



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

---

Submission by Donegal County Council relating  
to the  
NWRA Draft Regional Spatial and Economic  
Strategy

---

**8<sup>th</sup> February 2019**

**Context:**

The Council broadly welcomes the draft RSES as an important expression of regional identity, common needs and aspirations for regional growth and local prosperity, and welcomes the value placed within the document on the cross-border collaborative efforts that have been undertaken in the North West and a recognition that the spatial influences of that collaboration and of the region have an all-island effect.

This submission represents the considered views of Donegal County Council and has been the result of consultation with the Elected Members of the Council and other stakeholders. The submission sets out (1) a summary of the collective views and observations derived from local consultations, engagements with Elected Representatives and others, (2) specific comments and identified key outcomes sought from the consultation process, and (3) specifically requested edits and amendments.

The submission is made in the context of the Donegal County Council's earlier submissions to the process of preparing the Regional Spatial and Economic Strategy (July 2018; October 2018).

**Submission:****1. Donegal County Council Views and Issues:**

**1.1.** Reflecting on issues that are common across the region and those that are of strategic importance to County Donegal the following matters are expressly raised for consideration by NWRA in adopting a Regional Spatial and Economic Strategy:

**1.1.1.** Priority Infrastructural Investments - The infrastructural needs of Donegal and Letterkenny as a designated Regional Centre are set out within the draft RSES. In this context, it is recommended that key investments in Letterkenny, including the development of the N56 Link and the Southern Relief Road (Leck Road), along with the planned Ten-T route improvements, the N14 Manorcunningham Lifford road and the A5/N2 road to Ardee, are recognised as vital for the future coordinated development of the regional centre in a manner that can realise sustainable population growth, employment opportunities, 'quality of life' initiatives and also permit Letterkenny to be an engine of growth for the County and the cross-border North West City Region.

**1.1.2.** Growth of Letterkenny – There is wide recognition in the County of the strategic importance of Letterkenny. In this context, and in the context of the considerations being discussed as part of the preparation of a statutory Plan for the town, express consideration to enable an expansion of the functional area of the town is being sought. Within the existing functional area, the potential to encourage balanced growth of the town to the southern flank of the River Swilly facilitated by target infrastructural investment and a concerted implementation programme is identified and requires Regional and National support.

- 1.1.3. Tourism** – The identification of Candidate Destination Towns identified in Chapter 4 in the context of supporting both “always-on” and “seasonal” destinations is considered to be too narrow in its focus and needs to be extended to reflect the range of destinations that exist along the Wild Atlantic Way and in the Border region. These destinations include, but are not restricted to, Killybegs, Ardara, Glenties, Dungloe, Gaoth Dobhair, Falcarragh, Dunfanaghy, Carrigart, Bunrana, Carndonagh, Ballyliffin, Merville, and Ballybofey/Stranorlar.
- 1.1.4. Border Communities** – The draft RSES should augment the recognition of the extensive collaboration that has been undertaken on a cross-border basis with a strong recognition of the sub-regional characteristics, issues and opportunities that are unique to the Border’s physical, social and economic landscape. Such an explicit strategic policy context is considered to be especially critical given the current uncertainties arising from Brexit and the need to further develop collaborative approaches between authorities on a cross-border basis. This requirement is expressly considered to be important as the area is particularly dependant on unconstrained cross-border access for social, cultural and economic vitality and merits particular designation in the RSES.
- 1.1.5. Agricultural sector** – There is a broad consensus that agriculture, and notably the agri-food sector, requires a clearer strategic context within the draft RSES in a manner that provides a strategic basis for further developing the provisions of s.4.5.3, addresses particular regional concerns in relation to the forestry sector, identifying sectorally important opportunities for sustainable markets, and addresses the environmental challenges faced by agriculture. The potential for the development of a food research and development centre in the Border area would merit inclusion within the draft RSES through the alignment of supports from state agencies, LYIT and the farming sector towards the development of value added agricultural products.
- 1.1.6. Smaller Towns and Villages** – Constraints on the growth of smaller towns and villages that sustain rural communities, particularly in relation to deficits in infrastructural investment, is a matter of common concern. Not addressing this particular issue in an explicit manner within the draft RSES is considered to be potentially limiting and such a strategic vacuum could be used as a means to defer/delay investment in smaller places thereby limiting capacity to meet the NPF objectives relating to compact growth and sustainable development. Key infrastructural providers, including Irish Water, need to be cognisant of the NPF strategic outcomes relating to growth and the context of the Regional Policy Objectives in the RSES. Specific attention is drawn to the need for Water and sewerage network provision to the existing built up areas between the River Swilly and the junction with the N13 at Bonagee.
- 1.1.7. Habitats Directive and Environmental Constraints**: Opinions have been expressed in relation to any over-application of the Habitats Directive and the need for a balanced, informed and reasoned approach to consideration of

