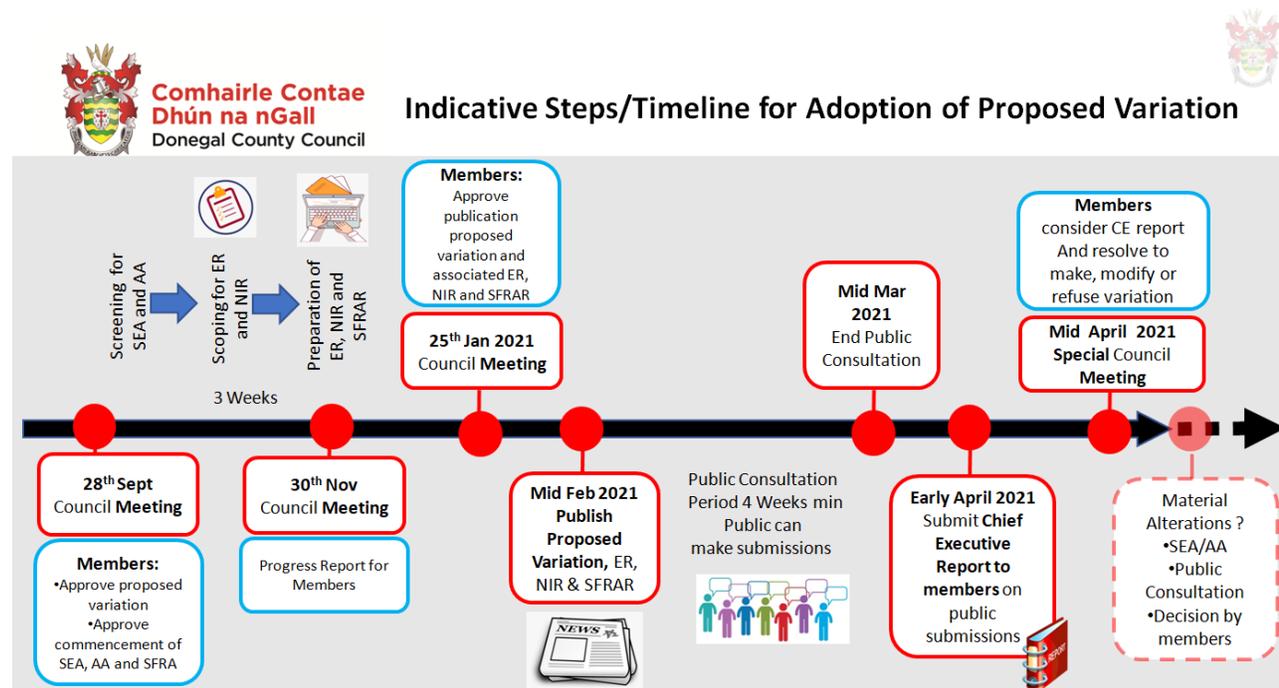
4.0 The Process for Making the Proposed Variation

The process for varying a development plan involves several discrete steps, inclusive of the statutory steps set out in Section 13 of the Planning and Development Act 2000(as amended), and including:

- The preparation of a proposed variation by the planning authority.
- The carrying out of Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment including the preparation of the abovementioned Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment Report on the Proposed Variation (as necessary).
- Publishing a notice of the Proposed Variation and the abovementioned reports, in newspapers and on the Council's website.
- A minimum 4 week public consultation period involving displaying the Proposed Variation and the associated Environmental Report, Natura Impact Report, and the Strategic Flood Risk Assessment Report on the Council's website and Public Service Centres and libraries and the making of written submissions by the public.
- The preparation of a Chief Executive's Report which: lists the persons/bodies that made submissions or observations, summarises the submissions and gives the recommendation of Chief Executive in relation to the submissions.

- The consideration of the proposed variation, the Chief Executive's Report and the associated Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment Report by the Elected Members of Donegal County Council.
- A decision by the Elected Members to either, make the variation, modify the variation or refuse to make the variation.
- As necessary an additional: public consultation period, Chief Executive's Report and decision by the Elected Members regarding any proposed modifications which are material alterations to the variation.

An indicative timeline for the adoption of the variation is detailed below.



Notes:

SEA = Strategic Environmental Assessment.
 AA = Appropriate Assessment
 SFRA = Strategic Flood Risk Assessment

EIR = Environmental Impact Report
 NIR = Natura Impact Report.
 SFRAR = Strategic Flood Risk Assessment Report
 Members = Elected Members of Donegal County Council

5.0 How to Get Involved

The Proposed Variation, the abovementioned reports and a large scale mapping booklet of the Preferred Route Corridors may be inspected on the Council's website at www.donegalcoco.ie/services/planning/ from Friday the 19th of February to Friday the 19th of March 2021 inclusive.

Hard copies of the Proposed Variation and this document are available by post upon request without charge. Please contact the Central Planning Unit at **074 9153900** or email tentcdpvariation@donegalcoco.ie to request said documents. Hard Copies of the other abovementioned documents are also available by post upon payment of a fee (due to size of said documents).

Written submissions or observations with respect to the Proposed Variation and abovementioned Reports may be made to the planning authority in the following ways:

- By email to: tentcdpvariation@donegalcoco.ie

- By post addressed to: **TEN-T CDP Variation, Central Planning Unit, Donegal County Council, County House, Lifford, Co. Donegal, F93 Y622.**

The deadline for submissions is on or before **16:00hrs** on **Friday** the **19th of March** 2021.

Written submissions/observations made to the Planning Authority within the above period will be taken into consideration before the making of the variation.

Please note that submissions (redacted for privacy purposes) will be published on the Council's website in accordance with S.13(3A) of the above-noted Act.

6.0 Explanations for Specific Textual Changes in the Proposed Variation

Ref	Location in Plan	Type of Change	Explanation for Specific Textual Changes
1.	Part A Chapter 1 Introduction and Vision Section 1.7 Page 9	Insert new objective	S-O-11 Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that this is enshrined in, and supported by, a strategic objective of this nature.
2.	Part A, Chapter 2, Section 2A Core Strategy 2A.7 Page 23	Amend text	This part of the plan gives examples of projects which provide important onward and external strategic transport connections. The change replaces the existing references to individual sections of the TEN-T Priority Route Improvement Project, Donegal with a generic reference to the entire project as the project must be considered in its entirety consisting of all three sections.
3.	Part A, Chapter 2, Section 2A.10 Core Strategy Objectives Page 26 And Part A Chapter 2B Section 2B.3 Page 34	Amend text	CS-O-9 This change replaces the existing references to individual sections of the TEN-T Priority Route Improvement Project, Donegal with a generic reference to the entire project as the project must be considered in its entirety consisting of all three sections.
4.	Part B Chapter 5 Infrastructure 5.1.1 Background	Amend text	This change removes outdated historical text describing the stage at which the TEN-T Priority Route Improvement Project, Donegal was at when the development plan was originally made.

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	Page 77		
5.	Part B Chapter 5 Infrastructure 5.1.1 Background Page 77-78 (Located after text: <i>N14 Letterkenny to Lifford</i>)	Insert new table and amend text	<p>This change addresses deficiencies in the narrative around certain elements of the strategic road network:</p> <ul style="list-style-type: none"> • Emphasises that the N15 Ballybofey/Stranorlar to Lifford Road is a National Primary Road. • Adds text regarding the N3 Ballyshannon to Belleek National Primary road and its importance to the south east of the county. • Makes minor amendments to the text regarding regional roads to better align it with the regional roads shown in Map 5.1.2 • Replaces the footnote at the bottom of page 77 with a more accurate footnote which gives an overview of the TEN-T Network including the TEN-T Comprehensive Network which the N13, N14 and N15 form part of. • Replaces in part the existing Table 5.1 with a more user friendly/readable table namely Table 5.1A Strategic Road Network. • Adds the N3 National Road and certain regional roads to said Table 5.1A.
6.	Part B Chapter 5 Infrastructure 5.1.1 Background Page 77-78	Insert text	<p>This change provides an overview of the Project and the key benefits that will arise. This narrative is considered important in terms of informing the public on the key relevant issues and considerations:</p> <ul style="list-style-type: none"> • States what the 3 preferred route corridors are and clarifies that said corridors have been adopted by the Council (i.e. if the variation is adopted) and replaces the historic reserved route corridors previously identified in this plan. • Highlights the wide ranging benefits of the project • Highlights the strategic importance of the TEN-T Priority Route Improvement Project, Donegal by citing references to the upgrading of the national roads related to said project in the National Planning Framework, the National Development Plan and the Regional Spatial and Economic Strategy. • Stresses the importance of the project to the North West City Region and cross border connectivity.
7.	Part B Chapter 5 Infrastructure	Insert new table	<p>The existing Table 5.1 is difficult to follow. This change is intended to make the table more user-friendly:</p> <ul style="list-style-type: none"> • Replaces in part the existing Table 5.1 with a more user friendly/readable table

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	5.1.1 Background Page 78		namely Table 5.1B Proposed Transportation Improvement Projects.
8.	Part B Chapter 5, 5.1.2 Objectives Page 77-78 And Part A Chapter 2B 2B.3 Restatement of Narrative, Objectives and Policies of Direct Relevance to the Border Dimension	Amend objective	T-O-1 Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that: this is enshrined in a Transportation objective of this nature; and that the preferred route corridors are preserved and safeguarded against development that might prejudice the achievement of the Project. This change achieves these aims.
9.	Part B Chapter 5, 5.1.2 Objectives Page 77-78	Insert New Objective	T-O-1A Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that the Plan clarifies that priority shall be given to the Project in cases where conflicts may arise and that this is achieved by way of a transportation objective of this nature. This change achieves these aims.
10.	Part B Chapter 5 Infrastructure 5.1.2 Objectives Page 79	Amend objective	T-O-7 For clarification purposes, this change replaces the reference to Table 5.1 with a reference to the new Table 5.1B.

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11.	Part B Chapter 5 Infrastructure 5.1.2 Policies Page 79	Amend policy	<p>T-P-1: Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that: this is enshrined in a Transportation policy of this nature; that the preferred route corridors are preserved and safeguarded against development that might prejudice the achievement of the Project by a policy of this nature; and that affected zonings are amended to allow for the development of the project.</p> <p>These changes achieve these aims.</p>
12.	Part B Chapter 5 Infrastructure 5.1.3 Policies Page 82	Amend policy	<p>T-P-24 Policy T-P-24 as currently drafted protects historic railway corridors firstly for strategic infrastructure provision (such as rail/road/greenway projects) and, secondly, for recreational development. The TEN-T PRIP preferred route corridors will traverse historic railway corridors in a number of locations and may therefore compromise their utilisation in the manner set out in the Policy. Unchanged, the policy could result in the project being precluded by means of giving rise to a material contravention of the County Development Plan. Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that the Plan clarifies that priority shall be given to the Project in cases where such conflicts may arise.</p> <p>This change achieves these aims.</p>
13.	Part B Chapter 7 The Natural and Built Heritage 7.1.3 Policies Page 132	Amend policy	<p>NH-P-10 Policy NH-P-10 as currently drafted protects significant stands of existing trees/hedgerows/woodlands. The TEN-T PRIPD preferred route corridors pass through a number of areas of woodlands at different locations (which do not have statutory protection) and thus the TEN-T PRIPD may therefore require the removal of portions of such woodlands.</p> <p>Unchanged, the policy could result in the project being precluded by means of giving rise to a material contravention of the County Development Plan. Given the critical</p>

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			<p>strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that the Plan clarifies that priority shall be given to the Project in cases where such conflicts may arise, particularly as compensatory planting is likely to be possible.</p> <p>This change achieves these aims.</p>
14.	Part B Chapter 7 The Natural and Built Heritage 7.2.3 Policies Page 136	Amend policy	<p>BH-P-3 Policy BH-P-3 as currently drafted seeks to retain vernacular and/or historic structures. The TEN-T PRIPD Preferred Route Corridors contain a number of vernacular and/or historic buildings and thus the TEN-T PRIPD may therefore require the removal of such buildings which are not on the Record of Protected Structures.</p> <p>Unchanged, the policy could result in the project being precluded by means of giving rise to a material contravention of the County Development Plan. Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that the Plan clarifies that priority shall be given to the Project in cases where such conflicts may arise.</p> <p>Furthermore, as currently drafted the policy may be reasonably interpreted a referring to all vernacular and/or historic structures inclusive of structures on the Council's Record of Protected Structures (RPS). Given that policy specifically for the protection of RPS structures is already contained in Policy BH-P-1, it is considered appropriate that this opportunity is taken to clarify that Policy BH-P-3 does not apply to structures on the Council's RPS.</p>
15.	Part B Chapter 7 The Natural and Built Heritage 7.2.3 Policies Page 136	Amend policy	<p>BH-P-4 Policy BH-P-4 as currently drafted seeks to ensure the repair, re-use and appropriate refurbishment of vernacular and/or historic structures. The TEN-T PRIPD Preferred Route Corridors contain a number of vernacular and/or historic buildings and thus the TEN-T PRIPD may therefore require the removal of such buildings which are not on the Record of Protected Structures.</p> <p>Unchanged, the policy could result in the project being precluded by means of giving</p>

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			<p>rise to a material contravention of the County Development Plan. Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that the Plan clarifies that priority shall be given to the Project in cases where such conflicts may arise.</p> <p>Furthermore, as currently drafted the policy may be reasonably interpreted a referring to all vernacular and/or historic structures inclusive of structures on the Council's Record of Protected Structures (RPS). Given that policy specifically for the protection of RPS structures is already contained in Policy BH-P-1, it is considered appropriate that this opportunity is taken to clarify that Policy BH-P-4 does not apply to structures on the Council's RPS.</p>
16.	Part B Chapter 7 The Natural and Built Heritage 7.2.3 Policies Page 136	Amend policy	<p>BH-P-5 Policy BH-P-5 as currently drafted seeks to protect and preserve vernacular and/or historic industrial and maritime heritage buildings. The TEN-T PRIPD Preferred Route Corridors contains at least one such structure and thus the TEN-T PRIPD may therefore require the removal of such buildings which are not on the Record of Protected Structures.</p> <p>Unchanged, the policy could result in the project being precluded by means of giving rise to a material contravention of the County Development Plan. Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that the Plan clarifies that priority shall be given to the Project in cases where such conflicts may arise.</p> <p>Furthermore, as currently drafted the policy may be reasonably interpreted a referring to all vernacular and/or historic industrial and maritime buildings inclusive of structures on the Council's Record of Protected Structures (RPS). Given that policy specifically for the protection of RPS structures is already contained in Policy BH-P-1, it is considered appropriate that this opportunity is taken to clarify that Policy BH-P-5 does not apply to structures on the Council's RPS.</p>
17.	Part B Chapter 7	Amend policy	<p>AH-P-1 Policy AH-P-1 as currently drafted includes protecting and enhancing the settings of</p>

