

LETTERKENNY ACTIVE TRAVEL - KILMACRENNAN ROAD

Part 8 Planning Particulars

LKAT-CCC-XX-L06-RP-C-0003

Client: Donegal County Council
Date: 11.12.2023

www.c3.ie





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Issue and revision record

Date	Rev	Change Description	Author	Checker	Approver
11.12.2023	P00	Issued for Planning	RMC	MMK	SC

Detailed Change Log

Rev	Change Description
P00	-

1. Introduction

Donegal County Council have appointed Clandillon Civil Consulting to develop an active travel scheme along the R229 Kilmacrennan Road through Part 8 Planning, Detailed Design and construction as part of the NTA Phases 2-7 from Concept Development and Options Selection through to Close-out and Review. The scheme extents are shown on drawing LKAT-CCC-GA-L06-DR-C-0000 in **Appendix E** and in Figure 1 below.

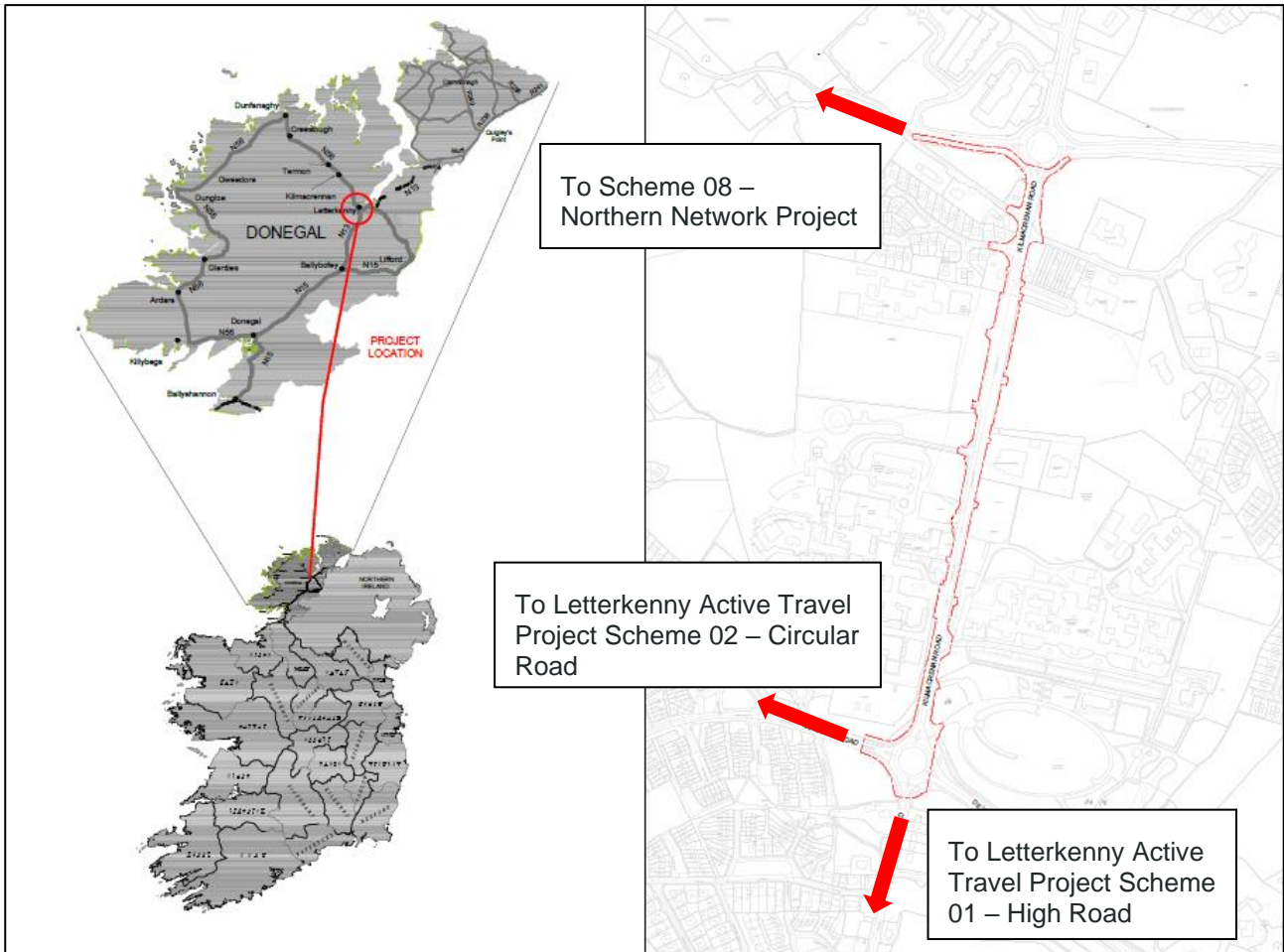


Figure 1: Scheme location and extents

1.1 Letterkenny Active Travel Project

The proposed scheme is being delivered as part of the Letterkenny Active Travel Project that aims to deliver various active travel schemes within the urban area of Letterkenny Town, County Donegal. The schemes aim to improve pedestrian and cycling infrastructure, and to provide connections that link communities and schools to existing infrastructure, amenities, and the town centre.

The ten schemes being progressed for this project are listed below in Table 1 with a map showing the locations and extents of each scheme is given in Figure 2.

Table 1: Letterkenny Active Travel Project schemes

Scheme No.	Scheme Name	Road Ref. No.	Part VIII Report Reference No.
01	High Road	L-1005-1	LKAT-CCC-XX-L01-RP-C-0003
02	Circular Road	L-1007-0	LKAT-CCC-XX-L02-RP-C-0003
03	College Road	L-1006-4	LKAT-CCC-XX-L03-RP-C-0003
04	Convent Road	L-1006-2	LKAT-CCC-XX-L04-RP-C-0003
05	Ballymacool Road	R-250-2	LKAT-CCC-XX-L05-RP-C-0003
06	Kilmacrennan Road	R-229-1	LKAT-CCC-XX-L06-RP-C-0003
08	Northern Network Project	L-1152-1	LKAT-CCC-XX-L08-RP-C-0003
09	Ballyrairie Road	R-940-1	LKAT-CCC-XX-L09-RP-C-0003
10	Gortlee Road	L-1009-0	LKAT-CCC-XX-L10-RP-C-0003
11	Old Farm Road	L-1164-1	LKAT-CCC-XX-L11-RP-C-0003

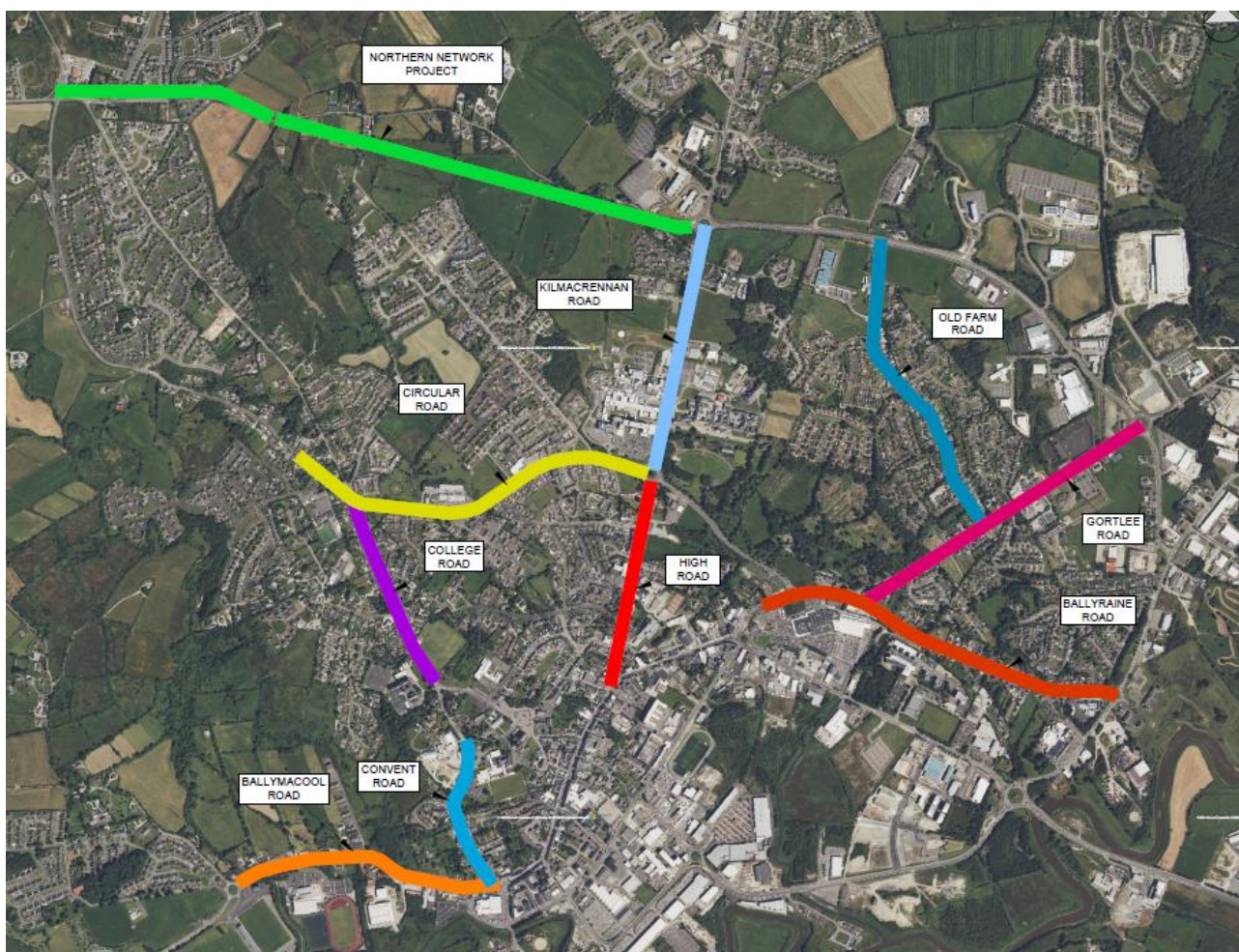


Figure 2: Location and extents of schemes within the Letterkenny Active Travel Project

1.2 Scheme 06: Kilmacrennan Road

As part of the Letterkenny Active Travel Project, Scheme 06 is proposed at Kilmacrennan Road R-229-1. The proposed scheme is shown on Drawing LKAT-CCC-GA-L06-DR-C-0001-0002 included in **Appendix E**.

This report considers the upgrade of the R229 Kilmacrennan Road to provide pedestrian and cycle facilities along the route. The proposed scheme is located to the north of Letterkenny town between Hospital Roundabout and Knocknamona Roundabout including a section that extends west from Knocknamona Roundabout to the Optum entrance, and in total the scheme is approximately 740m long.

The Kilmacrennan Road scheme aims to provide improved pedestrian and cycle facilities that would enhance accessibility to several amenities in the area including:

- Residential areas.
- Healthcare – Letterkenny University Hospital and St. Conal’s Hospital.
- Education – Errigal College.
- Recreational – Letterkenny Town Park

Connectivity to other areas and prominent destinations within Letterkenny will be achieved through connectivity to other proposed active travel schemes. Connectivity to the proposed High Road scheme situated to the south of Kilmacrennan Road will enhance accessibility to Letterkenny Town Centre.

The proposed Circular Road scheme will enhance accessibility to the west of Letterkenny and the proposed North Network situated to the north of Kilmacrennan Road will enhance accessibility to residential areas situated there.

1.3 Planning Consent

Consent for the works is being sought under the Planning and Development Acts 2000-2020, and public consultation on the scheme is taking place pursuant to Part 8 of the Planning and Development Regulations 2001-2020. The scheme planning notice is included in **Appendix A**.

2. Site Location & Scheme Objectives

The proposed scheme is shown on drawings LKAT-CCC-GA-L06-DR-C-0001-0002 and the scheme extents are shown on drawing LKAT-CCC-LA-L06-DR-C-0001 in **Appendix E**.

Works will take place over approximately 740m of R-229-1/ Kilmacrennan Regional Road, extending to the north of Letterkenny Town from Hospital Roundabout beyond Knocknamona Roundabout adjacent to the Optum entrance.

2.1 Project Need and Scheme Objectives

It is the primary objective of Donegal County Council to provide improved and safer pedestrian and cycle facilities in Letterkenny Town, County Donegal through the delivery of the Letterkenny Active Travel Project. Based on the objectives defined in the Project Brief, the following objectives are proposed for the Kilmacrennan Road active travel scheme:

- To upgrade pedestrian routes and provide safe pedestrian connections between the residential areas and the town centre, adjacent amenities, and schools.

- That proposed active travel infrastructure conforms to the design and loading standards as defined by the TII Design Manual for Roads and Bridges (DMRB), Eurocodes, Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual (NCM).
- New road realignments meet minimum design standards for the appropriate Design Speed and supports sustainable transport systems as far as is practicable.
- That all structures, roads, and pedestrian infrastructure be durable, low maintenance and cost-effective.
- Proposed schemes utilise methods, designs and technologies that represent the best value for money.
- To safeguard Letterkenny Town and its urban environment and to facilitate the appropriate development of affordable, multi-modal transport solutions that offer communities and future generations real transport choices such as safe pedestrian, cycling, and ancillary infrastructure.
- To promote active travel opportunities through the provision of pedestrian and cycle facilities along the length of the scheme.
- To provide appropriate junction arrangements and crossing points.
- Ensure any recommended reallocation of road space or revised junction design shall not adversely impact vehicular traffic within the vicinity of the scheme extents.

3. Project Description

Design Guidance in respect of active travel facilities in urban areas typically relies upon the contents of the National Cycle Manual (NCM) and the Design Manual for Urban Streets (DMURs). Certain TII Publications can also be of relevance. Designs have been undertaken in Autodesk Civil 3D (C3D) software using the topographical survey data collected for the project in 2023.

3.1 General Layout & Cross-Section

3.1.1 Road Link Design

The proposed Kilmacrennan Road scheme generally proposes narrowing of the existing carriageway to 3.25m lanes and the removal of right-turn lanes to facilitate active travel facilities. The kerb line on the east side of the carriageway will remain as existing whereas the kerb line on the west side will be realigned and the space reallocated to active travel facilities.

3.1.2 Carriageway

A typical cross-section is shown in Figure 3 that illustrates the main proposals outlined in the previous section. Proposals include 3.25m wide traffic lanes in accordance with DMURS, for arterial and link streets frequently used by larger vehicles. Right-turn lanes are generally removed to facilitate this.

The horizontal alignment generally follows the existing road. However, the road crown line has been shifted to the east to allow for reallocation of the space to an active travel facility on the west side of the carriageway.

The two-way cycle facility is segregated from the footway with a kerb and is level with the adjacent grassed buffer. A road kerb segregates the grassed buffer from the carriageway. Footways are widened on both sides of the carriageway with any remaining space used for landscaping.

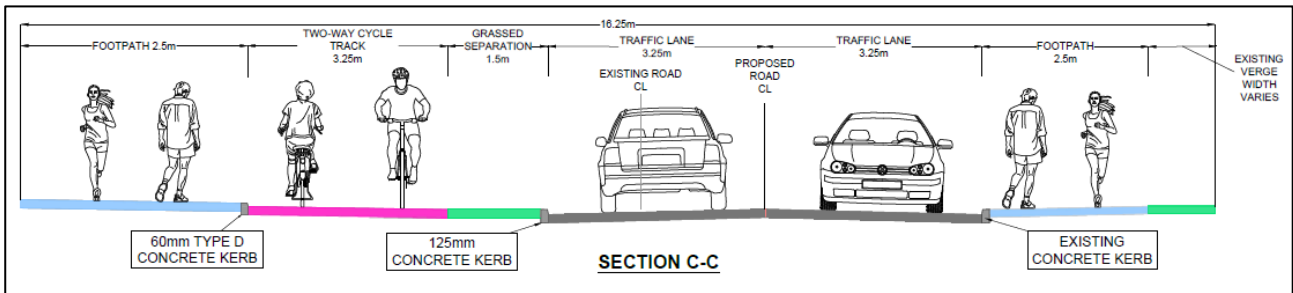


Figure 3: Typical cross-section of Kilmacrennan Road proposals (facing northbound)

3.2 Junctions

3.2.1 Side Road Junctions

There are several side road junctions and some accesses along the scheme. It is proposed that all road junctions are narrowed to promote the safety of pedestrians and cyclists at these potential conflict points. The introduction of smaller corner radii reduces the crossing length for NMUs at these junctions. Swept path analysis has been undertaken to ensure that the side roads on both sides of the carriageway can allow refuse vehicles to navigate the junction safely.

Raised tables with active travel priority are proposed at side road junctions and will allow for NMU’s to traverse junctions safely and directly and will also calm traffic on approach to the junctions.

Three crossing types were implemented from the Cycle Design Manual with a description of each given in Figure 4. TL404 was also used, which is a variation of TL401 that provides full set back but without priority for NMUs.

Table 4.18: Types of crossing set backs.

Crossing Type	Description
Full Set Back (TL401)	Crossing is set back 5 meters from the road edge
Partial Set Back (TL402)	Crossing is set back 1-5 meters from the road edge
No Set Back (TL403 and TL405)	Crossing is located within 1m of the road edge

Figure 4: Extract from Cycle Design Manual, Table 4.18: Types of crossing set-backs

The type of crossing used at each junction was dependent on the space available. A total of 16 side road junctions including accesses were treated using one of these crossing types with the following breakdown: 12 Partial Set Back; 2 Full Set Back; and 2 No Set Back.

3.2.2 Roundabouts

Connectivity between the proposed Circular Road scheme and High Road scheme is achieved via Hospital Roundabout using parallel zebra crossings and a signalised parallel crossing. A key design consideration was to maintain the existing roundabout capacity by retaining the number of entry and exit lanes and minimising the impact on queue lengths, due to the strategic importance of this junction for town traffic.

Controlled and uncontrolled crossing facilities are proposed at desire lines to key destinations and to allow pedestrians and cyclists to navigate Hospital Roundabout and Knocknamona Roundabout.

The proposed parallel zebra crossing on High Road will allow NMU’s to cross from the east side of the High Road scheme to join the proposed active travel link on the south side of Circular Road. The

crossing is positioned as close to the Hospital Roundabout as possible to align with the desire line for NMU's navigating the roundabout, whilst avoiding conflict with the two northbound approach lanes.

The same approach was applied to the proposed parallel zebra crossing on the northern arm of Hospital Roundabout. The proposed crossings on the southern and northern arms of Circular Roundabout have raised tables to slow oncoming traffic and enhance safety for NMU's.

A signalised parallel crossing is proposed to allow NMU's to cross Circular Road and access the active travel facilities on Kilmacrennan Road.

3.3 Facilities for Vulnerable Road Users

3.3.1 Cycle Facilities

A 3.25m two-way raised cycle lane is proposed on the west side of the carriageway. It is segregated from the carriageway with a 0.5-1.25m wide grassed buffer. The cycle facility is segregated from the footway with a 60mm kerb.

Cycle parking is proposed adjacent to St. Conal's Hospital car park. In future DCC intend to promote e-bike services across the town which may capitalise on the infrastructure proposed under this scheme.

3.3.2 Pedestrian Facilities

Proposals include the following:

- Footway widening is proposed to a minimum of 2.0m on both sides of the carriageway in areas where widening is considered necessary. On the west side of the carriageway, the footway is segregated from the cycle facility with a 60mm kerb.
- At side road junctions and accesses, corner radii are tightened to reduce the crossing distance and tactile paving is provided to assist the visually impaired. In most cases, raised tables are provided to give pedestrians priority over vehicles.

3.3.3 Shared Surfaces

Shared use surfaces are proposed in two locations, but they are typically short sections to provide connectivity to key destinations.

A shared surface is proposed on the east side of Kilmacrennan Road, opposite the entrance to Letterkenny Town Park. This area will allow pedestrians and cyclists to access Letterkenny Town Park from the west of Kilmacrennan Road via the adjacent parallel zebra crossing.

A shared surface is proposed on the east side of Kilmacrennan Road, opposite the entrance to the proposed HSE Care Centre. This will allow pedestrians and cyclist to access the HSE Care Centre from the active travel facilities on the west side of Kilmacrennan Road via the proposed toucan crossing.

3.3.4 Crossings

A total of five controlled mainline crossings are proposed that includes two parallel zebra crossings, a signalised parallel crossing, and two toucan crossings. The two parallel zebra crossings and signalised parallel crossing are situated on the southern and northern arms of Hospital Roundabout and were previously described in Section 3.1.2.

A toucan crossing is proposed to replace the existing pelican crossing adjacent to Letterkenny University Hospital and St. Conal's Hospital. The second proposed toucan crossing is situated north

of the proposed new entrance to Errigal College. This crossing will allow for access between the active travel facilities on the west side and the proposed HSE Care Centre on the east side. Additionally, it will allow school children to access the proposed new entrance to Errigal College and the existing bus stop situated further to the north.

3.3.5 Additional Land Requirements

To facilitate the vulnerable road user facilities described above it is proposed to acquire additional lands at Letterkenny University Hospital, St. Conal's Hospital and along the southeastern verge of the Knocknamona Roundabout. These areas are highlighted on Scheme Extents Drawing LKAT-CCC-LA-L06-DR-C-0001.

3.4 Pavement

It is proposed that the existing road pavement will be retained and utilised as far as possible via the proposed road narrowing. As a result, the road crown line may no longer be in the centre of the road.

At the detailed design stage, pavement condition assessments shall be undertaken where required to determine the specific depths and extents of pavement inlay/overlay or reconstruction.

Where footway build outs are proposed, the existing pavement will be planed to permit kerb line construction. Between the new and existing kerb lines, the existing road pavement shall remain in-situ but be perforated to permit active travel construction on top.

4. Road Safety Audit

A Stage 1 RSA was completed for the preliminary design and is included in **Appendix B**. Issues highlighted will be addressed as the design develops at the next stage.

5. Public Information Session

A non-statutory public consultation of the Letterkenny Active Travel Project was held on 12th July 2023 in Letterkenny, at the Radison Blu. Members of Donegal County Council (DCC) and the Clandillon Civil Consulting design team presented the schemes, including Kilmacrennan Road, answered questions, and advertised a potential e-bike hire scheme DCC are considering for the town. The event was attended by approximately 100 members of the public.

A feedback form was available at the event that provided instructions on how to provide feedback. Feedback could be provided by scanning a QR code and completing the form or by sending the feedback form by post. Additionally, comments could be made by email to a dedicated Donegal County Council inbox.

The feedback, though limited, was generally positive towards the Letterkenny Active Travel Project and highlighted that the existing cycle facilities in Letterkenny are inadequate and that shared use paths present a risk to pedestrians from cyclists. The feedback also indicated support for the potential bicycle hire scheme to be implemented upon completion of the proposed schemes.

Donegal County Council have and continue to engage with impacted landowners for the development of the scheme.

6. Environmental Considerations

An Environmental Impact Assessment (EIA) Screening and a Stage I Appropriate Assessment (AA) were completed and accompany this planning application. Refer to **Appendix C and D** respectively.

The EIA screening report concludes that an EIAR is not required, on the basis that the nature of the works is small in scale, there is sufficient distance between the site from any habitats of ecological significance, and no significant effects of the proposed works on the environment were found. However, where potential risk or alteration to the environment were identified, mitigation measures to reduce the impacts were outlined. Recommended measures include:

- Implementation of a WMP and a CEMP;
- Effective communication with relevant bodies to minimise inconveniences during construction;
- Where the removal of trees is necessary, felling is to be avoided between March 1st and August 31st;
- Replacement planting of native trees to be undertaken to minimise any adverse effects on biodiversity.
- Communicating with local businesses, schools and local residents.

The AA concludes that a Stage II AA is not required for the proposed scheme, on the basis that no potential impacts deriving from the proposed development, or likely significant effects to any Natura 2000 Designated Sites could be identified.

APPENDIX A - SITE NOTICE





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

Site Notice

**PLANNING AND DEVELOPMENT ACT 2000 – SECTION 179
PLANNING AND DEVELOPMENT REGULATIONS 2001 – ARTICLE 81**

**NOTICE PURSUANT TO ARTICLE 81 OF PART 8 OF THE ABOVE REGULATIONS (“the Regulations”),
RELATING TO A PROPOSED DEVELOPMENT BY DONEGAL COUNTY COUNCIL**

Project Name: Letterkenny Active Travel Project – Kilmacrennan Road

TAKE NOTICE that Donegal County Council (“the Council”) proposes to carry out the development specified in paragraph (b) below and in relation thereto:-

- (a) The location of the development is as shown on the site location map included in the plans and particulars referred to at paragraph (e) below, generally along R-229-1 Kilmacrennan Road from the Hospital Roundabout to Knocknamona Roundabout.
- (b) The nature and extent of the proposed development is as follows:-
- Removal of existing right-turning lanes and narrowing of the existing carriageway to 6.5m width generally.
 - Reduction of existing junction radii at side roads along with provision of uncontrolled pedestrian crossings.
 - Provision of a two-way cycle facility along the western side of the road.
 - Provision of signalized segregated (pedestrian/cycle) crossings at north, west and south arms of Hospital Roundabout.
 - Retention of the existing footpath along the eastern side of the road and provision of a footpath along the western side of the road.
 - At Letterkenny University Hospital, provision of a toucan crossing with shared surface and bicycle parking.
 - Land acquisition and verge widening around Letterkenny University Hospital.
 - At Errigal College, provision of bus parking lay-bys, footways, set-down area and a signalized pedestrian/cycle (toucan) crossing of Kilmacrennan Road and connecting shared (pedestrian/cycle) facility.
 - Provision of two-way cycle facility, footpaths and uncontrolled pedestrian crossings at Knocknamona roundabout with land acquisition southeast of the roundabout.
 - Removal of Vegetation where required for active travel works described.
 - All other ancillary and tie-in works to relevant standards.

All associated ancillary site works shall be located along the length of Kilmacrennan Road. It is noted that adjacent developments are proposed as part of the Letterkenny Active Travel Project at: L-1007-0 Circular Road, west of Hospital Roundabout; L-1005-1 High Road, south of Hospital Roundabout; and the Northern Network Project around L-1152-1 Windy Hall Road, west of Knocknamona Roundabout. The proposed development on Convent Road will tie into any proposals arising from these schemes.

- (c) The proposed development is sub-threshold for the purposes of Environmental Impact Assessment (“EIA”) per Article 92 of the Regulations and the Council has concluded on the basis of a Preliminary Examination of the nature, location and size of the proposed development in accordance with Article 120 (1)(b)(i) thereof that there is no real likelihood of significant effects on the environment arising from the proposed development and that Environmental Impact Assessment (“EIA”) is not required. A copy of this Preliminary Examination and conclusion will be available for inspection or purchase along with the documents referred to at paragraph (e) below.

Where however any person considers that the proposed development to be carried out by the Council would be likely to have significant effects on the environment, he or she may at any time before the expiration of 4 weeks beginning of the date of publication of this notice apply under Article 120(3)(b) of the Regulations to An Bord Pleanála (64 Marlborough Street, Rotunda, Dublin 1, D01 V902) for a screening determination as to whether the development would be likely to have such effects.

- (d) In order to ascertain whether the proposed development required Appropriate Assessment (“AA”) the Council carried out a screening of same in accordance with Article 250(1) of the Regulations and made a determination in view of best scientific knowledge that the development individually or in combination with other plans or projects would not be likely to have a significant effect on a European site in view of the site’s conservation objectives and that AA was not required. A copy of this determination including the main reasons and considerations on which the determination was based will be available for inspection or purchase along with the documents referred to at paragraph (e) below.

Where however any person considers that the proposed development to be carried out by the Council would be likely to have a significant effect on a European Site, he or she may apply under Article 250(3)(b) of the Regulations to An Bord Pleanála (64 Marlborough Street, Rotunda, Dublin 1, D01 V902) for a determination as to whether the development would be likely to have such significant effect and the Board will make a determination on the matter as soon as possible. Any application for such determination in order to be considered by the Board must state the reasons for the forming of the view that the development would be likely to have a significant effect on a European Site.

- (e) Plans and particulars of the proposed development will be available for inspection online at www.donegalcoco.ie or for inspection at the Council’s offices below and purchase (at a fee not exceeding the reasonable cost of making a copy) at:

Location	Address	Telephone/email	Opening Hours
County House, , Donegal County Council Letterkenny Public Services Centre,	County House, Lifford, Co. Donegal, F93 Y622 Neil T Blaney Road, Letterkenny, Co. Donegal, F92 TNY3	Tel: 0749153900 Email: activetravel@donegalcoco.ie	9:00am – 12.30pm and 1.00pm – 4.30pm from Monday to Friday.

The said plans and particulars will be available for inspection as above from 9am Friday 15th December 2023 until 4pm on Tuesday, 23rd January 2024 (both dates inclusive).

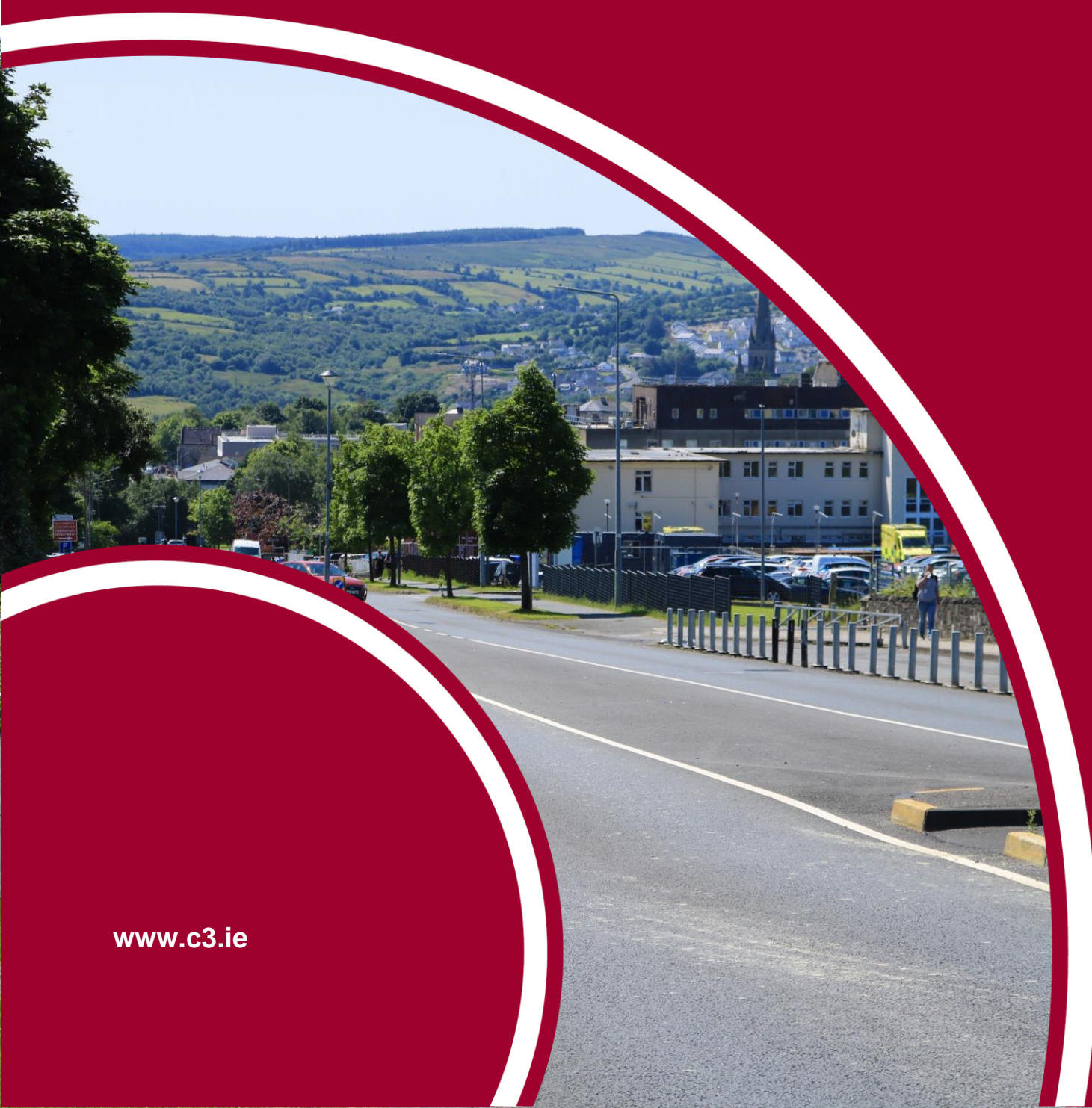
- (f) Submissions and observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development is situated may be made in writing to The County Secretariat Office, Donegal County Council, Lifford, County Donegal, or via the “MAKE A SUBMISSION” button on the project specific page on the <https://consult.donegal.ie/browse> website before **4.00pm on Friday, 9th February 2024**. Please mark the front of the envelope with the project name as per the above schedule.

Bryan Cannon
A/Director of Service
Roads & Transportation,
Donegal County Council,
County House,
Lifford.



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APPENDIX B - STAGE 1 RSA



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2023

**Stage 1 Road Safety Audit
Scheme 6 - Letterkenny Active Travel
(AT) Scheme**

Stage 1 Road Safety Audit
Scheme 6 - Letterkenny Active Travel (AT) Scheme

Document Control Sheet

Client:	Clandillon Civil Consulting
Document No:	220876-ORS-XX-XX-RP-TR-13g-006

Revision	Status	Author:	Reviewed by:	Approved By:	Issue Date
P01	S2	AP	DMC	DMC	11/12/2023

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1. Introduction

This report documents the findings of a Stage 1 Road Safety Audit (RSA) carried out with respect to Scheme 6 of the Letterkenny Active Travel (AT) Scheme in Donegal.

The audit team conducted the site visit on Tuesday the 5th of December 2023. The audit was carried out in the offices of ORS on Thursday the 7th of December 2023.

The audit team comprised of the following people:

Audit Team Leader:

David McCormack: BEng (Hons), Dip Eng., CEng, MIEI

Audit Team Member:

Adam Price BEng (Hons), CEng, MIEI

Audit Team Observer:

Mark Gallagher AEng, MIEI

During the site visit the weather was dry. The road surface was damp, and the traffic levels were noted to be moderate across the audit period.

Previous Road Safety Audits were not available for review. The audit team reviewed the following documents and drawings provided by Clandillon Civil Consulting.

- (1) LKAT-CCC-GA-L06-DR-C-0001-0002.P03_General Arrangement
- (2) LKAT-CCC-XS-L06-DR-C-0101 P01_Cross Sections.

Documents/Information not supplied

- Speed Survey
- Traffic Count Data
- Departures from Standards

The terms of reference / procedure for the Audit were as per the relevant sections of the **Transport Infrastructure Ireland Road Safety Audit Standard GE-STY-01024**. The audit examined only those issues within the design relating to the road safety implications of the scheme and has therefore not examined or verified the compliance of the designs to any other criteria. The Road Safety Audit should not be treated as a design check.

The problems identified and described in this report are considered by the Audit Team to require action to improve the safety of the development and minimise accident occurrence.