investments in affected areas or regions. Government provision of clear and readily understood guidance is required and needs appropriately resourced at Regional and Local levels. The provision of guidance for the public, stated as a Regional Policy Objective, needs to be recognised as a necessity to ensure that the growth of smaller towns, villages and rural areas are not negatively impacted.

- 1.1.8. Killybegs** - With reference to earlier submissions, the essential regional significance of the Port of Killybegs cannot be overstated in its value to the fishing, marine engineering, food production and cruise tourism sectors to the extent that it is strongly recommended that Killybegs be identified as a potential Tier 1 port facility of regional and national significance.
- 1.1.9. Greencastle Port** – The value and potential of Greencastle Port in the context Foyle Port and uncertainty arising from Brexit needs strategic recognition with express recognition of the potential for additional port facilities (warehousing, berthing and passenger facilities).
- 1.1.10. Tourism Initiatives** – the success of the Wild Atlantic Way highlights the need to provide strong marketing initiatives to other tourism initiatives and networks within the County and the NWRA area. With specific reference to the growing cruise tourism market and facilities provided at Killybegs, it is sought that Killybegs is specifically identified within the RSES as the “Wild Atlantic Way Cruise Capital” and as a specific tourism asset to the Region. To enhance the capacity of capacity of the planned cross-border greenway networks within the North West City Region and to facilitate the strengthening of social, economic and tourism benefits of such networks to the west of the County the route of the Letterkenny-Burtonport railway line should be identified as a regional project with integral benefits to the settlements and rural communities that connect the route.
- 1.1.11. Strategic Roads** – The strong placement of strategic road investments for the County and the North West within the draft RSES is recognised. The common demand from stakeholders is that the historical lack of investment in infrastructure in the North West must be addressed to successfully fulfil the promise of the National Planning Framework, including the provision of effective transport infrastructure on a cross-border basis as well as connecting Letterkenny through South Donegal to Sligo and the rest of the Region.
- 1.1.12. Housing Provision and Alignment with Employment Needs** – The draft strategy should further emphasise the need to align housing provision and economic strategy within the region. The draft RSES should explicitly support the Council’s efforts in spatial and economic regeneration, regeneration initiatives and actions as a complement to the application of statutory responsibilities and regulations by local authorities.
- 1.1.13. Telecommunications** – While digital infrastructure has a high degree of prominence in the draft strategy (s.6.10) there are ongoing deficiencies in

mobile phone coverage in the County and the development of these utilities needs to be expressly reinforced in the plan and demonstrated through specific Regional Policy Objectives that seek to support and maximise the extent of mobile phone coverage throughout the region.