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	The Natural and Built Heritage 7.3.3 Policies Page 138		archaeological monuments. The TEN-T PRIPD may impact on such settings. Unchanged, the policy could result in the project being precluded by means of giving rise to a material contravention of the County Development Plan. Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that the Plan clarifies that priority shall be given to the Project in cases where such conflicts may arise, particularly as such issues will be considered in detail at the project level inclusive of the EIA process. .
18.	Part B Chapter 7 The Natural and Built Heritage 7.3.3 Policies Page 139	Amend policy	AH-P-3 Policy AH-P-3 as currently drafted includes protecting the settings of and views from National Monuments and Recorded Monuments. The TEN-T PRIPD may impact on such views and settings. Unchanged, the policy could result in the project being precluded by means of giving rise to a material contravention of the County Development Plan. Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that the Plan clarifies that priority shall be given to the Project in cases where such conflicts may arise, particularly as such issues will be considered in detail at the project level inclusive of the EIA process.
19.	Part B Chapter 7 The Natural and Built Heritage 7.3.3 Policies Page 139	Amend policy	AH-P-4 Policy AH-P-4 as currently drafted includes protecting the settings of any unrecorded archaeological object or site. The TEN-T PRIPD may impact on such settings. Unchanged, the policy could result in the project being precluded by means of giving rise to a material contravention of the County Development Plan. Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that the Plan clarifies that priority shall be given to the Project in cases where such conflicts may arise, particularly as such issues will be considered in detail at the project level inclusive of the EIA process.
20.	Part B Chapter 7 The Natural and Built	Amend policy	AH-P-5 Policy AH-P-5 as currently drafted includes protecting the settings of archaeological sites which have been identified subsequent to the publication of the Record of

Ref	Location in Plan	Type of Change	Explanation for Specific Textual Changes
	Heritage 7.3.3 Policies Page 139		Monuments and Places. The TEN-T PRIPD may impact on such settings. Unchanged, the policy could result in the project being precluded by means of giving rise to a material contravention of the County Development Plan. Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that the Plan clarifies that priority shall be given to the Project in cases where such conflicts may arise, particularly as such issues will be considered in detail at the project level inclusive of the EIA process.
21.	Part B Chapter 9 Tourism 9.2 Objectives Page 157	Amend objective	TOU-O-11 As currently drafted, Objective TOU-O-11 seeks the protection and enhancement of all built and historical heritage as an important element of the County's tourism product. Left unchanged, the generality of this Objective would be inconsistent with the revised approach to the built heritage as set out in Items 14, 15 and 16 above. In turn, the unchanged policy could result in the TEN-T project being precluded by means of giving rise to a material contravention of the County Development Plan. Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that the Plan clarifies that priority shall be given to the Project in cases where such conflicts may arise.
22.	Part B Chapter 10 The Marine Resource and Coastal Management 10.3 Policies Page 168	Amend policy	MRCM-P-7 Certain parts of the TEN-T PRIPD preferred route corridors will traverse areas at risk from coastal flooding. As currently drafted, this policy may be misinterpreted as preventing development in areas at risk from coastal flooding in all circumstances, whereas the the flooding policies of the plan in fact require compliance with 'The Planning System and Flood Risk Management - Guidelines for Planning Authorities', November 2009, DoEHLG which in turn allows development to proceed in areas at risk from coastal flooding in certain circumstances. This change ensures that the TEN-T Priority Route Improvement Project, Donegal will not be precluded by said policy.

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23.	Part C Chapter 12 Letterkenny Table 12.2 Zoning Objectives in relation to Letterkenny Page 5	Insert New Zoning Objective as new row in table.	<p>TEN-T PRIPD/Established Development</p> <p>The TEN-T PRIPD preferred route corridors will traverse areas currently zoned Established Development whose associated zoning objective does not currently provide for the TEN-T PRIPD. Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that the Plan's zoning regime allows for the TEN-T PRIPD.</p> <p>Therefore, as part of the variation Map 12.1 B Letterkenny Land Use Zoning Map will be amended to provide a new zoning which provides for both the TEN-T PRIPD and those uses currently permissible in the Established Development Zoning. This change provides the associated zoning objective for said new zoning.</p>
24.	Part C Chapter 12 Letterkenny Table 12.2 Zoning Objectives in relation to Letterkenny Page 5	Insert New Zoning Objective as new row in table.	<p>TEN-T PRIPD/Strategic Residential Reserve</p> <p>The TEN-T PRIPD preferred route corridors will traverse areas currently zoned Strategic Residential Reserve whose associated zoning objective does not currently provide for the TEN-T PRIPD. Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that the Plan's zoning regime allows for the TEN-T PRIPD.</p> <p>Therefore, as part of the variation Map 12.1 B Letterkenny Land Use Zoning Map will be amended to provide a new zoning which provides for both the TEN-T PRIPD and those uses currently permissible in the Residential Reserve Zoning. This change provides the associated zoning objective for said new zoning.</p>
25.	Part C Chapter 12 Letterkenny Table 12.2 Zoning Objectives in relation to Letterkenny Page 5	Insert New Zoning Objective as new row in table.	<p>TEN-T PRIPD/General Employment</p> <p>The TEN-T PRIPD preferred route corridors will traverse areas currently zoned General Employment whose associated zoning objective does not currently provide for the TEN-T PRIPD. Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that the Plan's zoning regime allows for the TEN-T PRIPD.</p> <p>Therefore, as part of the variation Map 12.1 B Letterkenny Land Use Zoning Map will be amended to provide a new zoning which provides for both the TEN-T PRIPD and those uses currently permissible in the General Employment Zoning. This change</p>

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			provides the associated zoning objective for said new zoning.
26.	Part C Chapter 12 Letterkenny Table 12.2 Zoning Objectives in relation to Letterkenny Page 5	Insert New Zoning Objective as new row in table.	<p>TEN-T PRIPD/Open Space The TEN-T PRIPD preferred route corridors will traverse areas currently zoned Open Space whose associated zoning objective does not currently provide for the TEN-T PRIPD. Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that the Plan's zoning regime allows for the TEN-T PRIPD.</p> <p>Therefore, as part of the variation Map 12.1 B Letterkenny Land Use Zoning Map will be amended to provide a new zoning which provides for both the TEN-T PRIPD and those uses currently permissible in the Open Space Zoning. This change provides the associated zoning objective for said new zoning.</p>
27.	Part C Chapter 12 12.4.1.2 Page 32	Amend policy LK- TP-4	<p>Policy LK-TP-4 as currently drafted provides that railway lines within the Letterkenny plan area shall remain free from development for possible future re-instatement within the national rail network. The TEN-T PRIPD Section 2 preferred route corridor passes over an intact part of the old Letterkenny to Strabane Railway line. Adjacent sections of this line are, however, compromised. Unchanged, the policy could result in the project being precluded by means of giving rise to a material contravention of the County Development Plan. Given the critical strategic importance of the project for Donegal and the wider North-West, and given the broader circumstances of the railway line as outlined above, it is considered important and appropriate that the Plan clarifies that priority shall be given to the Project in cases where such conflicts may arise.</p> <p>This change achieves these aims.</p>

Ref	Location in Plan	Type of Change	Explanation for Specific Textual Changes
28.	Part C Chapter 15 Settlement Frameworks Table 15.2 Land Use Zoning Objectives related to Settlement Framework Maps Page 95	Insert New Zoning Objective as last row of table	<p>TEN-T PRIPD/Amenity The TEN-T PRIPD preferred route corridors will traverse areas currently zoned Amenity in Lifford and whose associated zoning objective does not currently provide for the TEN-T PRIPD. Given the critical strategic importance of the project for Donegal and the wider North-West it is considered important and appropriate that the Plan's zoning regime allows for the TEN-T PRIPD.</p> <p>As part of the variation Map 15.2 Lifford will be amended to provide a new zoning which provides for both the TEN-T PRIPD and those uses currently permissible in the Amenity Zoning. This change provides the associated zoning objective for said new zoning.</p>
29.	Part C Chapter 15 Settlement Frameworks Table 15.2 Land Use Zoning Objectives related to Settlement Framework Maps Page 95	Insert New Zoning Objective	<p>TEN- T PRIPD/Established Development TEN-T PRIPD preferred route corridors will traverse areas zoned Established Development in the Seven Strategic Towns Local Area Plan (LAP), the effective planning policy document in place for Ballybofey/Stranorlar in advance of the adoption of the Proposed Variation. The said current LAP zoning objective does not currently provide for the TEN-T PRIPD.</p> <p>As part of the variation, Map 15.2 Ballybofey/Stranorlar Settlement Framework Map will be amended to provide a new zoning which provides for both the TEN-T PRIPD and those uses currently permissible in the LAP Established Development Zoning. This change provides the associated zoning objective for said new zoning.</p>
30.	Part C Chapter 15 Settlement Frameworks Table 15.2 Land Use Zoning Objectives related to Settlement Framework Maps Page 95	Insert New Zoning Objective	<p>TEN-T PRIPD/Opportunity Site TEN-T PRIPD preferred route corridors will traverse areas zoned Opportunity Site in the Seven Strategic Towns Local Area Plan (LAP), the effective planning policy document in place for Ballybofey/Stranorlar in advance of the adoption of the Proposed Variation. The said current LAP zoning objective does not currently provide for the TEN-T PRIPD.</p> <p>As part of the variation, Map 15.2 Ballybofey/Stranorlar Settlement Framework Map will be amended to provide a new zoning which provides for both the TEN-T PRIPD and those uses currently permissible in the LAP Opportunity Site Zoning. This change</p>

Ref	Location in Plan	Type of Change	Explanation for Specific Textual Changes
			provides the associated zoning objective for said new zoning.
31.	Part C Chapter 15 Settlement Frameworks Table 15.2 Land Use Zoning Objectives related to Settlement Framework Maps Page 95	Insert New Zoning Objective	<p>TEN-T PRIPD/Local Environment TEN-T PRIPD preferred route corridors will traverse areas zoned Local Environment in the Seven Strategic Towns Local Area Plan (LAP), the effective planning policy document in place for Ballybofey/Stranorlar in advance of the adoption of the Proposed Variation. The said current LAP zoning objective does not currently provide for the TEN-T PRIPD.</p> <p>As part of the variation, Map 15.2 Ballybofey/Stranorlar Settlement Framework Map will be amended to provide a new zoning which provides for both the TEN-T PRIPD and those uses currently permissible in the LAP Local Environment Zoning. This change provides the associated zoning objective for said new zoning.</p>
32.	Part C Chapter 15 Settlement Frameworks Table 15.2 Land Use Zoning Objectives related to Settlement Framework Maps Page 95	Insert New Zoning Objective	<p>TEN-T PRIPD/Recreation & Amenity TEN-T PRIPD preferred route corridors will traverse areas zoned Recreation and Amenity in the Seven Strategic Towns Local Area Plan (LAP), the effective planning policy document in place for Ballybofey/Stranorlar in advance of the adoption of the Proposed Variation. The said current LAP zoning objective does not currently provide for the TEN-T PRIPD.</p> <p>As part of the variation, Map 15.2 Ballybofey/Stranorlar Settlement Framework Map will be amended to provide a new zoning which provides for both the TEN-T PRIPD and those uses currently permissible in the LAP Recreation and Amenity Zoning. This change provides the associated zoning objective for said new zoning.</p>
33.	Part C Chapter 15 Settlement Frameworks Table 15.2 Land Use Zoning Objectives related to Settlement Framework Maps	Insert New Zoning Objective	<p>TEN-T PRIPD/Strategic Residential Reserve TEN-T PRIPD preferred route corridors will traverse areas zoned Strategic Residential Reserve in the Seven Strategic Towns Local Area Plan (LAP), the effective planning policy document in place for Ballybofey/Stranorlar in advance of the adoption of the Proposed Variation. The said current LAP zoning objective does not currently provide for the TEN-T PRIPD.</p> <p>As part of the variation, Map 15.2 Ballybofey/Stranorlar Settlement Framework Map will</p>

Ref	Location in Plan	Type of Change	Explanation for Specific Textual Changes
	Page 95		be amended to provide a new zoning which provides for both the TEN-T PRIPD and those uses currently permissible in the LAP Strategic Residential Reserve Zoning. This change provides the associated zoning objective for said new zoning.

7.0 Explanation for Specific Mapping Changes in the Proposed Variation

Ref	Map Ref	Title	Type of Change	Explanation for Specific Mapping Changes
1.	2.1	Core Strategy Schematic Map	New Map	A new map is required which: <ol style="list-style-type: none"> Shows the R241 from Moville heading northeast. Shows the Regional Road Network between Carrigans to Rossgier.
2.	5.1.1	TEN-T Network	New Map	A new map is required which: <ol style="list-style-type: none"> Places the red dot identifier for Letterkenny in the correct location. Changes the title of the map to 'Existing TEN-T Network'.
3.	5.1.2	Strategic Road Network	New Map	A new map is required which: <ol style="list-style-type: none"> Shows the R241 from Moville heading northeast. Shows the Regional Road Network between Carrigans to Rossgier. Adds road numbers to each of the strategic roads to facilitate identification.
4.	5.1.4	TEN-T Priority Route Improvement Project, Donegal Section 3 - N14 Manorcunningham to Lifford/Strabane/A5 Link.	New Map	A new map is required which: <ol style="list-style-type: none"> Shows the new TEN-T Priority Route Improvement Project, Donegal Section 3 N14 Manorcunningham to Lifford/Strabane/A5 Link preferred route corridor. Has the following title: TEN-T Priority Route Improvement Project, Donegal Section 3 - N14 Manorcunningham to Lifford/Strabane/A5 Link. Changes the label 'Routes and Corridors' to 'Preferred Route Corridor Mapped for Reservation'.
5.	5.1.5	TEN-T Priority Route Improvement Project, Donegal Section 1 - N15/N13 Ballybofey/Stranorlar Urban Region.	New Map	A new map is required which: <ol style="list-style-type: none"> Shows the new TEN-T Priority Route Improvement Project, Donegal Section 1 – N15/N13 Ballybofey/Stranorlar urban region preferred route corridor Has the following title: TEN-T Priority Route Improvement Project, Donegal Section 1 - N15/N13 Ballybofey/Stranorlar Urban Region. Changes the label 'Routes and Corridors' to 'Preferred Route Corridor Mapped for Reservation'.
6.	5.1.6	TEN-T Priority Route Improvement Project, Donegal Section 2 - N56/N13 Letterkenny to Manorcunningham	New Map	A new map is required which: <ol style="list-style-type: none"> Shows the new TEN-T Priority Route Improvement Project, Donegal Section 2 - N56/N13 – Letterkenny to Manorcunningham preferred route corridor. Has the following title: TEN-T Priority Route Improvement Project, Donegal Section 2 - N56/N13 Letterkenny to Manorcunningham. Changes the label 'Routes and Corridors' to 'Preferred Route Corridor