All comments, references and recommendations in this safety audit are in respect of the review of information supplied by Clandillon Civil Consulting.

2. Description of the Proposed Development

The proposed development put forward by Clandillon Civil Consulting on Behalf of the Donegal County Council is to provide active travel measures around Letterkenny Town in Donegal.

The proposed scheme aims to enhance infrastructure for pedestrians and cyclists within Letterkenny town. It encompasses various elements such as road narrowing, shared pedestrian, and cyclist facilities, cycle tracks, upgraded footpaths, junction tightening, new pedestrian crossings, speed control measures and signs and lines. The speed limit within scheme 6 is 50kph from CH 0 TO CH 650 with the remaining from CH 650 TO CH 790 being 60kph.

Please refer to **Figure 2.1** & **Figure 2.2** below for the general arrangement of the proposed scheme.

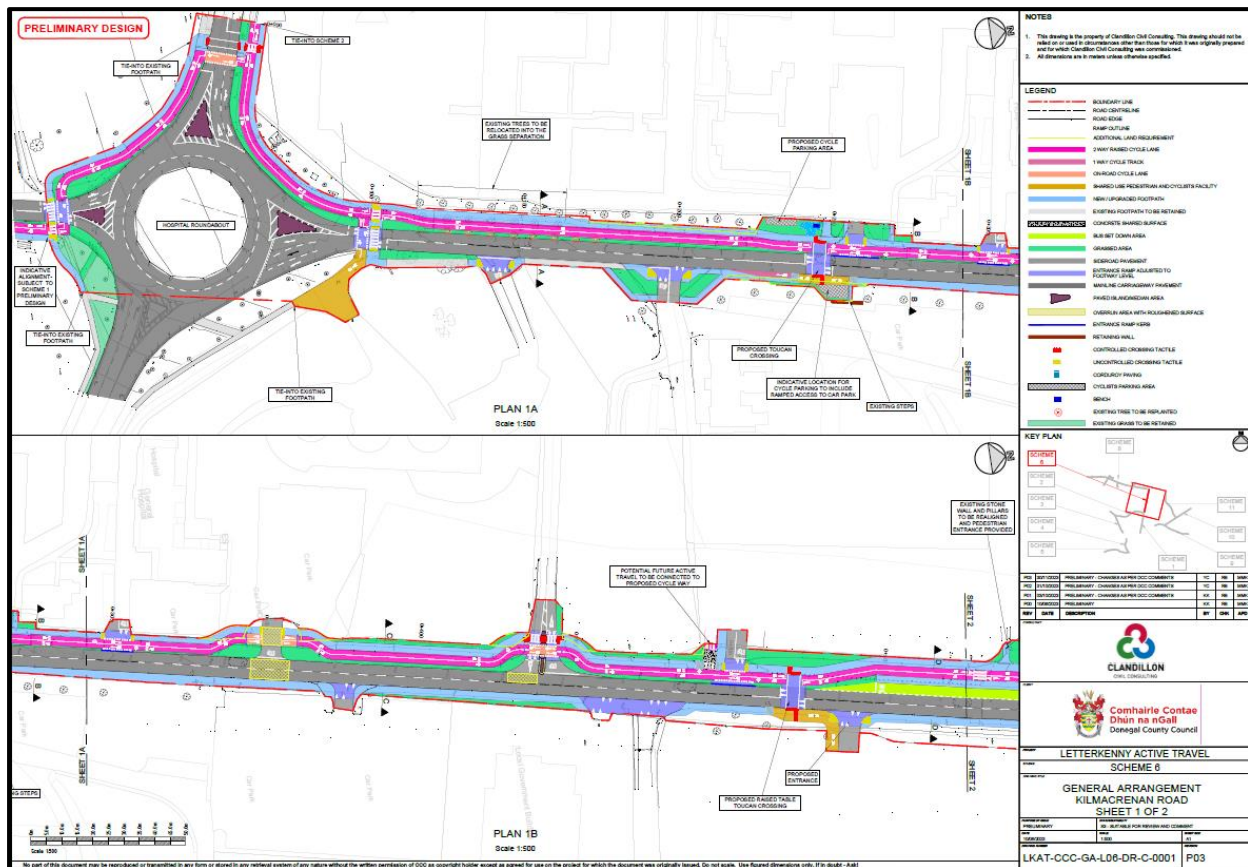


Figure 2.1: General Arrangement of the Proposed Scheme (1) (Source: Clandillon Civil Consulting)

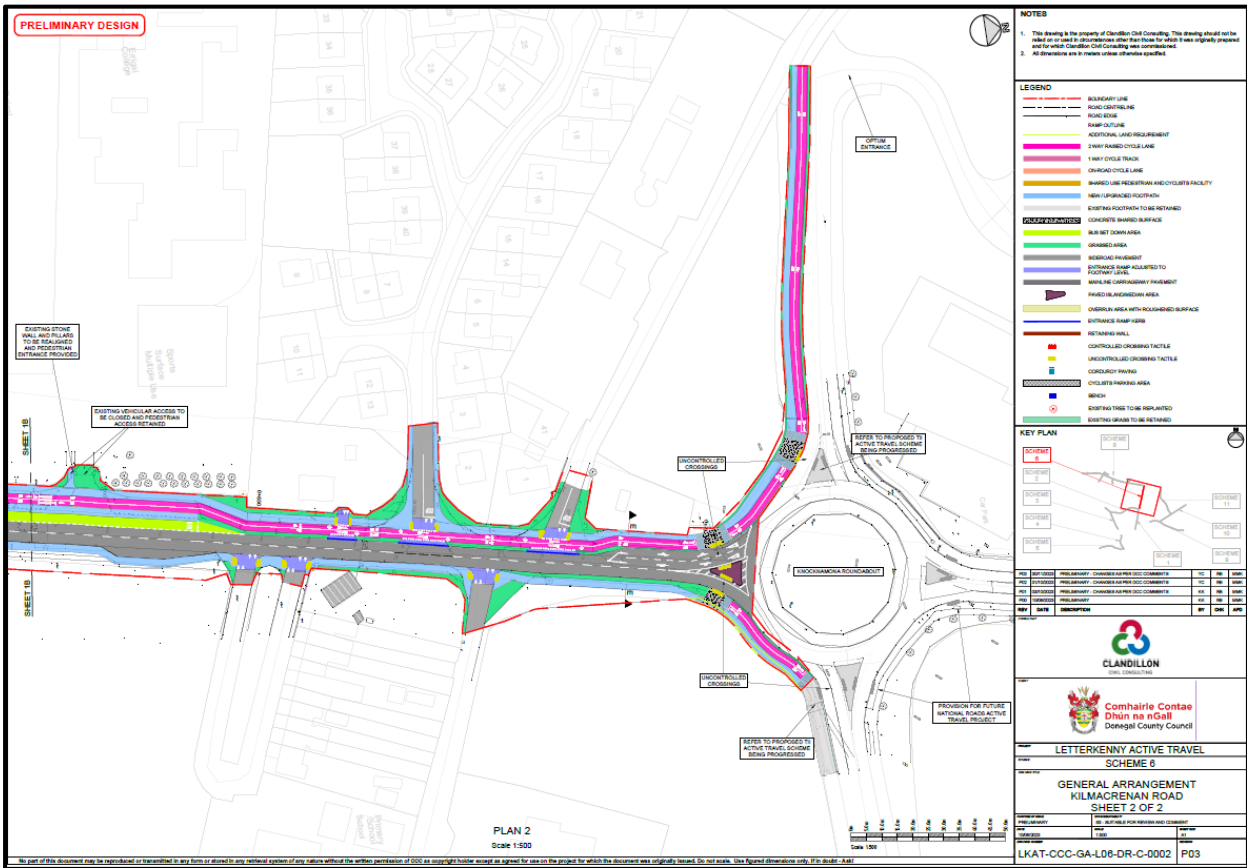


Figure 2.2: General Arrangement of the Proposed Scheme (2) (Source: Clandillon Civil Consulting)

3. Problems Raised from the Road Safety Audit

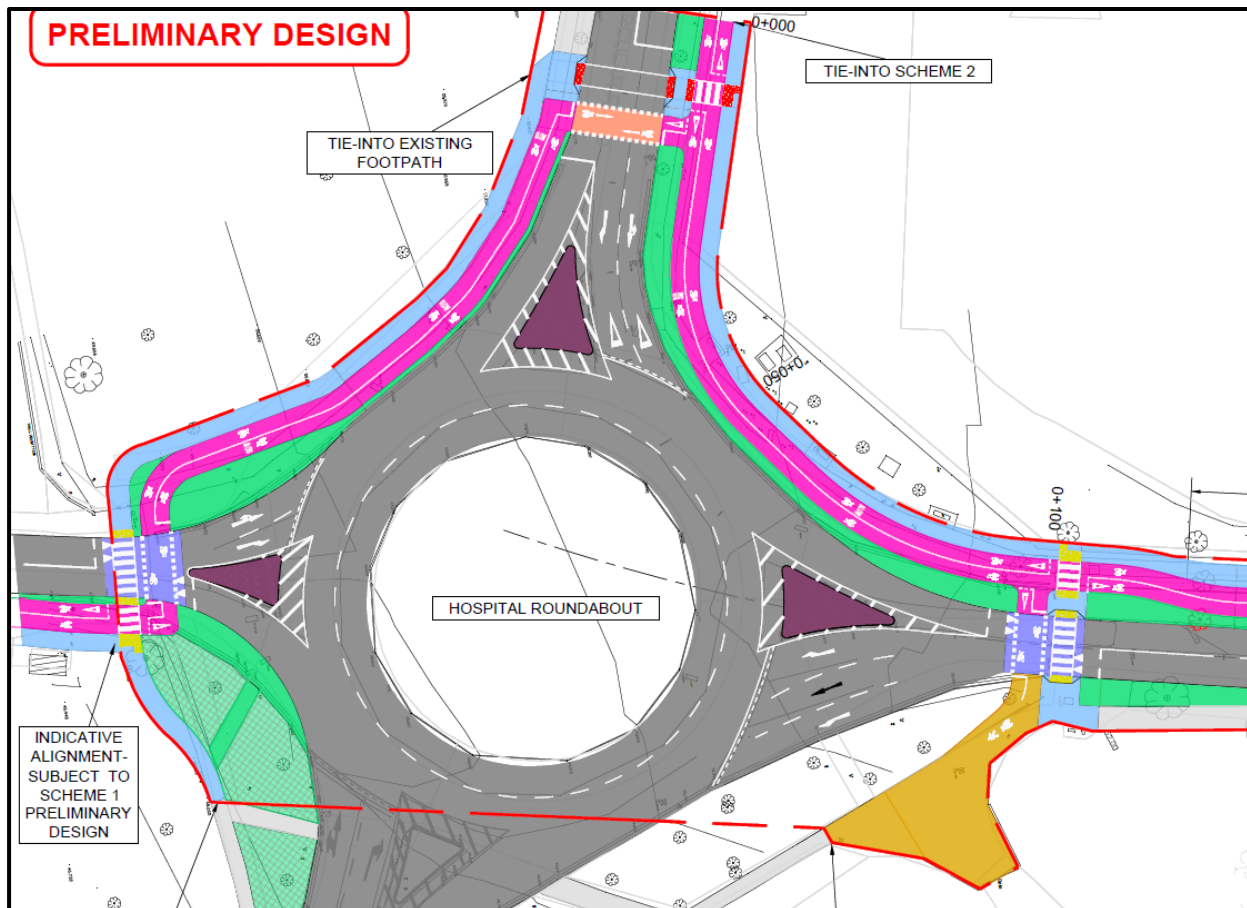
The following are problems and recommendations to address the safety issues associated with the proposal. The recommendations are proposed to the designer of the scheme to reduce any safety risks associated with it.

3.1 Potential Problems Identified

Problem No.1: Vulnerable User Crossing Facilities

Location: High Road/Circular Road/Kilmacrennan Road

The audit team note that the proposed crossing points for cyclists in particular along the above identified roads at the Hospital Roundabout are confusing. The crossing points seem to indicate that cyclists have the priority to cross the main carriageway due to the lack of yield road markings and/or signage at the intersection of the cycle facilities and the main carriageway. This could give cyclist the impression that it is safe to cross without stopping which puts them at serious risk of conflict with vehicles on the mainline.



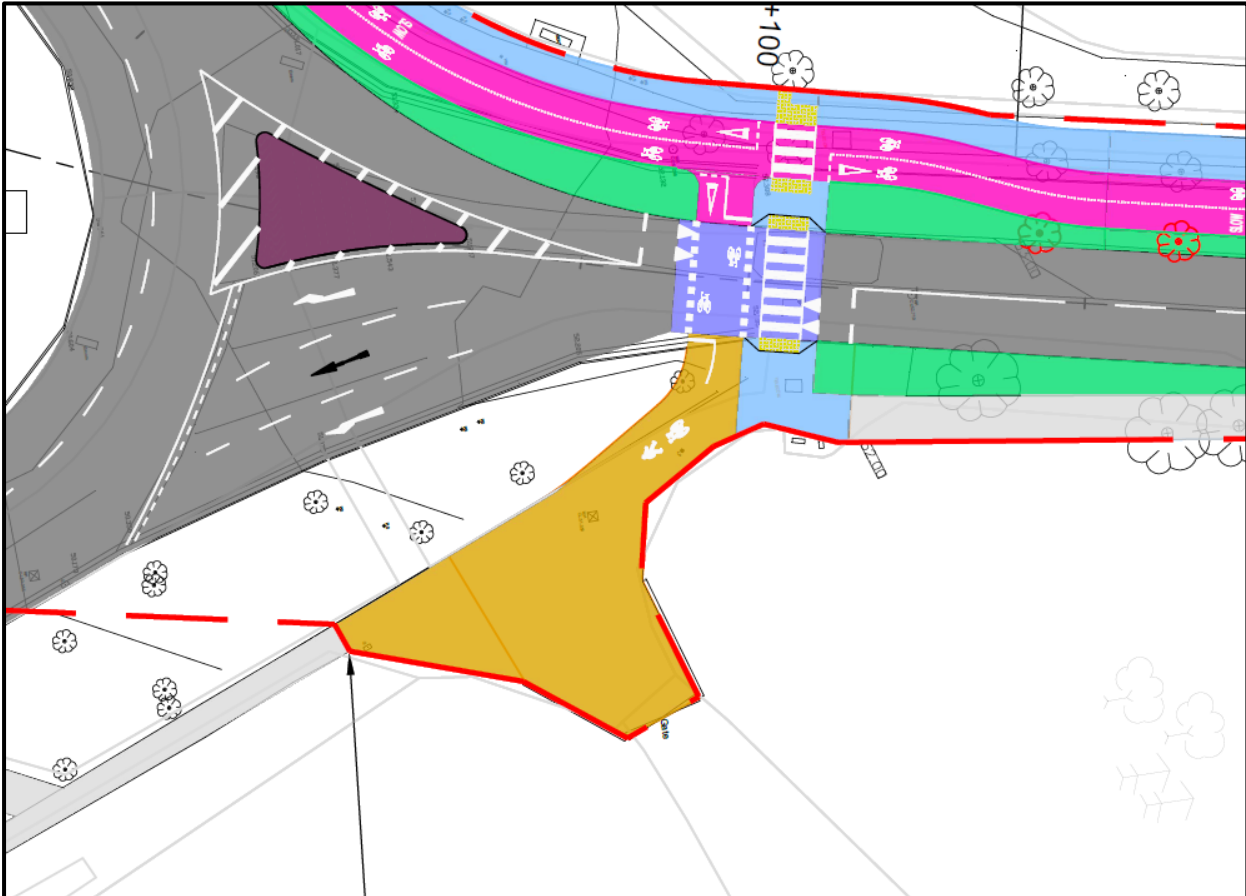
Recommendation:

The design team should ensure that there are control measures to warn cyclists of the impending hazard and the need to yield to passing traffic on the mainline carriageway.

Problem No.2: Lack of Shared Space Signage and Tactile Paving

Location: Southeast of the Hospital Roundabout

The audit team note that there is a shared surface facility proposed at the identified location. However, there are no measures in place to inform users that they are entering a shared space. This could increase the risk of conflicts if users are not aware that the space is being shared with other users.



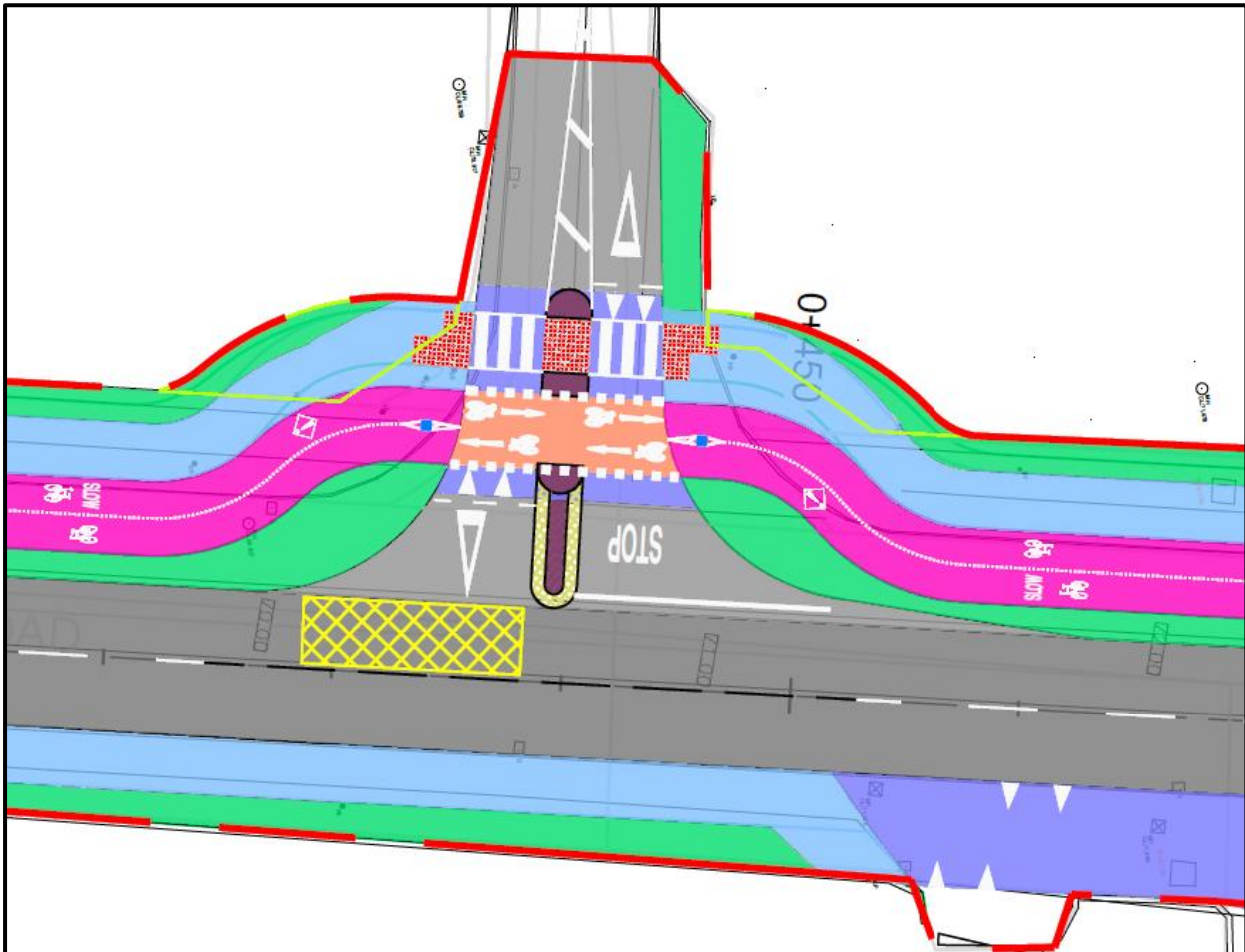
Recommendation:

The design team should ensure that advanced warning in the form of signage and tactile paving is provided to inform users of the shared space.

Problem No.3: Yield Control for Vehicles Entering Hospital

Location: Hospital Access Along R229

The audit team note that there is a yield control proposed for vehicles wishing to enter the hospital from the R228 at the vulnerable user crossing point. The audit team is concerned that the provision of a yield control for vehicles in this location could result in vehicles straddling the carriageway while waiting for vulnerable users to cross the crossing point. This could result in potential conflicts with vehicles travelling along the mainline which could result in injury to vehicle occupants.



Recommendation:

The design team should remove the yield control for vehicles exiting the R229 to mitigate the safety risk identified. The design team should also ensure that yield provisions are provided on the cycle facilities crossing the access to the hospital.

3.2 General Problems Identified

Problem No.4: Drainage

Location: Throughout Scheme

The audit team note from the drawings provided that there is no provision for drainage channels/gully positions for the proposed stormwater network on the scheme. Inadequate gully positioning may lead to issues of ponding in areas of the scheme which poses a risk of slips, trips or falls to vulnerable road users.

Recommendation:

The design team should ensure that details and locations of all drainage gullies etc are provided for across the scheme and positioned strategically to avoid the risk of ponding across the site and in particular at any proposed pedestrian crossing points of at any proposed ramps within the scheme.

Problem No.5: Vehicle Swept Path Analysis

Location: Proposed Scheme

The audit team has observed that no vehicle swept path analysis has been conducted based on the provided drawings. To ensure the road layout is optimally designed, it is crucial to undertake a thorough swept path analysis using appropriate design vehicles. This analysis will confirm that the road configuration allows for safe turning movements without encroaching on pedestrian areas or mounting kerbs, thereby minimising potential conflicts between vehicles and pedestrians. Additionally, the swept path analysis should encompass all relevant vehicle turning movements, ensuring that vehicles can manoeuvre smoothly within the scheme.

Recommendation:

The design team should analyse vehicle swept paths on the scheme with industry standard software to assess vehicle wheel paths during turning movements to confirm the suitability of the road layout for intended vehicle purposes.

Problem No.6: Lighting

Location: Proposed Scheme

The audit team note that there is no public lighting proposed as part of the scheme. Insufficient or inadequate lighting could lead to trips and falls in poorly lit areas which could result in injury to vulnerable users.

Recommendation:

The design team should ensure that appropriate public lighting provision is provided within the scheme and positioned such that it doesn't create a hazard for footpath users or vehicles.

4. Audit Team Statement


We certify that we have examined the drawings listed in Appendix A and examined the site by means of a site visit. This examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme. The issues that we have identified have been noted in the report, together with suggestions for improvement, which we recommend should be studied for implementation.

Audit Team Leader: David McCormack: BEng (Hons), Dip Eng., CEng, MIEI
ORS

Signed: 

Date: 07th December 2023

Audit Team Member: Adam Price: BEng (Hons), CEng, MIEI
ORS

Signed: 

Date: 07th December 2023

Audit Team Observer: Mark Gallagher, MIEI
ORS

Date: 07th December 2023

Appendix A – Inspected Documents

The audit team reviewed the following drawings and documents provided by Clandillon Civil Consulting:

- (1) LKAT-CCC-GA-L06-DR-C-0001-0002.P03_General Arrangement
- (2) LKAT-CCC-XS-L06-DR-C-0101 P01_Cross Sections.

Appendix B – Designer Response Form

Job: 220876 – Scheme 6 - Letterkenny Active Travel (AT) Scheme

Stage of Audit: Stage 1

Date Audit Completed: 07/12/2023

Problem Reference in Safety Audit Report	To Be Completed by the Designer			To be Completed Audit Team Leader
	Problem Accepted (Yes/No)	Recommendation Accepted (Yes/No)	Alternative Option (Describe) (Only complete if recommendation not accepted)	Alternative Option Accepted by Auditors (Yes/No)
P1	Yes	Yes		
P2	Yes	Yes		
P3	Yes	No	General arrangement and pavement markings are provided as per CDM TL407. Belisha beacon and signs will be provided at later stages of design.	Yes
P4	Yes	Yes		
P5	Yes	Yes		
P6	Yes	Yes		

Signed: *Martin M* Designer Date: 12/12/2023

Signed: *David C* Audit Team Leader Date: 12/12/2023

Signed: Employer Date:

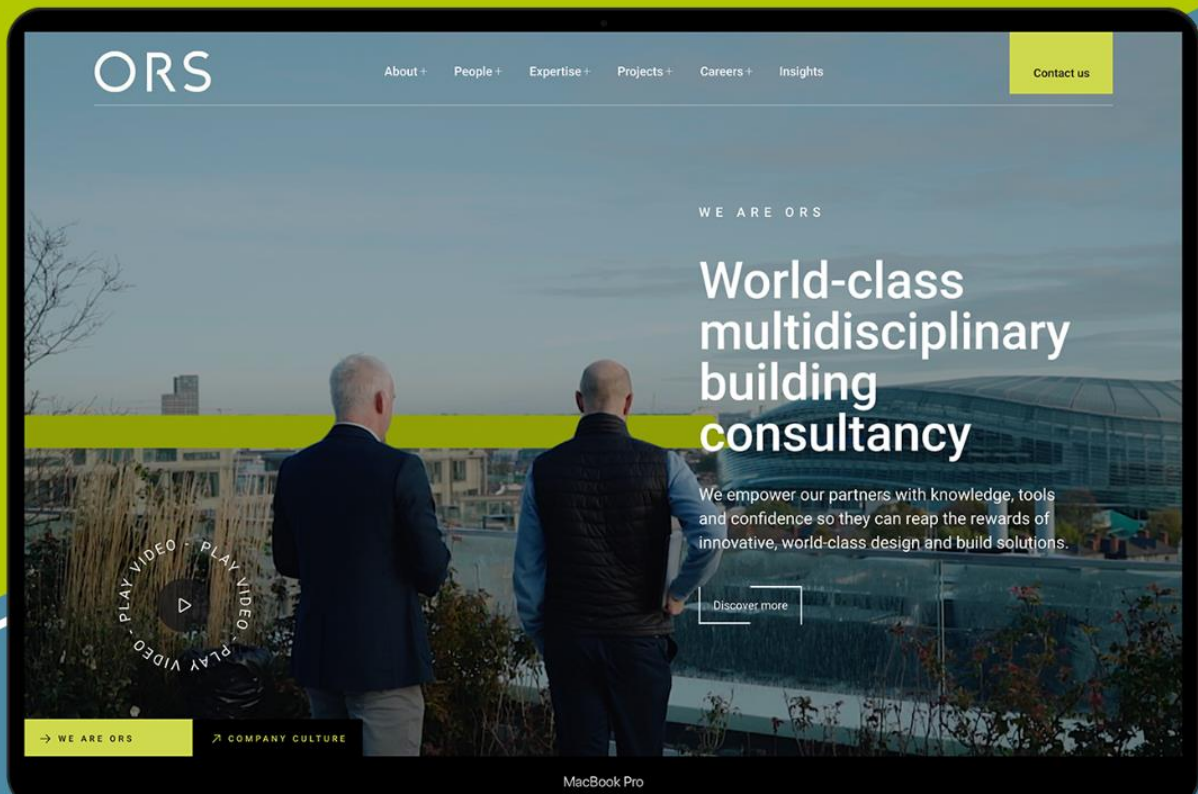
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APPENDIX C - EIA SCREENING



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LETTERKENNY ACTIVE TRAVEL - KILMACRENNAN ROAD

Environmental Impact Assessment Screening Report

LKAT-CCC-XX-L06-RP-EN-0002



Client: Donegal County Council
Date: 30.11.2023

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Issue and revision record

Date	Rev	Change Description	Author	Checker	Approver
17.11.2023	P00	Draft	HS	RMC	MMK
24.11.2023	P01	For client review	HS	RK	MMK
30.11.2023	P02	For client review	HS	RK	MMK

Detailed Change Log

Rev	Change Description
P00	-
P01	Updates throughtout
P02	Scheme extents updated

1. Introduction

Donegal County Council (DCC) have appointed Clandillon Civil Consulting to undertake a screening assessment to inform a determination on the requirement for an Environmental Impact Assessment (EIA) for the Kilmacrennan Road Active Travel Scheme (the proposed scheme).

The assessment provides information to allow the competent authority, DCC, to ascertain whether a development requires an EIA. The purpose of this Report is to establish the likely significant effects of the proposed scheme on the environment and advise if an EIA is required or not. The Report is set out as follows:

- Introduction;
- Description of the proposed scheme;
- Environmental Impact Assessment Legislative Context and Guidance;
- EIA Screening Methodology
- EIA Screening Evaluation
- EIA Screening Conclusions

Other supporting documents not included in this report but prepared to inform the appropriate development of the scheme includes an Appropriate Assessment Screening Report, prepared by Flynn Furney Environmental Consultants.

This AA Screening Report has informed the ecological considerations throughout this report.

2. Description of the Proposed Scheme

2.1 Site Location

The proposed scheme is located in Letterkenny, County Donegal along an approximate 950m section of the R229 Kilmacrennan Road. The scheme extents lie between Hospital Roundabout and Knocknamona Roundabout as shown in Figure 1 below.

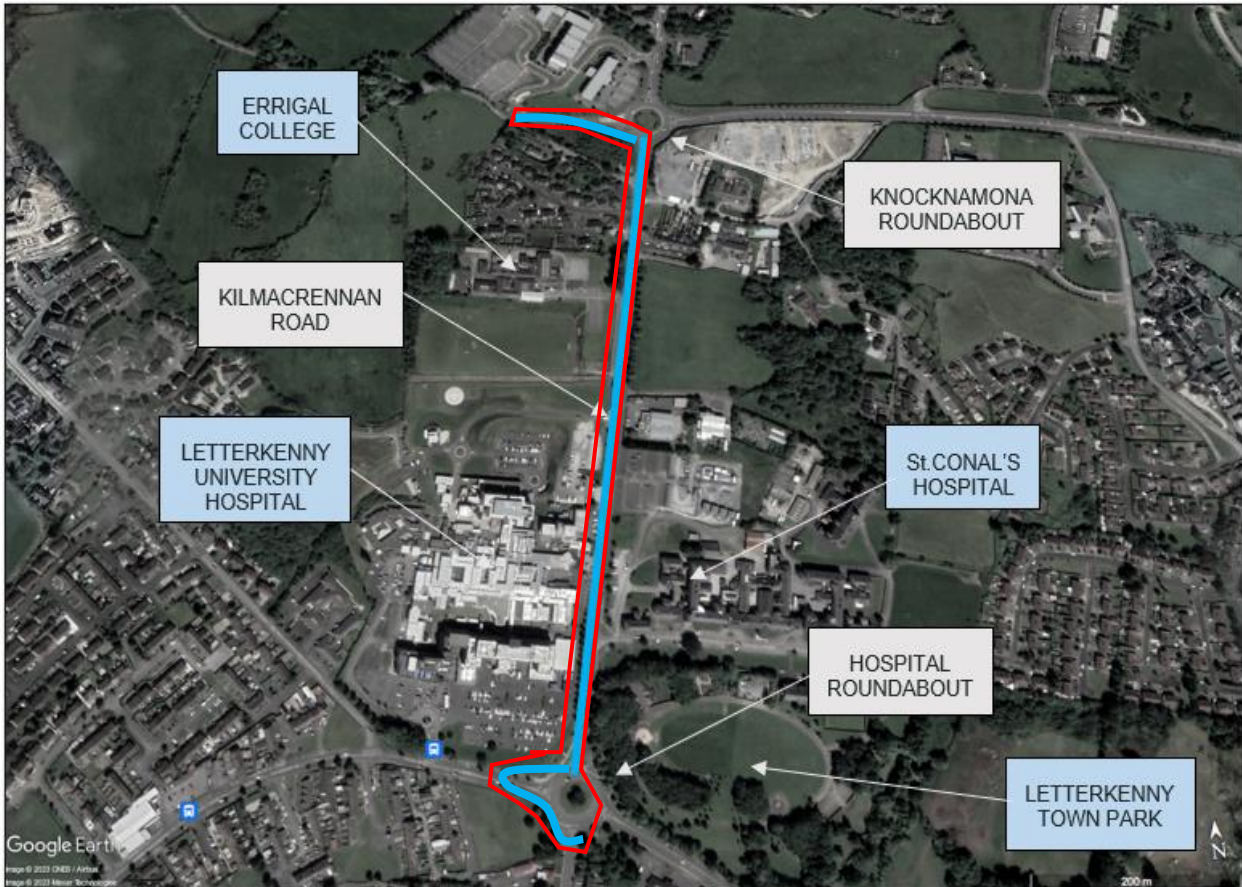


Figure 1: Kilmacrennan Road active travel scheme extents

2.2 Proposed Active Travel Scheme

2.2.1 General Overview

Proposals include the construction of a two-way cycle facility on the west side of Kilmacrennan Road and active travel improvements on both sides of the carriageway that include footway widening, active travel priority at side road crossings, and new crossings and upgrading of existing crossings. Carriageway space will be reallocated to facilitate the proposed active travel measures on the west side of the carriageway. The existing drainage system will largely be retained, with relocated gullies tying-in to the existing system.

The proposals include the removal of trees situated on the existing grassed verge and replanting of trees on the new grassed verge. Land take is required from Letterkenny University Hospital. Site clearance will typically require the removal of traffic signs, existing kerbs, and chamber covers and frames.

2.2.2 Cycle Facilities

There are no existing cycle facilities on Kilmacrennan Road. A 3.25m wide two-way segregated cycle facility is proposed on the west side of the carriageway throughout the full length of the scheme. The cycle facility will be segregated from the footpath with a 60mm kerb and segregated from the carriageway with a grassed buffer strip with a width of either 0.5m or 1.25m. The grassed buffer will allow for tree planting.

The carriageway width will be reduced to 6.5m (3.25m per lane) by removing right-turn lanes and shifting the existing kerb line on the west side of the carriageway towards the east side. The kerb line on the east side will remain as existing. It is anticipated that reprofiling of the carriageway will be required to implement the cycle facility and achieve an acceptable camber.

2.2.3 Improvements to Pedestrian Facilities

Proposals include improvements to the existing pedestrian facilities throughout the scheme. The proposals include widening of the existing footpath to a maximum of 2.5m on both sides of the carriageway, tightening of corner radii at side roads and accesses and the provision of tactiles.

The bus set down area adjacent to Errigal College will be improved by the addition of a 2m wide set down area that will allow pedestrians to cross the proposed cycle facility with priority to access the footway.

2.2.4 Crossing Facilities

Proposals include Toucan crossings and Parallel Zebra Crossings to key destinations such as Letterkenny Town Park, Letterkenny University Hospital, and to provide connectivity to adjacent schemes including the High Road scheme and Circular Road scheme. These facilities will benefit pedestrians and cyclists.

2.2.5 Junctions, Side Road Junctions and Accesses

Pedestrians and cyclists will benefit from the measures described in Section 2.2.3 but additional measures will benefit active travel users traversing side roads and access. Measures include raised tables with active travel priority, but priority will be given to vehicles at particular side roads.

Connectivity to the High Road scheme and Circular Road scheme will be achieved via Hospital Roundabout using a combination of parallel zebra crossings and a toucan crossing. A raised table is provided at the parallel zebra crossings.