- 1.1.14. Rural Transport** – The structure in place for rural transport provision needs further extensive development and investment and is a strategic deficiency in many areas that will restrict balanced growth and the sustainability of smaller towns, villages and rural communities.
- 1.1.15. Vacancy** – Strategic support is necessary to reduce and incentivise the reuse and redevelopment of vacant properties. This issue represents an opportunity to revitalise urban and rural communities and potentially meet latent demand for economic and residential opportunities. RPO 186 provides some identification of this issue. The extent of rural vacancy also requires to be addressed and provided with a strategic context in the RSES.
- 1.1.16. An Gaeltacht** – as a distinct, vibrant cultural region that is spatially defined but also has influences that extend beyond the Gaeltacht areas, it is explicitly recommended that the culture and language is more prominently identified as a regionally significant issue for the NWRA RSES. The value of language is recognised as a significant economic and cultural driver of growth across Europe. In this context the configuration and placement of the topic through Section 5.6 needs to be carefully reconsidered.
- 1.1.17. Údarás na Gaeltachta: Páirc Gnó Ghaoth Dobhair** – The growth strategy being pursued by Údarás na Gaeltachta for its facilities at Gaoth Dobhair are fully supported by this submission and have a marked significance to the social, economic and tourism fabric of West Donegal that is reflected in the unique settlement pattern in the area where a tailored response to the retention of services and community assets is needed. Support for this approach is specifically sought to be included within the RSES.
- 1.1.18. Potential for Rail Access** – Regional Policy Objective 118 requires amendment to also reflect extensive on-going cross-border collaborations and the need to explore the potential for transport connections to the rail network between Derry and Belfast. This Policy Objective requires further amendment to provide for effective rail connections linking the Regional Centre of Letterkenny not only with Derry and Belfast but also with Sligo and the rest of the national rail network.
- 1.1.19. Enhancing and supporting local services** - The draft RSES needs to be strengthened to explicitly support measure aimed at developing and reinforcing local services (e.g. Post Offices).
- 1.1.20. The vitality of rural communities**, particularly in relation to meeting genuine rural housing need, remains a concern in the region. Specific concerns in relation to the extent to which this matter has been addressed within the draft RSES have been repeatedly expressed with clarification sought.

- 1.1.21. Rural Communities within Donegal** – The distinctiveness of the landscapes in Donegal and the diversity of the resident communities that define these places are unique place-making characteristics that, because of the geographic size and spatial distinctiveness of these sub-regions, require particular recognition at a regional level. Areas such as West Donegal, Inishowen, the eastern Border catchment and Donegal Bay require a regional policy context to support the future growth and development of these distinct communities.
- 1.1.22. Donegal Airport at Carrickfin** – The potential of the Donegal Airport as a key access point to Dublin and elsewhere for domestic and tourism travel purposes is an essential component of the regions infrastructure. Allied to this is the need for the RSES to recognise the importance of further enhancement of national road connections via the N56 as a regional issue.

## **2. Commentary and further key outcomes sought:**

- 2.1. The commentary and recommendations made in relation to the published draft RSES are to be read in conjunction with the previous submissions from Donegal County Council (July 2018; October 2018) and are supplementary to those documents. As these submissions provided, the strategic plan for the North West City Region represents a further strengthening of the cross-border working relationship between Donegal County Council and Derry City & Strabane District Council. It is reflective of the strategic priorities of the co-designed North West Strategic Growth Plan that was endorsed by both Governments during a North South Ministerial Council Plenary Meeting in July 2016. The significant efforts in developing the regional cross border strategy since 2014 have created the collaborative conditions locally and at governmental level where the investment plans of the North West are clear and need to be the basis for the delivery of key interventions in infrastructure and place making. The **key outcomes** sought are that the RSES reflects:
- 2.1.1. that the strategic infrastructural investments identified in the RSES for Donegal and the North West City Region are clear priorities for the Northern & Western Regional Assembly,
  - 2.1.2. that the Spatial & Economic Strategy explicitly supports the capacity of Donegal County Council and partner stakeholders to deliver affirmative actions in rural and urban place making regeneration initiatives, and
  - 2.1.3. that the unequivocal provision for the development of the Atlantic Economic Corridor on both a North-to-South and a South-to-North basis recognising that the North West City Region effectively anchors the northern end of the Atlantic Economic Corridor and provides a collaborative basis to respond to threats from Brexit to the county and the border area.
- 2.2. The explicit identification of the North West City Region is welcomed. The strong commentary and policy basis addressing the Regional Centre status of Letterkenny, as one of the identified regional centres in the NPF, and the identification of the key investments

needed to ensure that this regional growth centre can realise its potential as part the North West City Region Metropolitan area, are acknowledged.