Ref	Map Ref	Title	Type of Change	Explanation for Specific Mapping Changes
				Mapped for Reservation'.
4.	7.1.1	Scenic Amenity	New Map	A new map is required which changes the label to read National Roads .
5.	12.1B	Letterkenny Land Use Zoning Map	New Map	A new map is required which: <ol style="list-style-type: none"> 1. Removes the old N56 Letterkenny Relief Road Corridor 2. Removes the Junction Reserve box over the River Swilly along the route of the old N56 Letterkenny Relief Road Corridor. 3. Inserts the new TEN-T Priority Route Improvement Project, Donegal Section 2 - N56/N13 Letterkenny to Manorcunningham preferred route corridor. 4. Inserts a new TEN-T Priority Route Improvement Project, Donegal – Preferred Route Corridor label. 5. Adds the following new zonings and associated labels: <ul style="list-style-type: none"> ○ TEN-T PRIPD/Established Development ○ TEN-T PRIPD/Strategic Residential Reserve ○ TEN-T PRIPD/General Employment ○ TEN-T PRIPD/Open Space
6.	12.3	Letterkenny Transport Map	Mapping amendment	A new map is required which: <ol style="list-style-type: none"> 1. Removes the old Ten T network route corridor coloured dark blue. 2. Removes the Junction and Bridge Reserve box over the River Swilly along the route of the old Ten T network route corridor coloured dark blue. 3. Inserts the new TEN-T Priority Route Improvement Project, Donegal Section 2 - N56/N13 Letterkenny to Manorcunningham preferred route corridor. 4. Removes the 'Ten T Network' label in the legend and replaces it with label entitled TEN-T Priority Route Improvement Project, Donegal Section 2 - N56/N13 Letterkenny to Manorcunningham preferred route corridor. 5. Adjusts the extent of the developer led link roads in the vicinity of said preferred route corridor.
7.	15.2	Ballybofey-Stranorlar	Mapping amendment	A new map is required which: <ol style="list-style-type: none"> 1. Removes the old N13-N15 Ballybofey/Stranorlar Bypass route corridor/Road Reservation. 2. Inserts the full extent of the new TEN-T Priority Route Improvement Project,

Ref	Map Ref	Title	Type of Change	Explanation for Specific Mapping Changes
				<p>Donegal Section 1 - N15/N13 Ballybofey/Stranorlar.Urban Region preferred route corridor.</p> <p>3. Changes the 'Road Reservation label' in the map legend to 'TEN-T Priority Route Improvement Project, Donegal - Preferred Route Corridor'.</p> <p>4. Adds the following new zonings and associated labels:</p> <ul style="list-style-type: none"> ○ TEN-T PRIPD/Local Environment ○ TEN-T PRIPD/Recreation & Amenity ○ TEN-T PRIPD/Strategic Residential Reserve ○ TEN-T PRIPD/Opportunity Site ○ TEN-T PRIPD/Established Development
8.	15.17	Lifford	Mapping amendment	<p>A new map is required which:</p> <p>1. Removes the old N14 Letterkenny to Lifford route corridor labelled as Infrastructure/Utilities</p> <p>2. Inserts the full extent of the new TEN-T Priority Route Improvement Project, Donegal Section 3 - N14 Manorcunningham to Lifford/Strabane/A5 Link preferred route corridor.</p> <p>3. Replaces the Infrastructure/Utilities label in the map legend with TEN-T Priority Route Improvement Project, Donegal – Preferred Route Corridor.</p> <p>4. Removes the amenity buffer.</p> <p>5. Adds the following new zoning: TEN-T PRIPD/Amenity.</p>

8.0 Illustration of Mapping Changes in the Proposed Variation



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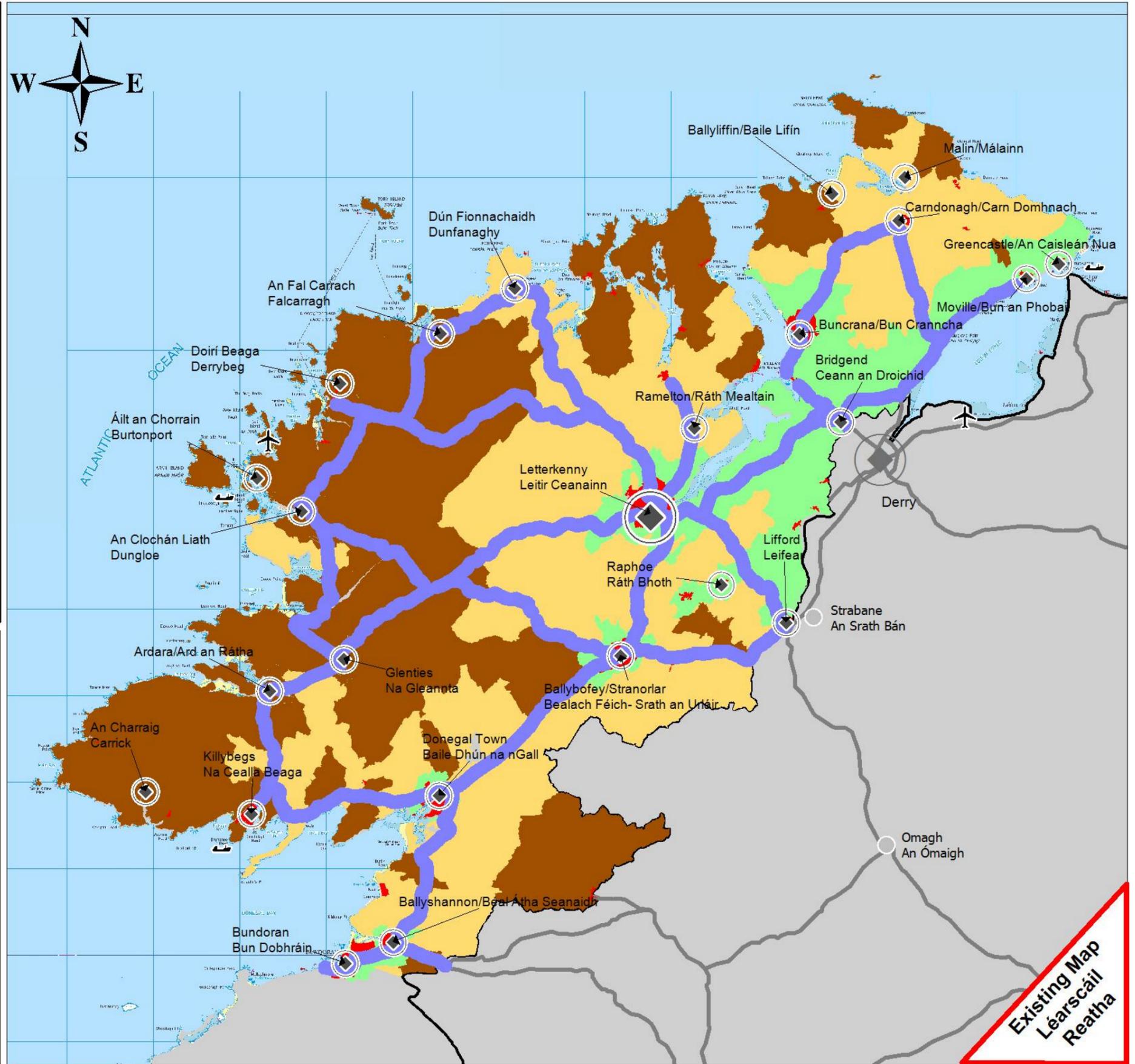
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Contae Dhún na nGall
2018 – 2024**

Map 2.1 / Léarscáil 2.1

**Core Strategy
Schematic Map
Scéimléarscáil
Croístraitéise**

Legend

- Strategic Towns
Bailte Straitéiseacha
- Letterkenny/Derry
Leitir Ceanainn/Doire
- Urban Area/Limistéir Uirbeacha
- Structurally Weak Rural Areas
Ceantair Thuaithe atá Lag go Struchtúrach
- Areas Under Strong Urban Influence
Ceantair Faoi Thionchar Láidir Uirbeach
- Stronger Rural Areas
Ceantair Thuaithe Níos Láidre
- Strategic routes/Bealaí Straitéiseacha
- Ports/Calafoirt
- Airports/Aerfoirt



**Existing Map
Léarscáil
Reatha**



County Donegal Development Plan 2018 – 2024

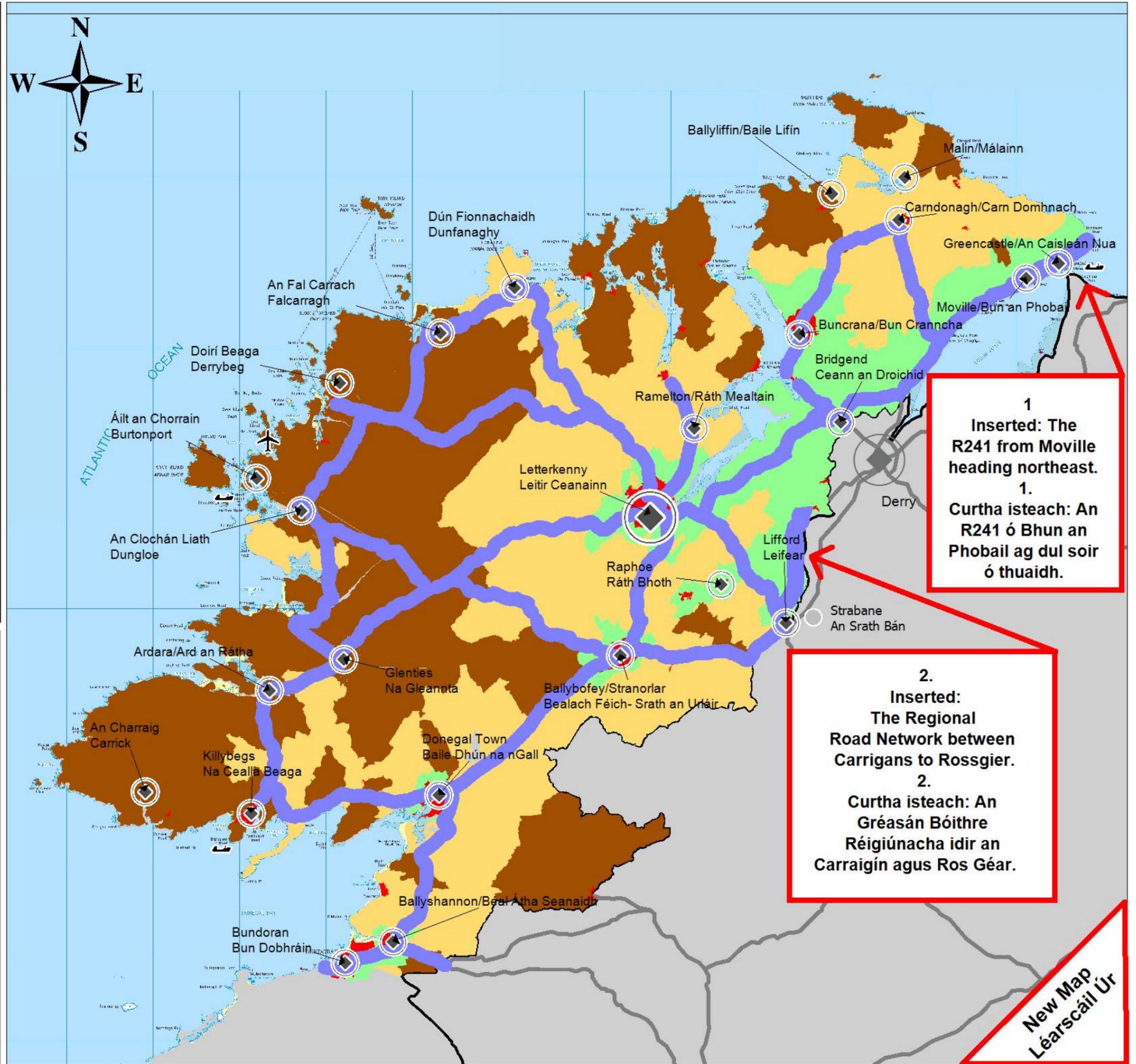
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Map 2.1 / Léarscáil 2.1

Core Strategy Schematic Map Scéimléarscáil Croístraitéise

Legend

- Strategic Towns
Bailte Straitéiseacha
- Letterkenny/Derry
Leitir Ceanainn/Doire
- Urban Area/Limistéir Uirbeacha
- Structurally Weak Rural Areas
Ceantair Thuaithe atá Lag go Struchtúrach
- Areas Under Strong Urban Influence
Ceantair Faoi Thionchar Láidir Uirbeach
- Stronger Rural Areas
Ceantair Thuaithe Níos Láidre
- Strategic routes/Bealaí Straitéiseacha
- Ports/Calafoirt
- Airports/Aerfoirt



1
 Inserted: The R241 from Moville heading northeast.
1.
 Curtha isteach: An R241 ó Bhun an Phobail ag dul soir ó thuaidh.

2.
 Inserted: The Regional Road Network between Carrigans to Rossgier.
2.
 Curtha isteach: An Gréasán Bóithre Réigiúnacha idir an Carraigin agus Ros Géar.

**New Map
Léarscáil Úr**

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 Comhairle Contae Dhún na nGall, 2018.
 To be read in conjunction with relevant accompanying text contained in the front section of this appendix as well as other relevant objectives & policies of the CDP.
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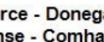


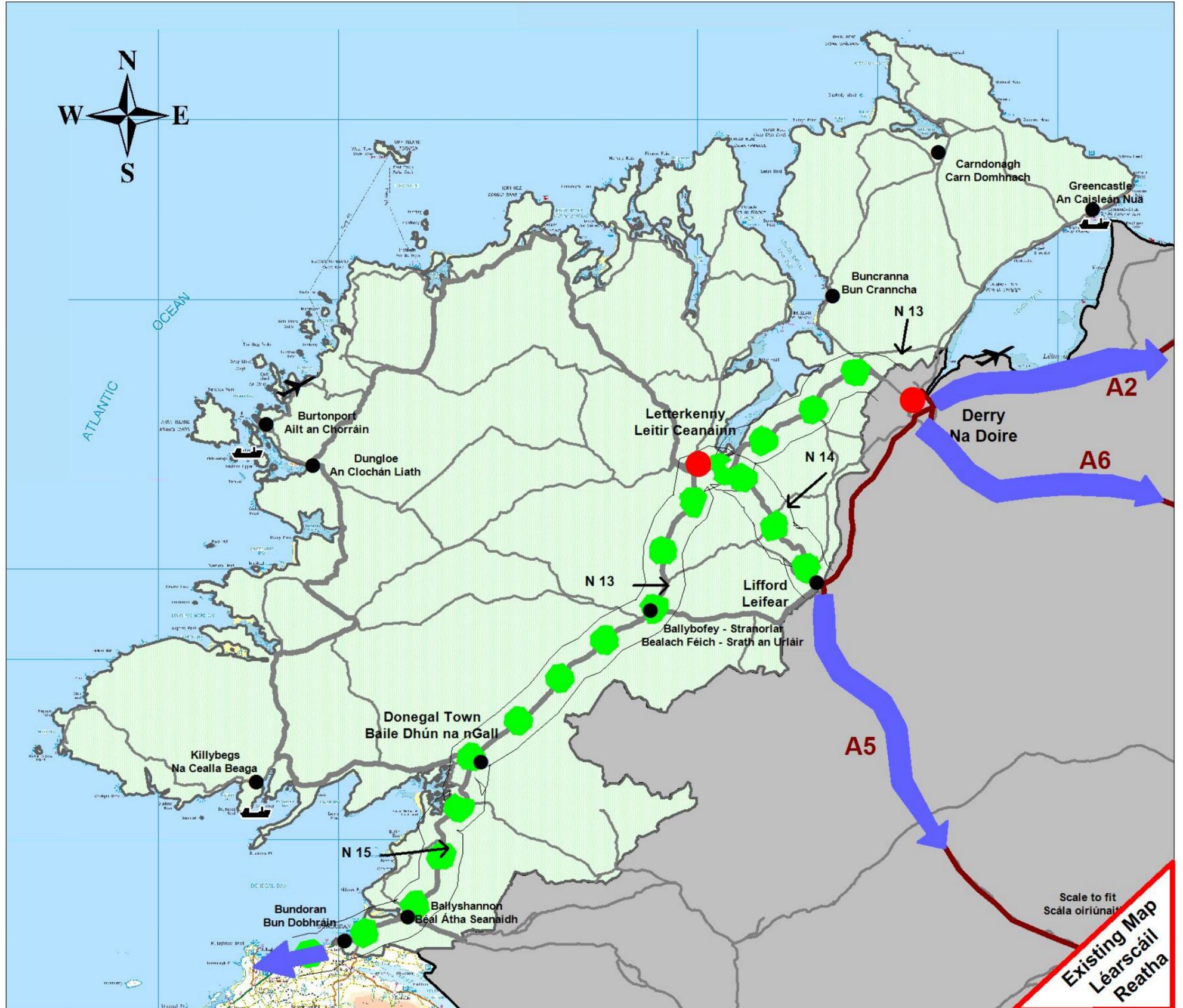
County Donegal Development Plan 2018 - 2024 Plean Forbartha Contae Dhún na nGall 2018 - 2024