Connectivity to the Northern Network scheme and to other planned schemes will be achieved via Knocknamona Roundabout. Uncontrolled crossings are utilised here.

2.2.6 Construction Materials

The footways and cycleways will be constructed using an asphalt concrete surface. Shared use areas and areas of hardstanding will be constructed from concrete. Where the road is reprofiled, it will be done using binder and stone mastic asphalt (SMA). Grassed verges will be constructed by reusing excavated topsoil in addition to imported topsoil.

The cycle facility will be segregated from the road with 125mm precast concrete kerbs and the footway and cycle facility will be segregated with a 60mm kerb. Fencing works will be required at Letterkenny University Hospital where land-take is necessary.

2.2.7 Utilities

Records show that there are buried utilities situated beneath the footways and carriageway throughout the length of the scheme. There are utility covers situated on the existing footway and carriageway. Public street lighting is present throughout the scheme. The following utilities have been identified throughout the scheme:

- Electricity (ESB) – Medium voltage (MV) underground lines, MV overhead lines, low voltage (LV) underground lines.
- Telecommunications – Eir and ENET underground cables.
- Water (Irish Water) – Water and sewer mains.

This list represents the current known utilities in the area and may be subject to change if additional responses are received.

2.2.8 Drainage

The existing drainage system is a linear system with gullies situated on both sides of the carriageway that is aided by a road camber. The footways shed water towards the grassed verge (where present) and the carriageway. Kilmacrennan Road is on a steep gradient and run-off would flow from Knocknamona Roundabout towards Hospital Roundabout.

Drainage proposals include relocating the gullies on the west side of the carriageway to the new kerb line and connecting these to the existing drainage system. Gullies on the east side will be unaffected by the works. The footways and cycle facility will drain towards the grassed buffer and carriageway. The proposed works will not result in the creation of additional hardstanding, or to any significant extent, as the cycle facility will be constructed above the existing carriageway. Consequently, the existing drainage system is expected to accommodate the proposals. Furthermore, there is an opportunity to utilise the grassed buffer as a rain garden where feasible.

2.2.9 Construction Phasing

Construction is predicted to start in Quarter 3 (Q3) of 2024 and expected to last approximately 12 months. It is anticipated that construction would be phased so that the works on the west side of the carriageway would be completed followed by the works on the east side. The commencement, duration, and phasing of the works is subject to change.

2.3 Operation

The operational phase will coincide with the end of construction and the commissioning of the proposed scheme. Maintenance will be undertaken as required by the relevant department of Donegal County Council, and will likely include path cleaning, gully clear out, landscaping etc.

3. Environmental Impact Assessment Legislative Context and Guidance

The current requirements for EIA for projects are set out by the European Union in Council Directive 2011/92/EU on the Assessment of the Effects of Certain Public and Private Projects on the Environment as amended by Directive 2014/52/EU. Further details are provided in Section 3.1 below.

The Planning and Development Acts 2000 to 2022 and the Planning and Development Regulations 2001 to 2022 were both amended by the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (SI No. 296 of 2018) to take account of the requirements of the EIA Directive (Directive 2014/52/EU).

Section 172 of the Planning and Development Acts 2000 to 2022 sets out the requirement for EIA whilst the prescribed classes of development and thresholds that trigger a mandatory EIA are set out in Schedule 5 of the Planning and Development Regulations 2001 to 2022 and Section 50 of the Roads Act 1993, as amended. Further details are provided in Section 3.2 below.

Section 103 of the Planning and Development Regulations 2001 to 2022 and Section 50(1)(b) and 50(1)(c) of the Roads Act 1993, as amended, sets out the requirements for screening a sub-threshold development for EIA. Further details are provided in Section 3.3 below. Finally, the information to be provided by the applicant or developer for the purposes of screening sub-threshold development for EIA is set out in Schedules 7 and 7A of the Planning and Development Regulations 2001 to 2022. Further details are provided in Section 4.1 below.

A review of the above legislation was undertaken for the purpose of this EIA screening report and is further analysed in the sections below.

3.1 EIA Directive

EIA Directive 2014/52/EU provides criteria that are applied in the screening phase to determine if a development is likely to have a significant effect on the environment. The criteria are as follows:

- the **Characteristics of the Projects**, which must be considered having regard, in particular, to the size and design of the whole Project, the cumulation with other existing and/or approved Projects, the use of natural resources, the production of waste, pollution and nuisances, and the risk of major accidents and/or disasters and the risks posed to human health.
- the **Location of the Projects**, so that the environmental sensitivity of geographic areas likely to be affected by Projects must be considered, having regards to the existing and approved land use, the relative abundance, availability, quality and regenerative capacity of natural resources and the absorption capacity of the natural environment in particular.
- **Type and Characteristics of the potential impact** with regards to the impact of the Project on the environmental factors specified in Article 3(1).

The characteristics of the project, its location and potential impact are described and assessed in Chapter 5 of this report.

3.2 Planning and Development Act

In the context of planning, the EIA Directive is given effect in Ireland through the Planning and Development Act 2000 (as amended). Ireland transposed Directive 2014/52/EU into Irish law, the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, came into operation on 1st September 2018. A strengthened screening procedure was one of the key changes introduced by the 2014 Directive. It sets out new information requirements for the

developer (Annex IIA) and new selection criteria to be used by the competent authority in making their screening determination (Annex III).

Donegal County Council has obligations under Article 129 the Planning and Development Act 2000, as amended to undertake mandatory EIA for specified classes of development and Appropriate Assessment (AA) and Environmental Impact Assessment (EIA) screening for sub-threshold development for local authority own development.

Where there is a possibility that the development may significantly affect the environment, Donegal County Council must prepare information on the development specified under Annex II and Annex III of the EIA Directive and transposed into Irish legislation under schedule 7A of the Planning and Development Regulations which is the appropriate information necessary to undertake an EIA Screening. This is the information which would typically be presented in a report to inform EIA Screening.

3.2.1 Mandatory EIA

Every project listed in Part 1 of Schedule 5 of the Planning and Development Regulations must be subject to an EIA if the stated threshold set out within that Schedule has been met or exceeded or where no thresholds are set, and accordingly, an EIAR must be submitted to the competent authority with an application for development consent in this regard.

No development types listed in Schedule 5 Part 1 are applicable to the proposed scheme. Accordingly, the project is not subject to a mandatory EIA.

3.2.2 Sub-Threshold EIA

An examination of Parts 1 and 2 of the Schedule 5 of the Planning and Development Regulations indicates that the nature and scale of the proposed scheme is such that it would not trigger a mandatory EIA under these Regulations.

3.3 Road Traffic Act, 1993

Section 50 of the Roads Act (1993 to 2015) sets out the types of roads projects for which mandatory EIA is required. The classes of proposed road development automatically subject to EIA is set out below:

Table 1: Screening Matrix for Mandatory EIA for Road Projects

Screening Matrix for Mandatory EIA for Road Projects		
Mandatory Threshold	Regulatory Reference	Assessment
Construction of a Motorway	S. 50(1)(a)(i) of the Roads Act, 1993, as amended	The proposed development is not a Motorway. Mandatory threshold not reached.
Construction of a Busway	S. 50(1)(a)(ii) of the Roads Act, 1993, as amended	The proposed development is not a Busway. Mandatory threshold not reached.
Construction of a Service Area	S. 50(1)(a)(iii) of the Roads Act, 1993, as amended	The proposed development is not a Service Area and does not incorporate a Service Area. Mandatory threshold not reached.
Any prescribed type of proposed road development	Article 8 of the Roads Regulations, 1994 (prescribed	Neither the existing road nor the proposed realigned roads include

Screening Matrix for Mandatory EIA for Road Projects

<p>consisting of the construction of a proposed public road or the improvement of an existing public road, namely:</p>	<p>type of road development for the purposes of S. 50(1)(a)(iv) of Section 50 of the Act</p>	<p>four or more lanes. Mandatory threshold not reached.</p>
<ul style="list-style-type: none"> • The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area • The construction of a new bridge or tunnel which would be 100 metres or more in length. 		<p>The proposed development does not involve the construction of a bridge or a tunnel of more than 100m in length. Mandatory threshold not reached.</p>

None of the development types set out in Section 50(1)(a)(i) to (iv) of the Roads Act are applicable to the proposed scheme. Accordingly the project is not subject to a mandatory EIA.

3.3.1 Sub-Threshold Development

Road projects falling below the thresholds created (i.e. ‘sub-threshold’ development) need to be screened for EIA on a case-by-case basis.

Section 50(1)(b) and 50(1)(c) of the Roads Act 1993, as amended sets out the requirements for screening a sub-threshold development for EIA.

Section 50(1)(b) of the Roads Act 1993, as amended, states:

‘If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall direct the development be subject to an environmental impact assessment’.

Section 50(1)(c) of the Roads Act 1993, as amended, states:

“Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies [paragraph (a) relates to development mandatorily requiring EIA]) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.”

Section 50(1)(e) of the Roads Act 1993, as amended states:

“Where a decision is being made pursuant to this subsection on whether a road development that is proposed would or would not be likely to have significant effects on the environment, An Bord Pleanála, or the road authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III.”

3.4 EIA Guidance

3.4.1 Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment

The European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) have transposed Directive 2014/52/EU and are incorporated into the Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (the Guidelines). Chapter 3 of these Guidelines deals with the EIA Screening process.

As referred to in Section 3.5 of the Guidelines, the EIA Screening process is based on professional expertise and experience, having due regard to the 'Source - Pathway - Target' (SPT) model, which identifies the source of likely significant impacts, if any, the environmental factors (target) which will potentially be affected, and the route (pathway) along which those impacts may be transferred from the source to the receiving environment.

As per Section 3.1 of the Guidelines, the screening determination "is a matter of professional judgement, based on objective information relating to the proposed project and its receiving environment. Environmental effects can, in principle, be either positive or negative".

The EIA Screening process must also have regard to the European Court ruling that the EIA Directive has a "wide scope and a broad purpose" when determining if an EIAR is required.

The Chapter 3 Guidelines have been considered in developing the assessments and conclusions contained in this report.

3.4.2 Guidelines on the Information to be contained in Environmental Impact Assessment Report (EPA, May 2022)

The stated primary objective of the guidelines is to improve 'the quality of EIARs with a view to facilitating compliance (with the Directive). By doing so they contribute to a high level of protection for the environment through better informed decision-making processes.' According to the guidelines the start of the EIA process involves making a decision about whether an EIAR needs to be prepared or not. The guidelines note that the decision-making process begins by examining the regulations and if this does not provide a clear answer then the nature and extent of the project, the site and the types of potential effects are examined.

3.4.3 Environmental Impact Assessment Screening OPR Practice Note PN02 (2021)

This Practice Note was published in June 2021 by the Office of the Planning Regulator (OPR) and provides information and guidance on screening for EIA by planning authorities. It includes useful templates and addresses issues that commonly arise. The OPR Practice Note does not have the status of Ministerial Guidelines issued under Section 28 of the Planning and Development Act 2000, but are issued for general information purposes only, in accordance with the OPR's statutory remit to engage in education, training and research activities.

3.4.4 TII: Environmental Planning of National Road and Greenway Projects (RE-ENV-07008) (2023)

Transport Infrastructure Ireland (TII) published this Technical Document in February 2023. The purpose of this Technical Document is to assist those involved in the planning of national road and greenway projects to navigate some of the complex environmental and planning law that they will commonly encounter in their work. It presents the results of research carried out by TII's Environmental Policy and Compliance Section. It constitutes a non-exhaustive and non-definitive guide to relevant legislation.

3.4.5 NTA Guidance for EIA and AA Screening (2023)

The NTA have developed and provided input to this high level guidance document on the matters that must be considered when pursuing any Active Travel Initiative and in determining whether any screening for Environmental Impact Assessment (EIA) and/or screening for Appropriate Assessment (AA) is required. This document assists Local Authorities and their consultants in the carrying out of EIA and AA Screening of active travel initiatives.

3.4.6 Other guidance

The screening assessment was also undertaken with regard to the following guidance:

- European Commission (2001), Guidance on EIA Screening;
- EPA (2002), Guidelines on the Information to be Contained in Environmental Impact Statements;
- EPA (2003), Advice Notes on Current Practice in the Preparation of Environmental Impact Statements;
- Department of Environment, Heritage and Local Government (2003), EIA Guidance for Consent Authorities regarding Sub-threshold Development;
- EPA (2015), Advice Notes for Preparing Environmental Impact Statements, Draft; and,
- Department of Housing, Planning, Community and Local Government (2017) Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licencing Systems.

3.5 Conclusion

The proposed scheme is not a type of development listed in Schedule 5 of the Planning and Development Regulations 2001, as amended. Donegal County Council, under section 50 of the Road Traffic Act 1993 and the Planning and Development Regulations, in considering a local authority own development, must have regard to whether or not such a development is likely to have significant effects on the environment. While Section 38 procedures under the Road Traffic Act does not include procedural requirements in respect of EIA and AA screening, a local authority has obligations under other statutes to satisfy itself that EIA / AA is not required.

As such, the purpose of this report is to assist Donegal County Council, as the Competent Authority, in determining whether, the project is likely to have a significant effect on the environment by addressing the criteria and information set out in Annex III and IIA of the EIA Directive and Schedules 7 and 7A of the Planning and Development Regulations 2001-2021, as amended.

4. EIA Screening Methodology

The approach proposed for completing the screening assessment for the Kilmacrennan Road Active Travel Scheme is to present the necessary information to inform the screening determination by the Competent Authority with reference to the three headings and subheadings of Annex III of the EIA Directive.

4.1 Schedule 7 and Schedule 7A of the Planning and Development Regulations

Annex III of the EIA Directive is transposed into Irish legislation in Schedule 7 of the Planning and Development Regulations 2001-2021. The Criteria as set out in Schedule 7 sets out the criteria for determining whether Development listed in Part 2 of Schedule 5 of the Planning and Development Act 2001-2021 should be subject to an Environmental Impact Assessment. Schedule 7A provides information which a developer must provide to the competent authority to inform a screening determination, as set out in the tables below.

Table 2: Characteristics of the Proposed Development

The characteristic of projects must be considered, with particular regard to:
The size and design of the whole of the proposed development,
Cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment,
The nature of any associated demolition works,
The use of natural resources, in particular land, soil, water and biodiversity,
The production of waste,
Pollution and nuisances,
The risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge, and
The risks to human health (for example, due to water contamination or air pollution).

Table 3: Location of the Proposed Development

The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to—
The existing and approved land use,
The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,
The absorption capacity of the natural environment, paying particular attention to the following areas:
<ul style="list-style-type: none"> • wetlands, riparian areas, river mouths; • coastal zones and the marine environment, • mountain and forest areas;

The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to—

- nature reserves and parks;
- areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;
- areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;
- densely populated areas;
- landscapes and sites of historical, cultural or archaeological significance.

Table 4: Type and Characteristics of the Potential Impacts of the Proposed Development

The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of ‘environmental impact assessment report’ in section 171A of the Act, taking into account—

- The magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)
- The nature of the impact,
- The intensity and complexity of the impact,
- The probability of the impact,
- The expected onset, duration, frequency and reversibility of the impact,
- The possibility of effectively reducing the impact.
- The transboundary nature of the impact,
- The cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment

4.2 Other Supporting Assessments

Other supporting documents not included in this report but prepared to inform the appropriate development of the scheme includes an Appropriate Assessment Screening Report, prepared by Flynn Furney Environmental Consultants.

This AA Screening Report has informed the ecological considerations throughout this report.

5. EIA Screening Evaluation

When considering a local authority own development, Donegal County Council under the Road Traffic Act 1993 as amended and the Planning and Development Regulations, must have regard to whether or not the proposed development is likely to have significant effects on the environment. This is achieved by reference to the criteria specified in Annex III of the EIA Directive 2014/52/EU and Schedule 7 to the Planning and Development Regulations 2001, as amended and summarised in Tables 2, 3 and 4 in Section 4.1 above. Therefore the project is considered under each criterion as outlined below.

5.1 Characteristics of the Project

The Guidelines on the Information to be contained in Environmental Impact Assessment Report (EPA, May 2022) states that the primary objective of the guidelines is describe the information to be considered under this heading as:

'the size of the proposed development, the cumulation with other proposed development, the use of natural resources, the production of waste, pollution and nuisances, the risk of accidents and having regard to substances or technologies used.'

Annex II A (2a) requires a description of the physical characteristics of the whole project and, where relevant, of demolition works.

5.1.1 The size and design of the whole of the proposed development

Details of the footprint of the proposed scheme and infrastructure required for the proposed active travel measures along with details on the design are provided in Section 2 and associated detailed drawings are included in Appendix A of this report. In summary, the proposed scheme is located along an approximate 950m section of the R229 Kilmacrennan Road between the Hospital Roundabout and the Knocknamona Roundabout. The proposed scheme is being delivered as part of the Letterkenny Active Travel Project that aims to deliver various active travel schemes within the urban area of Letterkenny Town, County Donegal. The scheme aims to improve pedestrian and cycling infrastructure, and to provide connections that link communities and schools to existing infrastructure, amenities, and the town centre.

The scheme connects to other proposed active travel schemes including the High Road scheme and the Circular Road scheme at Hospital Roundabout to the south and connects to the Northern Network Project at Knocknamona Roundabout to the north.

Proposals include the reallocation of carriageway space to facilitate a two-way cycle facility on the west side of the carriageway, footway widening on both sides of the road, and other active travel improvements such as raised tables with active travel priority at side roads, and upgraded crossing facilities at junctions.

5.1.2 Other existing or permitted development

Schedule 7 requires that the characteristics of the development include an examination of the potential for cumulative impact of the proposed scheme with other existing developments and nearby consented developments, along with proposed scheme, which are the subject of a consent which require EIA or other enactment e.g., SEA.

A search has been conducted of planning applications within the vicinity of the proposed scheme. This has been done using the Donegal County Council Web Portal map and the Department of Housing, Planning and Local Government EIA portal.

Atlantic Technological University (ATU) Donegal has submitted a planning application for a regional sports complex (EIA Portal Reference 2023112) on lands approximately 18ha in area fronting onto the N56 east of Knocknamona Roundabout. This development is currently at Further Information stage and it is noted that the Local Authority has requested additional information to include that required by TII in respect of the proposed development. TII specifically recommend that *“In relation to Greenway and Active Travel proposals, consultation with the Councils own internal project and/or design staff is recommended to ensure that the proposals contained in the subject application do not conflict with on-going project development by the Council, NTA and TII.”*

Schedule 3 of the Request for Further Information states: *“3. Applicant to submit further information and technical detail to address all traffic and transport matters raised in Appendix 1, 2 and 3 (attached) relating to revised junction details, drainage details, masterplan and strategy, compliance with DMURS/National Cycle Manual/TII publications, relevant Road Safety Audits, justification for spectator car parking, compliance and consideration with the Council’s Active Travel projects, details of road closures, and all relevant technical design detail outlined in the attached documentation.*

The ATU sports development scheme is proposed to be constructed over an extended timeline where development will take place in phases following completion of the planning process. The proposed Kilmacrennan Road Active Travel Scheme is scheduled to commence construction in 2024 and last approximately 12 months. It is not anticipated that the ATU Scheme will commence construction within this timeline.

There are a number of other permitted and proposed projects in the area however, none of these other developments are of a scale or nature that would result in significant cumulative effects with the proposed scheme, which will result in temporary construction phase impacts over **12 months** and positive permanent impacts once constructed. Therefore, these other developments do not have potential to contribute to significant effects within the meaning of the Directive when considered in combination with the effects of the proposed scheme.

The proposed scheme will form part of the larger active travel network of Letterkenny as set out in the Draft Letterkenny Plan and Transport Plan 2023-2029. It is also a Pathfinder Programme scheme. It is subject to ongoing management, monitoring and review of Donegal County Council. It is anticipated that once complete, the proposed scheme will have a long-term positive impact to the area.

Other Government plans and strategies relevant to the proposed scheme include:

- The National Sustainable Mobility Policy;
- Letterkenny 2040 Regeneration Strategy
- Donegal County Development Plan 2018-2024
- National Cycle Policy Framework; and
- Climate Action Plan 2023.

5.1.3 The nature of any associated demolition works

The design of the proposed scheme seeks to avoid demolition and repurposes the existing roadway along the length of the scheme. The use of existing materials where feasible, preserves the embodied energy expended in the original construction, minimises waste and reduces the use of new material whilst preserving the embodied energy which was utilised in the original roadway construction. The proposed scheme involves minimal demolition and is largely within the existing road corridor of the R212 Kilmacrennan Road. The project will involve break up and removal of sections of curbs and walls to accommodate the new layout. If suitable, clean material will be stored onsite within a designated site storage area for potential reuse as fill. If there is no suitable application for this material, it will be removed off site for recovery or disposal at an authorised waste facility in

line with the Waste Management Act 1996. The proposed scheme will therefore not give rise to significant demolition waste arisings or any associated environmental impacts.

5.1.4 The use of natural resources

It is not possible to ascertain the exact quantities of materials required for the construction of the proposed scheme, however, this is an active travel scheme over approximately 740m of existing roadway and therefore significant quantities of materials are not required. The proposed scheme will require the following natural resources during the construction stage:

- water for necessary construction activities, dust minimisation and welfare facilities;
- fuel for the refuelling of construction vehicles; and
- granular material for construction works.

LAND

The scheme is almost entirely located within the roadway of the R212 Kilmacrennan Road with the exception of minor landtake along the route. The land take requirements will be subject to agreement with the landowners.

SOIL

The proposed scheme will involve the excavation of topsoil and subsoil within the roadside verge to accommodate the new active travel scheme layout. Exact quantities of material for excavation and construction have not been determined at this point, however, it is considered that if suitable, clean material will be stored onsite and can potentially reused as fill. Should levels of contamination be encountered during the construction works, soil testing and a risk assessment of material will be undertaken to assess its potential for use. If there is no suitable application, this material will be removed off site for recovery or disposal at an authorised waste facility in line with the requirements of the Waste Management Act 1996.

WATER

Water will be required during the construction phase of the scheme in volumes typical to that required for normal construction methods. The quantities are not considered significant given the scale and nature of the development. Water will be sourced from the existing water mains connections. Any drilling water will be recycled to reduce the requirement for water use. There will be no requirement for water use in the operation phase. Several watercourses are mapped passing through the Letterkenny Hospital site flowing towards the River Swilly and adjacent to the R229 towards the northern end of the proposed scheme. Additional watercourses are mapped that flow through Letterkenny Town Park. A number of minor watercourses intersect the proposed scheme however, no instream or bankside works are required.

BIODIVERSITY

The proposed scheme is not located within any European or national designated area. There are a number of protected sites within 5km, most notably Lough Swilly SAC, Lough Swilly SPA, River Swilly Valley Woods pNHA and Lough Swilly, including Big Isle, Blanket Nook and Inch Lake pNHA.

The proposed scheme is largely located within the footprint of the existing R212 Kilmacrennan Road roadway. The edges of the road are characterised by grassy verges, treelines, and some residential gardens with small sections of scrub. There will be a requirement for the removal of some trees and verge side vegetation in affected areas to accommodate the new layout. Proposals do not include the removal of trees that bound Letterkenny Town Park near Hospital Roundabout.

The retaining of other trees in addition to the replacement planting will enhance biodiversity and will assist in the mitigation of impacts on biodiversity, particularly as native and pollinator friendly species are selected, allowed to grow and are suitably managed. The biodiversity features would be dependent on sightlines for vehicles.

A survey was completed in December 2022 by Flynn Furney Environmental Consultants (FFEC) during which no protected bird species were observed. No suitable amphibian habitat was observed. No evidence of protected mammal species was observed and no invasive species were recorded along the route.

At Letterkenny Town Park, semi mature trees are established and there are grass verges along the road interspersed with trees including copper beech in front of the hospital.

No habitats of significant ecological value were noted on the route. No habitats protected under the Lough Swilly SAC or vital to any Qualifying Interests of Lough Swilly SAC and SPA were noted. The main habitat types encountered were (Fossitt):

- Buildings and artificial surfaces BL3
- Amenity grassland GA2
- Treeline WL2

Some of the treelines contained horticultural species.

5.1.5 The production of waste

The scheme design is such as to minimise demolition and encourage re-purposing of existing structures minimising waste and reducing the use of new materials within the road corridor of the R212 Kilmacrennan Road. Construction waste will be generated during the construction phase. Waste streams typically generated from the construction works are identified in Table 5 below. The nature and quantities of the various waste streams will be confirmed at detailed design stage.

Table 5: Typical waste streams arising from active travel construction phase

European Waste Code (EWC)	Waste Stream
13 07	Liquid fuels
17 01	Concrete blocks, tiles and ceramic
17 02	Wood, glass and plastic
17 03	Bituminous mixtures, coal tar and tarred products
17 04	Metals (including their alloys)
17 05	Soil and stones
17 09	Mixed construction and demolition (C&D) waste
20 01 01	Paper and cardboard
20 02 01	Green waste
20 02 33 and 20 02 34	Electric and electronic components

Waste management throughout the construction phase will be through best practice methods for disposal and adherence to a Waste Disposal (Resource Recovery) Plan that should be prepared by the contractor. The plan will outline methods to achieve waste prevention, maximum reuse, recycling and recovery of waste as well as providing recommendations for the management of each anticipated waste stream. The plan will include details on source segregation, storage and collection of all wastes generated during the construction phase of the proposed active travel scheme. Guidance will also be provided within the plan on collection and transport of waste to prevent issues associated with litter or more serious environmental pollution (e.g., contamination of soil or water resources). It is considered there will be no significant effects on the environment given the implementation of the Waste Disposal (Resource Recovery) Plan.

5.1.6 Pollution and nuisances

There is potential for pollution and nuisances to arise during the construction and operation phase of the proposed scheme. The main receptors will be local residents, healthcare institutions, educational facilities and local businesses. Construction activity will lead to temporary increases in road traffic along the R212. This is estimated to last approximately 12 months.

NOISE and VIBRATION

While noise and vibration impacts are expected during the construction phase of the works, active travel schemes often provide an opportunity to reduce long term noise and vibration impacts on sensitive receptors during the operational phase of the works.

Receptors that are, or have the potential to be, particularly sensitive to noise and/or vibration have been identified. The scheme is located along a regional road which serves several establishments including Errigal College, Letterkenny Hospital and St Conal's Hospital, Letterkenny Town Park and some residential areas.

The hospital, educational and amenity areas in common use would be particularly sensitive to noise and vibration and are located on both sides of the road. It is not anticipated that the construction of an active travel scheme along this route would cause significant noise and vibration given the generally shallow nature of the construction.

Noise and vibration control measures will be implemented throughout the construction phase of the scheme. Measures will include operating hours, limiting construction to daytime periods between 08:00-19:00, Monday to Friday and Saturday 08:00-16:00. No work shall be planned for outside these hours including weekend or Public Holidays. The exact detail will be finalised by the Local Authority in consultation with relevant stakeholders.

Contractors will be required to comply with requirements on noise control as set out in European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations and the Safety, Health and Welfare at Work (Control of Noise at Work) as well as any conditions imposed by Donegal County Council. All plant items used during construction will comply with standards outlined in the 'Safety, Health and Welfare at Work (Control of Noise at Work) Regulations' and the 'European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations'. Reference will be made to BS 5228: Part 1: 2009 (Noise Control on Construction and Open Sites Part 1. Code of Practice for Basic Information and Procedures for Noise Control).

No noise is anticipated from the operation of the proposed scheme. The design has potential to reduce traffic volume on the road which would reduce traffic related noise on the R212.

DUST

Measures for the management of dust during construction shall be implemented. Where appropriate, dust monitoring may be carried out near site boundaries/sensitive receptors. The TA Luft/VDI

2119/Bergerhoff Method of dust emission monitoring will be employed. The TA Luft total dust deposition limit value (soluble and insoluble) of 350 milligram per square metre per day will be adopted. If dust levels are found to be higher than 350mg/m²/day, further mitigation measures will be required. Trucks leaving the site will be adequately cleaned to ensure soil, mud and other site debris is prevented from spilling onto adjoining roads and footpaths. Roads and footpaths will be cleaned on a regular basis as required.

It is anticipated that the provision of improved active travel infrastructure will encourage modal shift to access the educational and healthcare facilities along this route. A reduction in the number of vehicles using the route, particularly for short-distance commutes, will likely have a positive impact on air quality within the immediate area due to a reduction in vehicle exhaust emissions.

SEDIMENT RUNOFF

There is potential, albeit low, for accidental release of pollutants into the surrounding environment including the surface and groundwater environment, albeit a low potential. Sources of sediment and runoff during the construction phase may include:

- Soil stockpiles, particularly those with significant side slopes;
- Construction traffic such as excavators, dumpers or trucks travelling into and out of earthworks locations.

The employment of good practice construction methodologies will mitigate the risk of sediment runoff to the surface water network. It is particularly important that appropriate control measures are implemented at locations where streams cross or run alongside the route. These measures are set out and addressed in Section 5.3 of this report. No impacts are anticipated from the operation of the proposed pedestrian and cycle scheme.

ODOUR

No odour is anticipated from the construction or operation of the proposed scheme.

5.1.7 The risk of major accidents and/or disasters which are relevant to the project concerned

The Kilmacrennan Road Active Travel Scheme will be designed, constructed and operated in accordance with the following health and safety regulations and guidelines (or as updated):

- Safety, Health and Welfare at Work (Construction) (Amendment) Regulations 2021 (S.I. No. 528 of 2021);
- Safety, Health and Welfare at Work (Construction) (Amendment) Regulations 2020 (S.I. No. 102 of 2020);
- Safety, Health and Welfare at Work (Construction) (Amendment) Regulations 2019 (S.I. No. 129 of 2019);
- Safety, Health and Welfare at Work (Construction) (Amendment) Regulations 2013 (S.I. No. 291 of 2013);
- Safety, Health & Welfare at Work (Construction) Regulations 2006 to 2013; and
- Safety, Health & Welfare at Work Act 2005.

The construction methodology has not yet been determined for the proposed scheme. The construction method would be considered standard, with no novel construction methodologies. Therefore, the risk of accidents occurring during construction are considered to be low. The

appointed Contractor shall be responsible for producing a Traffic Management Plan and this will mitigate risk associated with construction traffic.

There are a number of vulnerabilities which may potentially impact the proposed scheme including:

- Proximity to Seveso (COMAH) establishments.
- Road traffic accidents and disruption to operations.
- Site Subject to Flood Risk; and
- Site Subject to extreme weather events.

There are no Seveso (COMAH) sites near the proposed scheme.

5.1.8 The risks to human health

Nearby sensitive receptors have been considered. These have been identified as residences, hospitals, schools and recreational amenities within Letterkenny Town Park as well as some commercial receptors located in the vicinity of the proposed scheme. As outlined above, any potential for air, odour or noise pollution during the construction phase will be temporary and localised.

The upgraded scheme will be characterised by high quality facilities designed to the most recent standards. Pedestrians will be segregated from cyclists except for localised instances where shared use facilities are utilised, for example. The proposed cycle facility will be segregated from the carriageway by a grassed buffer. Local traffic calming, improved active travel priority and signalised crossings will be implemented.

The design features improved accessibility for all types of users. This includes the provision of provides tactile paving at side road junctions and crossings to aid the visually impaired. The proposed location for crossings takes cognisance of desire lines to key destinations. Accessibility to bus stops will also be improved.

During the operational phase it is anticipated that the proposed scheme will provide a safer route for pedestrians and cyclists accessing Errigal College, Letterkenny University Hospital, businesses, and residences compared to the existing situation.

Overall, the proposed scheme will have a positive impact on human beings by providing improved pedestrian and cyclist facilities. The provision of a coherent, safe, and attractive active travel scheme will support a shift from the private car to active travel transport modes including employment and education trips.

5.1.9 Flood risk

Kilmacrennan Road is located within Hydrometric Area 39. Within this area, the site is located within the sub-catchment of the River Swilly in the Swilly (Donegal) Sub Basin_010. Several watercourses are mapped passing through the Letterkenny Hospital site flowing towards the River Swilly and adjacent to the R229 towards the northern end of the proposed scheme. Additional watercourses are mapped that flow through Letterkenny Town Park.

The area around the proposed scheme has a history of flooding, particularly at Letterkenny Hospital, Glenwood Park and local roads. There was extensive flooding to this area on 26 July 2013 due to a channel structure blockage. Previous flooding has been recorded at www.floodinfo.ie. The scheme area flooded again in 2014.

The Strategic Flood Risk Assessment (SFRA) for the Draft Letterkenny Plan and Local Transport Plan 2023-2029 has been reviewed. Areas within Letterkenny Hospital Grounds are mapped as lying within Flood Zone B. The remaining parts of this land use zone are not at risk of flooding (i.e. within Flood Risk zone C). The road is not mapped as lying within Flood Zone A or B.

The proposed scheme will not result in a significant increase of hardstand that will increase the potential for flood risk elsewhere or within the site.

5.2 Location of the Proposed Project

5.2.1 The existing and approved land use

The proposed scheme is located within Letterkenny Town. The Draft Letterkenny Plan and Local Transport Plan 2023-2029 was published on 6 January 2023.

The Plan sets out an overall strategy for the proper planning and sustainable development of Letterkenny in the context of the National Planning Framework (NPF), the Regional Spatial and Economic Strategy for the Northern and Western Regional Assembly area (the RSES) and the Donegal County Development Plan 2018-2024 (As Varied) (the CDP). The Plan has been drafted having regard to Ministerial Guidelines issued pursuant to Section 28 of the Act, and in accordance with EU requirements regarding Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA).

The Letterkenny Plan 2023-2029 replaces Chapter 12, Part C of the CDP, which heretofore contained the detailed planning policy framework for the town of Letterkenny. It is intended that the said section of the CDP will be deleted by way of a Variation to the CDP, which Variation shall be made by Donegal County Council at the same time as the adoption of the new Letterkenny Plan.

The Letterkenny Plan must be read in tandem with the CDP, as general policies and standards contained with the CDP are also applicable within the Letterkenny Plan area. All proposals for development that are put forward in accordance with the provisions of this Plan must also comply with relevant objectives and policies of the CDP.

The plan has undergone public consultation and subsequently a number of Proposed Material Alterations to the Draft Plan were published on 11 August 2023 together with a Strategic Environmental Assessment (SEA), Environmental Report, an Appropriate Assessment Screening Report and a Strategic Flood Risk Assessment (SFRA). The Proposed Material Alterations are available for inspection and public consultation from 11 August 2023 to 8 September 2023.

Table 6 below sets out the relevant policies and objectives taken from the Draft Plan and the County Development Plan and Table 7 contains the relevant Proposed Material Alterations relevant to the Kilmacrennan Road Active Travel Scheme.

Within the Proposed Material Alterations, new text is **blue** and deleted text is in **red strikethrough**.

In addition, Donegal County Council has commenced the preparation of the new County Development Plan (Draft County Donegal Development Plan 2024-2030 (incorporating Area Plan for: Ballybofey/Stranorlar, Bunrana and Bundoran). At this time, the current County Development Plan is the Donegal County Development Plan 2018-2024.