- 2.3. Investments plans provided for through the strategic funds identified in the National Development Plan are the capital expression of the governments' intent to ensure delivery of the strategic outcomes of the National Planning Framework. The historic underinvestment in strategic infrastructure serving the local authority area has created an uncommonly low baseline to develop upon. This is fundamentally a core driver for the growth partnership and collaborative alignment of strategy between DCC and DCSDC and the submitted sub-regional plans represent the operationalising of the National Planning Framework in the level of the North West City Region and the Regional Centre (Letterkenny). The **key outcomes** sought are:
- 2.3.1. that the RSES equitably identifies the Regional Centre and the North West City Region as having regional investment priorities, and (2) that the RSES seeks to enable the place-based approach to regeneration by all stakeholders and tapping into the potential of urban and rural places through active management and plan implementation.
- 2.4. There remains an explicit recommendation to refine the number of varied references to Letterkenny as the designated Regional Centre in the North West. There are three distinct regional terms that the RSES should incorporate:
- Letterkenny as a designated Regional Centre in the North West, along with and on par with Sligo;
  - Letterkenny as growth centre in the context of the North West City Region initiative, and
  - Letterkenny/Donegal as a constituent partner in the significant cross-border context of the North West Strategic Growth Partnership.
- 2.5. Population targets for regional centre and key towns: While it is recognised that the population uplifts identified in the draft RSES are not now identified as growth ceilings, it is submitted that in the context of the effective regional development of the North West the indicated level of 40% growth does not reflect the level of growth considered necessary.
- 2.5.1. As a **key outcome** an explicit minimum uplift of 50% in the regional centres would enable a rational focus on the NPF objective to enable levels of growth to match that of the Eastern & Midlands Region.
- 2.6. ICT services: The case study in Letterkenny needs further narrative to reflect the significant investments by FDI and indigenous companies as an existing "Letterkenny Cluster" (e.g. OPTUM; ZEUS; SITA; Medisize; Optibelt; KIRCHOFF Ireland). This is sought as a **key outcome** from the consultation process.
- 2.7. To reinforce the statements and Regional Policy Objectives contained within the draft Plan the following interventions are restated below as an integral element of Donegal County Council's commentary on the Draft RSES. These interventions primarily, but not exclusively, relate to:
- 2.7.1. **Transport Infrastructure**: The delivery of the **Ten-T Improvement Schemes**, including the provision of the strategic river crossing of the **N56 Link Road** and

the significant upgrading of the road network to form the **Southern Relief Road** (Leck Road). The combined significance of these investments on the future growth and vitality of Letterkenny cannot be overstated, enabling multi-modal access across the town and providing for effective long term traffic management measures to benefit all sectors of the community. These key road infrastructure measures relate directly to investment in accessible and connected places and support the measure to identify an appropriate central location for a **Regional Transportation Hub** that will provide integrated transport options and contribute to measures to enhance the town's public realm.