Map 5.1.1 Léarscáil 5.1.1

Existing Ten T Network Deích T Líonra

Legend

-  TEN T Network
-  TEN T Líonra
-  Connection to National Strategic Road Network
Nasc le National Gréasán Bóithre Straitéiseacha.
-  Road Network/Gréasán Bóithre
-  National Primary/Príomhnóithre Náisiúnta
-  National Secondary/Bóithre Náisiúnta
-  Regional/Bóithre Réigiúnacha



Scale to fit
Scála oiriúnait
**Existing Map
Léarscáil
Reatha**

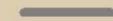


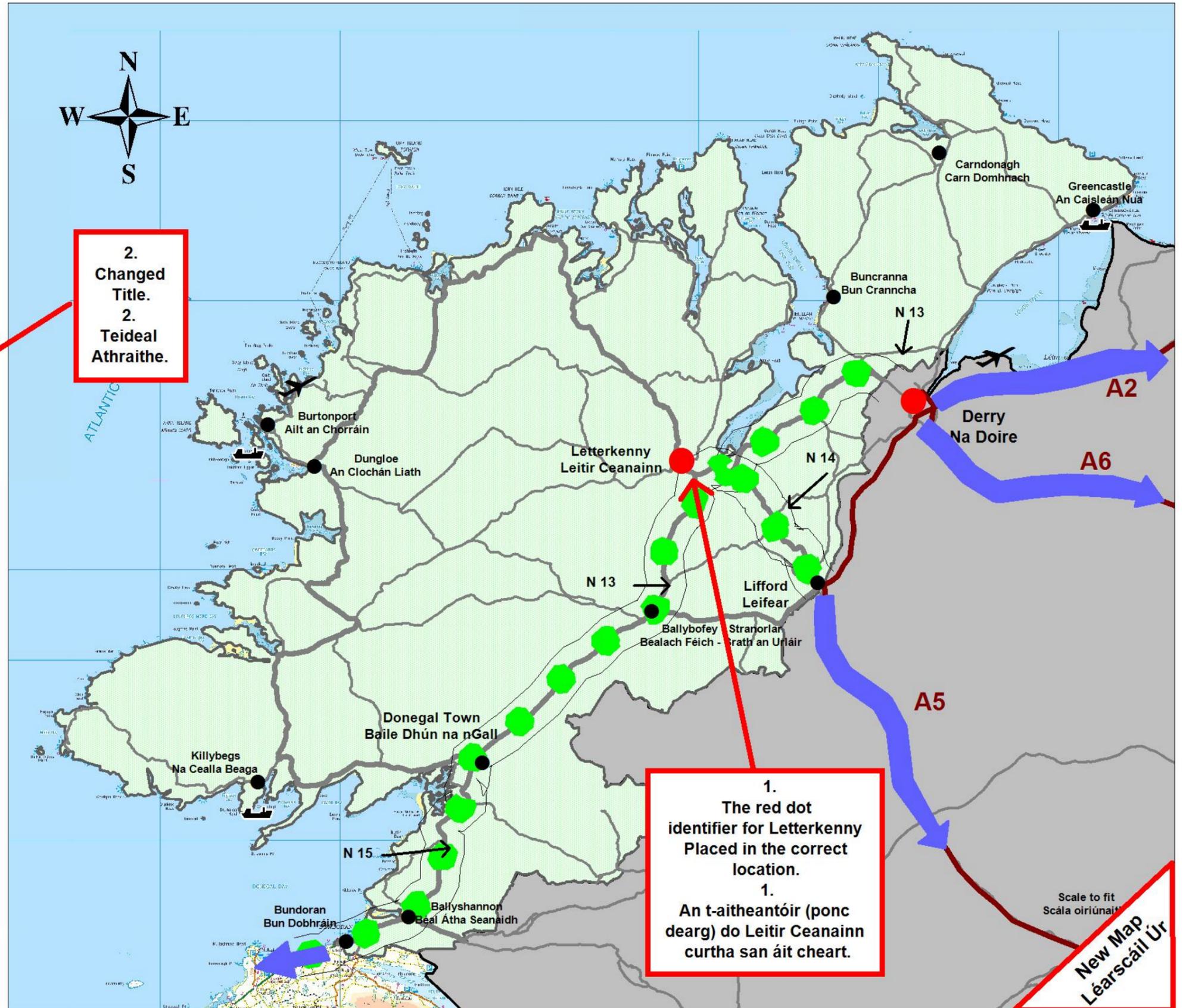
**County Donegal
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2018 - 2024
Plean Forbartha
Contae Dhún na nGall
2018 - 2024**

**Map 5.1.1
Léarscáil 5.1.1**

**Existing
TEN-T Network
Reatha TEN-T
Líonra**

Legend

-  Existing TEN-T Network
Reatha TEN-T Líonra
-  Connection to National
Strategic Road Network
Nasc le National Gréasán
Bóithre Straitéiseacha.
- Road Network/Gréasán Bóithre**
 -  National Primary/Príomhbóithre Náisiúnta
 -  National Secondary/Bóithre Náisiúnta
 -  Regional/Bóithre Réigiúnacha



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**New Map
Léarscáil Úr**

County Donegal Development Plan 2018 - 2024

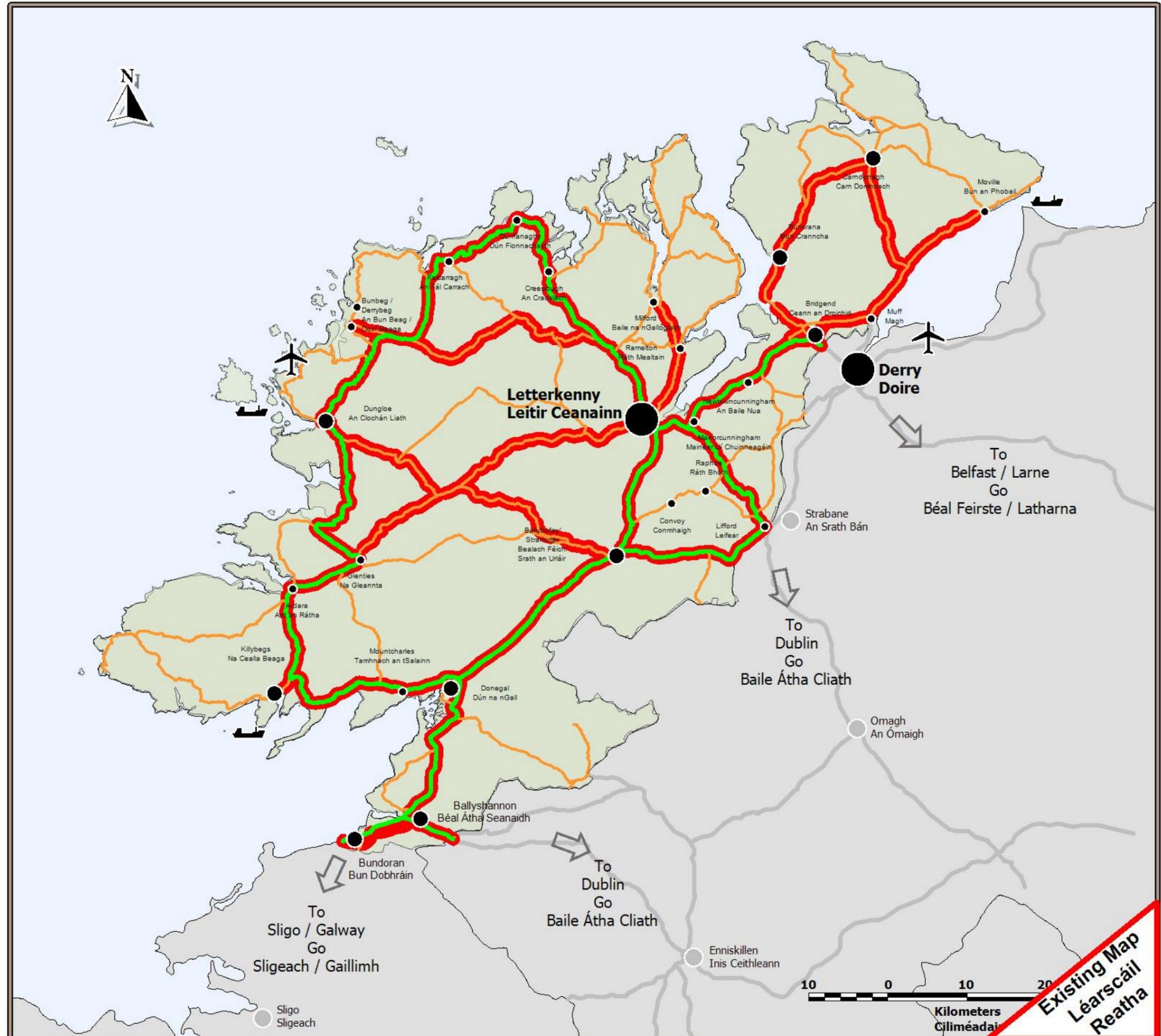
Plean Forbartha Contae Dhún na nGall 2018 - 2024

Map 5.1.2 / Léarscáil 5.1.2

Strategic Transport Network
Líonra Iompair Sraitéiseach

Legend

- █ Strategic Road Network
Gréasán Bóithre Straitéiseach
- █ National Roads
Bóithre Náisiúnta
- █ Regional Roads
Bóithre Réigiúnacha
- Airports
Aerfort
- Fishing Ports
Calafort lascaireachta



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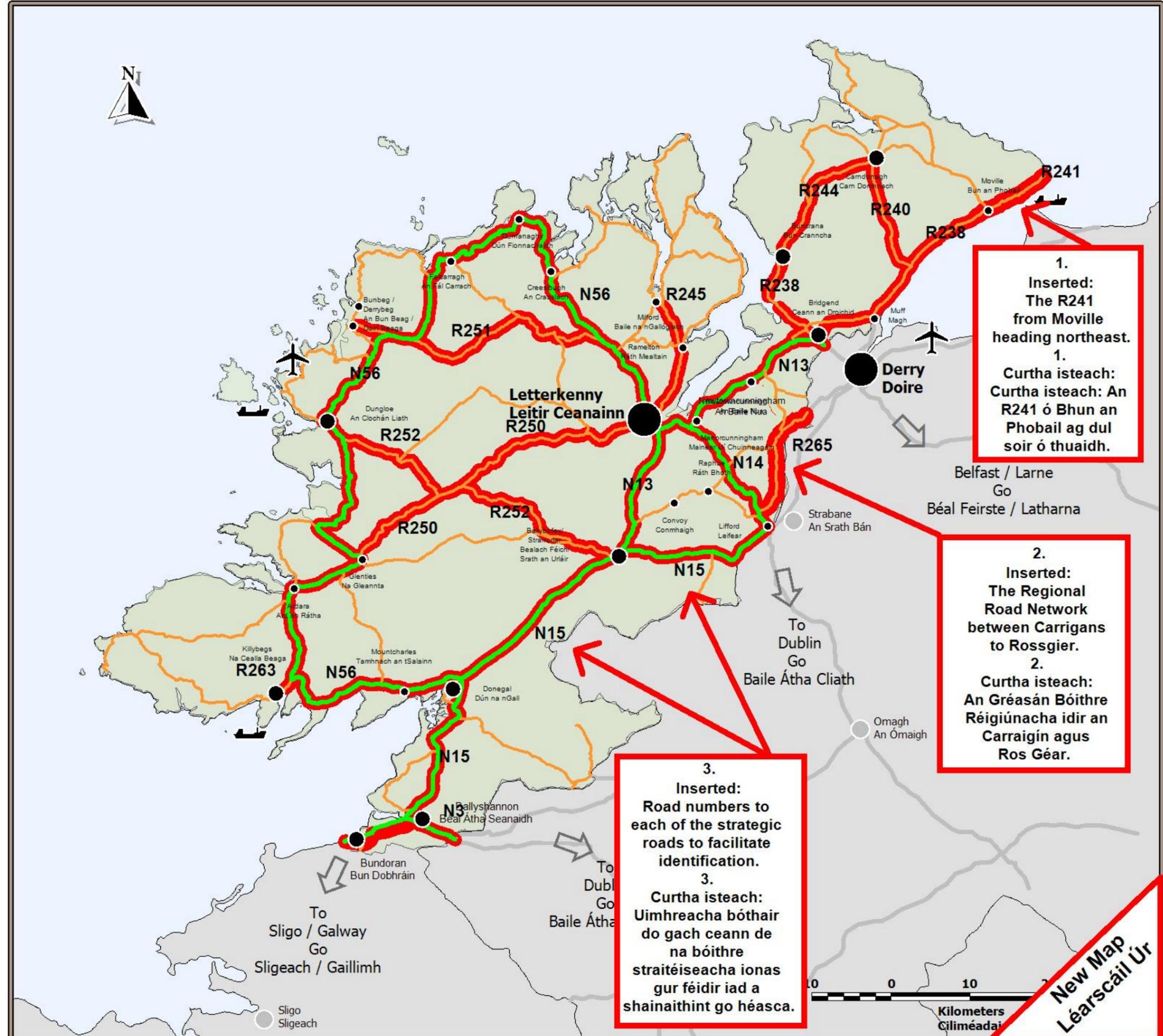
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County Donegal Development Plan 2018 - 2024
Plean Forbartha Contae Dhún na nGall 2018 - 2024

Map 5.1.2 / Léarscáil 5.1.2
Strategic Transport Network
Líonra Iompair Straitéiseach

Legend

- Strategic Road Network**
Gréasán Bóithre Straitéiseacha
- National Roads**
Bóithre Náisiúnta
- Regional Roads**
Bóithre Réigiúnacha
- Airports**
Aerfort
- Fishing Ports**
Calafort Iascaireachta