Table 6: Policies and Objectives relevant to the Kilmacrennan Road Active Travel Scheme

Relevant Policies and Objectives taken from the Letterkenny Transport Plan and Local Transport Plan 2023-2029 & Donegal County Development Plan 2018-2024		
Relevant Chapter	Section	Key Objectives / Relevant Active Travel Schemes within this Area
Chapter 19	Active Travel : North-West Assessment	To improve active travel connectivity between the key residential areas in the north-west of the town and the facilities and services on Circular Road, and at the Hospital and Bernard McGlinchey Town Park.
Chapter 20 LTP-T-P-2	Strategic Roads Objectives and Policies	It is a policy of the council to: <ul style="list-style-type: none"> • Support and facilitate the appropriate development, extension and improvement of Letterkenny's transport network, including the strategic roads projects identified in Table 20.2 below (includes Northern Relief Road and Urban Road Improvement Projects); • Not to permit development that would prejudice the implementation of a strategic roads project identified in Table 20.2 (includes Northern Relief Road and Urban Road Improvement Projects); • Protect the corridors and routes and acquire the lands necessary for new roads and road improvement projects as identified in Table 20.2 below (includes Northern Relief Road and Urban Road Improvement Projects).
Chapter 20 LTP-T-P-3	Strategic Roads Objectives and Policies	It is a policy of the council to: <ul style="list-style-type: none"> • Address the inadequate strategic road network serving the town of Letterkenny so as to alleviate current congestion to and from and within the town. • Provide for and support the removal of non-strategic traffic from the town through support for the provision of strategic roads infrastructure projects. • Manage future traffic interventions to ensure reprioritising from the private car to sustainable modes so as to create a safer and more comfortable environment for pedestrians cyclists and public transport.
Chapter 21 LTP-TC-0-1	Town Centre Strategy Objectives and Policies	To deliver a multi-functional, centrally-located regional transport hub for Letterkenny.
Chapter 21 LTP-TC-0-2	Town Centre Strategy Objectives and Policies	To create a dynamic, connected and accessible town centre, anchored by a centrally-located local transport hub, enabling transitional shift to public transport, walking and cycling.
Chapter 21 LTP-TC-P-1	Town Centre Strategy Objectives and Policies	It is a policy of the Council to support the principle of the following sustainable transport interventions in the Town Centre as identified in the Letterkenny 2040 Regeneration Strategy and Local Transport Plan:

Relevant Policies and Objectives taken from the Letterkenny Transport Plan and Local Transport Plan 2023-2029 & Donegal County Development Plan 2018-2024

		<ul style="list-style-type: none"> • the development of a centrally-located Transport Hub/interchange; • development of the network of walking and cycling routes and public transport priority measures, inclusive of the preservation of corridors necessary for such purposes; • the re-allocation of road space and crossings for the development of priority pedestrian and cycling corridors; • the re-allocation of road corridors and crossings for the development of bus priority measures.
Chapter 21 LTP-TC-P-2	Town Centre Strategy Objectives and Policies	<p>It is a policy of the council to:</p> <ul style="list-style-type: none"> • support the development of the public realm /active travel routes within the Town Centre core as identified in the Land Use Zoning Map; and • support the development of the Swilly Way as provided for within the Letterkenny Plan Land Use zoning map.
Chapter 9 LK-TC-P-01	Town Centre Strategy	<p>It is a policy of the Council that new development proposals on streets that provide physical connections in the town centre will only be supported where they would not prejudice public safety, public realm, built and cultural heritage, accessibility, character and where they provide for an appropriate mix of uses.</p>
Chapter 9 LK-TC-P-05	Town Centre Strategy	<p>It is a policy of the Council to support in principle the following strategic urban design/public realm interventions in Letterkenny town centre, subject to compliance with all relevant policies and standards contained in this plan and the CDP:</p> <ul style="list-style-type: none"> • The delivery of walking, cycling and parkland infrastructure (inclusive of the LK Green Connect project) • The delivery of a creative hub and urban parkland adjacent to Church Lane, as part of the continued development of the Letterkenny Cathedral Quarter • The re-use of the former courthouse for appropriate town centre uses • The regeneration of the Main Street area (with particular reference to Lower Main St.) and tackling vacancy and dereliction generally • The development of a regional transport hub • The development of new public realm to complement the existing Market Square • Proposals that rebalance pedestrian and vehicular space to give greater priority to active travel • Strengthening the linkages between Main Street and Pearse Road, from both and accessibility and urban design perspective • Public realm improvements along Port and Pearse Roads, with a view to transforming these key routes into town centre ‘boulevards’

Relevant Policies and Objectives taken from the Letterkenny Transport Plan and Local Transport Plan 2023-2029 & Donegal County Development Plan 2018-2024

		<ul style="list-style-type: none"> • Improvements to public realm and accessibility at Oldtown, the Station roundabout area and the Polestar roundabout area • The provision of green and blue infrastructure, with particular reference to the River Swilly Corridor.
Chapter 10 LK-H-P-8	Housing	It is a policy of the Council to require proposals for residential development to prioritise and facilitate walking, cycling, and public transport and to include provision for links and connections to existing facilities and public transport nodes in the wider neighbourhood.
Chapter 11 LK-OPP-P-9	Opportunity Sites	<p>It is a policy of the Council to -</p> <ul style="list-style-type: none"> • Support the principle of the following development types on Opportunity Site 9, subject to compliance with all relevant policies and standards contained in this plan and the CDP. <ul style="list-style-type: none"> – Residential, – Commercial and General Employment use that is in keeping with the nature of established development in the nearby IDA Business Park, – Community and recreational use, – Educational use; and – Nursing home use. • Require developers to construct a section of the Glencar Access Improvement Road along the northern site boundary, to the specification of the planning authority (i.e. developers will be required to complete the Glencar Access Improvement Road from the Knocknamona roundabout, westwards to the junction/roundabout that serves the subject lands). • Require pedestrian and cycle connectivity from the site through to Long Lane, and from the south-eastern corner of the site out to the Kilmacrennan Road, unless otherwise agreed with the planning authority
Chapter 19 LTP-AT-O-1	Active Travel Strategy	To provide for an increase in active travel through an expansion of parks, public realm and the strategic, inter-connecting and permeability walking and cycling networks in Letterkenny.
Chapter 19 LTP-AT-P-1	Active Travel Strategy	<p>It is a policy of the Council to:</p> <ul style="list-style-type: none"> • Not permit development that would prejudice the implementation of any active travel scheme as set out on the Land Use Zoning Map or Map 19.2: Active Travel indicative proposals overview. • Incorporate active travel infrastructure into Strategic Roads projects;

Relevant Policies and Objectives taken from the Letterkenny Transport Plan and Local Transport Plan 2023-2029 & Donegal County Development Plan 2018-2024

		<ul style="list-style-type: none"> Utilise existing footpaths and roads, and off-line routes identified on the Land Use Zoning Map or Map 19.2: Active Travel Overview and as opportunities arise, for the purpose of the development of 'Local Scale' and 'Interconnecting Arterial' walking and cycling routes
Chapter 19 LTP-AT-P-2	Active Travel Strategy	<p>It is a policy of the Council to:</p> <ul style="list-style-type: none"> require that developments identify desire lines by incorporating filtered pedestrian permeability link(s) to adjoining land uses where such links would serve a meaningful purpose in terms of promoting active travel ensure new residential and commercial development(s) shall be designed to the latest DMURS standards, unless precluded by space or other constraints, to be accessible and permeable for pedestrians, cyclists, vulnerable road users and those of reduced mobility
T-O-13	Donegal County Development Plan	To support the development of new walkways, walking routes, trails greenways and cycleways that maximise the potential for local, regional and all-island walking and cycling networks.
T-P-14	Donegal County Development Plan	It is a policy of the Council to require that adequate cycle lanes, stands and ancillary facilities be provided in appropriate development proposals having regard to the standards set out in Appendix 3 Development and Technical Standards.
T-P-31	Donegal County Development Plan	It is a policy of the Council to ensure that development proposals protect the route of potential linkages (such as linear parks, roads, footpaths, trails, greenways and cycleways) through the subject site where the planning authority considers that a strategic opportunity exists to provide a linkage to or between adjoining areas.
T-P-32	Donegal County Development Plan	It is a policy of the Council to ensure that the design and layout of multiple residential, community, large scale industrial and commercial development incorporates distinct and effective provisions for pedestrian and vehicular traffic movements within the site and its locality.
T-P-33	Donegal County Development Plan	It is a policy of the Council to ensure that large scale development proposals provide walking and cycling infrastructure.
T-P-34	Donegal County Development Plan	It is a policy of the Council to require developments to make comprehensive provision, where appropriate, for access for people with special mobility needs in accordance with current best practice.
T-P-35	Donegal County Development Plan	It is a policy of the Council to encourage and facilitate joined up long distance walking and cycling routes and greenways for recreation and as alternatives to the car, particularly in rural areas, between settlements. Adequate car parking facilities shall be provided, where required, in association with any such developments.

Relevant Policies and Objectives taken from the Letterkenny Transport Plan and Local Transport Plan 2023-2029 & Donegal County Development Plan 2018-2024

T-P-36	Donegal County Development Plan	It is a policy of the Council to support and facilitate the maintenance, enhancement and expansion of the National Cycle Network.
UB-P-9	Donegal County Development Plan	It is a policy of the Council that direct pedestrian and cycle linkages shall be provided within proposals for new residential developments so as to interconnect with central amenity areas, adjoining neighbourhood developments and neighbourhood facilities subject to compliance with Article 6 of the Habitats Directive. Linkages shall be provided in addition to the primary access to the development and shall be designed to maximise passive surveillance from surrounding properties, be well lit and maintained and the materials and finish shall be of a high quality. Linkages that follow indirect routes and/or to the rear of properties shall normally not be considered acceptable.
UB-P-22	Donegal County Development Plan	It is a policy of the Council that development proposals for new multiple residential development (2 units or more) provide all infrastructure necessary to support the delivery of services and quality of life to the new residential development and its neighbourhood, prior to the first occupancy of any unit. Any such infrastructural provision shall include, but not be confined to, service connections to existing utility networks, neighbourhood facilities, childcare facilities, open space provision, bus stops, cycleway, footpaths and public lighting. Adequate security shall be provided, to ensure satisfactory completion and maintenance of development, in accordance with the provisions of Part B, Appendix 3, Development Guidelines and Technical Standards and it shall not be released until those requirements have been complied with and evidenced to the satisfaction of the Planning Authority.

Table 7: Relevant excerpts from Proposed Material Alterations to the Draft Letterkenny Plan and Local Transport Plan 2023-2029

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

Reference	Chapter/Section in Plan	Proposed Material Alteration
MA3	Sections 4.3.4, 9.4.1 and 12.3	Detailed policies in relation to flood risk management in the town centre area are set out in Section 9.4.1 For all areas outside of the defined town centre, the planning authority will utilise the policy framework set out under Section 12.3 in addition to the flood risk management policies set out in the operative County Development Plan, which will ensure compliance with the provisions of the Planning System and Flood Risk Management Guidelines for Planning Authorities.

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

12.3 Flood Risk Management

As noted in section 4.3.4, considerable areas within the Letterkenny Plan boundary are at risk from coastal and fluvial flooding. Furthermore, the topography of the town is such that the risk of pluvial flooding (overland flow that occurs when the amount of rainfall exceeds the capacity of urban storm water drainage systems or the ground to absorb it) must be carefully considered and managed. The Strategic Flood Risk Assessment (SFRA) prepared in support of the Letterkenny Plan has highlighted two areas of particular concern as regards flood risk; the town centre area (~~in particular the area east of the Isle Burn, see Section 9.4.1 map 12.4~~) and the Bonagee area. Furthermore, the SFRA also highlights the fact that areas of existing, established development require careful consideration in the context of flood risk management.

12.3.1 Town Centre Flood Risk and Letterkenny Regeneration Strategy (Letterkenny 2040) Refer to Chapter 9, Section 9.4.1.

~~12.3.1 Town Centre Flood Risk~~

~~The Strategic Flood Risk Assessment prepared in support of this Plan, and the OPW CFRAM study, identify a significant potential flood area, Flood Zone A, to the east of the Isle Burn within the defined town centre. As already noted in section 4.3.4, the Planning Authority will require the submission of comprehensive flood risk assessments for any town centre development proposed in areas of potential flood risk, in accordance with the Planning System and Flood Risk Management Guidelines, in order to determine whether such risk can be appropriately managed.~~

12.3.3 Pluvial/Surface Water Flooding

The geography of Letterkenny, whereby the town centre lies alongside the River Swilly at the base of the adjoining valley hillsides, is such that careful consideration must be given to how further development on elevated lands might affect lands at lower elevations, particularly in terms of flooding. In this regard, the planning authority will promote the use of Sustainable Urban Drainage Systems (SuDS) to ensure that new development does not compromise the proper functioning of the urban drainage network. Furthermore, the planning authority will, where appropriate, require developers to provide comprehensive Drainage Impact Assessments (DIA) that detail proposed drainage design for a development (foul and surface water) and that also examine the off-site ~~area~~ drainage (i.e. the efficiency and suitability of the drainage network beyond the proposed development site).

12.3.4 Flood Risk within Areas of Existing Development There are certain, already-developed parts of Letterkenny that are at risk of flooding. In some of these areas, it is reasonable to expect that there may be proposals for developments of a limited scale (e.g. small scale infill housing, extensions, or changes of use). Where such development is deemed to be appropriate from a locational, servicing and environmental perspective, the Planning Authority has carried out 'justification tests' as part of the Strategic Flood Risk Assessment (SFRA) report on the Letterkenny Plan, and where the justification test has been passed, those areas remain open in principle for development. The areas of existing development that conflict with flood zones, but where certain development types

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

		can be justified, are clearly identified in the SFRA report (see Section 6.2) and prospective applicants are advised to consult said report in this regard. In assessing planning applications within such areas, the Planning Authority will ensure adherence to the principles of the ‘Planning System and Flood Risk Management Guidelines’ and in this respect will impose limitations on development proposals pursuant to the findings of relevant justification tests (see Appendix B of SFRA report).
MA4	Table 7.2 Land Use Zoning Matrix	<p>a. Insert new narrative to precede the land use zoning matrix, as follows (new text in blue)</p> <p>The Zoning Matrix illustrates a range of land uses together with an indication of their broad acceptability in each of the land use zones.</p> <p>Notwithstanding an indication of broad acceptability for a particular land-use type within a given zoning, prospective applicants are advised to note that potential vulnerability to flooding will be a material consideration when assessing development proposals and in all cases the planning authority will apply the principles and guidance as set out in the ‘Planning System and Flood Risk Management Guidelines for Planning Authorities’. Further information in relation to flood risk management is set out in Sections 9.4.1 and 12.3 of this Plan.</p>
MA5	Section 10.6, Site Specific Housing Policies	Amend policy LK-H-P-9a(ii.) as follows - (new text in blue, deleted text in red strikethrough): A well-lit and secure pedestrian, cycling and wheeling only link shall be provided to the south of the site, to link with the existing footpath running along the northern edge of Regional Road R245.
MA6	Table 7.2, Land-use zoning matrix	Amend footnote 14 that accompanies the zoning matrix as follows (new text in blue) – Proposals for residential development on lands zoned Strategic Community Opportunity shall only be considered where they comprise student accommodation. Such accommodation must be located generally at the southern end of the Strategic Community Opportunity zoning so as to better facilitate active travel. Proposals for other types of residential development will not be favourably considered on lands zoned Strategic Community Opportunity.
MA7	Table 7.2, Land-use zoning matrix	Amend footnote 10 that accompanies the zoning matrix as follows (new text in blue) – Developers are advised to note that professional services, where the services proposed are provided principally to visiting members of the public, will be directed to the defined town centre or to established neighbourhood centres, in accordance with the provisions of Policy LK-EDE-P-3 of this Plan. Within the Strategic Community Opportunity zoning, office use shall be limited to offices that are ancillary to the primary uses acceptable in principle within this land use zone, namely School / Education, Playing fields, Cultural Uses / Library, Creche / Playschool and Community / Recreational / Sports.
MA8	Section 12.6	Amend policy CAM-LK-P-2 as follows (new text in blue)
		Policy CAM-LK-P-2: It is a policy of the council to increase native tree coverage and pollinator friendly planting in Letterkenny by requiring the planting of suitable native trees and hedgerows and flowers as part of development proposals, at appropriate locations along public roads, residential streets, parks and other areas of open space, in order to enhance local biodiversity, visual amenity and sustainable nature-based surface water management and drainage approaches.

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

MA9	Section 12.6	Amend policy CAM-LK-P-6 as follows (new text in blue, deleted text in red strikethrough) Policy CAM-LK-P-6: It is a policy of the Council to require, save in exceptional circumstances, the use of SUDS that all proposals within public and private developments and within the public realm incorporate the use of SUDS as part of a nature-based approach to minimise and limit the extent of impermeable hard surfacing and paving and reduce the potential impact effects of flooding in accordance with 'Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design Best Practice Interim Guidance Document (2022)'.
MA10	Section 12.4	Insert the following new Objective into Section 12.4 of the Draft LAP (new text in blue) CAM-LK-O-3: It is an objective of the council to ensure that flood risk management measures in Letterkenny consider and provide for effective climate change adaptation, as set out in the OPW Flood Risk Management Climate Change Sectoral Adaptation Plan (OPW 2019)
MA16	Section 9.3, Town Centre Development Management (sub section 9.3.2.2)	Amend policy LK-TC-P-08 as follows (new text in blue) - Policy LK-TC-P-086: It is a policy of the Council to require that development proposals within the town centre area conform to the following design criteria: <ul style="list-style-type: none"> Proposals shall have regard to the Letterkenny Design Guide and the Linkages & Public Space Action Plan, prepared as part of the Letterkenny 2040 Regeneration Strategy
MA51	Chapter 15 'Transport Policy Framework'. Section 15.3 'National Guidance'	Insert text to demonstrate how LTP complies with RPO 6.27: New text in blue, deleted text in red strikethrough See Appendix A that sets out new text in Section 15.3 and how the work on the preparation of the LTP complies with RPO 3.7.32 and RPO 6.27.
MA52	Chapter 19: 'Active Travel Strategy' to be renamed Chapter 19: 'Walking /Pedestrian Strategy'.	Divide the content of Map 19.2 from 1 map to 2 Maps; i.e. Maps 19.2A 'Proposed Walking Network' and 19.2B 'Proposed Cycle Network' - See Appendix B.
MA53	Chapter 19 Section 19.3	Replacement of Section 19.3 'Area Assessments' with new Section 19.3 entitled 'Letterkenny Walking/Pedestrian Strategy' - See Appendix B.
MA56	Chapter 19: 'Active Travel Strategy' to be renamed	Insert new objectives in Section 19.4 'as follows (new text in blue) -

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

	<p>Chapter 19: 'Walking/ Pedestrian Strategy'.</p> <p>Section 19.4 'Active Travel Policies and Objectives'</p>	<p>LTP-AT-0-2: To support the progress and implementation of the 'Letterkenny 2040 Regeneration Strategy, Linkages and Public Space Action plan and Letterkenny Design Concepts and to support any future subsequent phases of the project as funded under the UUDF.</p> <p>LTP-AT-0-3: To support the development and implementation of pilot mobility schemes for the encouragement and development of multi modal travel in Letterkenny.</p> <p>LTP-AT-O-4: To support the delivery of the National Transport Authorities National Cycle Network 'Cycle Connect' and the development of an extensive cycling network across the county.</p> <p>Insert new policy as follows (new text in blue) -</p> <p>LTP AT-P-4: It is a policy of the council to continue to work with the National Transport Authority to enable the development of a future electric bike, including other electric scooters, hire scheme for the town.</p>
<p>MA57</p>	<p>Chapter 20: 'Strategic Roads Strategy renamed to 'Public Transport Strategy'.</p>	<p>Insert new section 20.3 entitled 'Proposed Intervention Measures for Implementation of an Enhanced Town Centre Public Transport Network' - See Appendix E.</p>
<p>MA58</p>	<p>Chapter 21: 'Town Centre Transport Strategy'</p>	<p>Insert New Table 21.1 entitled 'Town Centre Linkages' - See appendix F</p>
<p>MA59</p>	<p>Chapter 22: 'Public Transport Strategy' Renamed as 'Strategic Roads Strategy'.</p> <p>Section 22.2.2: 'Strategic Roads'. (Note: This section was previously numbered as Section 20.2 'entitled 'TEN-T</p>	<p>Insert new policies to support the future development and investment in multi-modal road corridors. Section 22.2.2 as follows –</p> <p>Policy LTP-T-P-2: It is a policy of the council to permit the development of lands to the south of the N56 Four Lane Road by means of access only via the existing local road junctions or alternatively by a single improved junction to the N56, replacing the existing poorly aligned Cullion Road and junction. Existing developed and developable lands to the north and adjacent to the N56 Four Lane Road and for which no other existing access is available, these may be accessed by a restricted number of new left-in/left-out accesses, subject to the safety and carrying capacity of the National Road being maintained</p> <p>Policy LK-T-P-3: It is a policy of the council that development proposals requiring access to the N56 Business Park Road shall only be permitted where such proposals are consistent with the Council's strategy to:</p> <ul style="list-style-type: none"> • a. Provision of new/improved Active Travel facilities along and across the N56; • b. Provision of two new Primary signalised junctions and rationalise existing junctions and accesses to enable permeability across the N56 for non-motorised users and to facilitate improved function and efficiency on the N56; and

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	PRIPD'.)	<ul style="list-style-type: none"> c. implement a reduced speed limit to provide consistency along the N56 and to facilitate junction arrangements. <p>Policy T-P-4: It is a policy of the council to signalise and rationalise the existing junctions, from the Polestar to the Creamery roundabout and to provide new and improved Active Travel facilities along and across the N56, including potential road-space re-allocation where feasible, in conjunction with the signalised junctions.</p> <p>Policy T-P-5: It is a policy of the council to:</p> <ul style="list-style-type: none"> a. provide new/improved Active Travel facilities along and across the N56 from the N56 Knocknamona Roundabout extending to the Mountain top, to improve connectivity and permeability for pedestrians and cyclists. b. rationalise existing junctions and accesses by providing new Primary Junctions to improve safety, connectivity, permeability, function and efficiency of this section of the N56 for all road users.
MA60	Chapter 21: 'Town Centre'. Section 21.4 'Town Centre Strategy Objectives and Policies'.	<p>Amend Policy LTP-TC-P-1 as follows (New text in blue)</p> <p>Policy LTP-TC-P-1: It is a policy of the Council to support the principle of the following sustainable transport plans and interventions in the Town Centre as identified in the Letterkenny 2040 Regeneration Strategy and Local Transport Plan:</p> <ul style="list-style-type: none"> a. the delivery of the 'Linkages and Public Space Action Plan' with particular regard to the Town Centre Linkages as set out in Section 21.2, numbers 1-22. b. the development of a centrally-located Transport Hub/interchange; c. development of the network of walking and cycling routes and public transport priority measures, inclusive of the preservation of corridors necessary for such purposes connecting to the network of town wide schemes; d. the re-allocation of road space and crossings for the development of priority pedestrian and cycling corridors; e. the re-allocation of road corridors and crossings for the development of bus priority measures. <p>See Appendix F for table detailing town centre linkages (table to be included in Section 21.2)</p>
MA62	Chapter 21: 'Town Centre'. Section 21.4 'Town Centre Strategy Objectives and Policies'.	<p>Amend objectives LTP-TC-O-1, LTP-TC-0-2 and LTP-TC-0-3 as follows (New text in blue, deleted text in red strikethrough)</p> <p>LTP-TC-0-1: To deliver a multi-functional, centrally-located regional transport hub for serving Letterkenny, County Donegal and the wider region.</p> <p>LTP-TC-0-2: To create a dynamic, connected and accessible town, anchored by a centrally-located local transport hub, served by a centre and town-wide network of multi modal infrastructure providing for connectivity and enabling transitional shift to public transport, walking and cycling.</p> <p>LTP-TC-0-3: To support the principle, of the following projects and the incorporation therein of strong Active Travel measures: development and implementation of the Letterkenny 2040 Regeneration strategy including all associated documents and plans including the recommendations listed in the Linkages and Public Space Action Plan.</p>

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- ~~• Upper and Lower Main Street — Breathing new life into the Main Street through restoration, redevelopment and greater use and development of existing properties, in addition to the creation of new civic public space.~~
- ~~• The Port and Pearse Roads — Transformation of these two key strategic arterial routes into town centre ‘Boulevards’ with clear integration, permeability and way-finding.~~
- ~~• Town Square and Hub — Establishing a major new civic space as the go-to focal point for the Town complementary to the existing Market Square with this new space potentially being located on Pearse road.~~
- ~~• The LK Green Connect Project identified on the Land Use Zoning Map as an ‘Indicative Active Travel’ route.~~
- ~~• The Swilly Way located alongside the River Swilly~~

APPENDIX A	ABTA Principles	To be considered where relevant to the proposed Active Travel Scheme
APPENDIX B	Maps	Map 19.2A Walking Network (New Map) Map 19.2B Proposed Cycle Network
Section 19.3	Letterkenny Walking/ Pedestrian Strategy	To be considered in the context of the Kilmacrennan Road Active Travel Scheme
APPENDIX D	Active Travel Schemes and Town Centre Linkages	Scheme No: S.5 Kilmacrennan Road / Devalera / Gortlee

5.2.2 The relative abundance, availability, quality and regenerative capacity of natural resources in the area and its underground

Soil

Quaternary Sediment mapping indicates that the southern half of the scheme is made ground (classified as 'urban' on the GSI mapping) with the upper half underlain by Till derived from Metamorphic rocks (TMp). This is consistent with the land use of the area. The soil may be described as poorly drained mineral soil derived from mainly non-calcareous parent materials.

Land

The site and surrounds is urbanised with roads, businesses, educational and healthcare institutions, and residential dwellings and estates. There are parks located near the Hospital Roundabout and many of the institutions are set in landscaped grounds.

CORINE Land Cover 2018, indicates the land cover type in this area predominantly includes 'Discontinuous urban fabric' (Code 112) with Letterkenny Town Park and surrounds mapped as 'Forest and semi-natural areas' (Code 311) and remaining areas mapped as agricultural areas 'Pastures' (Code 231).

The landscape is generally open. There are several healthcare sites and educational sites on each side of Kilmacrennan Road with trees planted in a verge adjacent to the footpaths on both sides for much of the route.

There are a small number of one-off residential dwellings and access to residential housing estates. There are established trees within Letterkenny Town Park adjacent to St. Conal's Hospital. There is some undeveloped land along the route.

The historic town fabric is located on higher lands to the north of the River Swilly. Letterkenny Town is situated in an area of High Scenic Amenity.

Water

Kilmacrennan Road is located within Hydrometric Area 39. Within this area, the site is located within the sub-catchment of the River Swilly in the Swilly (Donegal) Sub Basin_010. Several watercourses are mapped passing through the Letterkenny Hospital site flowing towards the River Swilly and adjacent to the R229 towards the northern end of the proposed scheme. Additional watercourses are mapped that flow through Letterkenny Town Park.

The area around the proposed scheme has a history of flooding, particularly at Letterkenny Hospital, Glenwood Park and local roads. There was extensive flooding to this area on 26 July 2013 due to a channel structure blockage. Previous flooding has been recorded at www.floodinfo.ie. The scheme area flooded again in 2014.

The site lies within the Swilly (Donegal)_010 Subcatchment which is located in North Western River Basin District. It is within a protected area. Its WFD Risk status is current 'Review' for the current cycle and for the 2016-2021 period, its status was Good.

Biodiversity

The Kilmacrennan Road scheme lies within the zone of influence of the Letterkenny Plan (2023-2029) within which the general biodiversity of the area is described. Natura and other protected sites within 5km are listed in Table 8.

Table 8: Protected sites within 5km of the Kilmacrennan Road Active Travel Scheme

Code	Designation	Description	Distance from Scheme (km)
002287	SAC	Lough Swilly	1.8
004075	SPA	Lough Swilly	2.16
002176	SAC	Leannan River	6.41
000116	SAC	Ballyarr Wood	7.1
004060	SPA	Lough Fern	8.57
004039	SPA	Derryveagh and Glendowan	11.25
002047	SAC	Cloghermore Bog & Glenveagh National Park	12.49
000230	SAC	The River Finn	13.85
000166	NHA	Lough Swilly including Big Isle, Blanket Nook and Inch Lake	1.6
002011	NHA	River Swilly Valley Woods	1.39
001155		Leannan Valley Woods	7.05

During a site visit in December 2022, no protected bird species were observed. No suitable amphibian habitat was observed. No evidence of protected mammal species was observed. No invasive species were recorded along the route.

At Letterkenny Town Park, semi mature trees are established and there are grass verges along the road interspersed with trees including copper beech in front of the hospital. There are discontinuous grass verges along both sides of the road and hedges and shrubs bounding the front of gardens along the route. Fronting the agricultural areas, there are hedgerows with some treelines. The grounds of St. Conan’s hospital is well landscaped with large grassed lawns and shrubs/trees.

No habitats of significant ecological value were noted on the route. No habitats protected under the Lough Swilly SAC or vital to any Qualifying Interests of Lough Swilly SAC and SPA were noted. The main habitat types encountered were (Fossitt):

- Buildings and artificial surfaces BL3
- Amenity grassland GA2
- Treeline WL2

Some of the treelines contained horticultural species. No bird species protected under the Lough Swilly SPA were observed. No habitat of high suitability for these species is present. No evidence of protected mammal species was found inside the development footprint. Surveys of aquatic fauna were not carried out. No protected invertebrate species of highly specialised habitat for these species was identified during surveys. No invasive alien species were detected on site.

The subject site is located outside the town centre boundary of Letterkenny but within the boundary of the Letterkenny Plan and Local Transport Plan (2023-2029) as being of Low to Moderate Biodiversity.

5.2.3 The absorption capacity of the natural environment

The project will be mainly confined to works within and immediately adjoining an existing roadway in a primarily urbanised landscape which would generally be considered as robust environment in terms of its absorption capacity.

Wetlands, riparian areas, river mouths

There are no Ramsar sites along the route of the active travel scheme. There are limited riparian areas around the streams but no instream works are proposed. All surface water during construction will be subject to sediment control prior to discharge during construction.

The Swilly (Donegal)_10 waterbody flows into the Swilly Estuary which is a transitional waterbody of Poor status with regard to its Biological Status or Potential. The proposed scheme is for the provision of active travel facilities, i.e., reassigning the existing road space, it is not expected that it will result in additional run-off and there is minimal potential for hydrocarbon contamination in the run-off during operation.

Coastal zones and the marine environment

The Swilly Estuary transitional waterbody is the receiving waterbody for the Swilly (Donegal)_010 river sub basin waterbody. The Swill Estuary in turns drains to the Outer Swilly Estuary which is also a transitional waterbody before draining to the Lough Swilly coastal waterbody.

Table 9: Transitional and Coastal Waterbodies downstream of Swilly_010 waterbody

Waterbody	Type	Status
Swilly Estuary	Transitional	At risk
Outer Swilly Estuary	Transitional	Not at risk
Lough Swilly	Coastal	At risk
Northwestern Atlantic Seaboard	Coastal	Not at risk

The proposed scheme is for the provision of active travel facilities, i.e., reassigning the existing road space, it is not expected that it will result in additional run-off and there is minimal potential for hydrocarbon contamination in the run-off during operation.

Mountain and forest areas

There are no mountain or forest areas affected by the proposed scheme.

Nature reserves and parks

There are no nature reserves or parks in proximity to the proposed scheme. The nearest nature reserve is the Ballyarr Wood Nature Reserve which is approximately 30ha in area about 7km north of the subject site. Glenveagh national Park is approximtely 20km from Letterkenny.

Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive

The Appropriate Assessment Screening Process was completed for the proposed scheme. The process identified two no. Natura 2000 sites with hydrological connectivity to the project. These were Lough Swilly SAC (002287) and Lough Swilly SPA (004075).

The project is not directly connected with or necessary to the management of any Natura 2000 sites.

There will be no direct impacts on any Natura site and there will be no habitat loss or fragmentation as a result of the proposed development. Potential direct impacts are therefore not considered. Having considered direct impacts and ruling them out, indirect impacts are then considered. Combined impacts are not predicted. It is considered that in combination effects with other existing and proposed developments in proximity to the application area would be unlikely, neutral, not significant, and localised. It is concluded that no significant effects on European sites will be seen as a result of the proposed development alone or combination with other projects.

The AA Screening Report concluded that the competent authority may determine that a Stage 2 Appropriate Assessment of the proposed site investigation works is not required as it can be excluded, on the basis of objective scientific information following screening under this Regulation 42 of the European Communities (Birds and Natural Habitats) Regulations 2011, as amended, that the proposed works, individually or in combination with other plans or projects, will not have a significant effect on any European site.

Areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;

Densely populated areas

Census 2022 have recently released updated information including population snapshots for areas which can be categorised by Electoral District, Town, County or Small Area. For the town of Letterkenny, the total population is 25,549. The site lies within the Letterkenny Rural Electoral Division (ED). For this ED, the population is recorded as 12,191. Within 2km of the centre point of the proposed active travel scheme, the population is recorded in Census 2022 as 18,939 which, within a 2km radius, equates to a population density of $18,939 / 12.566 = 1,507$ people/km².

Landscapes and sites of historical, cultural or archaeological significance

Letterkenny's built heritage is a fundamental part of its cultural heritage and for example includes: St Eunan's Cathedral, Conwal Parish Church, St Eunan's College, Mount Southwell Terrace, the Ecclesiastical Quarter Architectural Conservation Area (ACA) (also now referred to as the Cathedral Quarter ACA), Ballymacool House, St Conal's Hospital, historic streetscapes, and various other structures on the Record of Protected Structures (RPS) and the National Inventory of Architectural Heritage (NIAH).

Figure X below is an extract from the Historic Environment Viewer. The pink shaded area denotes Zone of Notification, Blue Dots indicate sites on the National Inventory of Architectural Heritage (NIAH) and Red Dots indicates Sites and Monuments Recorded Locations (SMR).