- 2.7.2. **Enterprise and Innovation:** The potential for innovation in the key areas of the town to provide an attractive investment environment close to the town centre and to maximise the development of the established enterprise areas of the town is a central component of the urban growth strategy for the town and builds on the existing strategies for urban development set out in the current plan for Letterkenny.
- 2.7.3. **Education:** The expansion of the **LYIT campus** in line the college's stated growth strategy and its integration with plans for the development of a compact urban centre. This complements the objective of providing for the integration of primary and second level school needs within the regional centre based on the growth projections for the town and the metropolitan area catchment.
- 2.7.4. **Health Infrastructure:** Providing a robust platform for the provision of services provided by **Letterkenny University Hospital** is a key priority for regeneration within the town. A priority objective enabling the growth of the regions rests in ensuring and enabling the full development of Letterkenny University Hospital that accommodates regional growth in the metropolitan area.
- 2.7.5. **Public Realm and Place-Making:** The underpinning of the investments and innovations identified in the submissions by Donegal County Council rest on the commitment to achieve inclusive public spaces that connect neighbourhoods, housing and urban quarters to quality services and amenities, and offer further opportunities to deliver better infrastructure and working environments. The essential interventions focus on taking a consensus based approach to the future development of the Regional Centre through an **Urban Design and Regeneration Masterplan**. This place making approach to providing for a planned community of 35,000 is characterised through a focus on key areas within the urban core. These include: the identification of the **Southern Residential Neighbourhood** where there is the scope to plan for 1500+ homes and community facilities; the potential to integrate the **Town Centre Enterprise Quarter**, the **LYIT Campus**, and the **Town Centre Quarter** using public realm interventions envisaged by the **Urban Greenway Network**.

## 2.8. Implementation:

- 2.8.1. The **Key Outcomes** identified above reinforce and supplement the earlier submissions to the process of making the Regional Spatial and Economic Strategy and these fundamentally underpin the commitment of the Council to ensuring that the County plays a comprehensive role in effective regional and national growth.

- 2.8.2. The range of key outcomes and strategic projects set out in the Council’s submissions represent a determined alignment with national objectives and an alignment of activities among stakeholders at local, regional and national level.
- 2.8.3. The strategic objectives and plans of Donegal County Council, in the context of the development of the Regional Centre and the North West City Region, emphasise the commitment to deliver key strategic projects identified and supported by the National Development Plan. This requires a clear commitment by the RSES to support the delivery of key outcomes and strategic projects by the Council to sustainably grow and develop the county and the North West.

### 3. Specifically requested edits and amendments:

ITEM	PAGE/REF	NOTES/COMMENTS
1	“The Region in Focus” S.3.2; p.53, mid 1 <sup>st</sup> paragraph	Additional text after: ....and the Greater Dublin Area. In this context it is essential that the NWRA area is connected to the Capital, to Belfast and to the Atlantic Economic Corridor via quality, reliable infrastructural networks through the delivery of effective transport connections from Letterkenny, through south Donegal to Sligo and the rest of the Region.
2	“Effective Integration of Land-use and Transport Planning; p.57, last paragraph.	Suggested replacement text for final paragraph: There are a significant number of key infrastructure projects of strategic importance to the region. These projects are essential to enabling the spatial and economic strategy through enhanced international connectivity, regional and interregional accessibility as well as providing linkages to the urban transport strategies for regional growth centres. Many of these projects are identified in both the NPF and in the NDP. Projects of specific importance to the Northwest region are identified in Section 6 : Growth 3Ambition 3: Connected Region. This includes key strategic national road upgrades as well as multi modal transport priorities including rail, bus, Walking and Cycling.
3	“Smaller Towns, Villages & Rural Areas”; S3.5., p64,Regional Policy Objectives.	Additional RPO: Key local facilitating infrastructure must be provided to enable development and regeneration. This infrastructure will be complimentary and connect to the identified regional and interregional infrastructure priorities within this strategy.
4	“Delivery of Compact Growth”; S3.6., p65	Edit second paragraph to read after “....and accordingly this section of the RSES”: .... shall bring focus through a Metropolitan Area Strategic Plan for Galway and Regional Centre Strategic Plans for Letterkenny, Sligo and Athlone.
5	“Letterkenny Regional Growth Centre Strategic Plan: Incorporating North West City Regional	NB: table references missing. Edit to row 1, column 2: Replace text with the following: <ul style="list-style-type: none"> <li>• Priority Ten-T Route Improvements N13/N56 Letterkenny Manorcunningham including N56 link road: (N14 Manorcunningham Lifford (incl. A5 Link) : )</li> </ul>