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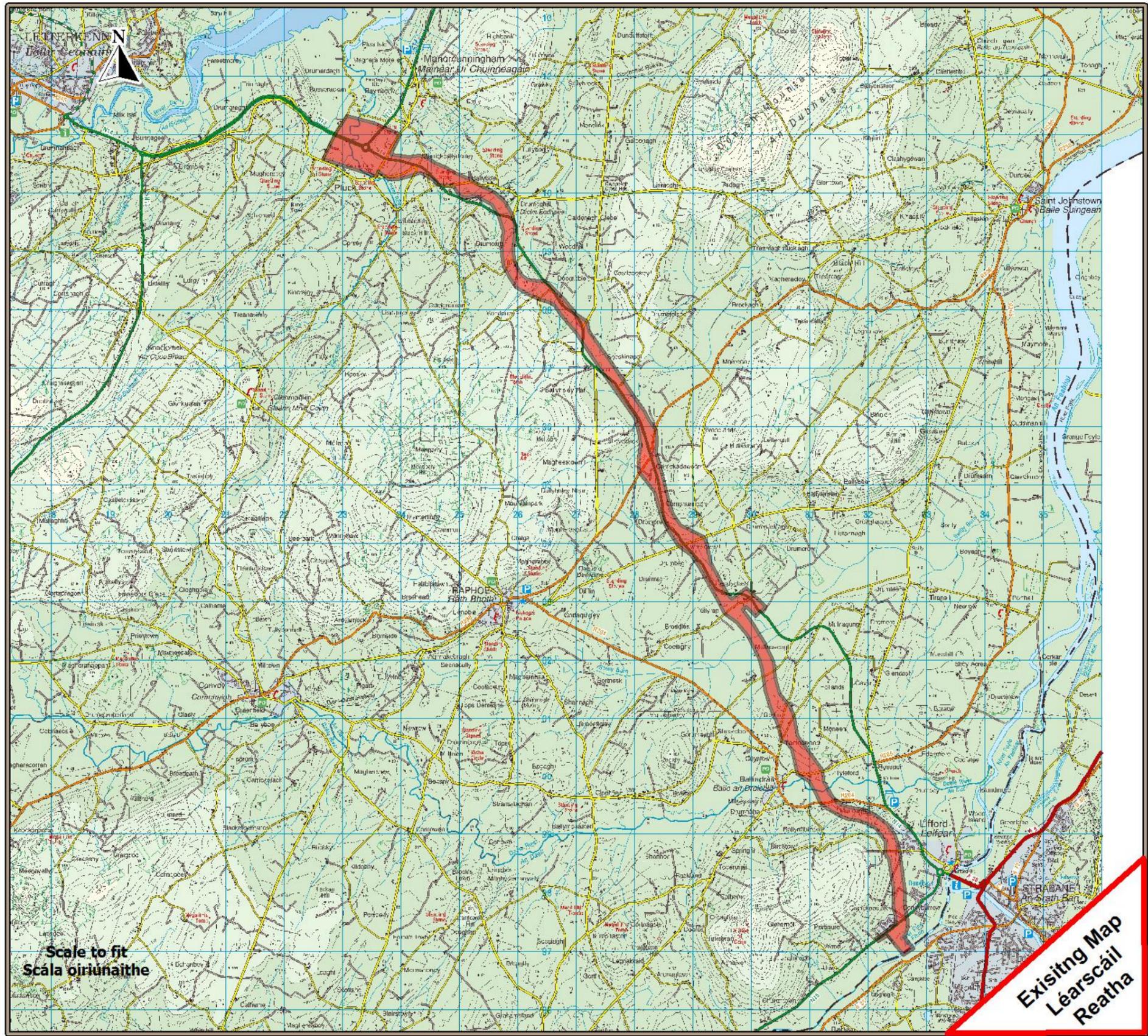
County Donegal Development Plan 2018 - 2024

Plean Forbartha Contae Dhún na nGall 2018 - 2024

Map 5.1.4 Léarscáil 5.1.4

N14 Letterkenny to Lifford
N14 Leitir Ceanainn go Leifear

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



Scale to fit
Scála oiriúnaithe

Existing Map
Léarscáil
Reatha

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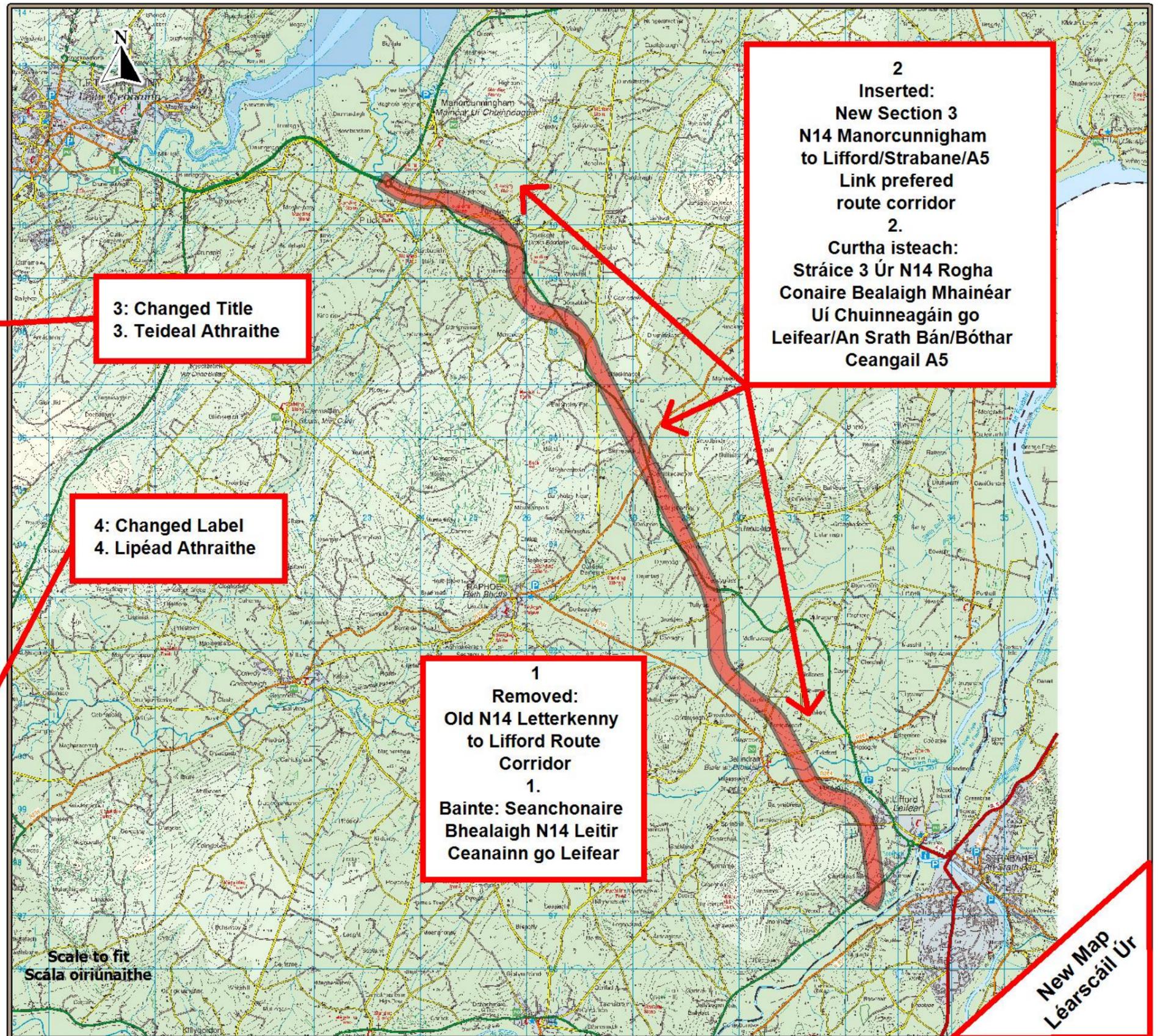
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Map 5.1.4
Léarscáil 5.1.4

TEN-T Priority Route Improvement Project, Donegal
Tionscadal Feabhsúcháin Bhealach Tosaíochta, Dún na nGall, TEN-T

Section 3 – N14 Manorcunningham to Lifford / Strabane / A5 Link
Stráice 3 – N14 Mainéar Uí Chuinneagáin go Leifear/Srath Bán/Bóthar Ceangail A5

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



2
Inserted:
New Section 3
N14 Manorcunningham
to Lifford/Strabane/A5
Link preferred
route corridor
2.
Curtha isteach:
Stráice 3 Úr N14 Rogha
Conaire Bealaigh Mhainéar
Uí Chuinneagáin go
Leifear/An Srath Bán/Bóthar
Ceangail A5

3: Changed Title
3. Teideal Athraithe

4: Changed Label
4. Lipéad Athraithe

1
Removed:
Old N14 Letterkenny
to Lifford Route
Corridor
1.
Bainte: Seanchonaire
Bhealaigh N14 Leitir
Ceanainn go Leifear

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

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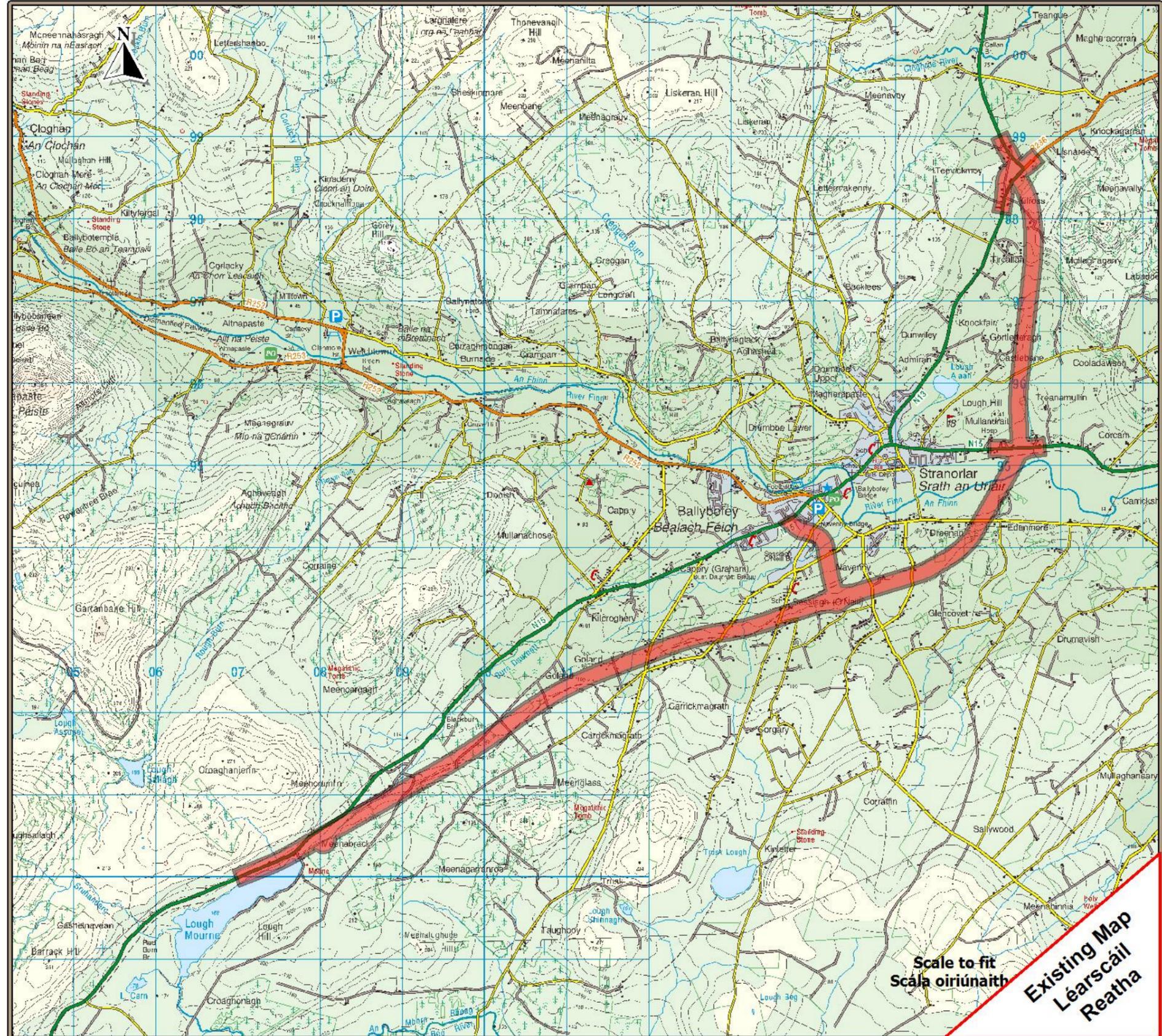
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County Donegal Development Plan 2018 - 2024
Plean Forbartha Contae Dhún na nGall 2018 - 2024

Map 5.1.5
Léarscáil 5.1.5

N13-N15 Ballybofey Stranorlar Bypass
N13-N15 Seachbhóthar Bhealach Féich Shrath an Urláir

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

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

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 Comhairle Contae Dhún na nGall, 2018.

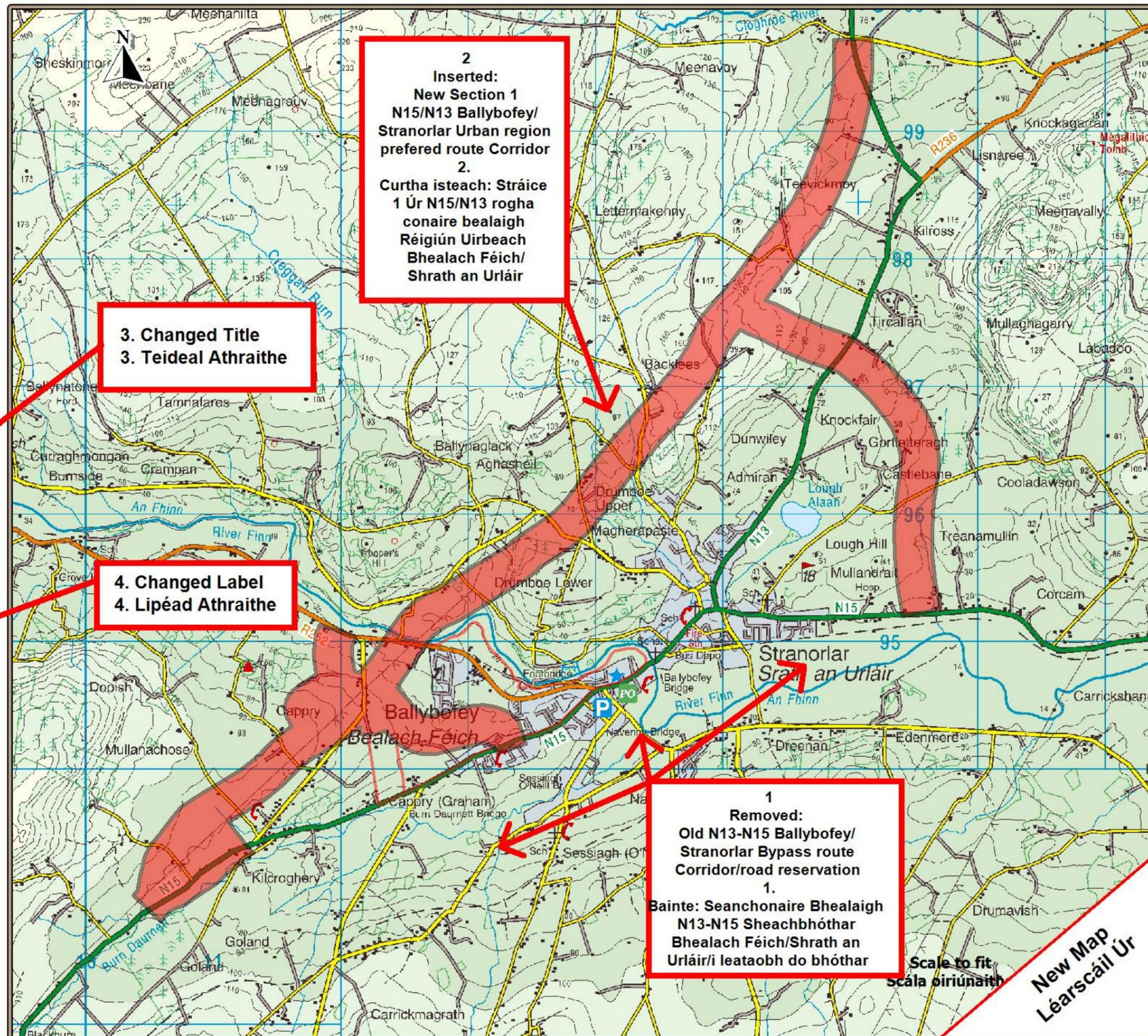
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County Donegal Development Plan 2018 - 2024
Plean Forbartha Contae Dhún na nGall 2018 - 2024

