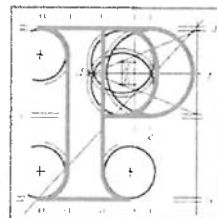


Our Case Number: ACP-324272-26



An
Coimisiún
Pleanála

Northern & Western Regional Assembly
c/o Aisling Turner
Dillon House
Ballaghaderreen
Co. Roscommon
F45 WY26

Date: 15 July 2026

Re: Proposed TEN-T Priority Route Improvement Project
all routed along the electoral divisions of Dooish, Stranorlar, Convoy, Lettermore, Magheraboy,
Letterkenny Rural, Manorcunningham, Kincraig, Treantaghmucklagh, Feddyglass, Clonleugh
North, and Clonleugh South, all in County Donegal

Dear Sir / Madam,

An Coimisiún Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

Please note that the proposed road development shall not be carried out unless the Commission has approved it or approved it with modifications.

If you have any queries in relation to this matter, please contact the undersigned officer of the Commission at aps@pleanala.ie.

Please quote the above-mentioned An Coimisiún Pleanála reference number in any correspondence or telephone contact with the Commission.

Yours faithfully,


Eimear Reilly
Executive Officer
Direct Line: 01-8737184

HA02C

Teil
Glao Áitiúil
Láithreán Gréasáin
Ríomhphost
Tel
LoCall
Website
Email
(01) 858 8100
1800 275 175
www.pleanala.ie
communications@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902
64 Marlborough Street
Dublin 1
D01 V902

Muirin Gowen

From: LAPS
Sent: Tuesday 7 July 2026 12:33
To: Eimear Reilly
Subject: FW: NWRA Submission on TEN-T Priority Route Improvement Project - Donegal
Attachments: NWRA Submission Ten-T Donegal July 2026.pdf; Status-of-Priority-Infrastructure-Projects.pdf

From: Aisling Turner <aturner@nwra.ie>
Sent: Tuesday 7 July 2026 11:48
To: LAPS <laps@pleanala.ie>
Subject: RE: NWRA Submission on TEN-T Priority Route Improvement Project - Donegal

You don't often get email from aturner@nwra.ie. [Learn why this is important](#)

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Hi Eimear,

Thanks so much for your fast response, really appreciate it.

I have attached the NWRA's submission, comprising of the submission itself and appendix attachment.

Thanks so much for your time,

Aisling Turner
Clerical Officer
Northern & Western Regional Assembly
Ballaghaderreen, Co. Roscommon, F45 WY26, Ireland
Phone - 094 9862970 Mobile - 087 4544961
Website www.nwra.ie



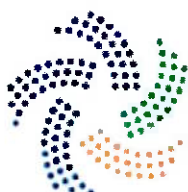
Tionól Réigiúnach
an Tuaiscirt & an Iarthair
**Northern & Western
Regional Assembly**



Riadas na hÉireann
Government of Ireland



Anna chomhoibristhú ag
an Aontas Eorpach
Co-funded by the
European Union



**ÉIRE2026.EU
IRELAND2026.EU**

From: LAPS <laps@pleanala.ie>

Sent: 07 July 2026 11:45

To: Aisling Turner <aturner@nwra.ie>

Subject: RE: NWRA Submission on TEN-T Priority Route Improvement Project - Donegal

Caution: This email is external to Northern & Western Regional Assembly. Please do not click on any links or open any attachments unless you know and trust the sender and are certain the content is safe. When in doubt, contact your IT Department.

Good morning Aisling

I confirm that you can make your submission via email to laps@pleanala.ie.

Kind regards

Eimear Reilly

Executive Officer

From: Aisling Turner <aturner@nwra.ie>

Sent: Tuesday 7 July 2026 11:38

To: LAPS <laps@pleanala.ie>

Subject: NWRA Submission on TEN-T Priority Route Improvement Project - Donegal

You don't often get email from aturner@nwra.ie. [Learn why this is important](#)

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Good morning,

The NWRA have a submission to make on the TEN-T Priority Route Improvement Project – Donegal. Can you advise if we can send the submission via this email address? It has been sent by registered post this morning, but to ensure it is received on time we would also like to submit by email.