	Metropolitan Area Strategic Plan”; S.3.6(b), p93, Table ****	<p>N15 Ballybofey and Stranorlar Bypass.</p> <ul style="list-style-type: none"> <li>• A5/N2 Western Transport Corridor</li> <li>• N13/A2 Bridgend /Derry strategic Border Road Connection</li> </ul> <p>Row 2, column 2: Additional text after paragraph starting “Letterkenny Regional Transport Hub....</p> <p>Enabling and connecting infrastructure for Letterkenny Regional Growth Centre:</p> <ul style="list-style-type: none"> <li>• Letterkenny Southern Ring Road (Leck Road)</li> <li>• N56 Four Lane Road improvement</li> </ul> <p>Letterkenny Urban integrated Transport Strategy outcomes {LUTS}</p>
6	“Investing in Accessible and Connected Places”: Policy 5.1, p100.	<p>Replace first paragraph beginning “The development of transport....” with:</p> <p>Core to the development of Letterkenny as a Regional Growth centre is the provision of high quality connecting infrastructure, principally roads based infrastructure, but also effective integration of other modes of transport and access. These connections include essential strategic primary road links between Derry, Letterkenny and Strabane within the wider North West City Region. They also must include connections to the other NWRA Regional Centres (Sligo &amp; Athlone) and with the metropolitan area of Galway along the Atlantic Economic Corridor and improve the connections to Dublin and Belfast</p> <p>Add as new item no.3 and re-number remaining subsequent items:</p> <p>3. Delivering primary roads infrastructure with particular emphasis on the National Road and the Ten-T comprehensive network.</p> <p>Specific projects include:</p> <ul style="list-style-type: none"> <li>• N13/N56 Letterkenny Manorcunningham including N56 link road: N14 Manorcunningham Lifford (incl. A5 Link) and N15 Ballybofey and Stranorlar Bypass;</li> <li>• A5/N2 Western Transport Corridor;</li> <li>• N13/A2 Bridgend /Derry strategic border road connection.</li> </ul>
7	“Letterkenny Regional Growth Centre Strategic Plan: Incorporating North West City Regional Metropolitan Area Strategic Plan”: Section 8: Implementation Plan, pp107-108	<p>New insert as 8.2 and renumber subsequent sections:</p> <p><b>8.2 Critical Enabling Projects:</b></p> <p>Immediate Strategic Road Infrastructure is required to connect the Letterkenny Regional Growth Centre to its hinterland in Donegal Derry and Tyrone and to the wider Northwest region including to the other regional growth Centres in Sligo, Galway and Athlone. These essential projects provide connection to international airport hubs at Ireland West Airport, Belfast and Dublin and major ports including Dublin, Larne, Belfast as well as locally Derry/Greencastle and Killybegs.</p> <p>The priority road improvements projects are on the EU designated Ten-T comprehensive network. The Donegal Ten-T improvement project is identified in both the NPF and NDP. Each section of this key project will provide long overdue improvements to the most</p>