Map 5.1.5 Léarscáil 5.1.5
TEN-T Priority Route Improvement Project, Donegal
Tionscadal Feabhsúcháin Bhealach Tosaíochta, Dún na nGall, TEN-T

Section 1 - N15/N13 Ballybofey / Stranorlar Urban Region
Stráice 1 - Réigiún Uirbeach N15 / N13 Bealach Féich / Srath an Urláir

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



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

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County Donegal Development Plan 2018 - 2024

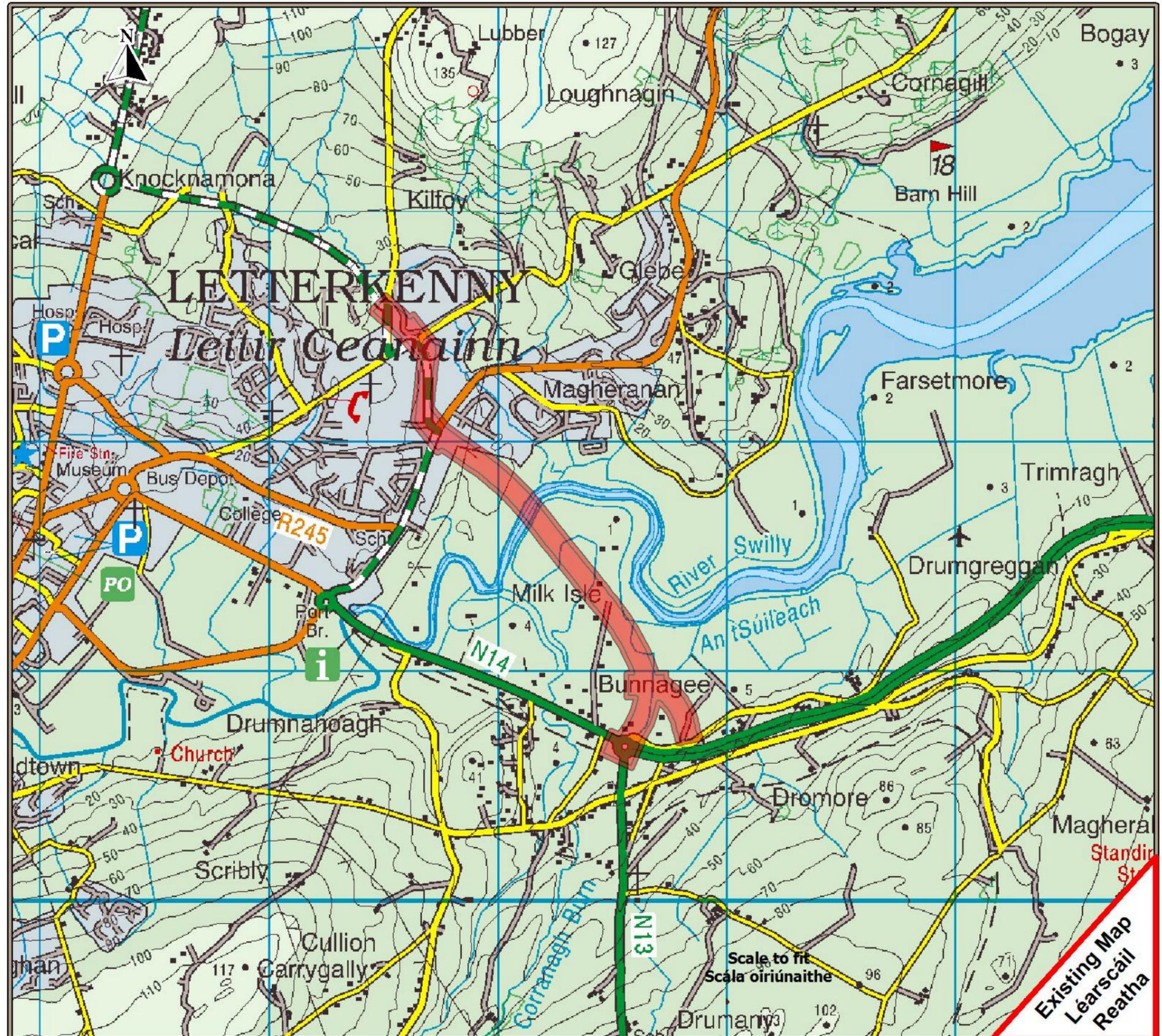
Plean Forbartha Contae Dhún na nGall 2018 - 2024

Map 5.1.6 Léarscáil 5.1.6

N56 letterkenny Relief Road

N56 Bóthar Faoisimh Leitir Ceanainn

Routes & Corridors Mapped for Reservation
Bealaí agus Slíte Léarscáilthe d'Fhorchoimeád



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

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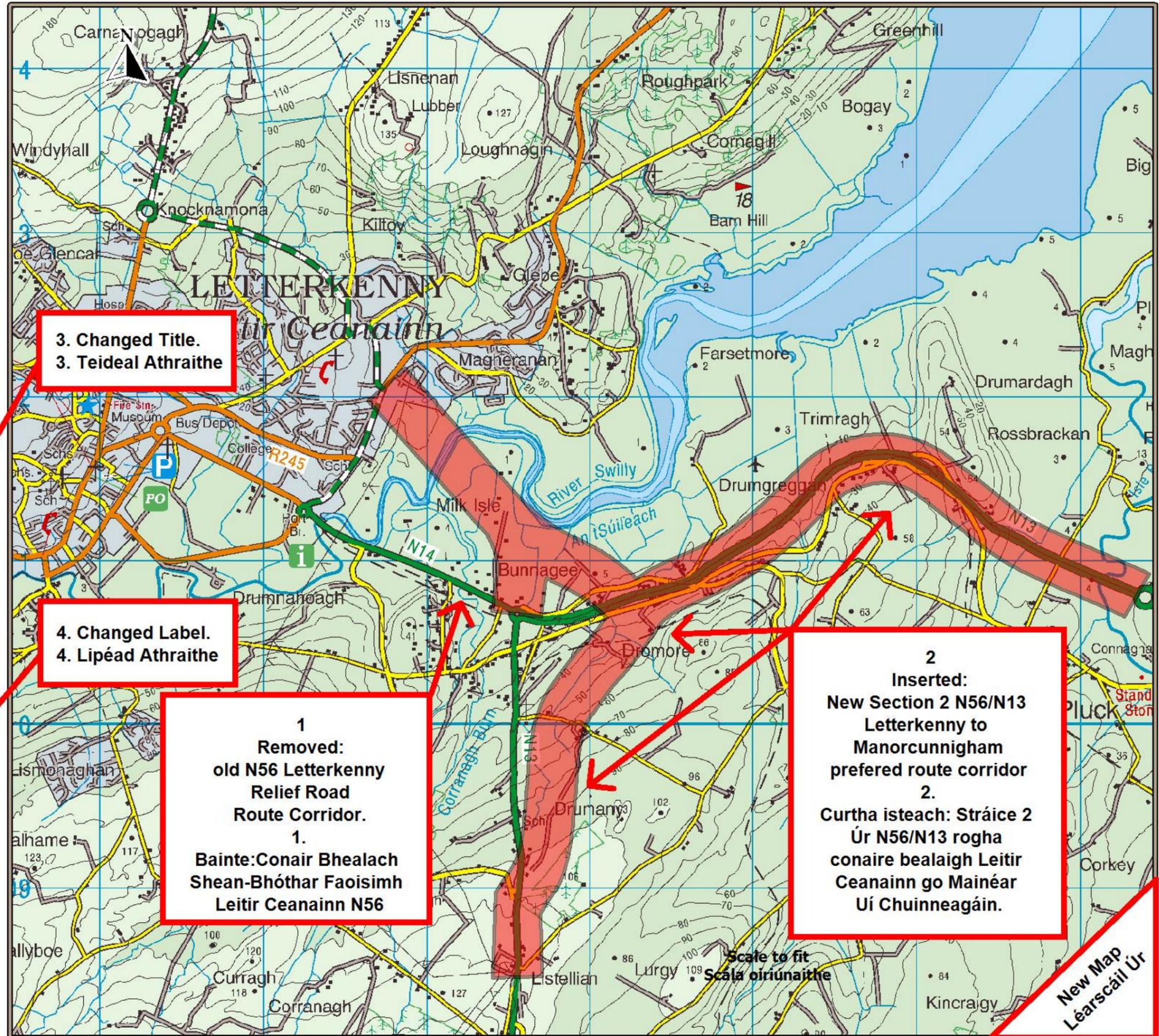
County Donegal Development Plan 2018 - 2024
Plean Forbartha Contae Dhún na nGall 2018 - 2024

Map 5.1.6
Léarscáil 5.1.6

TEN-T Priority Route Improvement Project, Donegal
Tionscadal Feabhsúcháin Bhealach Tosaíochta, Dún na nGall, TEN-T

Section 2 – N56/N13
Letterkenny to Manorcunningham
Stráice 2 – N56/N13
Leitir Ceanainn go Mainéar Uí Chuinneagáin

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



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

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**County Donegal
Development Plan
2018 - 2024**

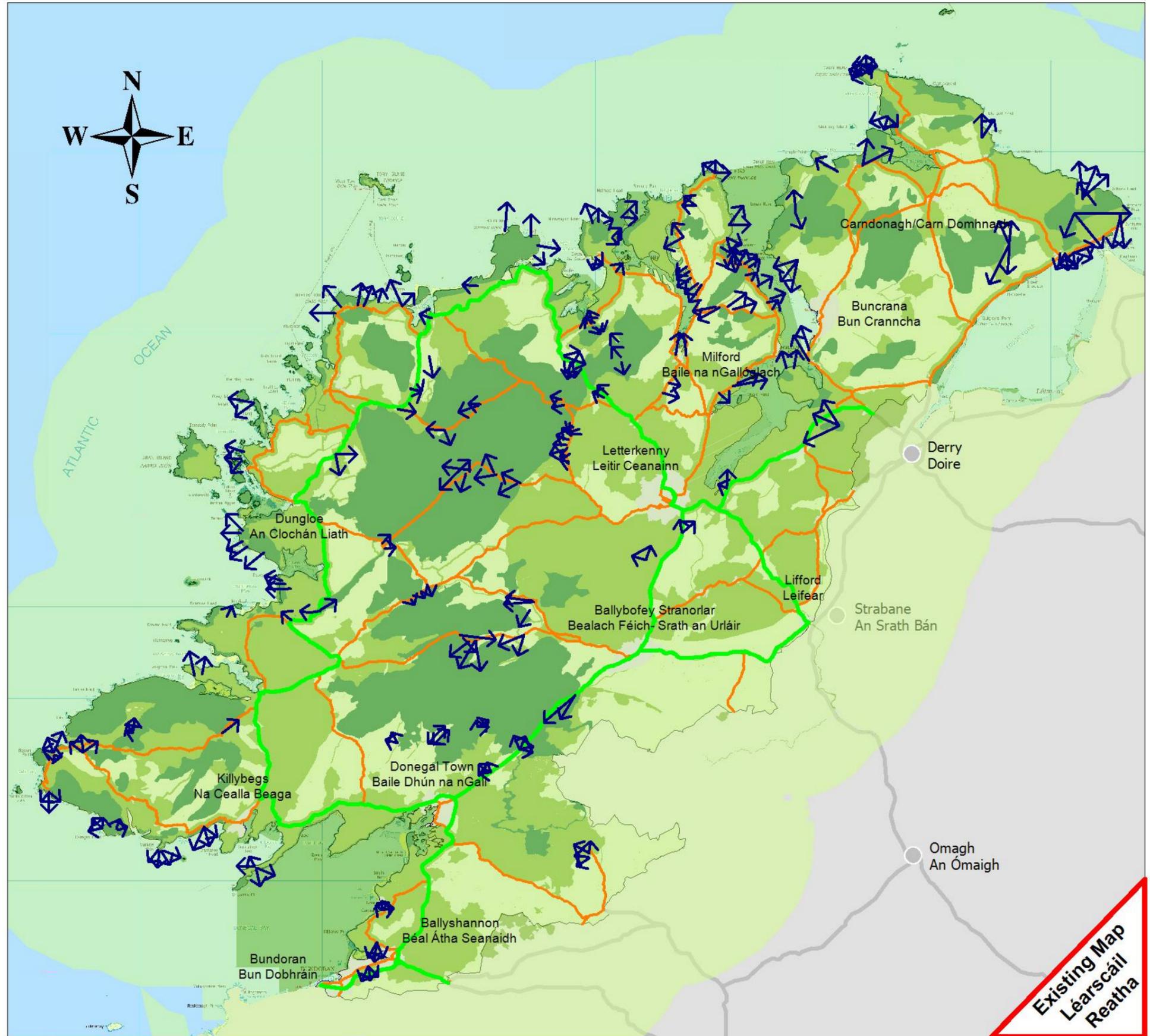
**Plean Forbartha
Contae Dhún na nGall
2018 - 2024**

**Map 7.1.1
Scenic Amenity**

**Léarscáil 7.1.1
Conláiste Scéimhe**

Legend

- Areas of Especially High Scenic Amenity (EHSA) **Limistéar Conláiste Go hÁairithe Ardscéimh**
- Areas of High Scenic Amenity (HSA) **Limistéar Conláiste Ardscéimhe**
- Areas of Moderate Scenic Amenity (MSA) **Limistéar Conláiste Measartha Scéimhe**
- National Secondary/Bóithre Náisiúnta
- Regional Roads/Bóithre Réigiúnacha
- Views Radhairc**



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

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County Donegal Development Plan 2018 - 2024