Kindest Regards,

Aisling Turner
Clerical Officer
Northern & Western Regional Assembly
Ballaghaderreen, Co. Roscommon, F45 WY26, Ireland
Phone - 094 9862970 Mobile – 087 4544961
Website www.nwra.ie



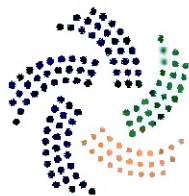
Tionól Réigiúnach
an Tuaiscirt & an Iarthair
**Northern & Western
Regional Assembly**



Rialtas na hÉireann
Government of Ireland



Arna chomhchistú ag
an Aontas Eorpach
Co-funded by the
European Union

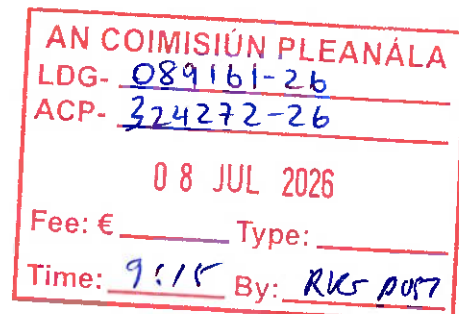


ÉIRE2026.EU
IRELAND2026.EU



10TH June 2026

An Coimisiun Pleanála (Strategic Infrastructure Division)
64 Marlborough Street,
Dublin 1
D01 V902



**Re: Donegal County Council – Application for TEN – T Priority Route Improvement Project,
Co. Donegal.**

A Chara,

I refer to the above, and I have set out below the comments of the Northern and Western Regional Assembly (NWRA) in respect of this project:

Background / Policy Context: The NWRA has recently commenced its review of the RSES (Regional Spatial & Economic Strategy) for the Northern and Western Region of Ireland¹, with the window for submission to the Pre-Draft Consultation recently concluding, with preliminary work ongoing across the Planning & Economic Development team to coordinate and prepare for a multi annual Regional Strategy which reflects the ambitions of the Region, reflects the goals of the revised National Planning Framework, and clearly sets out the Spatial & Economic priorities on a multi annual basis between now and 2040.

Through the Planning and Development Act 2024 (as amended) Sec. 29, the 3 Regional Assemblies are required to (inter-alia) set out through the RSES:

- (i) A strategy for the provision of transport, (including public transport)
- (ii) provisions under Sec. 29(13) the RSES requires the Regional Assembly to indicate its priorities for infrastructure of scale, and
- (iii) rank these priorities in order, together with
- (iv) the identification of the body responsible for their delivery,
- (v) and the potential funding sources for delivery.

This Assembly has in recent years produced a significant volume of reports / analysis which clearly show the very significant infrastructure gaps which are pronounced across the Counties of the Border & West, with a particular deficit in inter-urban connectivity, and a road network which lags significantly behind the other regions in Ireland due to a distinct lack of Motorways and dual carriageways (see Figure 1 at the end of this document). This is reinforced across much

¹ The NUTS 2 Region of the “Northern and Western Region” comprises of the two NUTS 3 Regions, namely the “Border” (i.e. Donegal, Sligo, Leitrim, Cavan and Monaghan) and the “West” (i.e. Galway, Mayo and Roscommon)





of the Border Region, where there is no rail connectivity across Donegal, North Leitrim, Cavan or Monaghan.

The scale of these infrastructure deficits was captured in the NWRA's publication titled the "Regional Infrastructure Tracker". Using data from the European Commission's "Regional Competitiveness Index", the Assembly's "Regional Infrastructure Tracker" found that the region's transport infrastructure was ranked 218th out of 234 EU27 regions examined in this index, showing the Region to be an outlier in Western Europe, and in the bottom 8% of European Regions. The Assembly has consistently advocated for Government intervention to address this ranking.

The repercussions stemming from this ongoing imbalance in the provision of 21st Century, fit for purpose transport networks across the island has been pronounced regional disparity across a range of metrics. The Northern and Western Region of Ireland has experienced slower demographic growth relative to the growth of the rest of the state, relatively poor economic performance, high rates of unemployment comparative to other regions, and a GVA which is considerably below that of other areas of the State, and below the State average. Such trends are compounded by the fact that the Northern and Western Region – and Donegal in particular – has continued to experience below average levels of capital investment regarding infrastructure projects of scale, namely projects with an estimated cost more than €20 million.

As per the latest data from the My-Project-Ireland-Tracker – and just before the publication of the revised National Development Plan (NDP) in 2025 – the NWRA found that Donegal was only expected to account for 1.5 per cent of capital investment for projects of scale that were in the pipeline for delivery, despite accounting for 3.2 per cent of Ireland's population. The degree to which this trend changes as a result of the revised NDP remains to be seen and further analysis will be required when the updated My-Project-Ireland-Tracker is released later in 2026.