		<p>fundamental road needs of the region.</p> <p><b>Section 1: N15 Ballybofey and Stranorlar Bypass</b> targets improvement of the existing national roads connection to Letterkenny from the south along the ‘Atlantic Economic Corridor’ (N13) to Sligo, Galway and Limerick as well as improved local connections to Ballybofey/Stranorlar, Donegal Town Transport hub and the important Finn Valley.</p> <p><b>Section 2 : N13/N56 Letterkenny Manorcunningham including N56 link road</b> and the joining <b>Section 3: N14 Manorcunningham to Lifford (incl. A5 Link)</b> will provide significant improvement to the Letterkenny to Dublin and Letterkenny to Derry roads connecting to the A5/N2 in Strabane. The project will also provide a new link to the N56 national secondary road across the River Swilly in Letterkenny. This connection is important as it links from Letterkenny to a significant Northwest quadrant of the county as well as to Letterkenny IDA Business park, primary coastal tourist destinations such as Glenveagh, to Donegal Airport and the west Donegal Gaeltacht.</p> <p><b>Other important road infrastructure needs are</b></p> <ul style="list-style-type: none"> <li>• <b>A5/N2 Western Transport Corridor</b> This principle connection from Derry/Letterkenny to Dublin via Monaghan is a stated priority under the NPF</li> <li>• <b>N13/A2 Bridgend /Derry strategic Border Road Connection</b> This scheme aims to develop a bypass of the village of Bridgend and connection of the N13 serving Letterkenny and Inishowen to the A2/A6 Derry city/ Derry Airport, Derry international port as well as to Port of Larne and Belfast. This section of road is one of the busiest cross border connections between Republic of Ireland and Northern Ireland.</li> </ul> <p><b>Local enabling and connecting infrastructure for Letterkenny Regional Growth Centre includes:</b></p> <ul style="list-style-type: none"> <li>• Letterkenny Southern Ring Road (Leck Road) This is an important road to enable the planned and coordinated growth and development of Letterkenny.</li> <li>• N56 Four Lane Road improvement This is currently the principal access to Letterkenny from the south and East. It carries in excess of 25,000 vehicles per day. As such it is a lifeline route to Letterkenny hospital and other primary services for the region. The current project aims to provide improved safety and to safeguard its ongoing function and operation in advance of the essential new River Swilly Crossing under the Ten-t Donegal route improvement Project.</li> <li>• Letterkenny Urban integrated Transport Strategy outcomes {LUTS}</li> </ul>
--	--	---

		<p>This project targets improving the function and operation of the urban road network in the centre of Letterkenny and enabling future growth.</p> <ul style="list-style-type: none"> <li>Water and Waste Water Network extensions to service the existing zoned lands between the Pole Star Roundabout and the junction with the N13 at Bonagee and to enable planned growth to the South of the River Swilly in the vicinity of the Leck Road as defined in the development plan for Letterkenny (Ch12, Donegal County Development Plan, 2018-2024).</li> </ul>
8	S4.5.1., "Sectoral Focus": P169 – Key Elements of Our Tourism Strategy"	<p><b>Add additional items to bulleted list:</b></p> <ul style="list-style-type: none"> <li>Improvement to Transport. Provide improved road access to main international Transport hubs in Dublin, Belfast and further development of Ireland West Airport as the principle regional hub.</li> <li>Development of regional ports as cruise destination port and maritime tourism centres.</li> </ul>
9	S4.5.1., "Our Tourism Destination Hierarchy", p172	<p><b>Additional Regional Policy Objective:</b> To continue the upgrade and development of the National Secondary coastal routes on the Wild Atlantic Way as successfully commenced under the TII Low volume National Secondary route improvement pilot program (N56,N59) in Galway, Mayo, Sligo and Donegal.</p>
10	S4.5.2., "Renewable Energy and Low Carbon Future", p.180.	<p><b>Additional Regional Policy Objective:</b> Develop key ports and ancillary infrastructure to enable them as primary access point for large scale renewable energy infrastructure and shipping hub.</p>
11	"Marine Infrastructure", p191	<p><b>Additional Regional Policy Objective:</b> To support the achievement of Tier 1 status for strategically important ports within the Region.</p>
12	S5.8., "Greenways", p216, RPO 94	<p><b>Add to end of Regional Policy Objective 94:</b> To compliment this the RSES plans to continue the upgrade and development of the National Secondary coastal routes with cycle facilities on the Wild Atlantic way as successfully commenced under the TII Low volume National Secondary route improvement pilot program (N56,N59) in Galway, Mayo, Sligo and Donegal.</p>
13	S6.5., "Road Network", P230	<p><b>Add after last paragraph:</b> The upgrade of the Ten-t comprehensive network is committed to by the Irish Government by 2050 under the EU regulation 1315/2013. Improving the Ten-T network is a priority to ensure the equal accessibility and connectivity of all regions including interoperability with neighbouring countries. The primary national road network in the Nwra area, particularly North of Galway, is deficient in comparison to the rest of the country. This inequality</p>