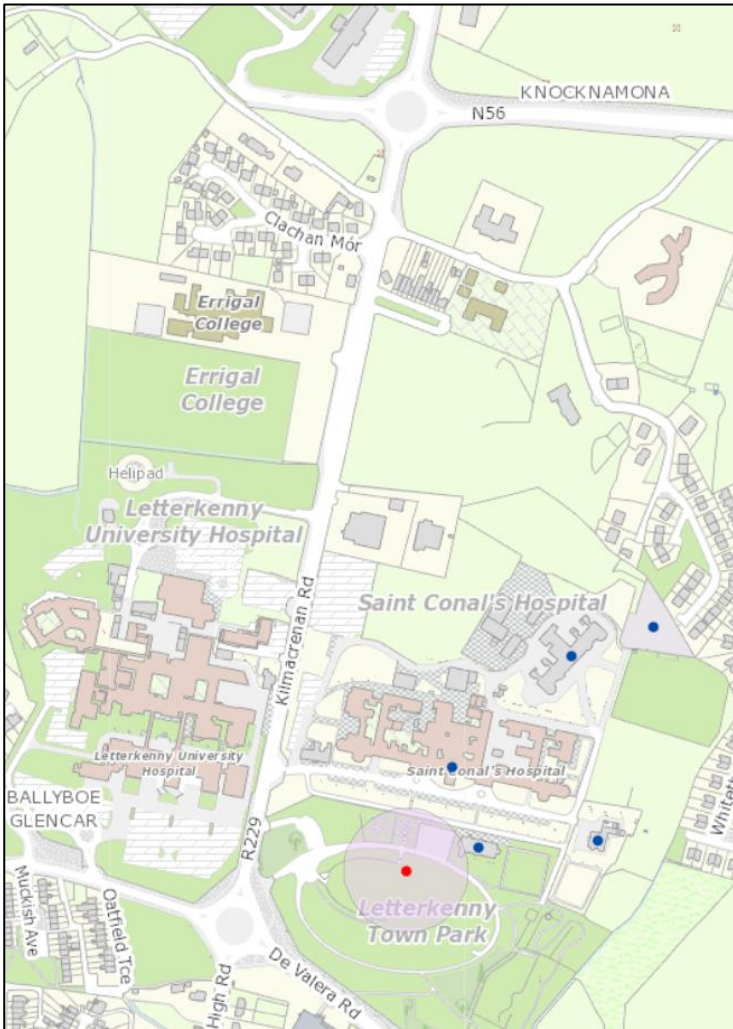







Figure 2: Excerpt from Historic Environment Viewer showing Kilmacrennan Road and Surrounds
 Sites shown in Figure 3 are listed in Table 1010.

Table 10: Excerpt from NIAH/RMP

Reg No.	Name	Location	Use	Rating	Picture
DG053-057	Souterrain	Ballyboe, Glencar	Underground Structure	RMP	Zone of Influence 50m Kilmacrennan Rd 70m from ZOI, 140m from point
40905317	Sr Conal's Psychiatric Hospital	Ballyboe, Glencar 50m from Kilmacrennan Rd	Hospital /Infirmery	NIAH Regional	

40905315	The Vestry	Ballyboe, Glencar 180m from Kilmacrennan Rd	Church / Chapel (currently a restaurant)	NIAH Regional	
40905320	Tír Conaill House / Parkview House	Ballyboe, Glencar 290m from Kilmacrennan Rd	Hospital / Infirmary	NIAH Regional	
40905318	St Conal's Psychiatric Hospital, Hospital Grounds, High Road	Ballyboe, Glencar 220m from Kilmacrennan Rd	Hospital / Infirmary / College	NIAH Regional	
40905319	St Conal's Psychiatric Hospital ~ Graveyard	Ballyboe, Glencar 290m from Kilmacrennan Rd	Graveyard/ Cemetery	NIAG Regional	

5.3 Type and Characteristics of the Potential Impacts

5.3.1 The magnitude and spatial extent of the impact

The magnitude and spatial extent of impacts is limited to the existing site boundary, its immediate vicinity, road users and residential, institutional and commercial properties in the area. The proposed scheme is approximately 950m in length and is located in along the section of the R229 Kilmacrennan Road between the Hospital Roundabout and the Knocknamona Roundabout. The predominant land cover is 'discontinuous urban fabric'. The human population by the proposed works is relatively small given the proximity of the site to the hospitals and schools.

5.3.2 The nature of the impact

Population and Human Health

The construction phase of the proposed active travel scheme will potentially produce dust, noise, and visual impacts to nearby sensitive receptors (eg residential, healthcare and educational receptors). However, given the size, type, and scale of the proposed scheme, and with the implementation of mitigation measures during construction as outlined within a Contractors CEMP, the risks to human health (for example, due to water contamination or air pollution) is considered low. No significant negative effects are considered likely to occur as a result of the construction of the proposed scheme.

During operation, the proposed scheme will result in a positive and long-term impact on the local population by encouraging active modes of travel and by providing safer cycling infrastructure. These measures have the potential to improve the health of the local population by means of physical exercise and reduction of the use of private vehicles, potentially resulting in a local reduction in emissions from vehicular traffic and improvement of air quality in the local area. Therefore, no significant negative effects are considered likely to occur as a result of the operation of the proposed scheme.

Landscape and Visual

It is anticipated that some potential minor localised landscape and visual effects may result from the implementation of the proposed scheme. During the construction phase, effects will arise due to works which are likely to involve earthworks, moving machines and construction works related to the provision of a suitable surface, landscaping and public realm enhancements along the route of the proposed active travel scheme.

The proposed scheme will require minor landtake and the modification of the existing road network, to include a cycleway, new surface treatments, road markings, lighting, and associated signage. In landscape and visual terms, it is anticipated that potential localised significant visual effects resulting from the scheme will be limited to the immediate surroundings and occur during the construction phase only. The majority of visual effects will be temporary and relate to earthworks, moving machines, and construction works in relation to the surface upgrades and cycleway introduction. These works will be carried out within the existing road corridor.

Upon completion of construction works, residual visual effects will result from the introduction of the cycleway, new footpaths and signage, and some loss of grassland and tree lines. These are considered to be permanent but not significant during the operational phase, as the completed development will be similar in nature and appearance to the current situation.

The existing landscape character will not change as it is already defined by its residential and institutional nature, presence of businesses, and the road network. The proposed scheme will therefore integrate into the existing setting resulting in no change to the landscape character. Although a number of trees will need to be removed to accommodate the works, all will be replanted or replaced.

Due to the location, nature, and size of the proposed scheme, no impacts are expected to result on scenic views and prospects of places of natural beauty or interest located in the surrounding environs as a consequence of the activities of the construction phase or during the operational phase.

In conclusion, significant visual effects will be temporary and arise during the construction phase only. At operation, landscape and visual effects are considered to be imperceptible as the proposed scheme will remain similar to the existing base-line scenario. While the introduction of signage will be clearly recognisable, it will be similar to the nature, character, and visual appearance of the existing infrastructure. It is therefore concluded that no further landscape and visual impact assessment is required as residual landscape and visual effects during the operational phase will be barely discernible and not significant.

Material Assets

During the construction phase of the proposed scheme, some realignment, addition, or replacement of services and utilities may be required in conjunction with or to accommodate the proposed works. These works could potentially result in suspension of services during the construction and diversion works, which could result in a temporary and negative effect on existing utilities networks. Prior to excavation works, the appointed Contractor will be supplied with accurate service drawings and site investigations will be carried out, if necessary, to ensure services are not damaged during construction works. It is anticipated that services and utilities will be protected insitu, where possible.

Should service suspensions be required during the construction phase, reasonable prior notice will be given to the impacted business, institutions and residents in the area. The disruption to services or outages will be carefully planned so the duration is minimised. The timing of local domestic connections will be addressed between the Contractor and the local community at the detailed design stage.

No buildings are located within the footprint of the proposed scheme; therefore, there will be no requirement for significant demolition works. However, the proposed scheme will result in the partial loss of existing trees, road verge, fencing and some boundaries. Additionally, minor landtake will be required.

No significant effects are anticipated as a result of the realignment, addition, or replacement of services and utilities during the construction phases of the project. Additionally, it is anticipated that the active travel scheme will have a positive effect on in this area through the improvement of local active travel infrastructure.

Land and Soils

The extent of potential impacts to land and soils will be limited to the immediate receiving environment of the proposed scheme. The works will be largely contained within the existing road corridor. The design of the proposed scheme seeks to avoid demolition and repurposes existing infrastructure along the scheme length.

The proposed scheme requires materials for the new layout, and it is anticipated that all material will be imported for the construction. Exact quantities have not been generated at this time, but the quantities are small due to the scale and size of the proposed scheme.

There will be some impact on soils arising from site clearance and excavation during the construction phase. Underlying soils and aquifer may be at risk from accidental spillages of oils and chemicals that could contaminate soils and groundwater. Given the use of appropriate secondary containment for the storage of fuels, oils, paints and other potentially hazardous materials on the site during the construction phase, the risk of accidental release of these compounds to the soil environment will be greatly reduced. Without mitigation, the impacts to soils and groundwater are considered moderate.

Any waste produced as part of the project will be dealt with in full accordance with the requirements of the Waste Management Act 1996. The production of any waste associated with the development will not cause unusual, significant or adverse effects of a type that would, singly or in combination, require an Environmental Impact Assessment.

A Waste Management Plan (WMP) that should be prepared by the contractor. It will outline methods to achieve waste prevention, maximum reuse, recycling and recovery of waste and provides recommendations for the management of the various anticipated waste streams. It will include source segregation, storage and collection of any/all wastes generated during the course of the construction phase of the proposed scheme. The WMP will provide guidance on collection and transport of waste to prevent issues associated with litter or more serious environmental pollution (e.g., contamination of soil or water resources). It is considered there will be no significant effects on the environment given the implementation of the WMP.

Best practice construction techniques, and adherence to the standard construction mitigation measures outlined below, will prevent sediments and pollutant releases to land and soils during the construction phase.

Mitigation measures are outlined below.

A WMP will be implemented for the project which will set out measures for prevention, maximum reuse, recycling and recovery of waste as well as provide recommendations for the management of the various anticipated waste streams. It will include source segregation, storage and collection of

all wastes arising during the construction phase of the proposed scheme. The plan will also provide guidance on collection and transport of waste to prevent issues associated with litter or more serious environmental pollution (e.g., contamination of soil or water resources).

Where appropriate, secondary containment for the storage of fuels, oils, paints and other potentially hazardous materials on the site will be provided. Fuelling of plant is anticipated to be in a designated fuelling area within the site compound.

With the inclusion of the above mitigation, any residual impacts are temporary, and no significant effects are anticipated on soils or groundwater from the construction or operation of the proposed scheme.

Water and Hydrology

The potential for pollutants (sediment and/or other toxic material) to enter the surface watercourses during construction phase is considered. The footprint of the works is relatively narrow along and within the existing road corridor. No instream or bankside works are required. Soil stripping and vegetation removal at the start of a project can increase the volume of contaminated surface water run-off.

The movement and maintenance of plant on site can generate silt and oil contaminated water or introduce non-native species from other sites. Sources of silt (e.g., plant and wheel washing, site roads, river crossings) carry a high risk of causing pollution.

The existing road drainage discharges to gullies and the existing drainage system.

Implementation of good practice construction techniques, and adherence to the standard construction mitigation measures outlined below, will prevent sediments and pollutant releases to the surface water network during the construction phase.

The proposed scheme will tie into the existing road drainage system. The proposed scheme is an active travel scheme within the existing roadway and is therefore not considered to generate any increase in pollutants such as hydrocarbons as to result in likely significant effects.

Mitigation measures are outlined below.

Industry best practice pollution prevention measures shall be applied by the Contractor during the construction phase of the works in order to control the risk of pollution to surface waters. Surface water control measures will be implemented to ensure that silt laden or contaminated surface water run-off from the site of the proposed scheme does not discharge directly to waterbodies.

The surface water drainage system shall be maintained in good working order and in a good state of repair to ensure appropriate operation of the system and that matter liable to block or obstruct the drainage system is prevented from entering.

All hazardous materials must be stored in appropriate containers, must be indelibly and legibly labelled to identify the contents, hazards and precautions required. In addition, appropriate management and storage fuel and fuelling activity will be implemented, and fuelling activity near watercourses will be avoided.

Storage of soil and spoil shall be managed by locating, protecting and stabilising the spoil to ensure risk of contamination of drainage systems or local watercourses will be avoided.

Plant and wheel washing will be undertaken in designated area of hardstanding at least 10m from any watercourse.

With the inclusion of the above mitigation, any residual impacts are temporary, and no significant effects are anticipated on water and hydrology from the construction or operation of the proposed active travel scheme.

Biodiversity

The proposed active travel scheme is in an extensive urban area. Although it includes scattered trees and parkland, non-native shrubs, amenity grassland, the majority of works will occur within existing areas of hardstanding and only a small amount of habitat loss is required to facilitate the scheme.

Impacts within the site boundary during the construction stage of the works will include loss of trees and grassed verges to accommodate the scheme as well as some loss of habitat due to minor landtake.

The site is generally poor in species diversity and no species of conservation importance were found so any potential impacts will be limited, localised and reversible depending on the planting regime.

There is not considered to be an appreciable loss of habitat as a result of the proposed scheme. Most of the habitats, by virtue of their location, are considered of Local (Lower) importance.

There will be some temporary, minor negative impact to biodiversity arising from site clearance and excavation during the construction phase. There are a number of trees along the roadway which will be removed as well as some areas of hedgerow and boundary planting.

The retention of trees and grassed areas where feasible together with a replating and landscaping scheme will assist in mitigation impacts on biodiversity, particularly if native species are selected, allowed to grow to their full potential and appropriately managed. Should additional biodiversity areas be developed, it would also assist in mitigating impacts and improve biodiversity. The adoption of biodiversity enhancement measures will result in long-term, positive impacts to biodiversity.

There is a risk of disturbance to nesting birds in trees and hedgerows. Should nesting birds be observed in trees requiring removal, bird boxes can be installed in the nearest tree ahead of construction works. With the inclusion of the mitigation, the impact to birds is considered minor negative of a temporary duration.

No invasive species were recorded during the ecological survey.

The project is not directly connected with or necessary to the management of any Natura 2000 sites.

There will be no direct impacts on any Natura site and there will be no habitat loss or fragmentation as a result of the proposed development. Potential direct impacts are therefore not considered. Having considered direct impacts and ruling them out, indirect impacts are then considered. Combined impacts are not predicted. It is considered that in combination effects with other existing and proposed developments in proximity to the application area would be unlikely, neutral, not significant, and localised. It is concluded that no significant effects on European sites will be seen as a result of the proposed development alone or combination with other projects.

Other mitigation measures include the following:

- Compensating any habitat losses by landscape planting;
- Incorporating native species of local provenance to provide habitats for birds, mammals, and invertebrate species;
- Clearance works to be carried out outside of the bird breeding season (March to August inclusive), unless first checked by a suitably experienced ecologist;
- Provision of a means of escape from excavations (e.g., mammal ladder or ramps);
- Covering or fencing off any excavations at the end of each working day;
- Capping of open pipes overnight; and,

- Works should be undertaken in accordance with 'Guidelines for the protection and preservation of trees, hedgerows and scrub prior to, during the construction of National Road Schemes' (NRA).

Noise and Vibration

In terms of noise, the construction phase may lead to a temporary increase in background noise levels through operation of plant machinery.

There will be no resultant emissions to noise from the operation of the proposed scheme. Traffic levels are not predicted to increase due to the proposed active travel scheme. The design has potential to reduce traffic speeds on the road which would reduce traffic related noise on the R212 Kilmacrennan Road. This would result in a slight positive impact to noise on receptors.

Mitigation measures are outlined below.

Measures will include operating hours, limiting construction to daytime periods between 08:00-19:00, Monday to Friday and Saturday 08:00-16:00. No work shall be planned for outside these hours including weekend or Public Holidays. The exact detail will be finalised by the Local Authority in consultation with relevant stakeholders.

Adherence to noise and vibration limits will be required at all times during the construction phase of the proposed scheme. It is recommended that a Contractors CEMP be produced for the proposed scheme. Noise and vibration limits will be outlined within the Contractors CEMP which will also include any other mitigation measures required to reduce any potential impacts and associated effects of noise and vibration on sensitive receptors, such as those described in the NRA's 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (NRA, 2014).

The Contractor shall employ the best practical means to minimise noise produced by his activities and shall comply with the contents and recommendations of BS 5228: Code of Practice for Noise Control on Construction and Open Sites and European Communities (Construction Plant and Equipment) Permissible Noise Regulations 1988.

With the inclusion of the above mitigation, any residual impacts are temporary, and no significant effects are anticipated on noise from the construction or operation of the proposed scheme.

Air Quality and Climate

The main air quality impacts will be associated with dust generation during site preparation and construction works. In addition to this, fugitive emissions of airborne particulate matter are readily produced through the action of abrasive forces on materials and therefore a wide range of site preparation and construction activities have the potential to generate this type of emission, including:

- Land clearing and demolition;
- Earthworks;
- Equipment movements and materials transport;
- Vehicular transport;
- Construction activities; and
- Windblown dust from temporary unpaved surfaces.

It is anticipated the Contractor will comply with all relevant environmental legislation, published standards, accepted industry practice, national guidelines, and codes of practice appropriate to the proposed scheme during the construction phase. The implementation of appropriate mitigation measures and best practice measures will reduce the generation of dust during this phase. With the

adoption of these measures, it is anticipated that the dust produced would not cause a significant effect on the environment. Due to proximity to potentially sensitive receptors such as hospitals and schools, further consultation should be undertaken prior to any construction works to identify whether additional mitigation measures are required.

Climatic impacts are expected to arise from minor emissions of GHG to the atmosphere from equipment and vehicular movements and the operation of site construction equipment. No significant negative effects in relation to climate are considered likely to occur given the size and scale of the proposed active travel scheme. Additionally, the operational phase of the proposed scheme will provide new infrastructure to encourage active travel in the area with a potential reduction in emissions owing to a reduction in the use of private vehicles.

Cultural Heritage

The active travel scheme is located within regional roads set within an urban landscape. This area has undergone previous development which will have impacted any sub-surface archaeological remains which may have been present. There should be no impact to sub-surface archaeological remains within the proposed scheme.

Although the potential for encountering sub-surface archaeological remains is low, it is recommended that a Contractors CEMP be prepared for the proposed scheme and include procedures for dealing with unexpected archaeological discoveries

The proposed scheme will not impact on a protected structure (RPS site) or a NIAH sites. The nearest cultural heritage sites are described in Table 10.

The impact of the proposed scheme on cultural heritage is considered negligible. Consequently, archaeological monitoring over the course of the construction of the proposed scheme is not required.

The construction phase of the proposed scheme will create some impact to the settings of heritage assets located within close proximity through additional noise, vibration and dust. However, this impact will be temporary and limited to the construction phase. It is also noted that these heritage assets are located in a busy urban environment and so already subject to noise, vibration and dust from passing traffic.

No mitigation required.

Significant impacts are not anticipated on features of cultural heritage.

5.3.3 The intensity and complexity of the impact

The nature of the impact has been outlined in Section 5.3.2.

Population and Human Health

During construction, temporary negative impacts are predicted due to noise, dust and visual impacts. These impacts are temporary and not considered significant. There are considered to be long term positive impacts during the operation as a result of improved road infrastructure and road security.

Landscape and Visual

During construction the proposed scheme will result in changes to the landscape and visual baseline. Significant visual effects will be temporary and arise during the construction phase only. At operation, landscape and visual effects are considered to be imperceptible as the proposed scheme will remain similar to the existing base-line scenario. While the introduction of signage will be clearly recognisable, it will be similar to the nature, character, and visual appearance of the existing

infrastructure. It is concluded that no further landscape and visual impact assessment is required as residual landscape and visual effects during the operational phase will be barely discernible and not significant.

Material Assets

No significant effects are anticipated as a result of the realignment, addition, or replacement of services and utilities during the construction phases of the project. Additionally, it is anticipated that the active travel scheme will have a positive effect on in this area through the improvement of local active travel infrastructure.

Land and Soils

The extent of potential impacts to land and soils will be limited to the immediate receiving environment of the proposed scheme. The works will be largely contained within the existing road corridor. There will be some impact on soils arising from site clearance and excavation during the construction phase. Small amounts of general waste will be generated during works. However, given the scale and size of the project, this is not considered to be significant.

Best practice construction techniques, and adherence to the standard construction mitigation measures outlined below, will prevent sediments and pollutant releases to land and soils during the construction phase.

With the inclusion of the mitigation measures outlined in Section 5.3.2, any residual impacts are temporary, and no significant effects are anticipated on soils or groundwater from the construction or operation of the proposed scheme.

Water and Hydrology

During construction, temporary negative impacts are predicted from sediment or pollutants entering the surface water network. These impacts are temporary and not considered significant.

The proposed scheme will tie into the existing road drainage system. The proposed scheme is an active travel scheme within the existing roadway and is therefore not considered to generate any increase in pollutants such as hydrocarbons as to result in likely significant effects.

With the inclusion of the mitigation measures outlined in Section 5.3.2, any residual impacts are temporary, and no significant effects are anticipated on water and hydrology from the construction or operation of the proposed active travel scheme.

Biodiversity

The proposed active travel scheme is in an extensive urban area. Although it includes scattered trees and parkland, non-native shrubs, amenity grassland, the majority of works will occur within existing areas of hardstanding and only a small amount of habitat loss is required to facilitate the scheme.

Impacts within the site boundary during the construction stage of the works will include loss of trees and grassed verges to accommodate the scheme as well as some loss of habitat due to minor landtake.

With the inclusion of the mitigation measures outlined in Section 5.3.2, any residual impacts are temporary, and no significant effects are anticipated on biodiversity from the construction or operation of the proposed active travel scheme.

Noise and Vibration

In terms of noise, the construction phase may lead to a temporary increase in background noise levels through operation of plant machinery.

There will be no resultant emissions to noise from the operation of the proposed scheme. Traffic levels are not predicted to increase due to the proposed active travel scheme. The design has potential to reduce traffic speeds on the road which would reduce traffic related noise on the R212 Kilmacrennan Road. This would result in a slight positive impact to noise on receptors.

With the inclusion of the above mitigation as set out in Section 5.3.2, any residual impacts are temporary, and no significant effects are anticipated on noise from the construction or operation of the proposed scheme.

Air Quality and Climate

During construction, temporary negative impacts are predicted from dust and construction traffic. These impacts are temporary and not considered significant.

Climatic impacts are expected to arise from minor emissions of GHG to the atmosphere from equipment and vehicular movements and the operation of site construction equipment.

Cultural Heritage

The active travel scheme is located within regional roads set within an urban landscape. This area has undergone previous development which will have impacted any sub-surface archaeological remains which may have been present. There should be no impact to sub-surface archaeological remains within the proposed scheme.

Significant impacts are not anticipated on features of cultural heritage.

5.3.4 The probability of the impact

The probability of impacts on the receiving environment has been assessed and is considered to be extremely low. Localised impacts such as dust generation, noise nuisance and temporary traffic management during construction of the active travel scheme are probable but these will cause a temporary impact. The contractor will be required to implement a Health and Safety Plan to ensure no risks to the population working on or adjacent to the site during the construction phase.

The proposed scheme will have a long-term beneficial effect on the population of the wider area by protecting and improving pedestrian and cycling infrastructure and encouraging modal shift in line with the Draft Letterkenny Plan and Local Transport Plan 2023-2029.

5.3.5 The expected onset, duration, frequency and reversibility of the impact

The construction phase for the proposed scheme is anticipated to last for a period of 12 months and temporary in nature. The duration and frequency of these effects will be carried out in accordance with construction work best practice to ensure that no significant effects on the environment arise. No significant impacts are predicted so there are no requirements for reversibility of these impacts.

The operational change will be long-term and continuous in nature. Onset of the impact will coincide with the end of construction and start of the operation phase.

5.3.6 The possibility of effectively reducing the impact

The majority of the impacts arising from the proposed scheme will be associated with construction phase. It has been concluded that construction impacts are likely to be once off and temporary in nature and not considered significant using standard construction methodologies, best practice

construction management measures and implementation of a Health and Safety and Traffic Management Plan.

5.3.7 Transboundary nature of the impact

No transboundary impacts are likely arising from the proposed active travel scheme.

5.3.8 The cumulation of the impact with impact of other existing/approved projects

A review of the other projects and plans in the region of the proposed scheme was completed and the findings summarised in Section 5.1.2. The analysis considered other relevant project and plans in the region that have the potential to contribute to in-combination or cumulative impact with the proposed scheme.

6. EIA Screening Conclusions

This EIA Screening Report has been completed to provide Donegal County Council as the competent authority, with the information to allow a determination to be made on whether the proposed scheme is likely to have significant effects on the environment or not.

This Report provides an assessment of whether the development would or would not be likely to have significant effects on the environment by addressing the criteria and information set out in Annex III and IIA of the EIA Directive and Schedules 7 and 7A of the Planning and Development Regulations 2001 (as amended).

The Report has concluded that the proposed scheme would not be likely to have significant effects on the environment for the following reasons:

- the nature and scale of the proposed scheme, which is not a development type listed in Schedule 5 Part 1 or 2;
- the site is not located in a Natura 2000 site or national designated site;
- an AA screening was prepared for the proposed scheme and concluded that the proposed scheme either alone or in-combination with other plans and/or projects, does not have the potential to significantly affect any European Site, in light of their conservation objectives;
- the active travel scheme design will be incorporated into the existing R212 Kilmacrennan Road roadway;
- an examination of the types and characteristics of the potential impacts has been completed and has concluded that no significant effects are predicted; and
- appropriate mitigation measures have been proposed and in addition, a CEMP and WMP will be prepared which will prevent /minimise impacts on the environment.

This Environmental Impact Assessment Screening Report therefore concludes that the proposed R212 Kilmacrennan Road Active Travel Scheme, when taken individually and cumulatively with associated existing and approved development, will not result in the potential for significant impacts to arise on the environmental receptors as a result of the proposed scheme. As such it is concluded that the preparation and submission of an EIAR is not required.



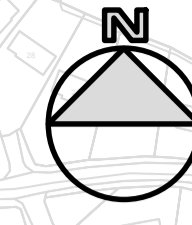
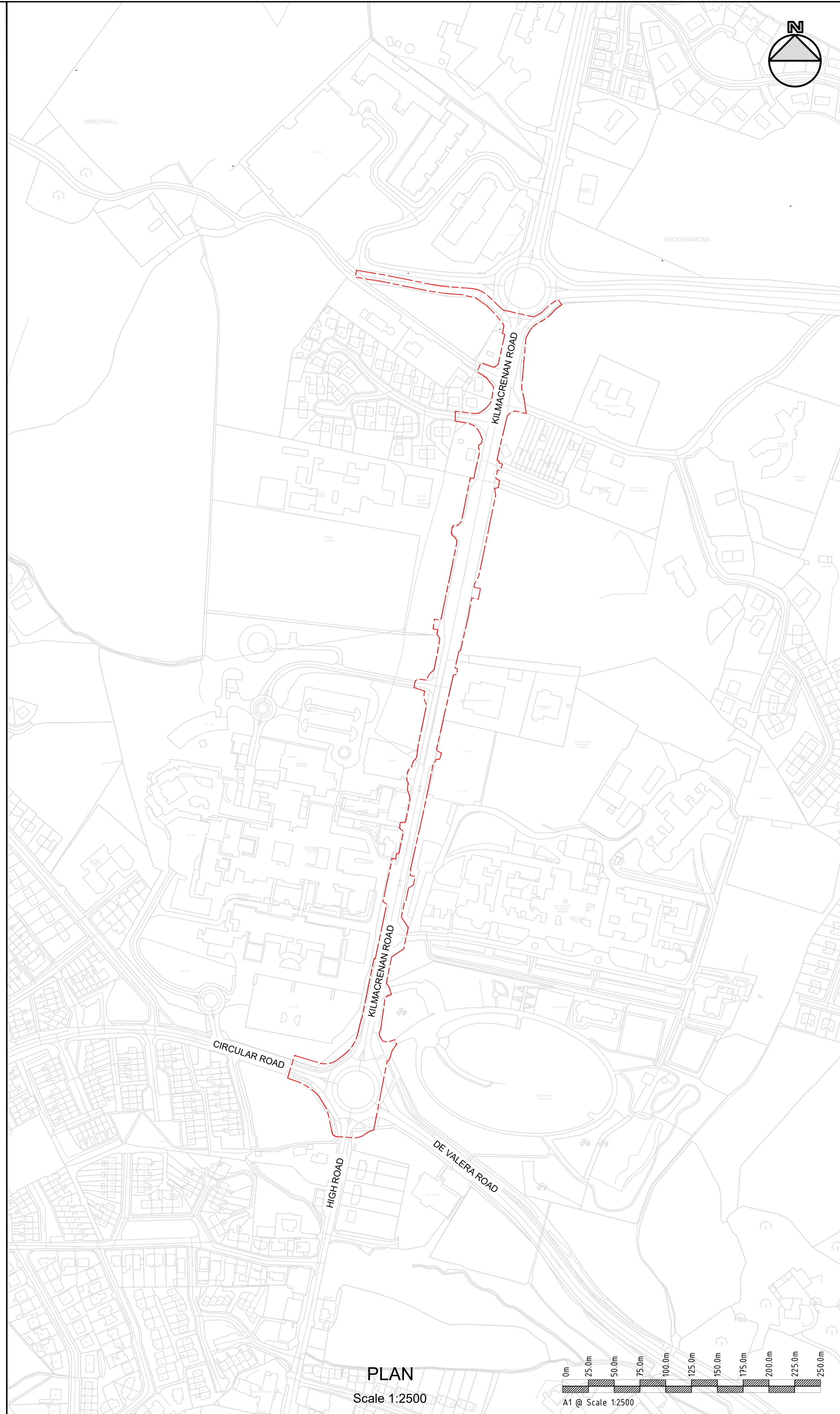
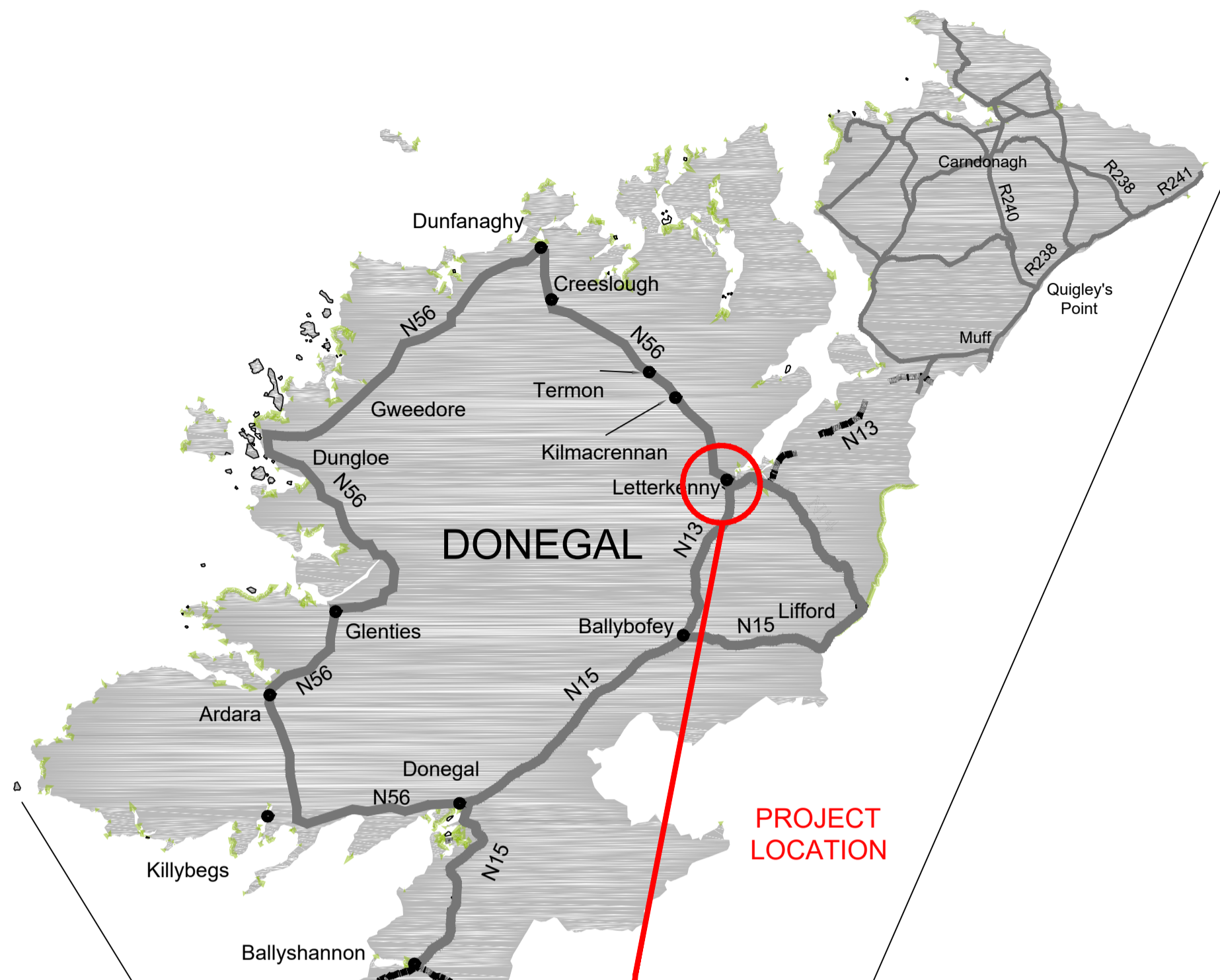
CLANDILLON
CIVIL CONSULTING

APPENDIX A - DRAWINGS



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PRELIMINARY DESIGN

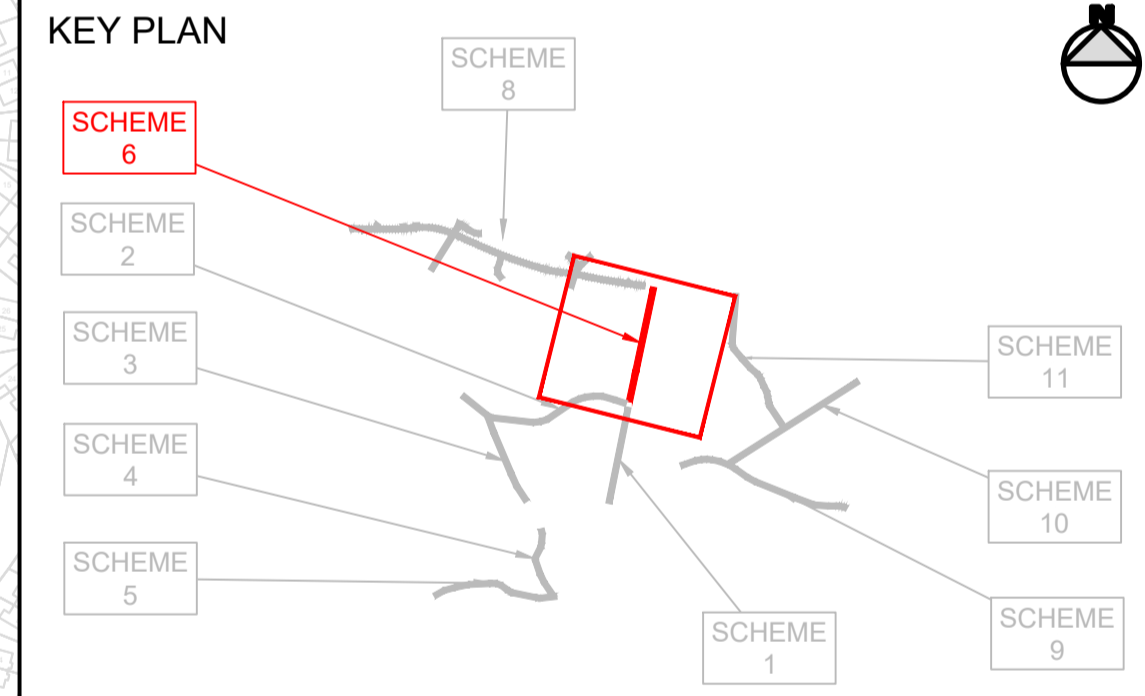


NOTES

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2. All dimensions are in meters unless otherwise specified.