Significant infrastructure deficits and a legacy of underinvestment have almost certainly contributed to the fact that:

- Donegal's latest annual population growth rate of 0.6 per cent continues to be lower than the national norm in 2025, with Ireland's population estimated to be up 1.5 per cent relative to the previous year (NWRA County Data Dashboard – Donegal)
- The number of people physically working in Donegal was only up 0.1 per cent in 2024 relative to the previous year, with this growth rate notably lower compared to the corresponding national growth rate of 2.7%. (NWRA County Data Dashboard–Donegal) ²
- Average disposable income per capita in Donegal amounted to 82 per cent of the State average in 2024, which was 4 percentage points lower than the corresponding ratio a decade ago, while incomes are down relative to the peak of 87 per cent of the State average in 2008 (CSO)

² Based on latest data from the CSO's publication titled "County Incomes and Regional GDP" publication





NWRA Priorities:

Letterkenny: The NWRA has identified as a priority, the growth of Letterkenny, through its designation as a Regional Growth Centre in the National Planning Framework, (2025 revision). The accelerated growth ambitions for Letterkenny include a 40% uplift in population, growth across its Third level provision (Atlantic Technological University), its health services for the wider North West, and increased inward investment in services together with enhanced employment opportunities. This is already underway on many fronts, and will enable Letterkenny to perform, and function akin to a Regional City, driving the wider economy across much of County Donegal. The upgrade of Intra-Regional connectivity through all 3 elements of the Ten – T priority route improvement projects are individually and in combination, critically enabling to the economic, social and overall future well-being of Donegal and the wider North West. The Delivery of the Ten – T will serve to bring the North West region towards a levelling up with the rest of Ireland, enhance connectivity, reduce journey times, and provide better linkages with the rest of the island.

Regional Infrastructure at Scale: In mid-2025, in advance of the review of the National Development Plan, the Northern & Western Regional Assembly published what it considered to be the Key Projects of Scale for the Region. The overall cost of the listed projects was estimated, and the list extended across a number of key areas, including Road, Rail, Ports, and the Electricity Grid. This list of priorities was agreed across the 24 Elected Members of the Regional Assembly. The document is attached to this correspondence as an Appendix.

The Donegal Ten - T Priority Route improvement project was listed (alongside a number of other critical road schemes) in the aforementioned publication, and it is considered a critical project and priority for the future success and advancement of this Region. The Assembly's consistency in this regard also included the project for advancement via Regional Policy Objectives (RPOs 6.7 & 3.7.30) through the RSES, adopted in January 2020.

The Assembly in its co-ordinating role for Regional policy, has engaged regularly with Transport Infrastructure Ireland (Tii) and understands the Donegal Ten - T PRIP is now listed for advancement and construction (subject to consents) under the National Development Plan as revised, 2025, and incorporated into the Sectoral Spending Plan for the Department of Transport within the funding envelope to 2030.

In conclusion, the Donegal Ten - T PRIP is a regional priority for this Assembly, is viewed within the context of Regional, and National connectivity as critical for the North West of Ireland, and is fully supported by the NWRA. The Assembly consider all elements of the project's advancement and a favourable outcome through An Coimisiún Pleanála as consistent with the policy Objectives of the National Planning Framework, the National Development Plan, and the Regional Spatial & Economic Strategy.





**Tionól Réigiúnach
an Tuaiscirt & an Iarthair
Northern & Western
Regional Assembly**

WWW.NWRA.IE

Finally, the Assembly note the recent advancement of the Accelerating Infrastructure Action Plan, and forthcoming legislation through the Critical Infrastructure Bill may enable this project to advance at pace and bring forward delivery on the ground as soon as is possible.

If you require any additional information, do not hesitate to contact the Assembly.