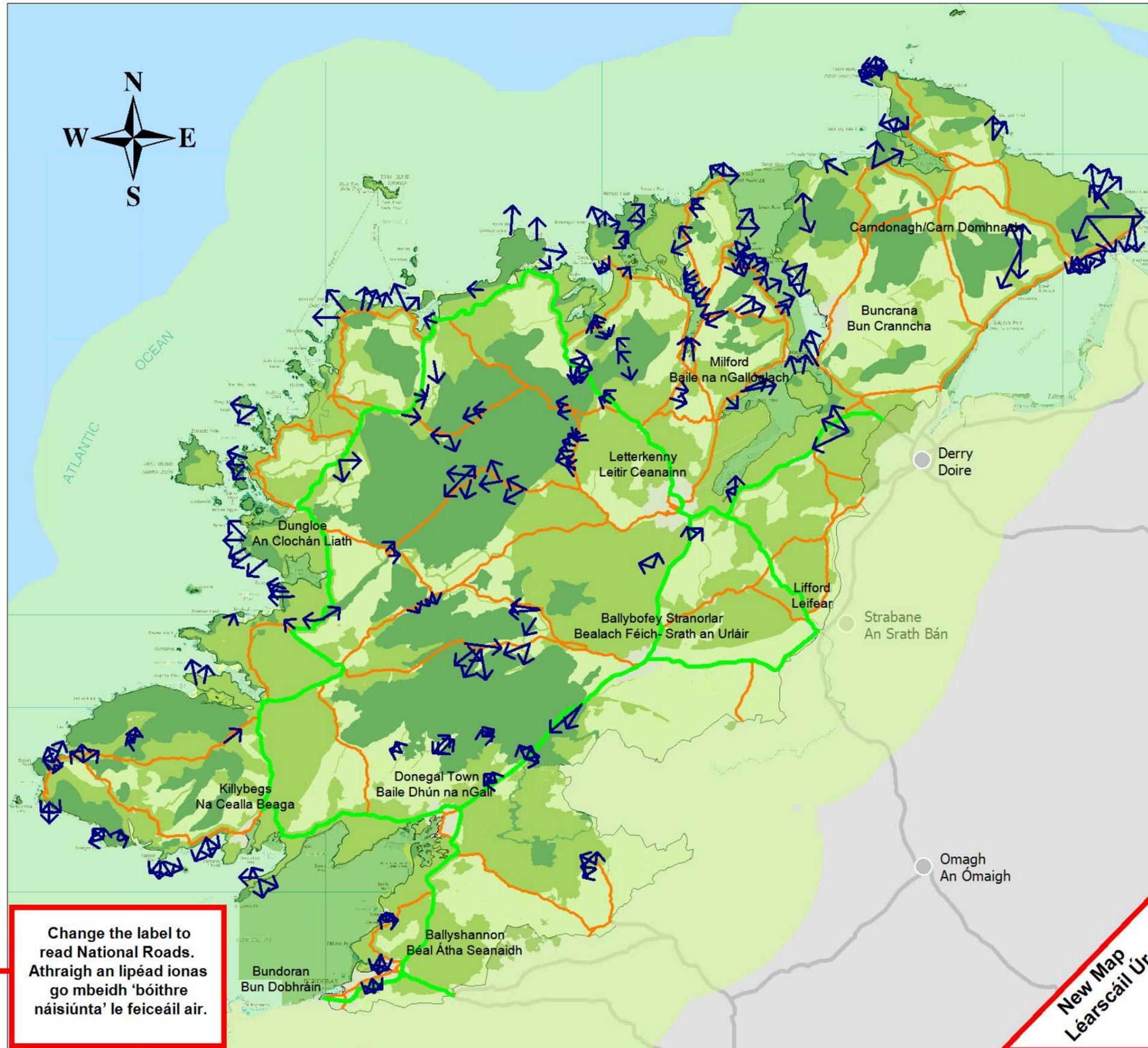
Plean Forbartha Contae Dhún na nGall 2018 - 2024

Map 7.1.1 Scenic Amenity

Léarscáil 7.1.1 Conláiste Scéimhe

Legend

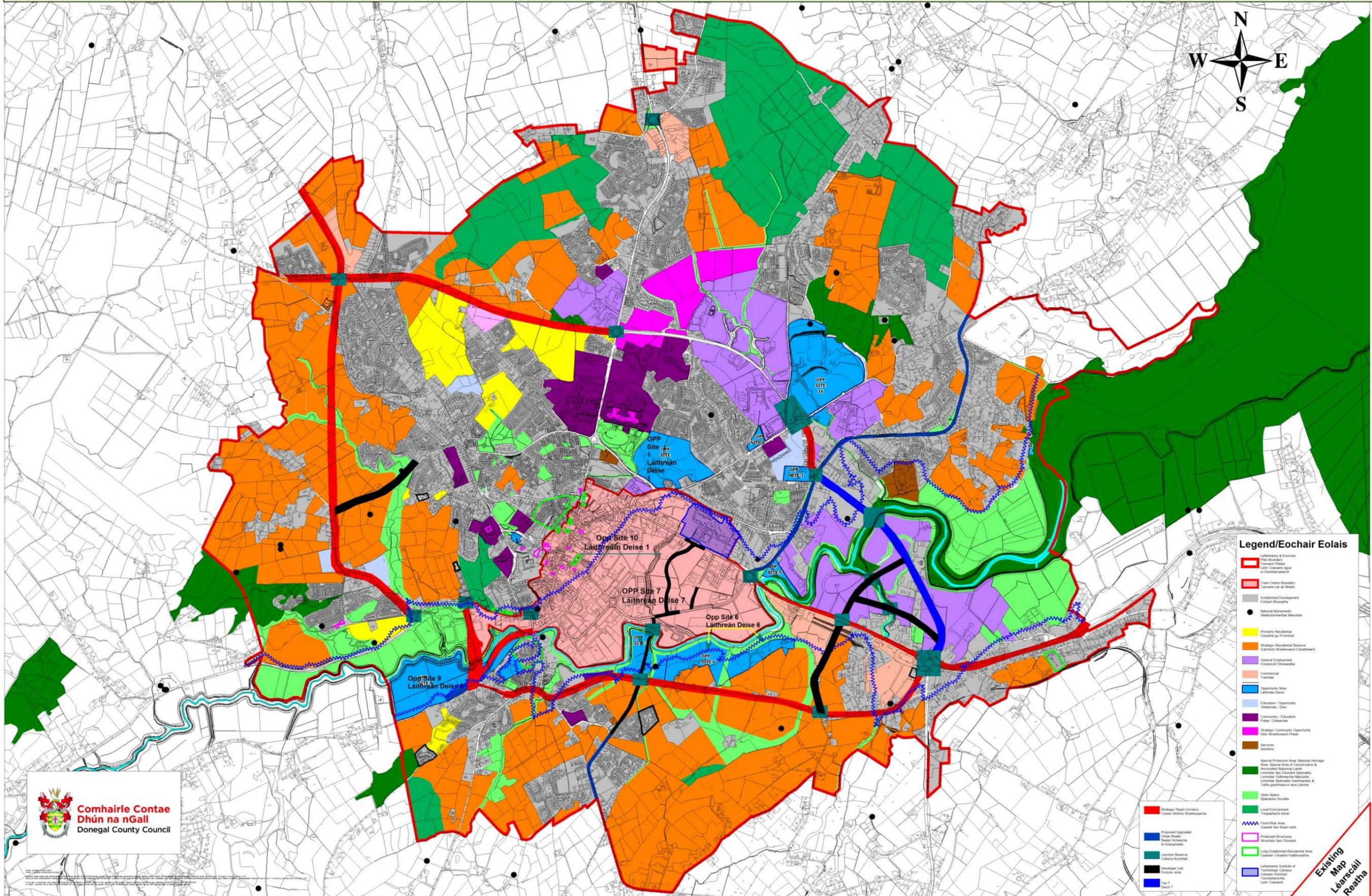
- Areas of Especially High Scenic Amenity (EHSA) **Limistéar Conláiste Go hÁairithe Ardscéimh**
- Areas of High Scenic Amenity (HSA) **Limistéar Conláiste Ardscéimhe**
- Areas of Moderate Scenic Amenity (MSA) **Limistéar Conláiste Measartha Scéimhe**
- National Roads/Bóithre Náisiúnta
- Regional Roads/Bóithre Réigiúnacha
- Views **Radhairc**



Change the label to read National Roads. Athraigh an lipéad ionas go mbeidh 'bóithre náisiúnta' le feiceáil air.

New Map Léarscáil Úr

County Donegal Development Plan 2018 - 2024
 Map 12.1 B Letterkenny Land Use Zoning Map
 Plean Forbartha Contae Dhún na nGall 2018 - 2024
 Léarscáil 12.1B: Críosú Úsáide Talún Leitir Ceanainn



Existing Map Léarscáil Reatha

County Donegal Development Plan 2018 - 2024
Map 12.1 B Letterkenny Land Use Zoning Map
Plean Forbartha Contae Dhún na nGall 2018 - 2024
Léarscáil 12.1B: Críosú Úsáide Talún Leitir Ceanainn



2. Removed Junction Reserve Box.
2. Bainte: Bosca Forchoimeáda Achomhail

3. Inserted New Section 2 - N56/N13 Letterkenny to Manorcunnigham preferred route corridor.
3. Curtha isteach: Stráice 2 Úr N56/N13 rogha conaire bealaigh Leitir Ceanainn go Mainéar Uí Chuinneagáin.

5. Added the following new Zonings
TEN-T PRIPD/Established Development
TEN-T PRIPD/Strategic Residential Reserve
TEN-T PRIPD/General Employment
TEN-T PRIPD/Open Space
5. Na críosuithe úra seo a leanas curtha isteach:
TFBTD TEN-T/Forbairt Sheanbhunaithe
TFBTD TEN-T/Forchoimeád Straitéiseach Cónaithe
TFBTD TEN-T/Fostaíocht Ghinearálta
TFBTD TEN-T/Spás Oscailte

1. Removed: Old N56 Letterkenny Relief Road Corridor.
1. Bainte: Conair Sean-Bhóthar Faoisimh Leitir Ceanainn N56

4. Changed Label
4. Lipéad athraithe.



Legend

- Town Centre Boundary
Teorainn Lár an Bhaile
- Established Development
Forbairt Bhunaithe
- National Monuments
Seádhomharthaí Náisiúnta
- Primarily Residential
Cónaithe go Príomhúil
- Strategic Residential Reserve
Cúlchiste Straitéiseach Cónaitheach
- General Employment
Fostaíocht Ghinearálta
- Commercial
Tráchtáil
- Opportunity Site
Láithreán Deise
- Education Opportunity
Oideachas / Deis
- Community Education
Pobal / Oideachas
- Strategic Community Opportunity
Deis Straitéiseach Pobail
- Services
Seirbhísí
- Area, Special Area of Conservation & Associated Adjoining Lands
Limistéar faoi Chosaint Speisialta, Limistéar Oidhreacht Náisiúnta, Limistéar Speisialta Caomhantais & Talte gaolmhara in aice Láimhe
- Open Space
Spásanna Oscailte
- Local Environment
Timpeallacht Aitúil
- Flood Risk Area
Ceantar faoi bhaol tuille
- Protected Structures
Struchtúir faoi Chosaint
- Long Established Residential
Ceantair Cónaithe Fadhbhunaithe
- Letterkenny Institute of Technology Campus
Campas Institiúid Teicneolaíochta Leitir Ceanainn
- Letterkenny & Environs
Plan Boundary
Teorainn Pheian
Leitir Ceanainn agus a Chomharsanacht
- Proposed Upgraded Urban Roads
Bealaí Urbheacha le hIascahráid
- Developer Led Forbróir stúir
- TEN-T Priority Route Improvement Project, Donegal - Preferred Route Corridor
Tionscadal Feabhsúcháin Bhealach Tosaíochta, Dún na nGall, TEN-T- Rogha Conaire Bealaigh
- TEN-T PRIPD/Established Development
TFBTD TEN-T/Forbairt Bhunaithe
- TEN-T PRIPD/General Employment
TFBTD TEN-T/Fostaíocht Ghinearálta
- TEN-T PRIPD/Open Space
TFBTD TEN-T/Spás Oscailte
- TEN-T PRIPD/Strategic Residential Reserve
TFBTD TEN-T/Cúlchiste Cónaithe Straitéiseach

New Map
Léarscáil Úr



County Donegal
Development Plan
2018 - 2024

Contae Dhún na nGall
Plean Forbartha
2018 - 2024

Layer 2A - Map 15.2
Sraith 2A - Learscail 15.2

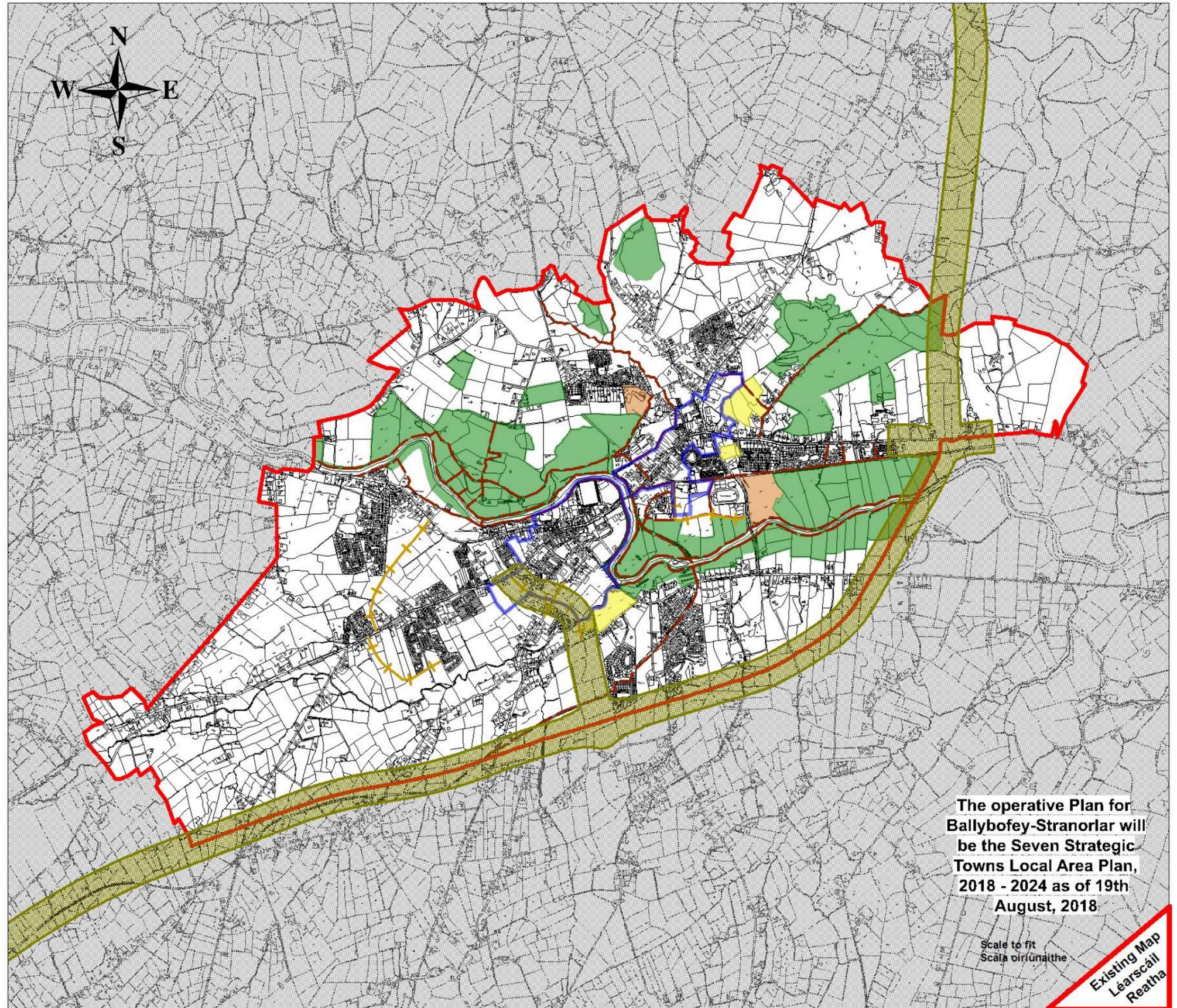
Ballybofey-Stranorlar
Bealach Féich-
Srath an Urláir