LEGEND

--- PROJECT LOCATION



REV	DATE	DESCRIPTION	BY	CHK	APD
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P00	23/11/2023	PRELIMINARY	YC	RB	MMK



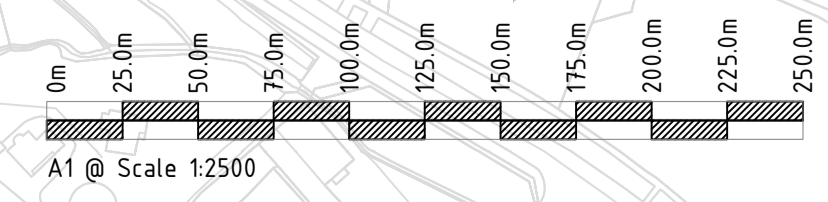
PROJECT
LETTERKENNY ACTIVE TRAVEL

SCHEME
SCHEME 6

DRAWING TITLE
PROJECT LOCATION & EXTENTS
KILMACRENNAN ROAD

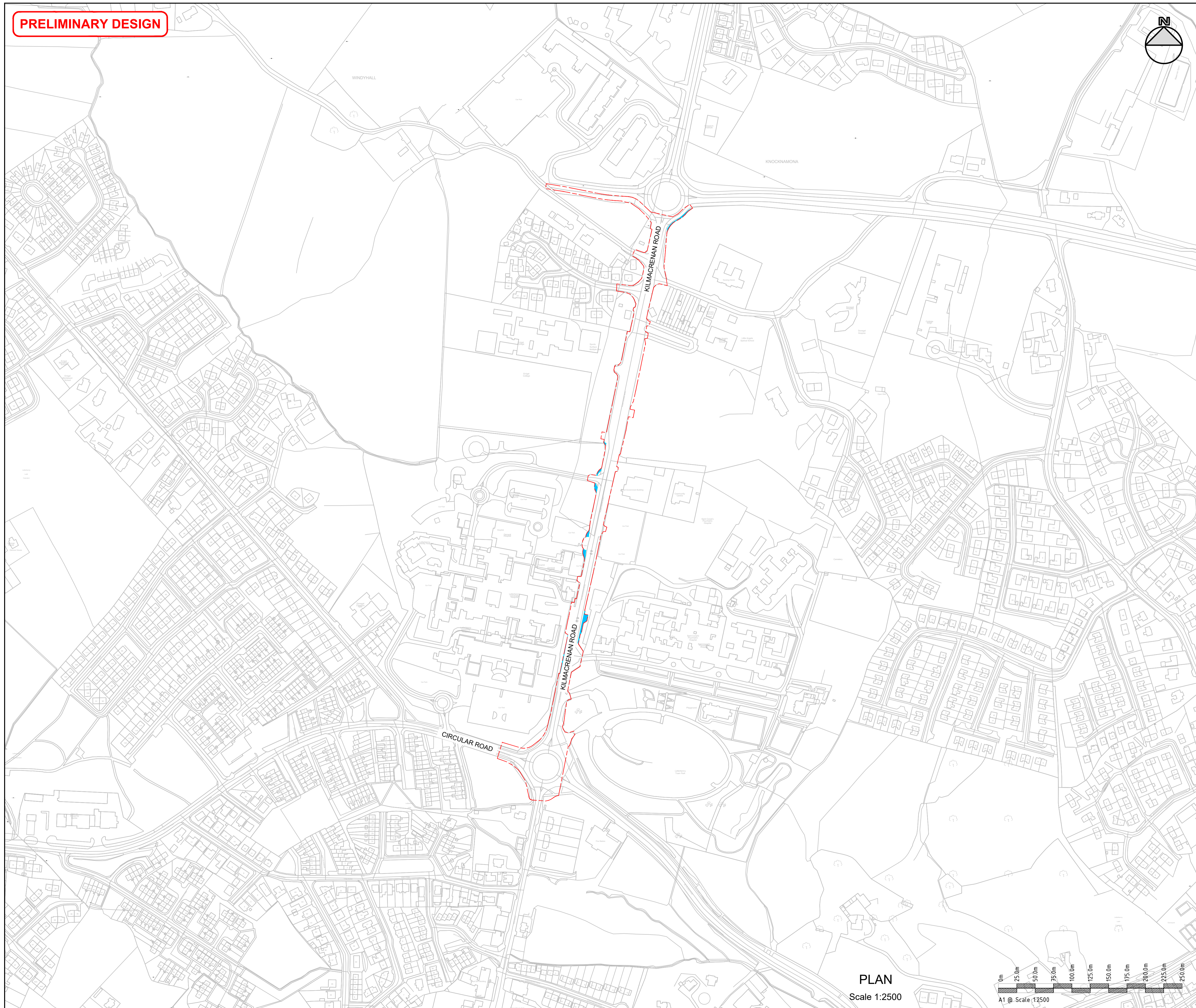
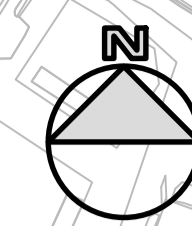
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PRELIMINARY	S3 - SUITABLE FOR REVIEW AND COMMENT	A1
DATE	SCALE	REVISION
23/11/2023	AS SHOWN	P01

PLAN
Scale 1:2500



DRAWING NUMBER
LKAT-CCC-GA-L06-DR-C-0000

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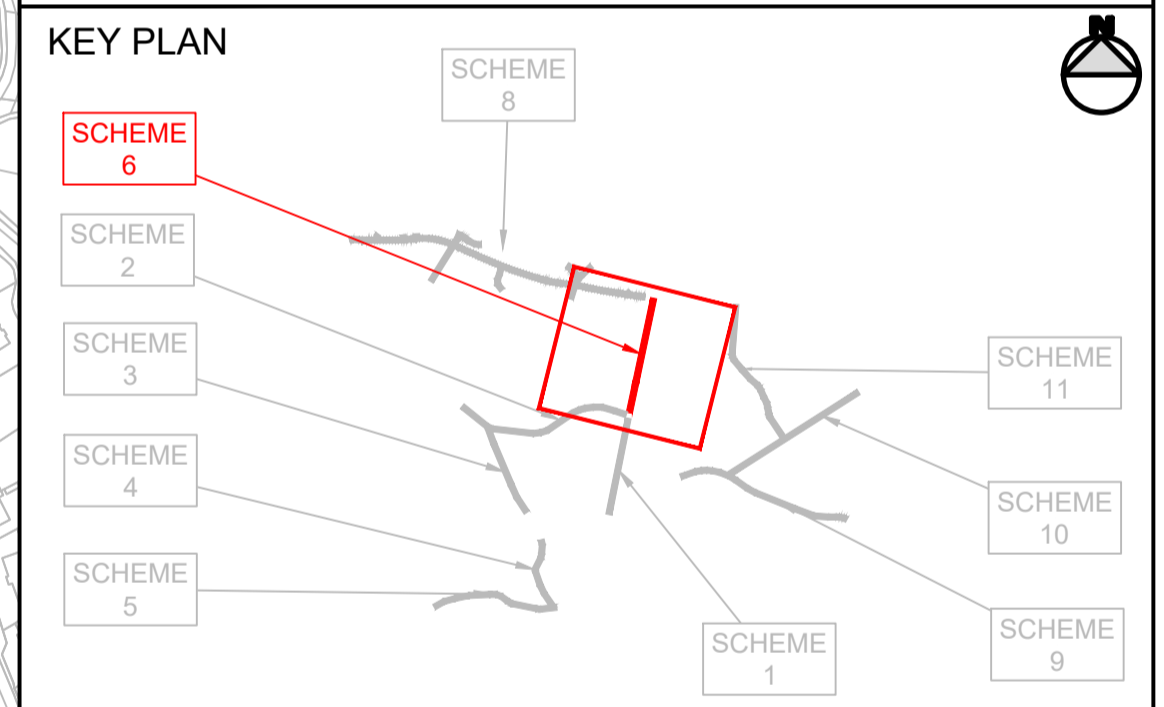


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LEGEND

- BOUNDARY LINE
- ADDITIONAL LAND REQUIREMENTS



REV	DATE	DESCRIPTION	BY	CHK	APD
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P00	23/11/2023	PRELIMINARY	YC	RB	MMK



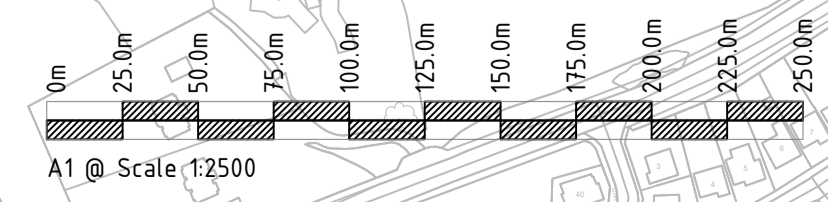
PROJECT
LETTERKENNY ACTIVE TRAVEL

SCHEME
SCHEME 6

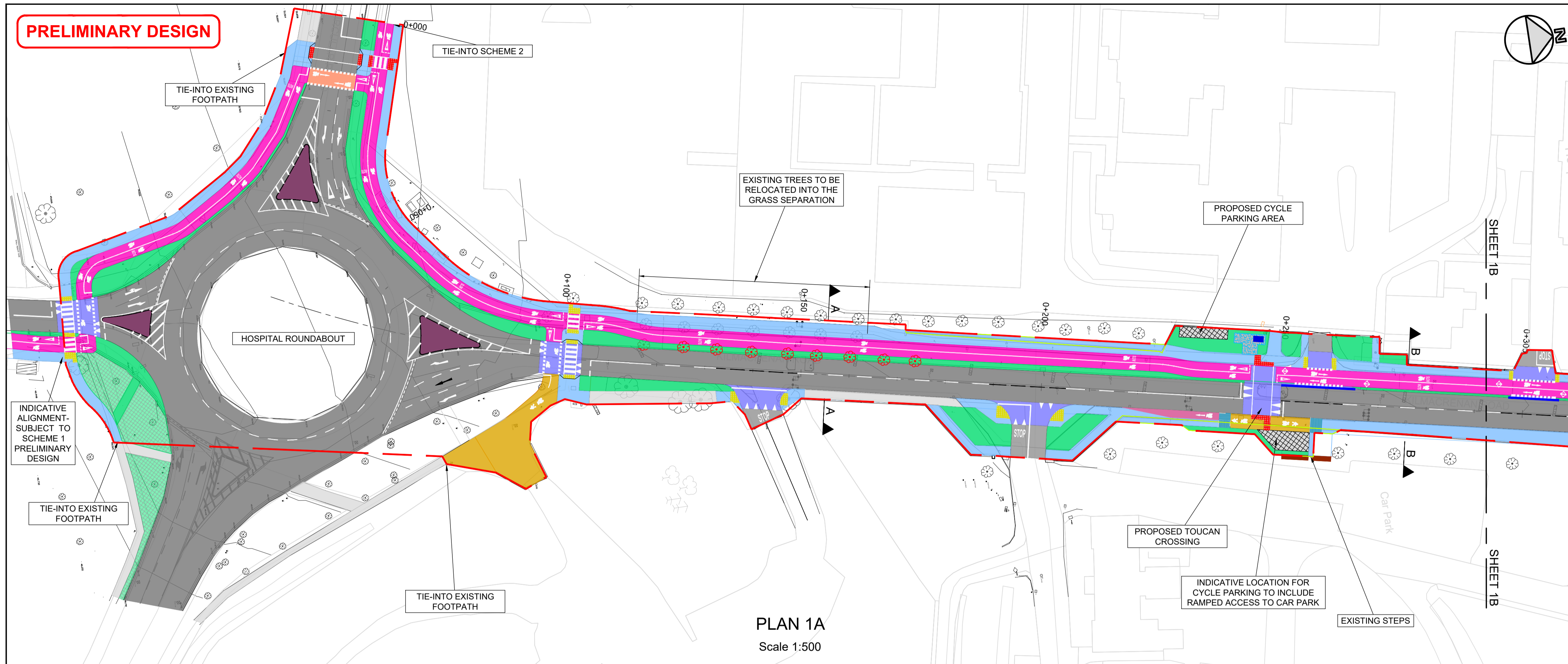
DRAWING TITLE
SCHEME EXTENT
KILMACRENAN ROAD

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DATE 23/11/2023	SCALE AS SHOWN	REVISION P01
DRAWING NUMBER LKAT-CCC-LA-L06-DR-C-0001		

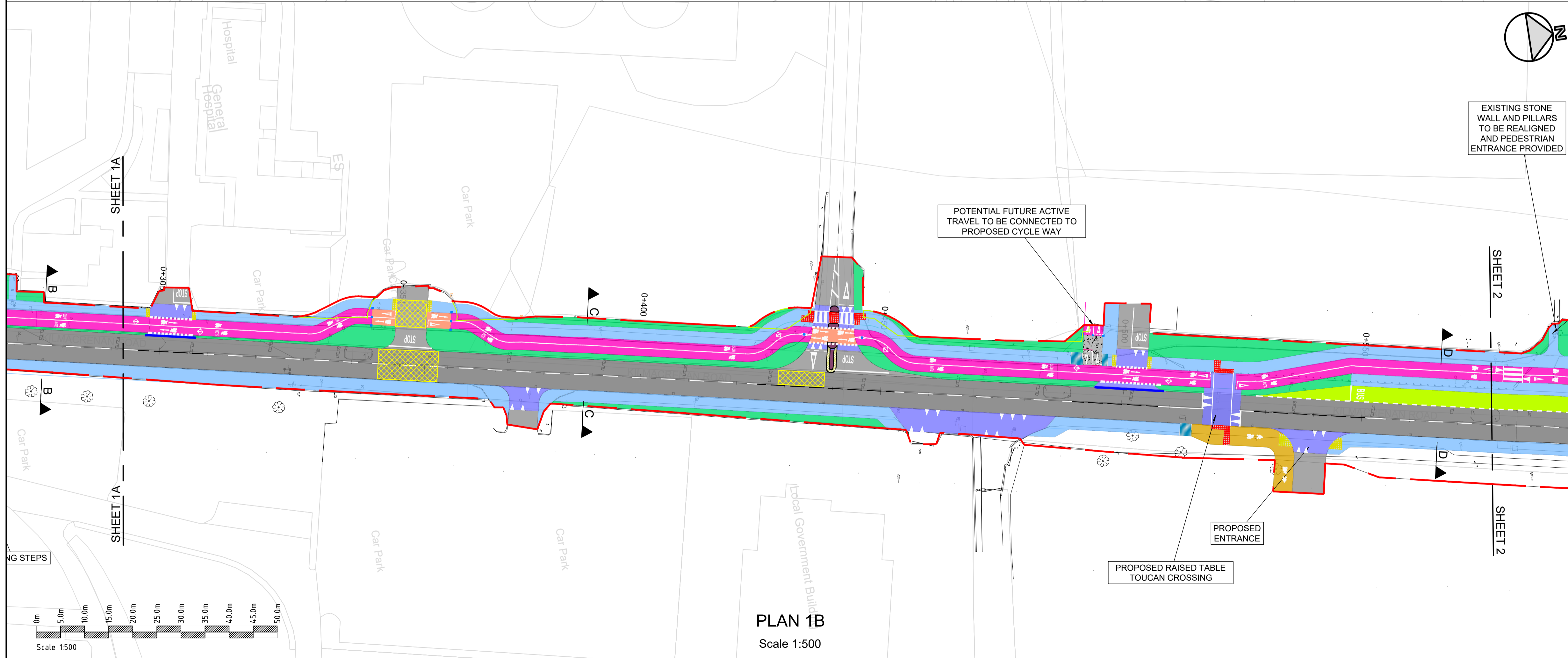
PLAN
Scale 1:2500



PRELIMINARY DESIGN



PLAN 1A
Scale 1:500



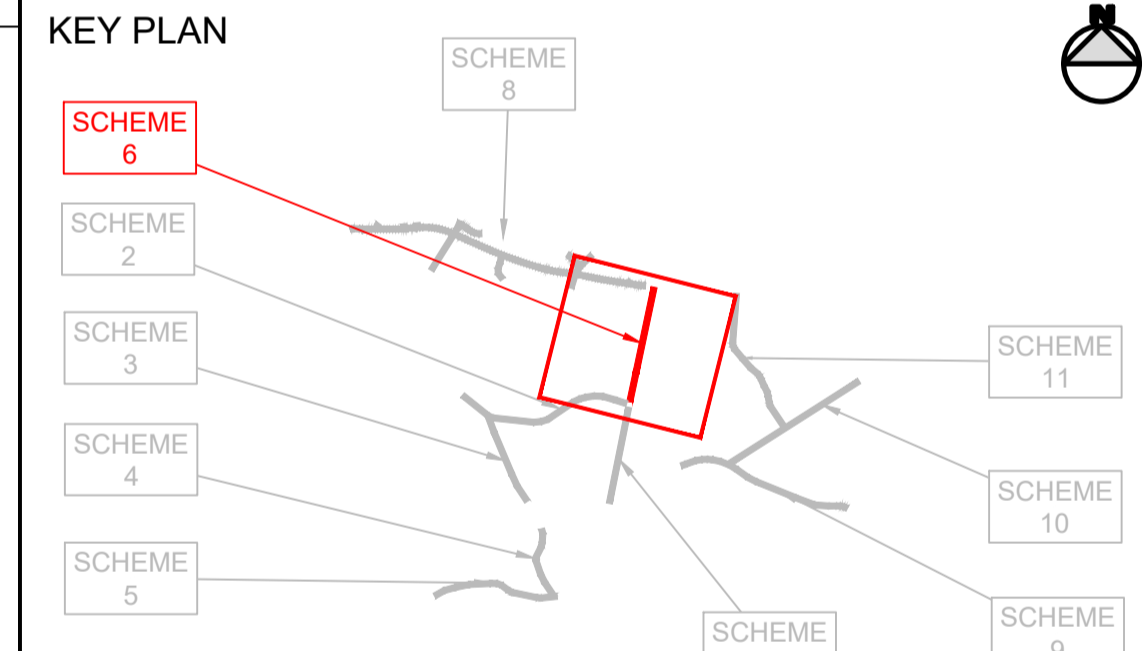
PLAN 1B
Scale 1:500

NOTES

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- All dimensions are in meters unless otherwise specified.

LEGEND

	BOUNDARY LINE
	ROAD CENTRELINE
	ROAD EDGE
	RAMP OUTLINE
	ADDITIONAL LAND REQUIREMENT
	2 WAY RAISED CYCLE LANE
	1 WAY CYCLE TRACK
	ON-ROAD CYCLE LANE
	SHARED USE PEDESTRIAN AND CYCLISTS FACILITY
	NEW / UPGRADED FOOTPATH
	EXISTING FOOTPATH TO BE RETAINED
	CONCRETE SHARED SURFACE
	BUS SET DOWN AREA
	GRASSED AREA
	SIDEROAD PAVEMENT
	ENTRANCE RAMP ADJUSTED TO FOOTWAY LEVEL
	MAINLINE CARRIAGEWAY PAVEMENT
	PAVED ISLAND/MEDIAN AREA
	OVERRUN AREA WITH ROUGHENED SURFACE
	ENTRANCE RAMP KERB
	RETAINING WALL
	CONTROLLED CROSSING TACTILE
	UNCONTROLLED CROSSING TACTILE
	CORDUROY PAVING
	CYCLISTS PARKING AREA
	BENCH
	EXISTING TREE TO BE REPLANTED
	EXISTING GRASS TO BE RETAINED



REV	DATE	DESCRIPTION	BY	CHK	APD
P03	30/11/2023	PRELIMINARY - CHANGES AS PER DCC COMMENTS	YC	RB	MMK
P02	31/10/2023	PRELIMINARY - CHANGES AS PER DCC COMMENTS	YC	RB	MMK
P01	03/10/2023	PRELIMINARY - CHANGES AS PER DCC COMMENTS	KK	RB	MMK
P00	10/08/2023	PRELIMINARY	KK	RB	MMK

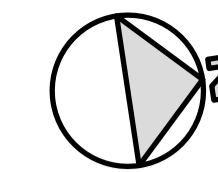


PROJECT LETTERKENNY ACTIVE TRAVEL
SCHEME SCHEME 6

DRAWING TITLE GENERAL ARRANGEMENT
KILMACRENNAN ROAD
SHEET 1 OF 2

PURPOSE OF ISSUE PRELIMINARY	STATUS/AVAILABILITY S3 - SUITABLE FOR REVIEW AND COMMENT
DATE 10/08/2023	SCALE 1:500
DRAWING NUMBER LKAT-CCC-GA-L06-DR-C-0001	SHEET SIZE A1
	REVISION P03

PRELIMINARY DESIGN



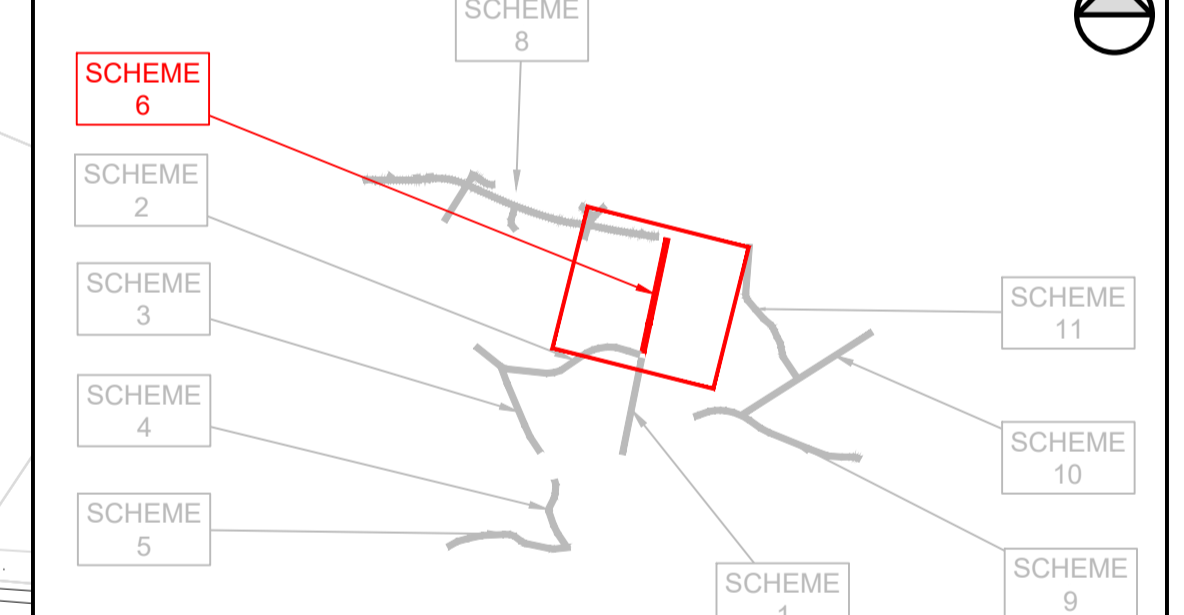
NOTES

- This drawing is the property of Clandillon Civil Consulting. This drawing should not be relied on or used in circumstances other than those for which it was originally prepared and for which Clandillon Civil Consulting was commissioned.
- All dimensions are in meters unless otherwise specified.

LEGEND

- BOUNDARY LINE
- ROAD CENTRELINE
- ROAD EDGE
- RAMP OUTLINE
- ADDITIONAL LAND REQUIREMENT
- 2 WAY RAISED CYCLE LANE
- 1 WAY CYCLE TRACK
- ON-ROAD CYCLE LANE
- SHARED USE PEDESTRIAN AND CYCLISTS FACILITY
- NEW / UPGRADED FOOTPATH
- EXISTING FOOTPATH TO BE RETAINED
- CONCRETE SHARED SURFACE
- BUS SET DOWN AREA
- GRASSED AREA
- SIDEROAD PAVEMENT
- ENTRANCE RAMP ADJUSTED TO FOOTWAY LEVEL
- MAINLINE CARRIAGEWAY PAVEMENT
- PAVED ISLAND/MEDIAN AREA
- OVERRUN AREA WITH ROUGHENED SURFACE
- ENTRANCE RAMP KERB
- RETAINING WALL
- CONTROLLED CROSSING TACTILE
- UNCONTROLLED CROSSING TACTILE
- CORDUROY PAVING
- CYCLISTS PARKING AREA
- BENCH
- EXISTING TREE TO BE REPLANTED
- EXISTING GRASS TO BE RETAINED

KEY PLAN



REV	DATE	DESCRIPTION	BY	CHK	APD
P03	30/11/2023	PRELIMINARY - CHANGES AS PER DCC COMMENTS	YC	RB	MMK
P02	31/10/2023	PRELIMINARY - CHANGES AS PER DCC COMMENTS	YC	RB	MMK
P01	03/10/2023	PRELIMINARY - CHANGES AS PER DCC COMMENTS	KK	RB	MMK
P00	10/08/2023	PRELIMINARY	KK	RB	MMK

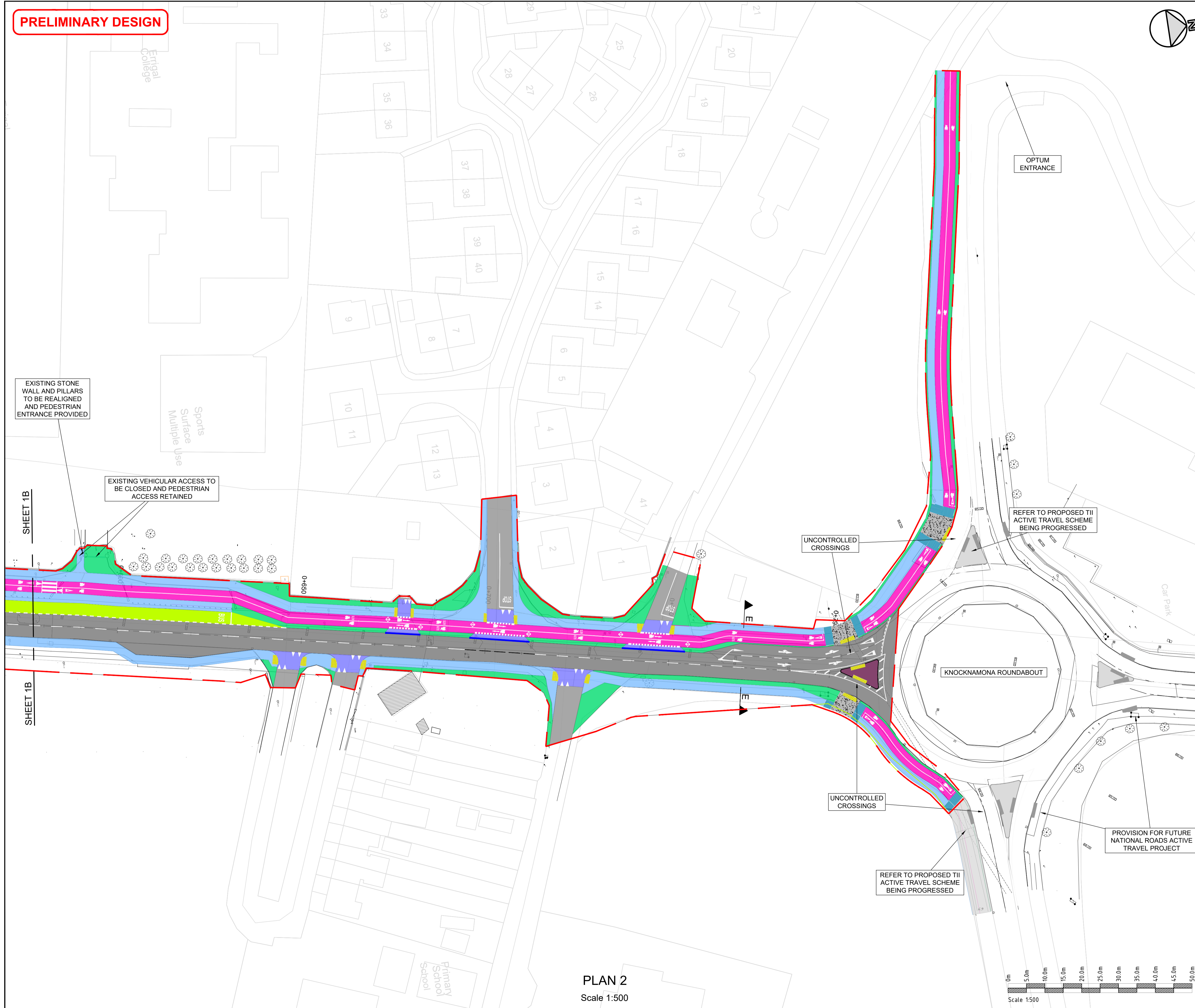

CLANDILLON
 CIVIL CONSULTING


Comhairle Contae Dhún na nGall
 Donegal County Council

PROJECT: **LETTERKENNY ACTIVE TRAVEL**
SCHEME: **SCHEME 6**

DRAWING TITLE: **GENERAL ARRANGEMENT
KILMACRENAN ROAD
SHEET 2 OF 2**

PURPOSE OF ISSUE	STATUS/SUITABILITY	DATE	SCALE	SHEET SIZE
PRELIMINARY	S3 - SUITABLE FOR REVIEW AND COMMENT	10/08/2023	1:500	A1
DRAWING NUMBER	REVISION			
LKAT-CCC-GA-L06-DR-C-0002	P03			



PLAN 2
Scale 1:500

EXISTING STONE WALL AND PILLARS TO BE REALIGNED AND PEDESTRIAN ENTRANCE PROVIDED

EXISTING VEHICULAR ACCESS TO BE CLOSED AND PEDESTRIAN ACCESS RETAINED

OPTUM ENTRANCE

REFER TO PROPOSED TII ACTIVE TRAVEL SCHEME BEING PROGRESSSED

UNCONTROLLED CROSSINGS

KNOCKNAMONA ROUNDABOUT

UNCONTROLLED CROSSINGS

REFER TO PROPOSED TII ACTIVE TRAVEL SCHEME BEING PROGRESSSED

PROVISION FOR FUTURE NATIONAL ROADS ACTIVE TRAVEL PROJECT

SHEET 1B

SHEET 1B

APPENDIX D - AA SCREENING





Appropriate Assessment Screening

Letterkenny Active Travel: Scheme 6

By: Flynn Furney Environmental Consultants
For: Clandillion Civil Consulting
Date of Issue: March 2023

LKAT-CCC-L06-RP-EN-0006 P00 (AA - L06)

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1. Introduction

This report comprises information in support of screening for Appropriate Assessment (AA) in line with the requirements of Article 6[3] of the EU Habitats Directive (EC 92/43/EEC) on the Conservation of Natural Habitats and of Wild Fauna and Flora; the Planning and Development (Amendment) Act 2010; and the European Union (Birds and Natural Habitats) Regulations 2011 as amended to provide improved pedestrian and cycle facilities connecting existing housing estates and amenities which include St Eunan's GAA Club and Aura Leisure Centre with adjacent schools and town centre on the R229 Kilmacrennan Road. The footpaths/cycleway shall maximise the width potential available at each site location taking account of third-party lands and the requirements of, DMURS, National Cycle Manual, TII DMRB and NTA design guidance documents including the Safe Routes to School guidance document. The new infrastructure shall link into existing pedestrian/cycle way infrastructure at the proposed scheme extents or extended to a suitable location where safe crossings can be provided to the existing active travel infrastructure.

This screening exercise aims to determine whether the proposed works have the potential to significantly impact upon the conservation objectives and overall integrity of any Natura 2000 sites. This assessment is based upon a desk study and field work carried out by suitably qualified ecologists. Also included is a general assessment of the ecological status of the site and the potential impacts of the proposed works on the ecology of the surrounding area, including Designated Sites.

The following definitions are used for the terms "impact" and "effect":

Impact – Actions resulting in changes to an ecological feature, e.g. the construction activities of a development removing a hedgerow.

Effect – Outcome to an ecological feature from an impact, e.g. the effects on an animal population from loss of a hedgerow.

The Competent Authority is obliged to examine the likely significant effects individually or in combination, of the proposed development on European Designated Sites in light of their specific Qualifying Interests (QIs) and Conservation Objectives (COs). If AA screening determines that there is likely to be significant effects on one or more of these sites, or the impacts are uncertain, then full AA must be carried out for the proposed development, including the compilation of a Natura Impact Statement to inform the decision making.

For the purposes of this assessment, a "significant effect" is:

"...an effect that either supports or undermines biodiversity conservation objectives for 'important ecological features' ... or for biodiversity in general. Conservation objectives may be specific (e.g. for a

designated site) or broad (e.g. national/local nature conservation policy) or more wide-ranging (enhancement of biodiversity).

Effects can be considered significant at a wide range of scales from international to local. A significant effect is an effect that is sufficiently important to require assessment and reporting so that the decision maker is adequately informed of the environmental consequences of permitting a project.

In broad terms, significant effects encompass impacts on structure and function of defined sites, habitats or ecosystems and the conservation status of habitats and species (including extent, abundance and distribution).”

- CIEEM Guidelines for Ecological Impact Assessment in the UK and Ireland (2018)

Sections 4 and 5 of the report comprises the AA Screening that specifically focuses on the potential for impacts on Natura 2000 sites deemed to be at risk from the proposed development.

2. Background to Screening for Appropriate Assessment

2.1. European Designated Sites

Sites designated for the conservation of nature in Ireland include:

- Special Areas of Conservation (SACs);
- Special Protection Areas (SPAs), and;
- Natural Heritage Areas (NHAs)

SPAs and SACs form the Natura 2000 network of sites. It is these sites that are of relevance to the screening process for this Appropriate Assessment Screening.

SPAs and SACs are prime wildlife conservation areas in the country, considered to be important on a European as well as Irish level. SPAs and SACs are designated under EU Habitats Directive, transposed into Irish law by the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011), as amended.

Natural Heritage Area (NHA) is the basic designation for wildlife in Ireland. These are areas considered important for their habitats or species of plants and animals whose habitat requires protection and are protected by the Wildlife (Amendment) Act of 2000.

All European Designated Sites (henceforth simply referred to as “Designated Sites”) that are connected to the proposed development were considered during the desktop study in order to assess the potential for significant effects upon their QIs and COs. This stage of the process is used to determine whether any of the Designated Sites can be regarded as not being relevant to the process of Appropriate Assessment of the project, having no potential to be significantly affected.

2.2. Legislative Context

The methodology for this screening statement is clearly set out in a document prepared for the Environment DG of the European Commission entitled 'Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Article 6 paragraphs 3 and 4 of the Habitats Directive 92/43/EEC' (Oxford Brookes University, 2001). This report and contributory fieldwork were carried out in accordance with guidelines given by the Department of Environment, Heritage and Local Government (2009, amended February 2010).

The assessment process is given in Articles 6[3] and 6[4] of the Habitats Directive and is commonly referred to as "Appropriate Assessment" or AA.