Is mise le meas,

Conall McGettigan, a / Director,

NWRA



**Rialtas na hÉireann
Government of Ireland**



Arna chomhchistiú ag
an Aontas Eorpach

Co-funded by the
European Union

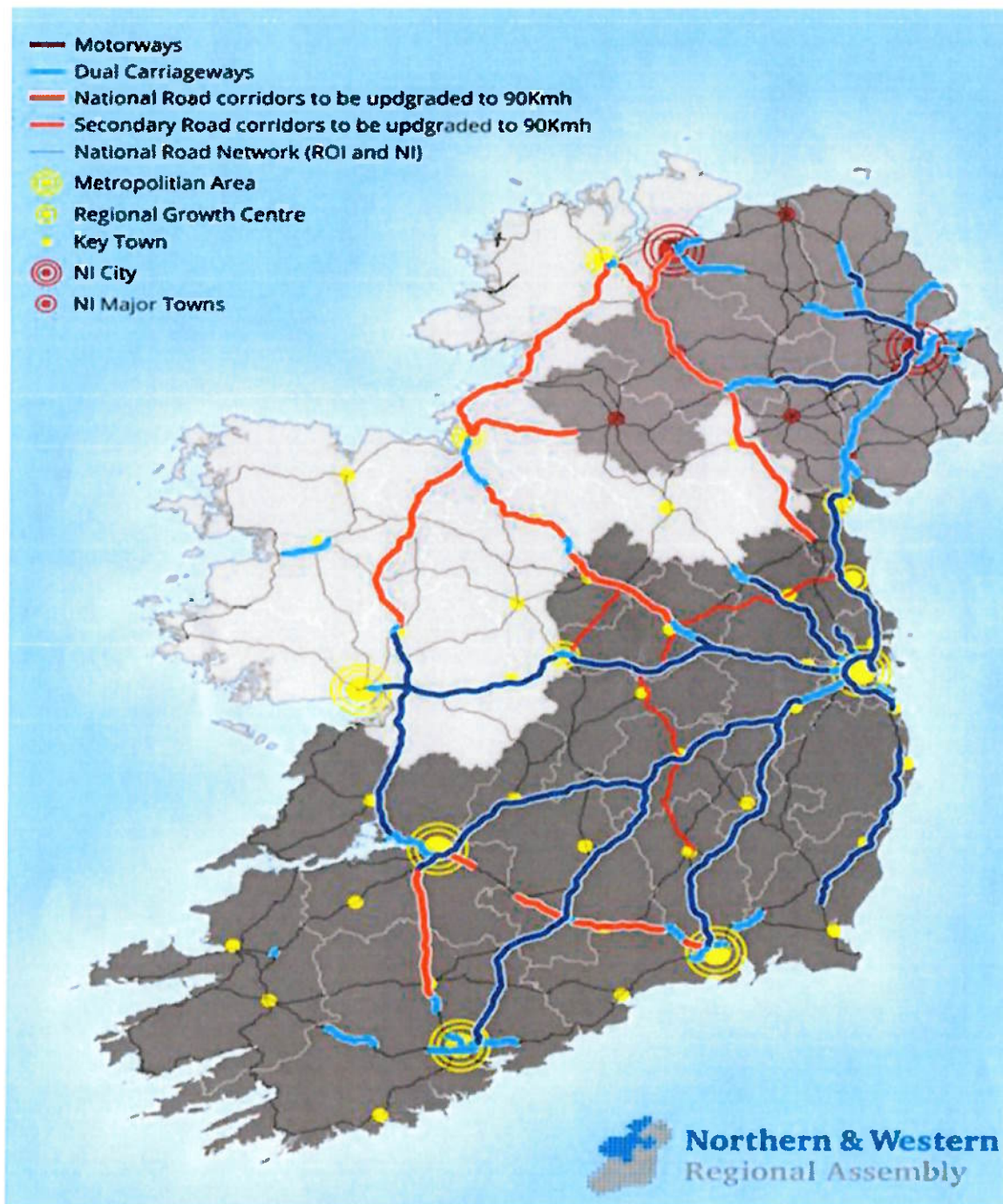
**Tionól Réigiúnach an Tuaiscirt agus an Iarthair
Teach Dillon, Bealach an Doirín, Co. Ros Comáin, F45 WY26
Northern and Western Regional Assembly
Dillon House, Ballaghaderreen, Co. Roscommon, F45 WY26
Fón/Tel: +353 (0) 94 9862970
Ríomhphost/Email: info@nwra.ie**



Tionól Réigiúnach
an Tuaiscirt & an Iarthair
**Northern & Western
Regional Assembly**

WWW.NWRA.IE

Figure 1: Road network of the island of Ireland, by type of roads and upgrades



Source: Northern and Western Regional Assembly



Rialtas na hÉireann
Government of Ireland



Arna chomhchistiú ag
an Aontas Eorpach

Co-funded by the
European Union

Tionól Réigiúnach an Tuaiscirt agus an Iarthair
Teach Dillon, Bealach an Doirín, Co. Ros Comáin, F45 WY26
Northern and Western Regional Assembly
Dillon House, Ballaghaderreen, Co. Roscommon, F45 WY26
Fón/Tel: +353 (0) 94 9862970
Ríomhphost/Email: info@nwra.ie