		has to be addressed. The NPF and NDF have set out some of the priority road projects nationally. The RSES Regional Policy Objectives emphasises this regions needs and will seek prioritisation to redress what has been a legacy of under investment.
14	"Regional Policy Objectives – National Roads", p231, RPO 108	<p>Regional Policy Objective 108: separate last bullet point into two items as below:</p> <ul style="list-style-type: none"> <li>• N56 Dungloe to Glenties LV NS Route Improvement</li> <li>• N56 Mountcharles to Inver</li> </ul> <ul style="list-style-type: none"> <li>• The continued planning and development of the N56 north from Dungloe through Gaoth Dobhair, Falcarragh and on to Letterkenny.</li> </ul>
15	"Regional Policy Objectives – National Roads", p231, RPO 109	<p>Regional Policy Objective 109: Add the following:  These projects, of strategic importance, shall also have regard to the standards in the NPF of an average inter urban speed of 90kph</p> <p>Reconfigure the list of projects as follows:  N13/N56 Letterkenny Manorcunningham including N56 link road:  N14 Manorcunningham Lifford (incl. A5 Link) :  N15 Ballybofey and Stranorlar Bypass.</p> <p>Move N13 Manorcunningham to Bridgend/Derry into RPO 110.</p> <p>Add to RPO 110:  The RSES supports a continuation of the upgrade and development of the National Secondary coastal routes with connected cycle facilities on the Wild Atlantic Way as successfully commenced under the TII Low volume National Secondary route improvement pilot program (N56, N59) in Galway, Mayo, Sligo and Donegal. This objective is based on the importance of these National Secondary Coastal routes to the Wild Atlantic way as well as to the detached and remote rural communities, and small urban centres and fabric of rural life in the extreme coastal areas of the region.</p>
16	"Regional Policy Objectives – National Roads", p231, RPO 110	<p>Add to RPO 110:  The RSES supports a continuation of the upgrade and development of the National Secondary coastal routes with connected cycle facilities on the Wild Atlantic Way as successfully commenced under the TII Low volume National Secondary route improvement pilot program (N56, N59) in Galway, Mayo, Sligo and Donegal. This objective is based on the importance of these National Secondary Coastal routes to the Wild Atlantic way as well as to the detached and remote rural communities, and small urban centres and fabric of rural life in the extreme coastal areas of the region.</p>
17	"Regional Policy Objectives – Regional And Local Roads", p232, RPO 111.	<p>Add to RPO 111:  Letterkenny Southern Relief Road (Leck Road)</p>

18	Regional Policy Objectives – Regional And Local Roads”, p232, RPO 112	Last sentence beginning with “Furthermore, it is acknowledged.....”: This applies to all of the constituent authorities and should, in the interests of clarity, be a separate statement to the East-West road identified in RPO 112, perhaps included as context to all the RPO’s in this section relating to Local & Regional Roads.
19	“Digital Infrastructure – Delivering a smart Region”, s.6.10.	Add a Regional Policy Objective after RPO 135 and provide supporting text: <a href="#">To support the development of comprehensive mobile phone coverage throughout the Region, particularly to sustain the viability of rural communities, enable rural employment opportunities and widen the scope for effective service provision.</a>
20	Additional thematic roads infrastructure mapping	Supplementary thematic mapping relating to the regional, sub-regional and cross border strategic roads network are appended to this submission for insertion into the RSES document as appropriate.