Article 6 of the Habitats Directive sets out provisions which govern the conservation and management of Natura 2000 sites. Article 6[3] and 6[4] of the Habitats Directive set out the decision-making tests for plans and projects likely to affect Natura 2000 sites (Annex 1.1). Article 6[3] establishes the requirement for Appropriate Assessment:

"Any plan or project not directly connected with or necessary to the management of the [Natura 2000] site but likely to have a significant effect thereon, either individually or in combination with other plans and projects, shall be subjected to appropriate assessment of its implications for the site in view of the site's conservation objectives. In light of the conclusions of the assessment of the implication for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public."

Article 6[4] continues:

"If, in spite of a negative assessment of the implications for the site and in the absence of alternative solutions, a plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of social or economic nature, the Member State shall take all compensatory measures necessary to ensure that the overall coherence of Natura 2000 is protected. It shall inform the Commission of the compensatory measures adopted. Where the site concerned hosts a priority natural habitat type and/or a priority species the only considerations which may be raised are those relating to human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission, to other imperative reasons of overriding public interest.

It is the responsibility of the proponent of the plan or project to provide the relevant information (ecological surveys, research, analysis etc.) for submission to the 'competent national authority'. If satisfied that the information is complete and objective, the competent authority will use this

information to screen the project, i.e. to determine if an AA is required and to carry out the AA, if one is deemed necessary. The competent authority shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned.”

The appropriate assessment process has four stages. Each stage determines whether a further stage in the process is required. If, for example, the conclusions at the end of Stage One are that there will be no significant impacts on the Natura 2000 site, there is no requirement to proceed further. The four stages are:

1. Screening to determine if an appropriate assessment is required;
2. Appropriate assessment;
3. Consideration of alternative solutions, and;
4. Imperative reasons of overriding public interest/derogation.

Stage 1: Screening for AA

This report provides a stage one Screening for Appropriate Assessment. It aims to establish whether the plan or project is directly connected with or necessary to the management of Designated Sites; or in view of best scientific knowledge, if the plan or project, individually or in combination with other plans or projects, is likely to have a significant effect on a Designated Site. This is done by examining the proposed plan or project and the COs of any Designated Sites that might potentially be affected.

The study is based on a preliminary impact assessment using both publicly available data and data collected during site surveys. This is followed by a determination of whether there is a risk that the effects identified could significantly impact any Natura 2000 sites, and if so an Appropriate Assessment (AA) is required. The need to apply the precautionary principle in making any key decisions in relation to the tests of AA has been confirmed by European Court of Justice case law. Therefore, where significant effects are likely, possible or uncertain at screening stage, a stage two AA will be required.

3. Methodology

3.1. Desk Study

A desktop study was carried out as part of this screening process to gain an understanding of the surrounding human and natural environments. This included a review of available data from a range of sources on the site and its immediate environs.

3.2. Data Used To Carry Out The Assessment

The following sources of data were employed:

- Environmental Protection Agency (EPA) Appropriate Assessment Tool;
- EPA Maps (to identify watercourses, hydrology and Natura 2000 site boundaries);

- NPWS protected species database and online mapping;
- The Geological Survey of Ireland hydrological and lidar data and map viewer;
- The National Biodiversity Data Centre archives;
- Inland Fisheries Ireland, and;
- An Bord Pleanála's online database

3.3. SPR Model

This assessment was carried out using the source-pathway-receptor (SPR) approach, a standard tool in environmental assessment. The SPR concept in ecological impact assessment relates to the idea that for the risk of an impact to occur, a source is needed (e.g. a development site); an environmental receptor is present (a lake); and finally there must a pathway between the source and the receptor (a watercourse linking the development site to the lake). Even though there might be a risk of an impact occurring, it does not necessarily mean that it will occur, and in the event that it does occur, it may not have significant effects on the receiving environment. Identification of a risk means that there is a possibility of ecological or environmental damage occurring, with the level and significance of the impact depending upon the nature and exposure to the risk and the characteristics of the receptor.

In this instance, the most relevant receptors are any relevant Natura 2000 sites with connectivity of the proposed works. These were considered during the desktop study stage of this screening assessment in order to assess the potential for significant effects upon their QIs and COs.

3.4. Field Survey

Field surveys were carried in December.

Baseline ecological conditions were assessed. Habitats were classified according to A Guide to Habitats in Ireland (Fossitt, 2000). Where applicable, the habitat types and species usage were recorded (Smith *et al.* 2011; Scannell and Synnott, 1987; Wyse Jackson *et al.* 2016). Habitats were classified and dominant plant species noted according to the guidelines given by the JNCC (2010) with reference to best practice guidance for habitat survey and mapping (Smith *et al.*, 2011) and Census Catalogue of the Flora of Ireland (Scannell & Synnott, 1987).

4. Screening of Designated Sites

4.1. Site Location

The R229 Kilmacrennan Road is located to the north of Letterkenny and extends from the Hospital Roundabout to the N56 Pramerica Roundabout. The R229 provides the main arterial link to northwest Donegal from Letterkenny. The scheme aims to provide improved pedestrian and cycle facilities connecting existing housing estates, hospital, retail, leisure and commercial amenities with the town

centre. The road currently provides vehicle traffic in both directions. Existing pedestrian footpaths are limited. No cycle facilities are provided.

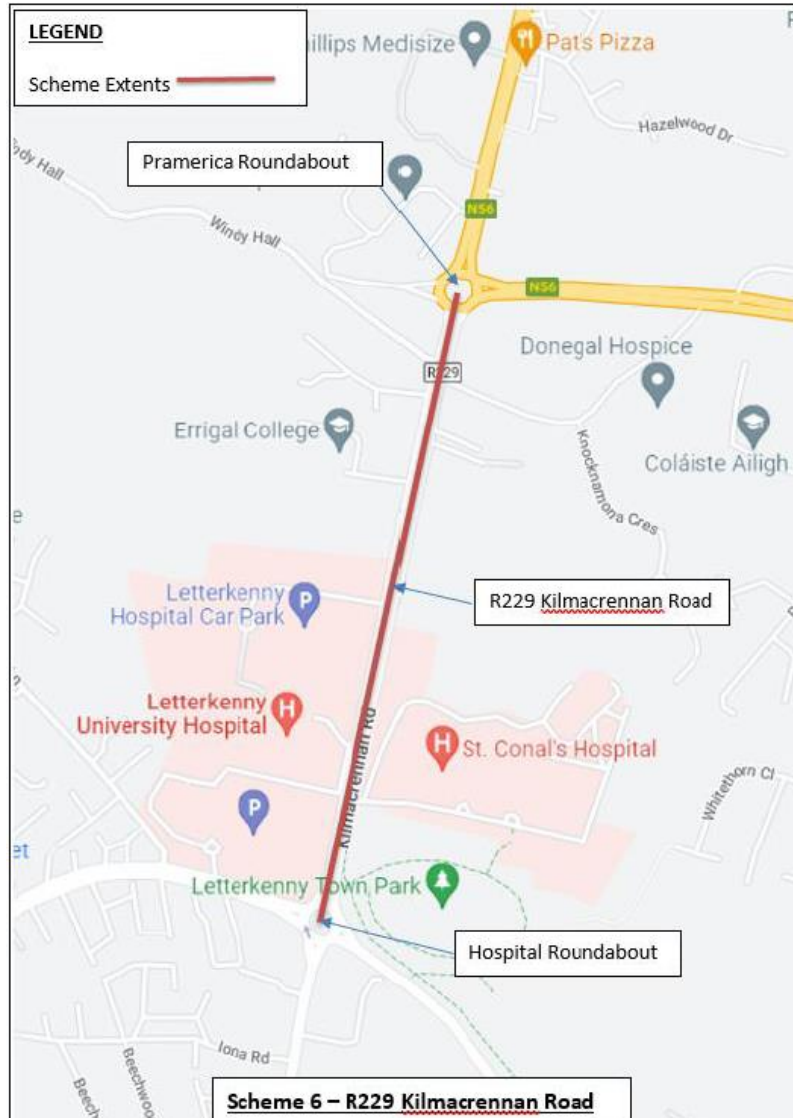


Figure 1: Overview of the location of Scheme 5. R250 Ballymacool Road, Letterkenny.

4.2. Receiving Environment

A description of the habitats of ecological value that were observed within the immediate surroundings of the works area are listed below, with descriptions adapted from “A Guide to Habitats in Ireland” by Julie A. Fossitt, 2000.

No habitats of significant ecological value are to be found. The main habitat type in the vicinity of the scheme was buildings and artificial surfaces BL3, Amenity grassland GA2, and some treelines with horticultural species. No habitats protected as a QI of Lough Swilly SAC are present. No habitats which are particularly suitable to any species protected under Lough Swilly SAC or SPA are within the development footprint.

4.2.1. Surface water

The Scheme runs adjacent to a stream (IE_NW_39S020300) which is designated as in good condition. Pathways for pollution inputs are possible.

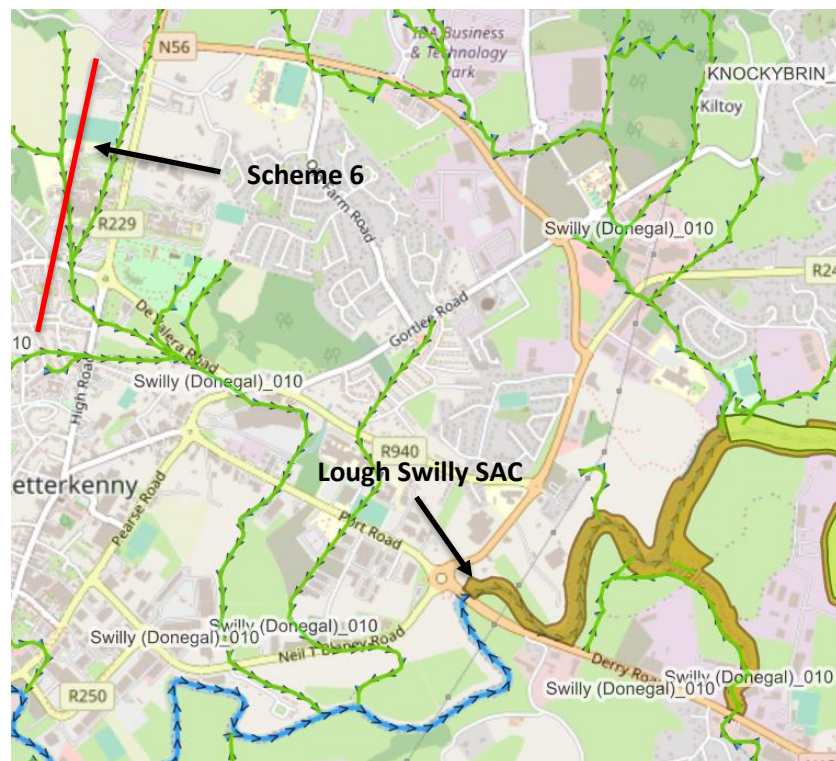


Figure 2: A map showing the hydrological connection between streams crossed by the scheme and the downstream Natura sites.

4.2.2. Groundwater

Groundwater vulnerability is a term used to represent the natural ground characteristics that determine the ease with which infiltrating water and potential contaminants may reach groundwater in a vertical or sub-vertical direction. Subsoil permeability indicates how readily water from the surface can permeate through to the groundwater below.

The Groundwater vulnerability for the area of the scheme is Highly Vulnerable (orange in map). Given the nature of the works no impact to groundwater would be predicted.

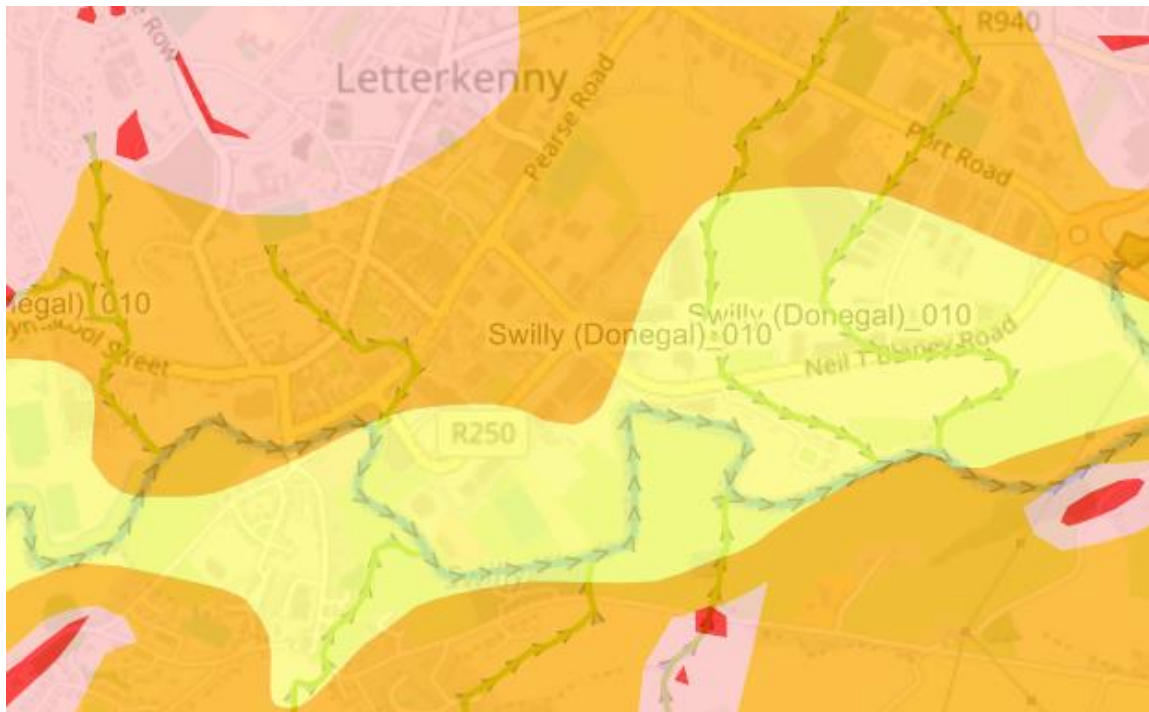


Figure 3: Ground water vulnerability map.

4.2.3. Birds

All species of wild bird that occur naturally in Ireland are fully protected at all times by the Wildlife Act and relevant amending legislation. Similarly, all birds naturally occurring in the wild state are afforded a measure of protection by the EU Birds Directive but derogations may reduce protection for specific reasons. As such, any vegetation clearance must be carried out outside of the bird nesting season (March 1st - August 31st).

No bird species protected under the Lough Swilly SPA were observed. No habitat of high suitability for these species is present.

4.2.4. Amphibians

Both Common Frog *Rana temporaria* and Smooth Newt *Lissotriton vulgaris* and their breeding places are protected in Ireland through the Wildlife Acts. No suitable habitat for these species was found.

4.2.5. Mammals

No evidence of protected mammal species was found inside the development footprint.

4.2.6. Aquatic Fauna

Surveys of aquatic fauna were not carried out.

4.2.8. Invertebrates

No protected invertebrate species of highly specialised habitat for these species was identified during surveys.

4.2.9. Invasive Species

The Wildlife Acts, 1976 and 2000, contain a number of provisions relating to invasive non-native species (INNS), covering several sections and subsections of the Acts. It is prohibited, without licence, to plant or otherwise cause to grow in a wild state, in any place in the State, any species of flora, or the flowers, roots, seeds or spores of invasive flora listed on the Third Schedule. Articles 49 and 50 of the aforementioned Acts set out the legal implications associated with alien invasive species and Schedule 3 (the Third Schedule) of the regulations lists non-native species subject to the restrictions of Articles 49 and 50, which make it an offence to plant, disperse, allow dispersal or cause the spread of invasive species.

No invasive alien species were detected on site.

4.3. Proposed Works

The R229 Kilmacrennan Road is located to the north of Letterkenny and extends from the Hospital Roundabout to the N56 Pramerica Roundabout. The R229 provides the main arterial link to northwest Donegal from Letterkenny. The scheme aims to provide improved pedestrian and cycle facilities connecting existing housing estates, hospital, retail, leisure and commercial amenities with the town centre. The road currently provides vehicle traffic in both directions. Existing pedestrian footpaths are limited. No cycle facilities are provided.

4.4. Works, Site Characteristics And Risks To The Environment

The proposed project will not result in any land take or fragmentation of an internationally protected site. It is not within an SAC or SPA habitat. However, any protected habitats found on site, and protected under nearby Natura sites could be impacted.

The hydrological connectivity of the site was previously discussed and there is a hydrological connection between the site and internationally protected sites. Changes in water quality due to the release of pollutants into waterbodies is of concern. However, given the nature and scale of the project no significant impact would be predicted. Additionally, a decrease in some pollutants may be expected during the operation of the scheme if road use is reduced. The potential for indirect impact is also considered, whereby the project would result in a significant detrimental change in water quality either alone or in combination with other projects or plans as a result of indirect pollution of surface water. The effect would have to be considered in terms of changes in water quality which would affect the habitats or species for which the connected Natura sites are designated.

The construction of these projects will involve the clearing of vegetation, which can have impacts on protected nesting bird species which utilise these areas. However, due to the Wildlife Act all works will be carried out outside of bird nesting season. The permanent loss of some trees could impact certain species. However, no species which are protected under the Lough Swilly SPA would be expected to frequent the habitats on site.

The use of construction equipment, machinery and wagons over the course of the project to resurface and construct footpaths and pavements, and provide access through the sites could result in the spread of invasive species, which could in turn spread to surrounding protected sites which are hydrologically connected. No invasive species were found.

4.5. Nearby Designated Sites

SACs are sites of international importance due to the presence of Annex I habitats and/or Annex II species listed under the EU Habitats Directive (92/43/EEC). SPAs are designated for the protection of bird species listed on Annex I of the Bird Directive (2009/147/EC), regularly occurring populations of migratory species and areas of international importance for migratory birds. The European sites correspond to those that were subject to Screening for Appropriate Assessment. NHA's and pNHAs do not form part of the Natura 2000 network and are therefore not pertinent to the screening process.

Table 1: Designated Sites near the proposed project.

Site Name and Code	Qualifying Interests (* denotes a priority habitat)	Distance (m)	Connectivity to Project
Lough Swilly SAC 002287	<ul style="list-style-type: none"> • Estuaries [1130] • Coastal lagoons [1150] • Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>) [1330] • Molinia meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>) [6410] • Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0] • <i>Lutra lutra</i> (Otter) [1355] 	1.4km	This Natura site is hydrologically connected to the project site.
Lough Swilly SPA 004075	<ul style="list-style-type: none"> • Great Crested Grebe (<i>Podiceps cristatus</i>) [A005] • Grey Heron (<i>Ardea cinerea</i>) [A028] • Whooper Swan (<i>Cygnus cygnus</i>) [A038] • Greylag Goose (<i>Anser anser</i>) [A043] • Shelduck (<i>Tadorna tadorna</i>) [A048] • Wigeon (<i>Anas penelope</i>) [A050] • Teal (<i>Anas crecca</i>) [A052] • Mallard (<i>Anas platyrhynchos</i>) [A053] • Shoveler (<i>Anas clypeata</i>) [A056] • Scaup (<i>Aythya marila</i>) [A062] • Goldeneye (<i>Bucephala clangula</i>) [A067] • Red-breasted Merganser (<i>Mergus serrator</i>) [A069] • Coot (<i>Fulica atra</i>) [A125] • Oystercatcher (<i>Haematopus ostralegus</i>) [A130] • Knot (<i>Calidris canutus</i>) [A143] • Dunlin (<i>Calidris alpina</i>) [A149] • Curlew (<i>Numenius arquata</i>) [A160] 	2.3km	This Natura site is hydrologically connected to the project site.

	<ul style="list-style-type: none"> • Redshank (<i>Tringa totanus</i>) [A162] • Greenshank (<i>Tringa nebularia</i>) [A164] • Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179] • Common Gull (<i>Larus canus</i>) [A182] • Sandwich Tern (<i>Sterna sandvicensis</i>) [A191] • Common Tern (<i>Sterna hirundo</i>) [A193] • Greenland White-fronted Goose (<i>Anser albifrons flavirostris</i>) [A395] • Wetland and Waterbirds [A999] 		
<p>Leannan River SAC 002176</p>	<ul style="list-style-type: none"> • Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>) [3110] • Oligotrophic to mesotrophic standing waters with vegetation of the Littorelletea uniflorae and/or Isoeto-Nanojuncetea [3130] • <i>Margaritifera margaritifera</i> (Freshwater Pearl Mussel) [1029] • <i>Salmo salar</i> (Salmon) [1106] • <i>Lutra lutra</i> (Otter) [1355] • <i>Najas flexilis</i> (Slender Naiad) [1833] 	6.9km	There is no connectivity.
<p>Ballyarr Wood SAC 000116</p>	<ul style="list-style-type: none"> • Old sessile oak woods with Ilex and Blechnum in the British Isles [91A0] 	8.3km	There is no connectivity.

<p>Lough Fern SPA</p>	<ul style="list-style-type: none"> • Pochard (<i>Aythya ferina</i>) [A059] • Wetland and Waterbirds [A999] 	<p>10.4km</p>	<p>There is no connectivity.</p>
<p>Derryveagh and Glendowan SPA</p>	<ul style="list-style-type: none"> • Red-throated Diver (<i>Gavia stellata</i>) [A001] • Merlin (<i>Falco columbarius</i>) [A098] • Peregrine (<i>Falco peregrinus</i>) [A103] • Golden Plover (<i>Pluvialis apricaria</i>) [A140] • Dunlin (<i>Calidris alpina schinzii</i>) [A466] 	<p>14km</p>	<p>There is no connectivity.</p>
<p>Cloghermore Bog and Glendowan National Park SAC</p>	<ul style="list-style-type: none"> • Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>) [3110] • Water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation [3260] • Northern Atlantic wet heaths with <i>Erica tetralix</i> [4010] • European dry heaths [4030] • Alpine and Boreal heaths [4060] • Molinia meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>) [6410] • Blanket bogs (* if active bog) [7130] • Depressions on peat substrates of the Rhynchosporion [7150] • Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0] • <i>Margaritifera margaritifera</i> (Freshwater Pearl Mussel) [1029] 	<p>14km</p>	<p>There is no connectivity.</p>

	<ul style="list-style-type: none"> • <i>Salmo salar</i> (Salmon) [1106] • <i>Lutra lutra</i> (Otter) [1355] • <i>Trichomanes speciosum</i> (Killarney Fern) [1421] 		
The River Finn SAC 000230	<ul style="list-style-type: none"> • Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>) [3110] • Northern Atlantic wet heaths with <i>Erica tetralix</i> [4010] • Blanket bogs (* if active bog) [7130] • Transition mires and quaking bogs [7140] • <i>Salmo salar</i> (Salmon) [1106] • <i>Lutra lutra</i> (Otter) [1355] 	18km	There is no connectivity.

It must be noted that there may be inaccuracies with some of the boundaries of Designated Sites on NPWS digital mapping and so the SAC and SPA boundaries used for this assessment are interpreted based on available data.

4.5.1. Qualifying Interests of Nearby Natura Sites

Table 1: Qualifying Interests for Lough Swilly SAC.

Estuaries [1130]	No impact is predicted.
Coastal lagoons [1150]	No impact is predicted.
Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>) [1330]	No impact is predicted.
Molinia meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>) [6410]	No impact is predicted.
Old sessile oak woods with Ilex and Blechnum in the British Isles [91A0]	No impact predicted.
<i>Lutra lutra</i> (Otter) [1355]	No impact is predicted.

Table 2: Qualifying Interests for Lough Swilly SPA.

<ul style="list-style-type: none"> ➤ Great Crested Grebe (<i>Podiceps cristatus</i>) [A005] ➤ Grey Heron (<i>Ardea cinerea</i>) [A028] ➤ Whooper Swan (<i>Cygnus cygnus</i>) [A038] ➤ Greylag Goose (<i>Anser anser</i>) [A043] ➤ Shelduck (<i>Tadorna tadorna</i>) [A048] ➤ Wigeon (<i>Anas penelope</i>) [A050] ➤ Teal (<i>Anas crecca</i>) [A052] ➤ Mallard (<i>Anas platyrhynchos</i>) [A053] ➤ Shoveler (<i>Anas clypeata</i>) [A056] ➤ Scaup (<i>Aythya marila</i>) [A062] ➤ Goldeneye (<i>Bucephala clangula</i>) [A067] ➤ Red-breasted Merganser (<i>Mergus serrator</i>) [A069] ➤ Coot (<i>Fulica atra</i>) [A125] ➤ Oystercatcher (<i>Haematopus ostralegus</i>) [A130] ➤ Knot (<i>Calidris canutus</i>) [A143] ➤ Dunlin (<i>Calidris alpina</i>) [A149] ➤ Curlew (<i>Numenius arquata</i>) [A160] ➤ Redshank (<i>Tringa totanus</i>) [A162] ➤ Greenshank (<i>Tringa nebularia</i>) [A164] 	Any permanent or temporary decrease in water quality locally may result in this species avoiding the site.
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<ul style="list-style-type: none">➤ Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179]➤ Common Gull (<i>Larus canus</i>) [A182]➤ Sandwich Tern (<i>Sterna sandvicensis</i>) [A191]➤ Common Tern (<i>Sterna hirundo</i>) [A193]➤ Greenland White-fronted Goose (<i>Anser albifrons flavirostris</i>) [A395]➤ Wetland and Waterbirds [A999]	
--	--

5. ASSESSMENT CRITERIA

5.1. Relation To Management Of Nearby Designated Site(s)

The project is not directly connected with or necessary to the management of any Natura 2000 sites.

5.2. Direct Or Indirect Impacts

Given the nature of the qualifying interests and the location of the proposed development, an impact source-pathway-receptor chain was identified between the project site and Lough Swilly SAC & SPA.

There will be no direct impacts on any Natura site and there will be no habitat loss or fragmentation as a result of the proposed development. Potential direct impacts are therefore not considered. Having considered direct impacts and ruling them out, indirect impacts are then considered.

The potential for indirect impact is considered whereby the project would result in a significant detrimental change in water quality either alone or in combination with other projects or plans as a result of indirect pollution of surface waters. The effect would have to be considered in terms of changes in water quality which would affect the habitats or species for which Natura sites are designated. Further details are discussed in the following section.

5.3. Cumulative And In Combination Impacts

Alongside this project, Scheme 9, a further nine schemes are also proposed in the Letterkenny area, of a similar nature and scale. These projects will also cross watercourses connected to the Natura sites identified. This may result in a cumulative effect of pollutants entering surface waters and eventually the downstream Natura sites. However, given the scale and nature of the projects no combined impact would be predicted.

Based on a review of the planning application viewer there are no developments of significance proposed in proximity of the proposed development. Given this, it is considered that in combination effects with other existing and proposed developments in proximity to the application area would be unlikely, neutral, not significant, and localised. It is concluded that no significant effects on European sites will be seen as a result of the proposed development alone or combination with other projects.

The Donegal County Development Plan in complying with the requirements of the Habitats Directive requires that all Projects and Plans that could affect the Natura 2000 sites in the same zone of impact of the Project site would be initially screened for Appropriate Assessment and if requiring Stage 2 AA, that appropriate employable mitigation measures would be put in place to avoid, reduce or ameliorate negative impacts. In this way any, in-combination impacts with Plans or Projects for the development area and surrounding townlands in which the development site is located, would be avoided.

5.4. Likely Changes To The Designated Site(s)

Two European sites are within the zone of influence of this development. On the basis of the content of this report, the competent authority is enabled to conduct a Stage 1 Screening for Appropriate Assessment and consider whether, in view of best scientific knowledge and in view of the conservation objectives of the relevant European sites, the proposed project, individually or in combination with other plans or projects is likely to have a significant effect on any European site. There is no possibility of significant impacts on European sites, features of interest or site-specific conservation objectives. A Natura Impact Statement is therefore not required.

6. Screening Conclusions

This report presents the information for the relevant authority Donegal County Council to carry out a screening for AA. Based on the findings of this assessment it is for the relevant authority to reach one of the following conclusions:

- I. A stage II AA of the proposed development is required if it *cannot* be excluded, on the basis of objective information, that the proposed development, individually or in combination with other plans or projects, will not have a significant effect on any European Designated Sites.
- II. A stage II AA of the proposed development is not required if it *can* be excluded, on the basis of objective information, that the proposed development, individually or in combination with other plans or projects, will not have a significant effect on any European Designated Sites.

It is the conclusion of this report that the proposed development would not have a significant effect on European Designated Sites and progression to a stage II appropriate assessment is required. Accordingly, having carried out the Stage 1 Appropriate Assessment Screening, the competent authority may determine that a Stage 2 Appropriate Assessment of the proposed site investigation works is not required as it can be excluded, on the basis of objective scientific information following screening under this Regulation 42 of the European Communities (Birds and Natural Habitats) Regulations 2011, as amended, that the proposed works, individually or in combination with other plans or projects, will not have a significant effect on any European site.

References

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Appendix I: Maps





CLANDILLON
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APPENDIX E - PART 8 DRAWINGS



www.c3.ie

Letterkenny Active Travel Project

Scheme 06 – Kilmacrennan Road

Part VIII Planning Drawings Pack

December 2023

Donegal County Council,
County House, Lifford,
Co. Donegal



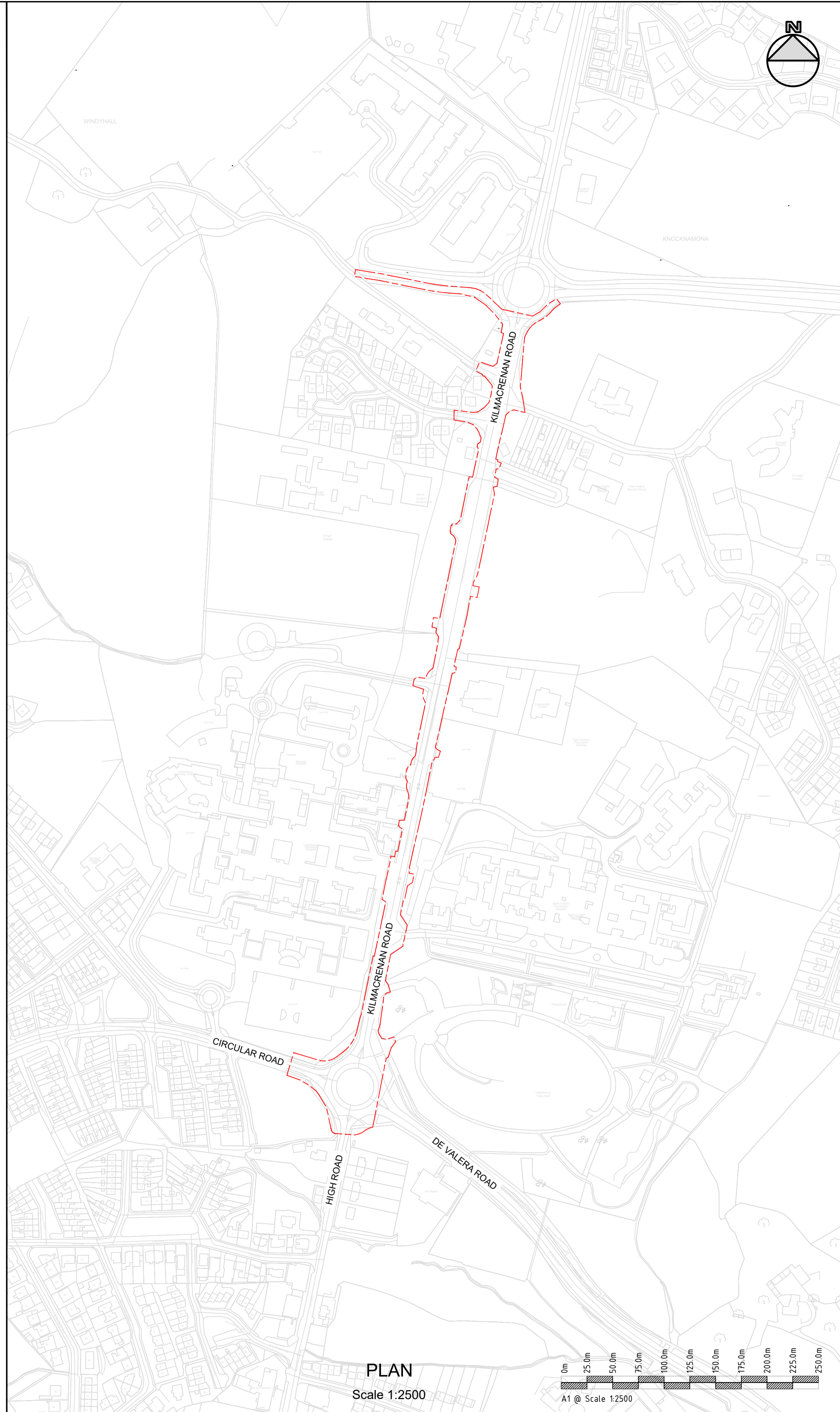
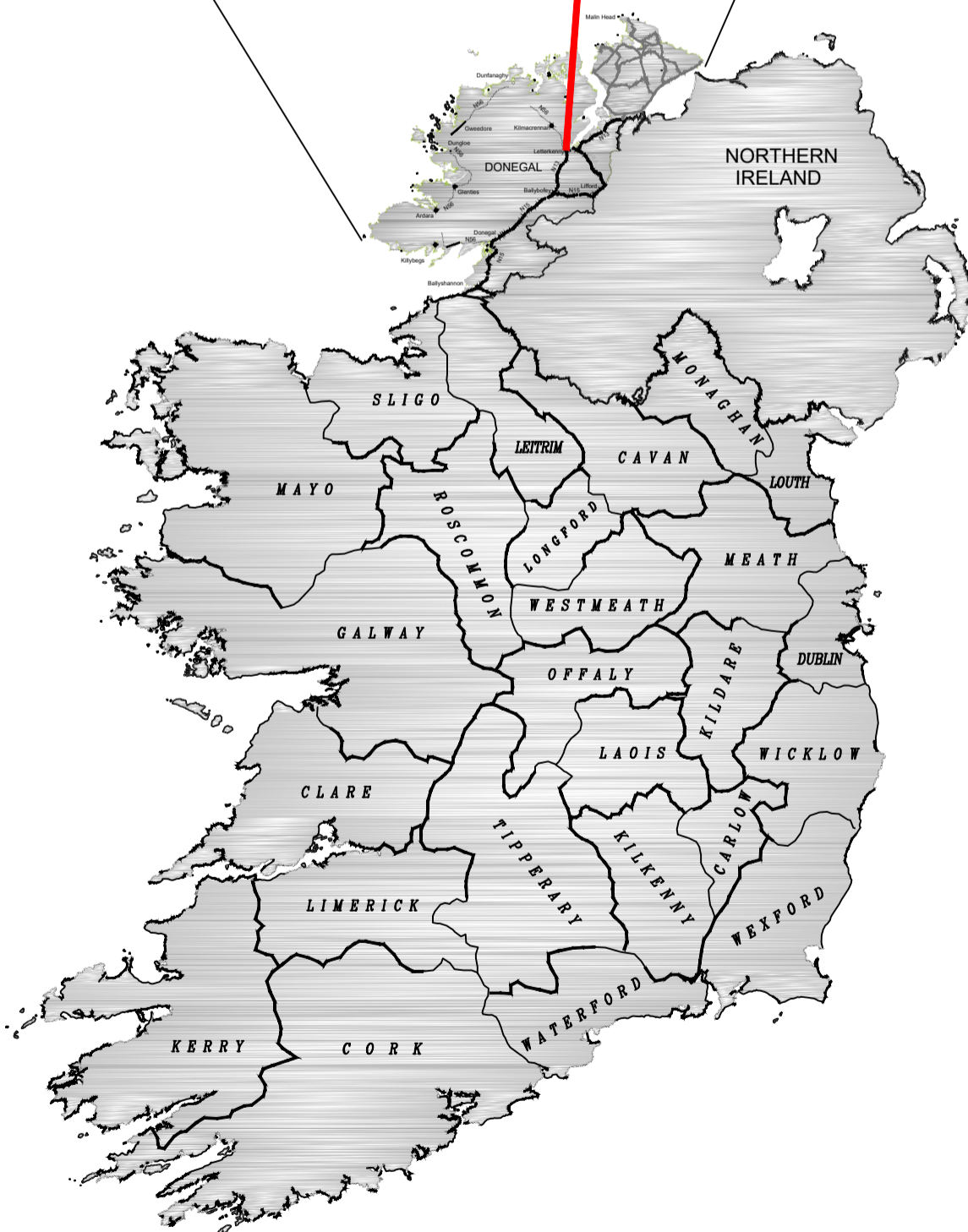
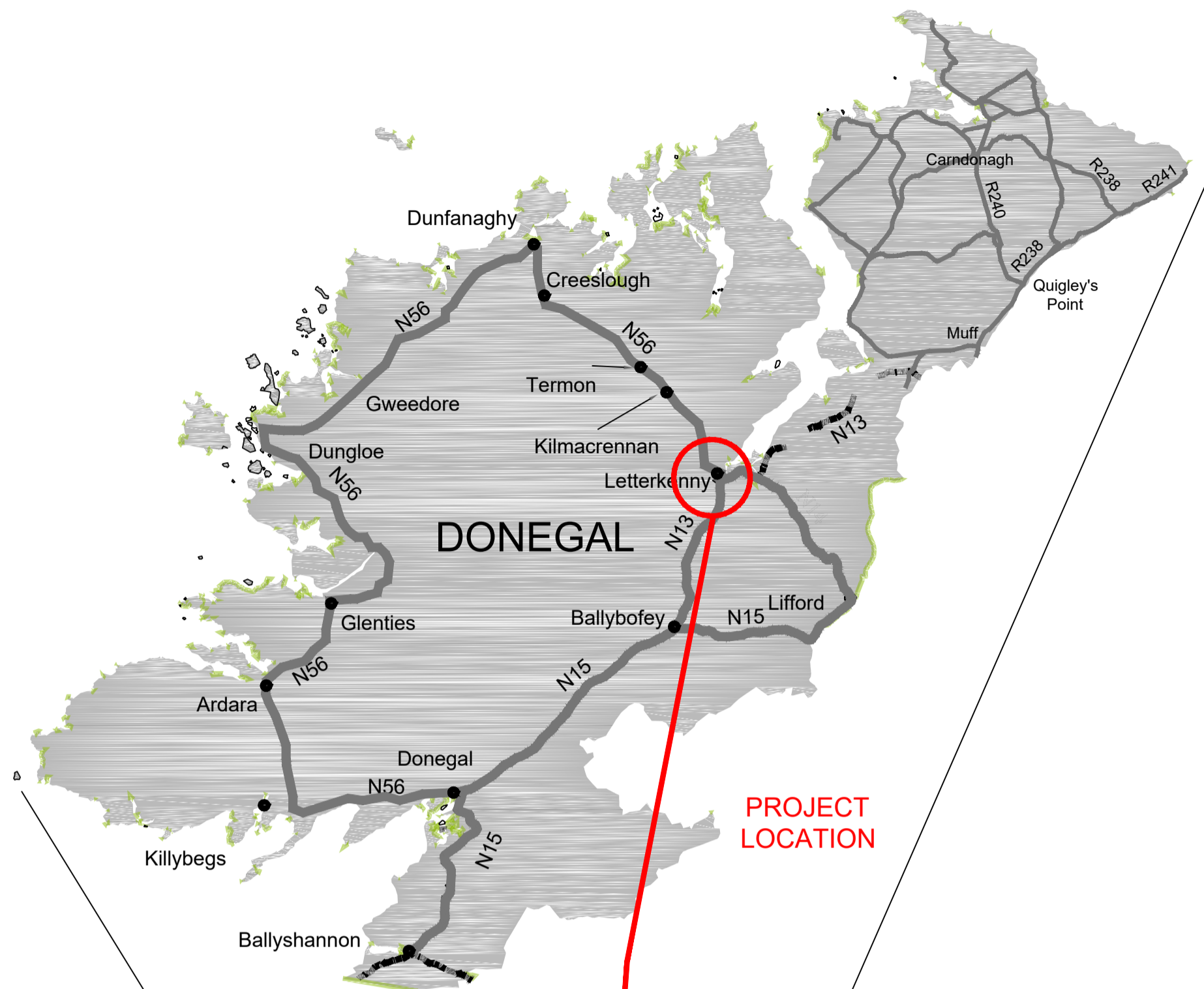
**Comhairle Contae
Dhún na nGall**
Donegal County Council