**Tionól Réigiúnach
an Tuaiscirt & an Iarthair
Northern & Western
Regional Assembly**

Status of Priority Infrastructure Projects of Scale Identified by the Northern & Western Regional Assembly

September 2025



**Rialtas
na hÉireann
Government
of Ireland**

**Tionscadal Éireann
Project Ireland**

2040

Following on from the publication of Regional Infrastructure Priorities for the Northern and Western Region by the Northern and Western Regional Assembly in June 2025,¹ which formed the basis for a submission to the National Development Plan Review 2026-2035,² this document further explores the current status for the commencement and/or delivery (i.e. “shovel ready”) of the identified projects within the period 2025-2030.

Subsequent to research and consultation with relevant organisations, out of 35 Infrastructure Projects of Scale, 15 have been identified as “**not shovel ready**”, 14 have been identified as “**shovel ready**”; 4 have been identified as “**may be shovel ready**” and 2 have been undetermined. These are set out in Table 1 below.

It should be noted that the status of the list may be subject to change should government policy and/or actions on accelerating the delivery of infrastructure be advanced.

¹ <https://www.nwra.ie/wp-content/uploads/2025/06/NWRA-Briefing-Report-on-projects-for-NDP-review.pdf>

² <https://www.nwra.ie/wp-content/uploads/2025/07/NDP-submission-final.pdf>

Table 1: Status of Priority Infrastructure Projects of scale for the Northern & Western Region (identified by the Northern & Western Regional Assembly)

Infrastructure Project of Scale	Shovel Ready? (i.e. estimated commencement or completion by 2030)	Comment
N2 Clontibret to the Border Road Scheme and N2 Castleblaney to Ardee	No	The N2 Clontibret to the Border Road Scheme's construction timeframe has been marked as "post 2030", according to the latest TII active list. The project's current TII project stage is marked as "Phase 3: Design and Environmental Evaluation" and its next "Gateway" in the Infrastructure Guidelines is "Gate 1: Approval in Principle".³ The Castleblaney to Ardee section has been put on hold subject to funding according to TII's latest active list. This has been confirmed in recent discussions in the Oireachtas.⁴
N3 Virginia Bypass	Maybe	According to TII's active list, this project's construction timeframe has been marked as "post 2028". Current TII project stage is "Phase 3: Design and Environmental Evaluation" and its next "Gateway" in the Infrastructure Guidelines is "Gate 1: Approval in Principle". Projects that enter "Gateway 1: Approval in Principle" and the next TII's stage (i.e. "Phase 4: Statutory Process") can be expected to start construction in 2-5 years from that point, with a further 3-5 years required before completion and sign off. Within this context, TII noted there is a possibility that this project could commence before 2030, as they were confident it should move smoothly through the appraisal process and given it is a relatively small project. As such, this project is marked as being "maybe".

³ https://www.tii.ie/media/hmqmkadi/final_full-report_major-roads-and-greenways-projects-active-list_2024.pdf

⁴ <https://www.oireachtas.ie/en/debates/question/2025-04-30/28/#:~:text=The%20N2%20Ardee%20to%20Castleblaney,funding%20envelope%20available%20to%20TII>

Infrastructure Project of Scale	Shovel Ready? (i.e. estimated commencement or completion by 2030)	Comment
N4 Carrick-on-Shannon to Dromod (including the Carrick-on-Shannon byapss)	Maybe	Based on TII's active list, this project's construction timeframe has been marked as "post 2026". Current TII project stage is "Phase 3: Design and Environmental Evaluation" and the next "Gateway" in the Infrastructure Guidelines is "Gate 1: Approval in Principle". Projects that enter "Gateway 1: Approval in Principle" and the next TII's stage (i.e. "Phase 4: Statutory Process") can be expected to start construction in 2-5 years from that point, with a further 3-5 years required before completion and sign off. Within this context, TII noted there is a possibility that this project could commence before 2030, as they were confident it should move smoothly through the appraisal process and given it is a relatively small project. As such, this project is marked as being "maybe".
N6 Galway City Ring Road Scheme	Maybe	Current TII project stage is "Phase 4: Statutory Process" and the next "Gateway" in the Infrastructure Guidelines is "Gate 2: Pre-Tender Approval". Notwithstanding historical delays and the ongoing planning matters associated with the Galway City Ring Road, there is a possibility that the planning approval stage may be completed by Q1-2026, allowing for commencement before 2030.
TEN-T Priority Route Improvement Project, Donegal i.e. - N15/N13 Ballybofey/Stranorlar Bypass - N56/N13 Letterkenny to Manorcunningham (including Bonagee link) - N14 Manorcunningham to Lifford/Strabane/A5 link	Yes	Relative to the other road projects, the Donegal Ten-T Projects are more advanced in terms of their planning and appraisal process. The entire scheme is expected to be submitted for planning in the next few months. Assuming it takes a year with An Coimisiún Pleanála, the project will have permission to start before the end of 2027. On this basis, it reasonable to assume that construction start time could be sometime between 2028 and 2030. Cabinet approval has already been provided, and CPOs are near ready to publish.