Settlement Framework
Creatlach Lonnaíochta

Legend

-  Settlement Envelopes
Imchluáigh Lonnaíochta
-  Town Centre
Lár an Bhaile
-  Residential
Cónaitheach
-  Education
Oideachas
-  Amenity Areas
Limistéir Thaitneamhachta
-  Road Linkages
Naisc Bhóithre
-  Pedestrian Linkages
Naisc Coisithe
-  Road Reservation
Slí Forchoinneáda Bóthair

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



The operative Plan for
Ballybofey-Stranorlar will
be the Seven Strategic
Towns Local Area Plan,
2018 - 2024 as of 19th
August, 2018

Scale to fit
Scála oiriúnaithe

Existing Map
Léarscáil
Reatha

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County Donegal
Development Plan
2018 - 2024

Contae Dhún na nGall
Plean Forbartha
2018 - 2024

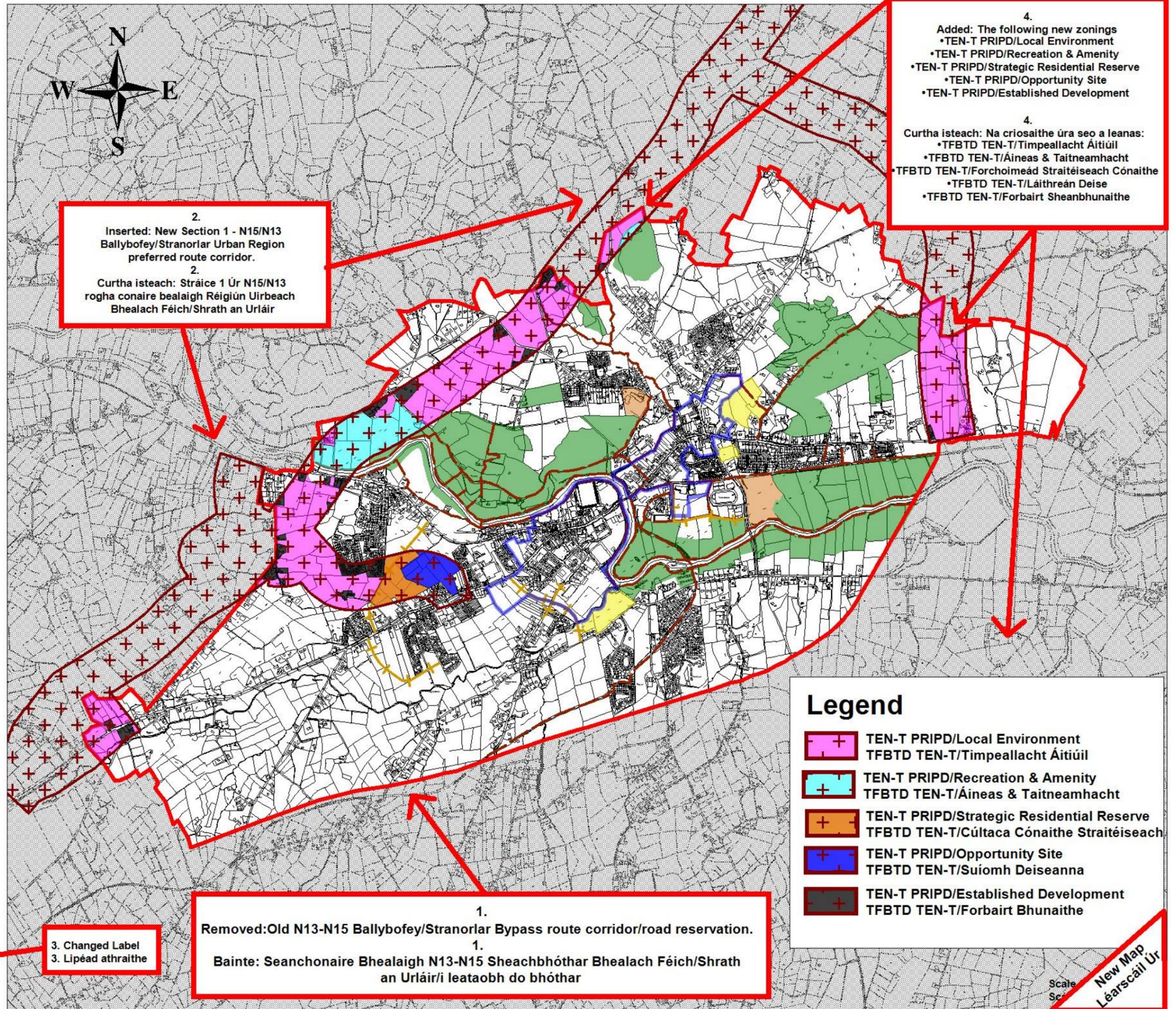
Layer 2A - Map 15.2
Sraith 2A - Learscail 15.2

Ballybofey-Stranorlar
Bealach Féich-
Srath an Urláir

Settlement Framework
Creatlach Lonnaíochta

Legend

- Settlement Envelopes
Imchládaigh Lonnaíochta
- Town Centre
Lár an Bhaile
- Residential
Cónaitheach
- Education
Oideachas
- Amenity Areas
Limistéir Thaitneamhachta
- Road Linkages
Naisc Bhóithre
- Pedestrian Linkages
Naisc Coisithe
- TEN-T Priority Route Improvement Project,
Donegal Preferred Route Corridor
Tionscadal Feabhsúcháin Bhealach Tosaíochta,
Dún na nGall, TEN-T Rogha Conaire Bealaigh



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County Donegal Development Plan 2018 - 2024

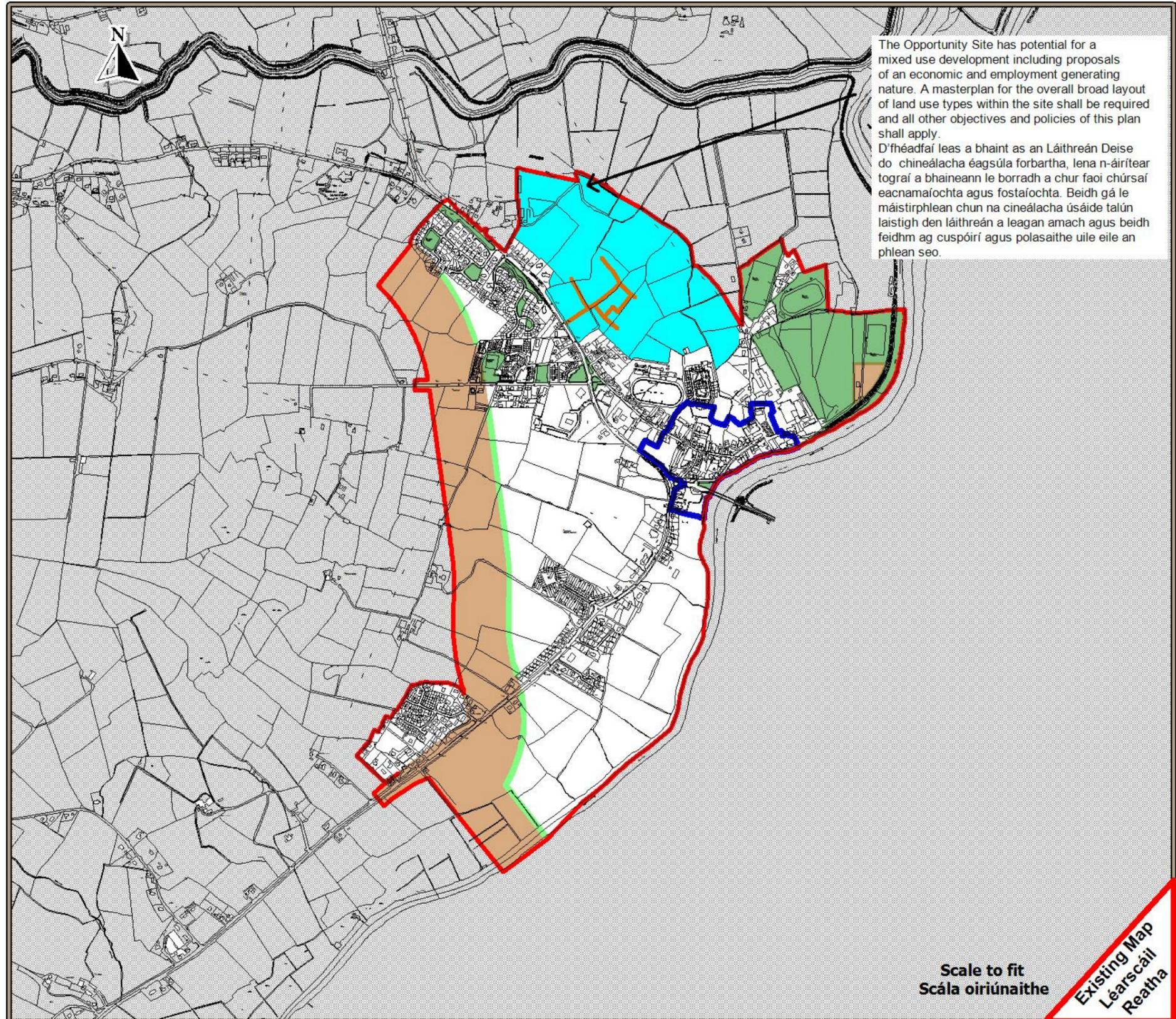
Plean Forbartha Contae Dhún na nGall 2018 - 2024

Layer 2B - Map 15.17
Sraith 2B - Léarscáil 15.17

Lifford Leifear

Settlement Framework Creat Lonnaíochta

-  Settlement Envelopes
Imchlúdaigh Lonnaíochta
-  Town Centre
Lár an Bhaile
-  Amenity Buffer
Maolán Taitneamhachta
-  Amenity Areas
Limistéir Thaitneamhachta
-  Infrastructure/Utilities
Infreastruchtúr/Fóntais
-  Opportunity Site
Suíomh Deise



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County Donegal Development Plan 2018 - 2024

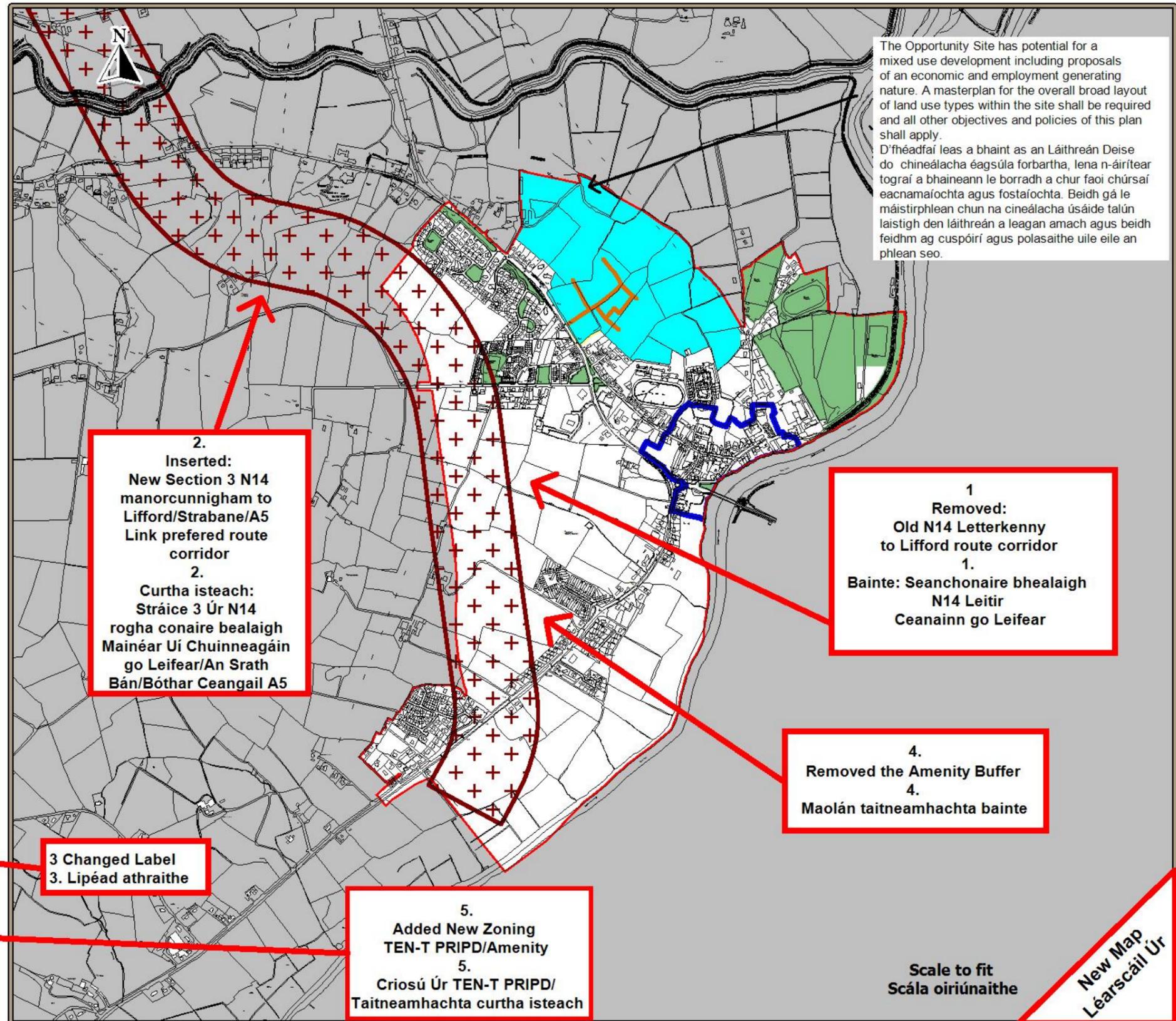
Plean Forbartha Contae Dhún na nGall 2018 - 2024

Layer 2B - Map 15.17
Sraith 2B - Léarscáil 15.17

Lifford Leifear

Settlement Framework
Creat Lonnaíochta

- Settlement Envelopes
Imchluáigh Lonnaíochta
- Town Centre
Lár an Bhaile
- Amenity Areas
Limistéir Thaitneamhachta
- Infrastructure/Utilities
Infreastruchtúr/Fóntais
- Opportunity Site
Suíomh Deise
- TEN-T Priority Route Improvement Project, Donegal - Preferred Route Corridor
Tionscadal Feabhsúcháin Bhealach Tosaíochta, Dún na nGall, TEN-T - Rogha Conaire Bealaigh
- TEN-T PRIPD/Amenity
TFBTD TEN-T/Taitneamhacht



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