Infrastructure Project of Scale	Shovel Ready? (i.e. estimated commencement or completion by 2030)	Comment
N17 Knock to Collooney Road Scheme	No	Based on TII's active list, this project's construction timeframe has been marked as "post 2026". Current TII project stage is "Phase 3: Design and Environmental Evaluation" and the next "Gateway" in the Infrastructure Guidelines is "Gate 1: Approval in Principle". Projects that enter "Gateway 1: Approval in Principle" and the next TII's stage (i.e. "Phase 4: Statutory Process") can be expected to start construction in 2-5 years from that point, with a further 3-5 years required before completion and sign off. In July 2025, Sligo County Council stated that: "To support the delivery of Phases 3 (Design and Environmental Evaluation) and Phase 4 (Statutory Consent), Sligo County Council intends to engage a multi-disciplinary consultancy firm. This process is expected to be ongoing throughout Q3/Q4 2025 with the intention to award the contract in Q1 2026 subject to TII approvals and funding.⁵ Considering the above, it is reasonable to state that this project is not "shovel ready".
A5 Road Scheme	Maybe	Based on a recent statement from the Minister for Transport (March 2025),⁶ it was – at the time – estimated that the entire A5 road scheme would be completed by 2032 / 2033. This timeline will be further delayed due to the recent court decision in June 2025, hence this project may not be "shovel ready". (For noting: Liz Kimmins, Northern Ireland's Minister for Infrastructure, has announced an appeal against a High Court ruling in favour of landowners seeking to overturn planning permission.)

⁵ <https://www.sligococo.ie/News/N17ProjectUpdate/>

⁶ <https://www.oireachtas.ie/en/debates/question/2025-03-04/130/>

Infrastructure Project of Scale	Shovel Ready? (i.e. estimated commencement or completion by 2030)	Comment
N15 Sligo to Bundoran Road Upgrade (from the N4/ N16 junction in Sligo to the Leitrim County Boundary)	No	Sligo County Council noted that the project suspended in 2010, however they are looking reactivate it
N15 Route improvement from Stranorlar – Lifford	No	In terms of TII's project stages, this project was noted as being at "Phase 0 Scope /Pre-appraisal". Given the associated timelines for projects at this stage (i.e. expected 5-7 years from construction from that phase), it is not considered "shovel ready".
N26 Ballina to N5 Upgrade ⁷	No	This project is at TII project stage "Phase 2: Option Selection" and listed in the Mayo NRO 'Projects in Planning' but not listed in the 'TII Active Projects List'. Considering the above, it is reasonable to state that this project is not "shovel ready".
N56 Inver to Killybegs port	No	In terms of TII's project stages, this project was noted as being at "Phase 0 Scope /Pre-appraisal". Given the associated timelines for projects at this stage (i.e. expected 5-7 years from construction from that phase), it is not considered "shovel ready"
N55 Ballinagh Traffic Relief Scheme	No	As this is a "Minor Scheme", less than 5k in length, Cavan would be hopeful it will be shovel ready. However, the project is at stage II on the TII scheme, no route, no planning and no design yet.
N59 Ballysadare to Ballina and Oughterard to Westport (with by-pass around Clifden)	No	Sligo County Council noted that the project suspended in 2024. N59 Clifden to Maam Cross Galway Scope & Pre-Appraisal Gate 1 Approval in Principle, but it has been put on hold.

⁷ N5 / N26 / N58 Castlebar East to Bohola and Swinford to Mount Falcon Road Project

Infrastructure Project of Scale	Shovel Ready? (i.e. estimated commencement or completion by 2030)	Comment
N61 Upgrade Athlone – Boyle	No	Roscommon County Council noted the following regarding this project. “Other than possibly the minor project between Tulsk and Clashaganny being completed by 2031, at present it is very unlikely that there will be any more upgrades in the next 5-7 years. But this could change if funding becomes available”.
N84 Headford to Shrule and Headford to Kilgarve	No	This project is not listed in the ‘TII Active Projects List’, or Galway County Councils ‘Roads Programme’. Considering the above, it is reasonable to state that this project is not “shovel ready”
BusConnects Galway: Cross-City Link Scheme & Dublin Road Scheme	Yes	The following material is noted with respect to the Galway BusConnects project, according to the designated BusConnects website.⁸ “Dates for implementation of the new services have not yet been set but it is currently anticipated that the changes would happen in 2027.”
Galway Light Rail – the advancement of the feasibility study on Light Rail for Galway City	No	The NTA’s analysis suggests that light rail in Galway is likely to be feasible by the 2040s. The preparation of a new transport strategy for Galway (GMATS) - part of the new strategy consists of feasibility studies on both light rail systems and strategic roads to serve Galway - has been put on hold until a final decision has been made on the N6 Galway City Ring Road by An Coimisiún Pleanála. Taking this into account and given the complexity of such a project, this project is not considered “shovel ready”.⁹

⁸ <https://busconnects.ie/cities/galway/galway-bus-network-redesign/>

⁹ <https://assets.gov.ie/static/documents/final-report-of-the-all-island-strategic-rail-review.pdf>

Infrastructure Project of Scale	Shovel Ready? (i.e. estimated commencement or completion by 2030)	Comment
Dual track lines and electrification of lines between Athlone and Galway City	No	Based on the content of the All-Island Strategic Rail Review, ¹⁰ dual track lines are classified as a medium-term measure, whereas the electrification of lines are considered a long-term measure. In both cases, these projects will be delivered beyond 2030 based on the timelines associated with these measures. As such, they are not regarded as “shovel ready”.
Western Rail Corridor Phase 2 + 3 (i.e. rail line between Athenry and Claremorris)	Yes	According to the All-Island Strategic Rail Review, ¹¹ the process of reinstating the rail line between Athenry and Claremorris could begin before 2030. Furthermore, this document notes “Due to the current condition and alignment of the track, the Claremorris – Athenry railway can be reinstated relatively soon”. On this basis, this project is marked as “shovel ready”.
Western Rail Corridor Phase 4 (i.e. rail line between Claremorris and Collooney)	No	This project is not committed for delivery under the All-Island Strategic Rail Review. However, in a recent letter (6th June 2025) from Irish Rail to Sligo County Council it is stated that there is an increased likelihood of Claremorris to Collooney being strongly considered in any first review of the AISRR. Nevertheless, it is not clear how long it would take to get through appraisal, planning and construction processes. As such, it is not likely to have commenced or be delivered before 2030. Therefore, this project is not marked as “shovel ready”.

¹⁰ <https://assets.gov.ie/static/documents/final-report-of-the-all-island-strategic-rail-review.pdf>

¹¹ <https://assets.gov.ie/static/documents/final-report-of-the-all-island-strategic-rail-review.pdf>

Infrastructure Project of Scale	Shovel Ready? (i.e. estimated commencement or completion by 2030)	Comment
To reintegrate the Northwest into the National Rail Network including Dublin – Letterkenny/ Derry to Letterkenny and Letterkenny to Sligo	No	According to the All-Island Strategic Rail Review , the process of linking Letterkenny and Derry via rail has been included in the medium-term category (i.e. delivery between 2030-2040). In terms of a Letterkenny to Sligo rail line, such a line was considered difficult to justify in the All-Island Strategic Rail Review and was not included in the review’s recommendations. Therefore, a potential timeline was not included. Since this rail line would likely be complex – and considering the content regarding the Derry / Letterkenny spur in the review – it is reasonable to assume this project is not “shovel ready”.
Port of Galway Redevelopment	Yes	Based on correspondence with the Port of Galway, it is expected that construction will begin before 2030, with completion after 2030.
Ireland West Airport Knock’s (IWAK) prioritisation of investment into critical safety, security, operational and capital infrastructure for the future ongoing maintenance and sustainable development of the Airport up to 2030	Yes	Based on stakeholder consultations, this work can be delivered by 2030, if appropriate funding is made available under the Regional Airports Programme.
CP0466 - North South 400 kV Interconnection Development	Yes	Construction is expected to commence in 2026 according to the “My Project Ireland Capital Tracker” and will likely be delivered by 2031, based on a recent PQ response (June 2025) from the Minister for Transport . ¹²
CP0816 - North Connacht 110 kV Project	Yes	According to the “My Project Ireland Capital Tracker”, this project is forecasted to be completed by 2028.

¹² <https://www.oireachtas.ie/en/debates/question/2025-06-10/108/>

Infrastructure Project of Scale	Shovel Ready? (i.e. estimated commencement or completion by 2030)	Comment
CP1023 - Letterkenny GIS Substation Project	Yes	EirGrid have noted the following regarding this project. “Subject to planning permission (application currently submitted to Donegal County Council), current forecast shows commencement in 2027. Completion is a slightly more complex.” Therefore, this project is marked as “shovel ready”
CP1233 - Donegal Capacity Needs including a further extension linking to Letterkenny and Derry	Yes	EirGrid have noted the following regarding this project. “It is hoped that this might commence in 2030. Project construction programmes are still under review.” Therefore, this project is marked as “shovel ready”.
CP0982 - Flagford Sligo Capacity Needs	Yes	EirGrid have noted the following regarding this project. “It is hoped that this might commence in 2030. Project construction programmes are still under review.” Therefore, this project is marked as “shovel ready



Infrastructure Project of Scale	Shovel Ready? (i.e. estimated commencement or completion by 2030)	Comment
CP1168/CP1191/CP1275/CP1276 - Galway circuits upgrade (focused on Cashla, Galway, and Salthill circuits)	Yes	No
Water Services priority projects to be determined	Undetermined	TBD
Galway East Main Drainage / Galway Metropolitan WW Scheme	No	According to the "My Project Ireland Capital Tracker", the timelines for this project are subject to appraisal and the current stage of project lifecycle is 'Strategic Assessment and Preliminary Business Case'. No planning permission on this entire project and strategy has not been prepared. Given its current status, it is reasonable to assume that this project is not "shovel ready". Furthermore, consultations with planners in Galway City Council suggest that this project is not "shovel ready".
Regeneration of Sandy Road, Galway (LDA / GCC)	Undetermined	No up-to-date information available at the time of writing.
Regeneration of Dyke Road, Galway (LDA / GCC)	Yes	An application for planning permission has been made and a decision is due from An Coimisiún Pleanála in September 2025. Subject to approval it is likely to commence by 2030.
The Atlantic Technological University's STEM Building (Galway City campus) & IT, Library, Education Building (ATU Letterkenny)	Yes	Estimated completion date is 2027 according to the "My Project Ireland Capital Tracker". Consultations with the ATU suggest timelines depend on the provision of project finance. Considering historical delays with these projects, it is likely to be delayed beyond 2027 but project should be commenced by 2030 following funding announcement in June 2025 .
Expansion of Ulster University's Magee campus (Derry City) to 7,500 students	Yes	Based on the Magee Taskforce Interim Report ¹³ – and subject to funding and wider reforms – an increase in the campus to 7,500 students is estimated by the academic year of 2028 / 2029.

Source: Northern and Western Regional Assembly

¹³ <https://www.economy-ni.gov.uk/publications/magee-taskforce-interim-report>

Conclusion

The National Development Plan Review 2025 was published in July 2025 which envisages a spend of €275.4bn to 2035, including a focus of spending €102.4bn to 2030, plus €30bn of non-exchequer utility spending. This makes a total capital envelope of €132bn+ over the next five years – cited by some as the largest capital investment plan in the history of Ireland. The actual projects that are to be funded is not clear to date. These are expected to be set out in individual Government Department Implementation Plans in the run-up to the 2026 Budget in the autumn.

While all 35 infrastructure projects of scale identified in Table 1 above are considered critical for the delivery of equitable regional development, it is reasonable to request Government Departments to support the delivery of the 14 projects that have been identified as “shovel ready” by including them in their Implementation Plans to 2030; and the remaining projects to be advanced to be included in Implementation Plans to 2035.





Tionól Réigiúnach
an Tuaiscirt & an Iarthair
**Northern & Western
Regional Assembly**

Northern & Western Regional Assembly

The Square, Ballaghaderreen, Co. Roscommon

☎ +353 (0)94 9862970

☎ +353 (0)94 9862973

✉ info@nwra.ie

www.nwra.ie



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