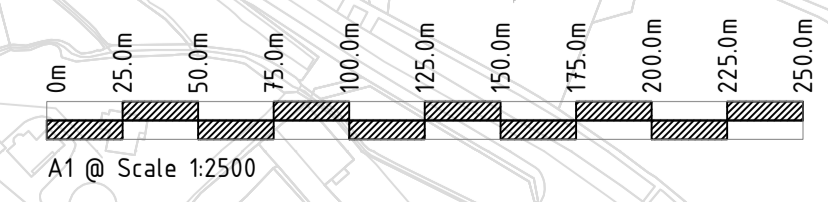
An Roinn Iompair
Department of Transport



PRELIMINARY DESIGN



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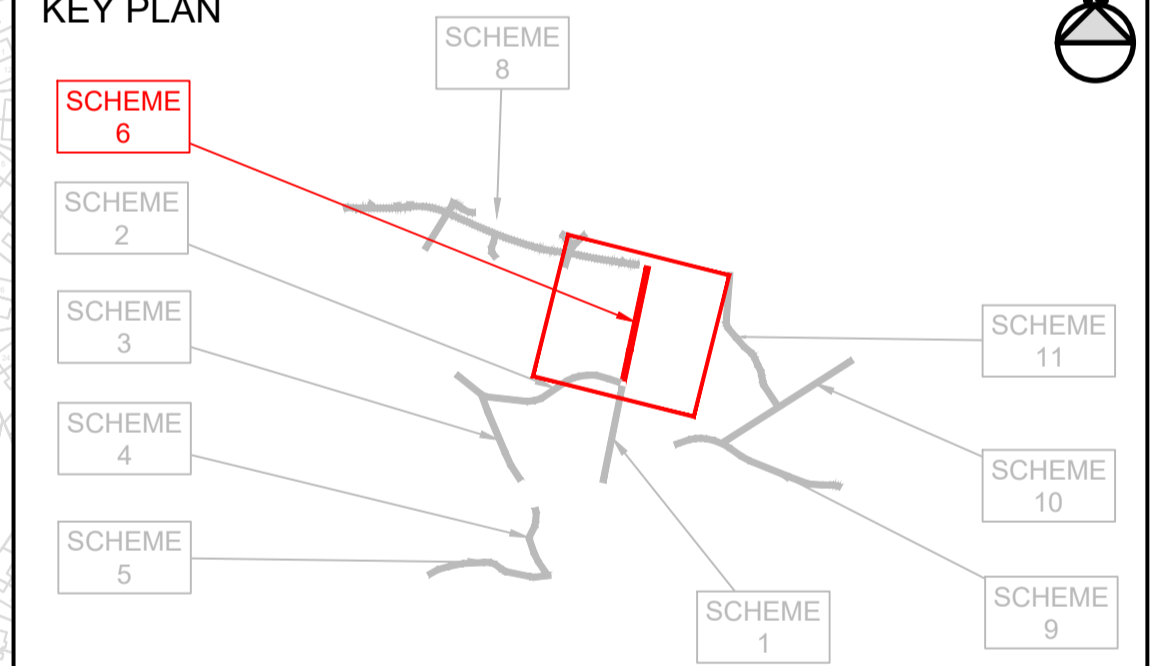
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LEGEND

--- PROJECT LOCATION

KEY PLAN



REV	DATE	DESCRIPTION	BY	CHK	APD
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P00	23/11/2023	PRELIMINARY	YC	RB	MMK

CONSULTANT

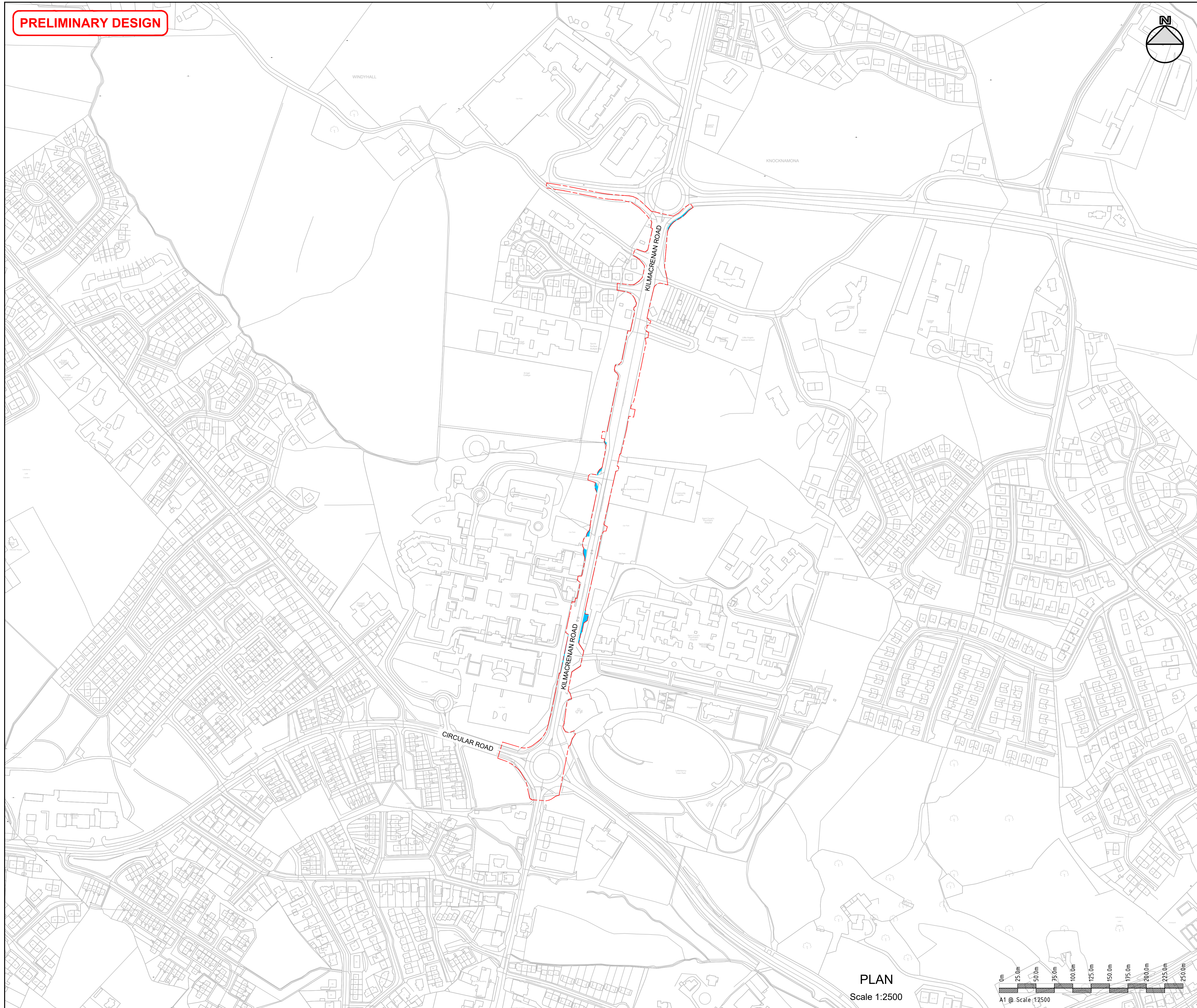
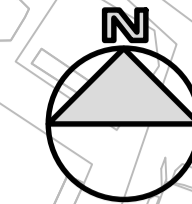
CLIENT

PROJECT: LETTERKENNY ACTIVE TRAVEL
SCHEME: SCHEME 6

DRAWING TITLE: PROJECT LOCATION & EXTENTS KILMACRENNAN ROAD

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DRAWING NUMBER: LKAT-CCC-GA-L06-DR-C-0000		

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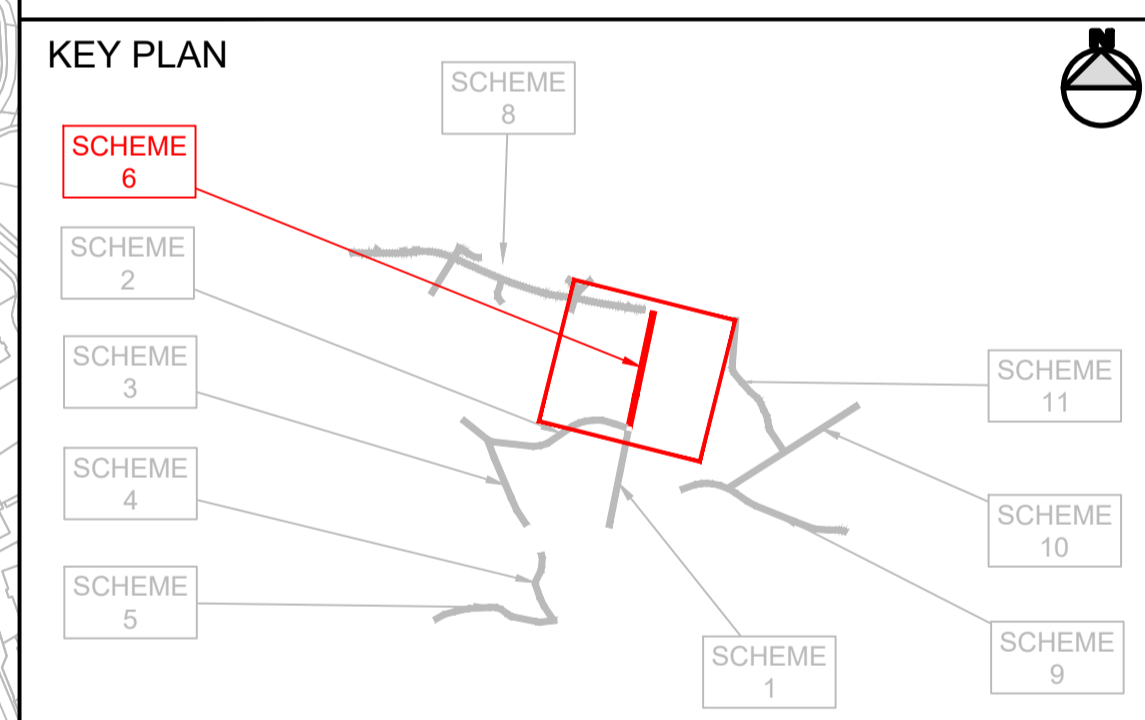


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LEGEND

- BOUNDARY LINE
- ADDITIONAL LAND REQUIREMENTS



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P00	23/11/2023	PRELIMINARY	YC	RB	MMK



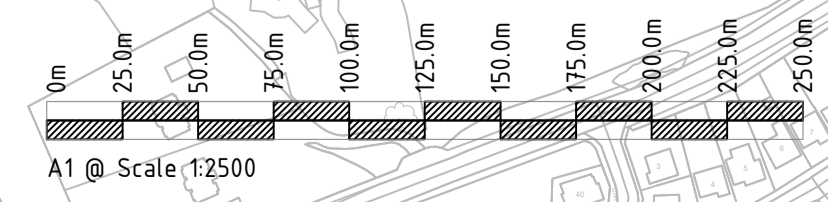
PROJECT
LETTERKENNY ACTIVE TRAVEL

SCHEME
SCHEME 6

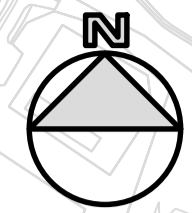
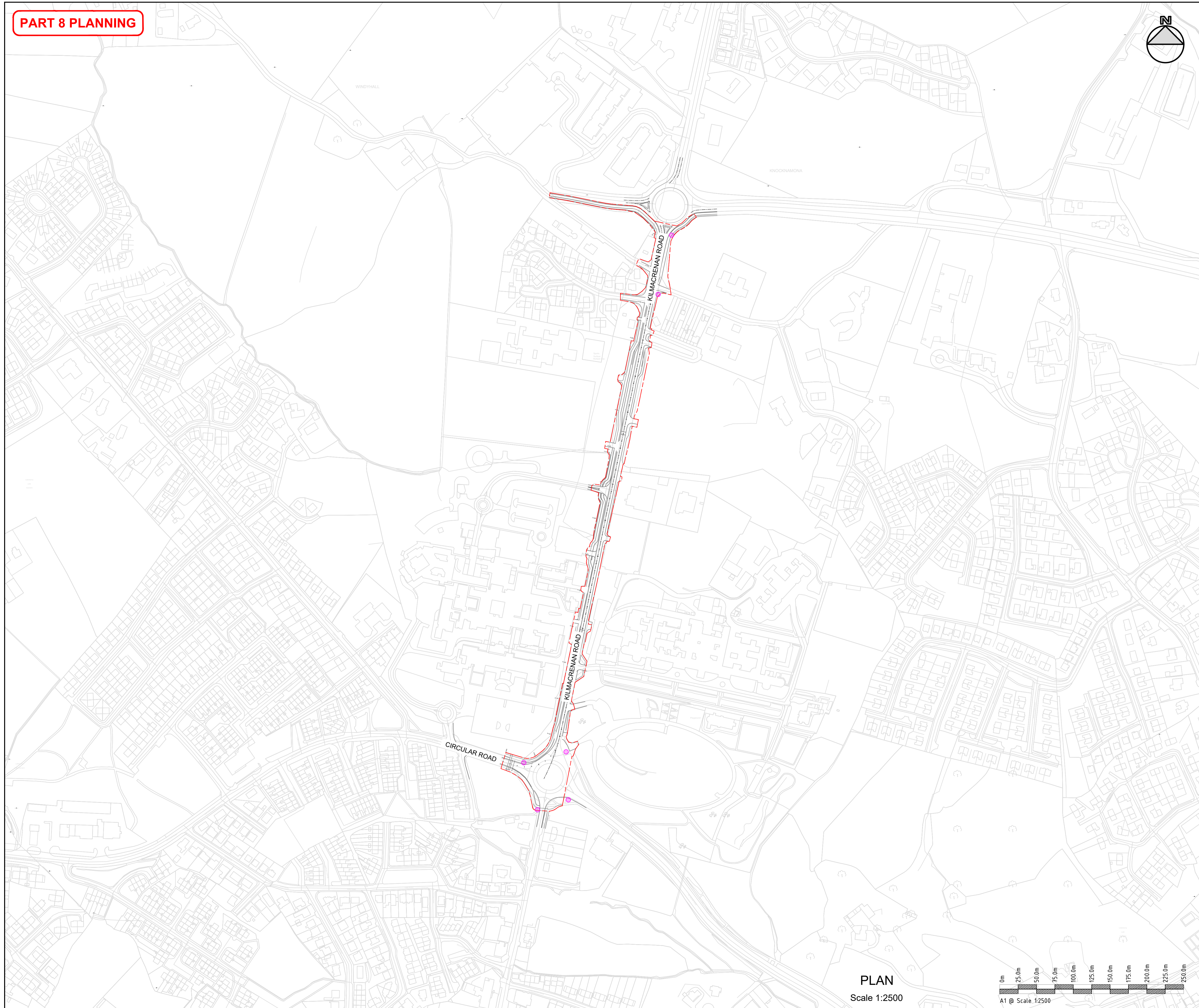
DRAWING TITLE
SCHEME EXTENT
KILMACRENAN ROAD

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DATE 23/11/2023	SCALE AS SHOWN	REVISION P01
DRAWING NUMBER LKAT-CCC-LA-L06-DR-C-0001		

PLAN
Scale 1:2500



PART 8 PLANNING



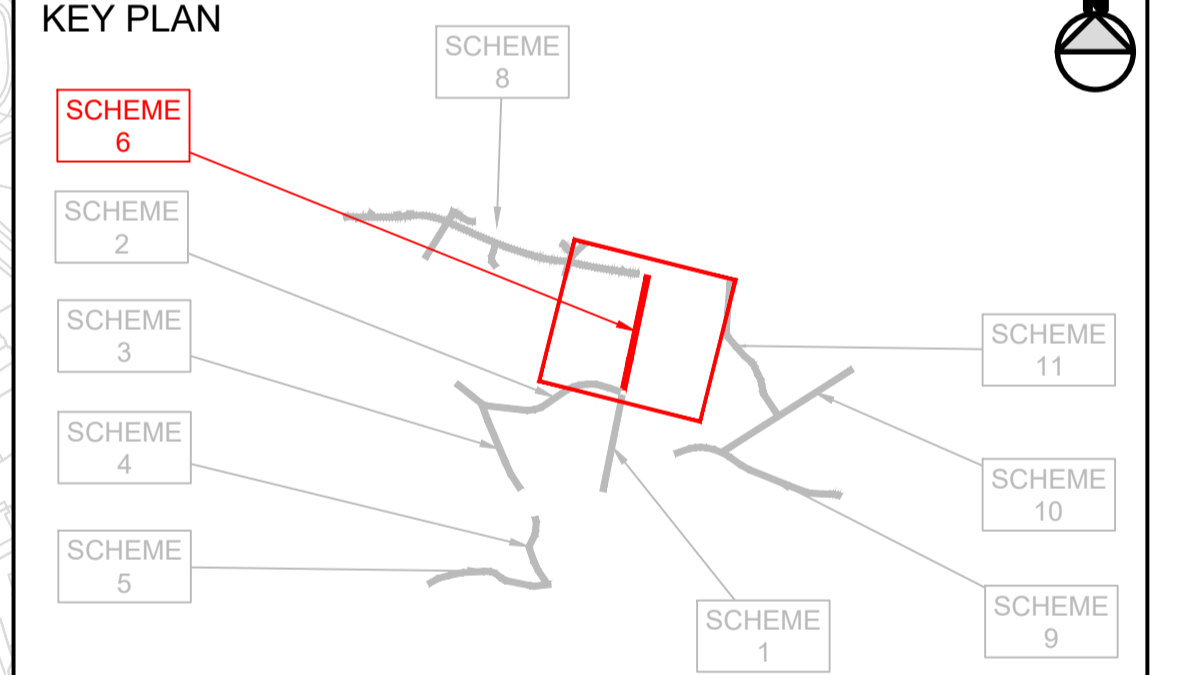
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LEGEND

- CENTRELINE
- EDGE OF CARRIAGEWAY
- BOUNDARY LINE
- LAND OWNERSHIP BOUNDARIES
- SITE NOTICE LOCATIONS

KEY PLAN



REV	DATE	DESCRIPTION	BY	CHK	APD
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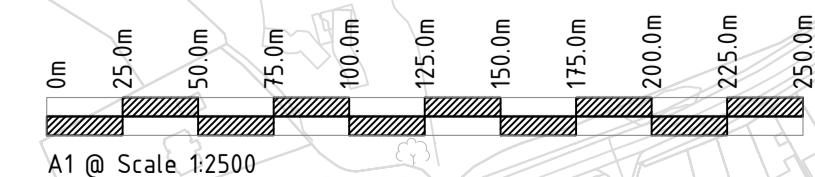
CLIENT

PROJECT: LETTERKENNY ACTIVE TRAVEL
 SCHEME: SCHEME 6

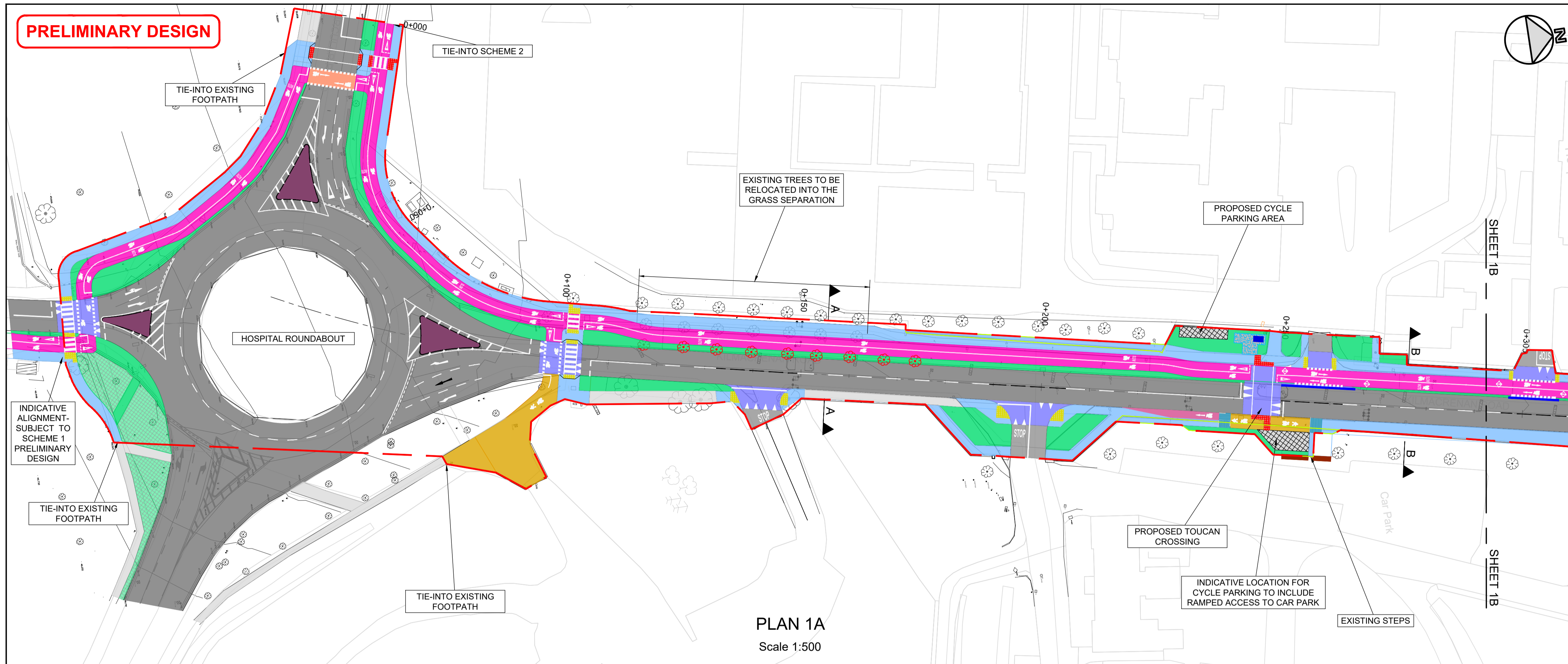
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 KILMACRENNAN ROAD

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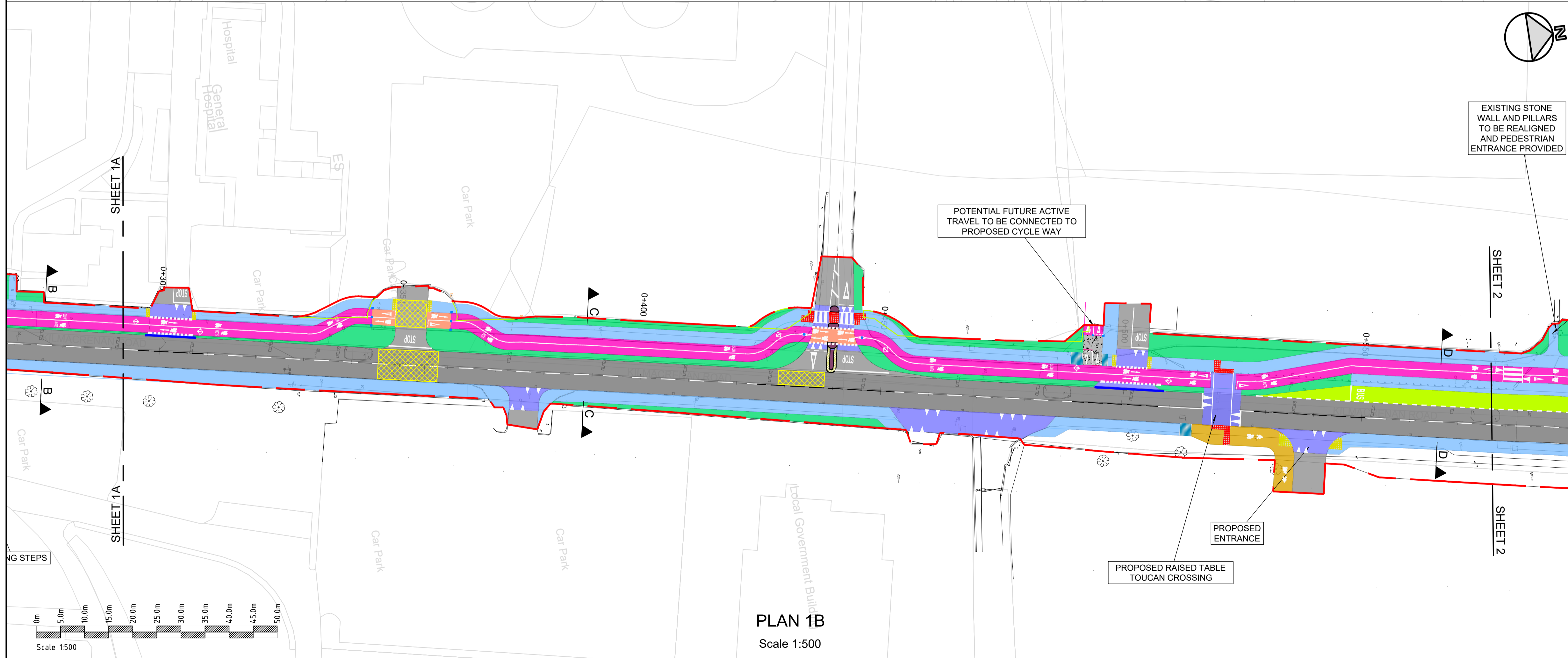
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PRELIMINARY DESIGN



PLAN 1A
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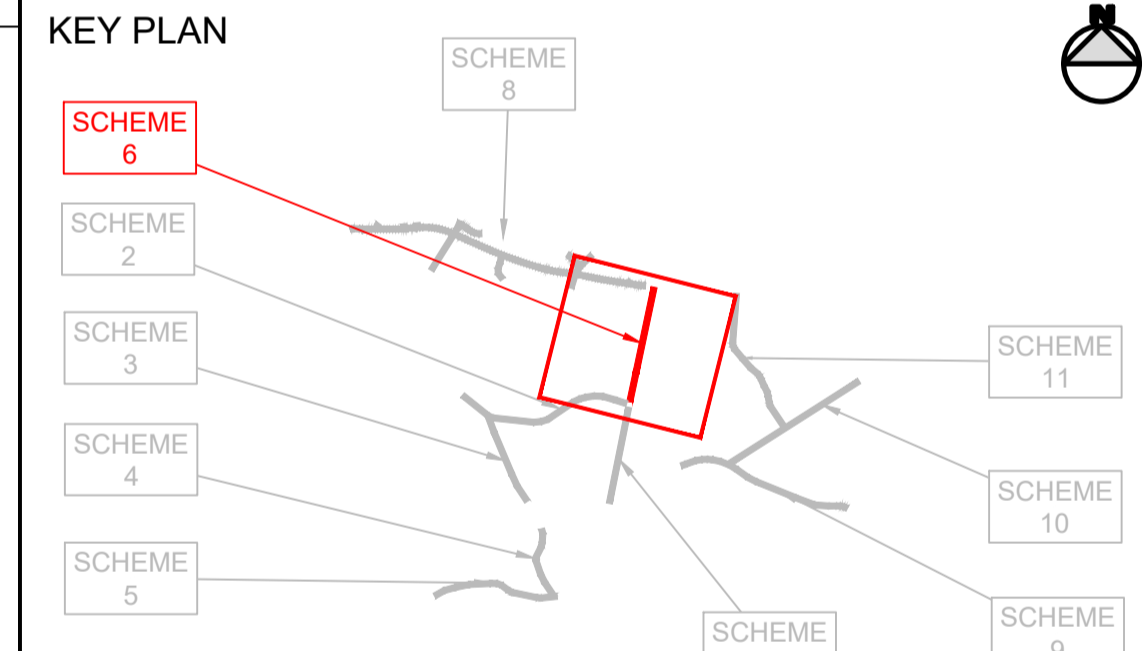
PLAN 1B
Scale 1:500

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LEGEND

	BOUNDARY LINE
	ROAD CENTRELINE
	ROAD EDGE
	RAMP OUTLINE
	ADDITIONAL LAND REQUIREMENT
	2 WAY RAISED CYCLE LANE
	1 WAY CYCLE TRACK
	ON-ROAD CYCLE LANE
	SHARED USE PEDESTRIAN AND CYCLISTS FACILITY
	NEW / UPGRADED FOOTPATH
	EXISTING FOOTPATH TO BE RETAINED
	CONCRETE SHARED SURFACE
	BUS SET DOWN AREA
	GRASSED AREA
	SIDEROAD PAVEMENT
	ENTRANCE RAMP ADJUSTED TO FOOTWAY LEVEL
	MAINLINE CARRIAGEWAY PAVEMENT
	PAVED ISLAND/MEDIAN AREA
	OVERRUN AREA WITH ROUGHENED SURFACE
	ENTRANCE RAMP KERB
	RETAINING WALL
	CONTROLLED CROSSING TACTILE
	UNCONTROLLED CROSSING TACTILE
	CORDUROY PAVING
	CYCLISTS PARKING AREA
	BENCH
	EXISTING TREE TO BE REPLANTED
	EXISTING GRASS TO BE RETAINED



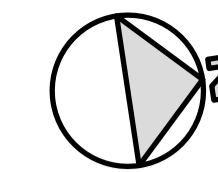
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P01	03/10/2023	PRELIMINARY - CHANGES AS PER DCC COMMENTS	KK	RB	MMK
P00	10/08/2023	PRELIMINARY	KK	RB	MMK



PROJECT LETTERKENNY ACTIVE TRAVEL
SCHEME SCHEME 6
DRAWING TITLE GENERAL ARRANGEMENT KILMACRENAN ROAD SHEET 1 OF 2

PURPOSE OF ISSUE PRELIMINARY	STATUS/AVAILABILITY S3 - SUITABLE FOR REVIEW AND COMMENT
DATE 10/08/2023	SCALE 1:500
DRAWING NUMBER LKAT-CCC-GA-L06-DR-C-0001	SHEET SIZE A1
	REVISION P03

PRELIMINARY DESIGN



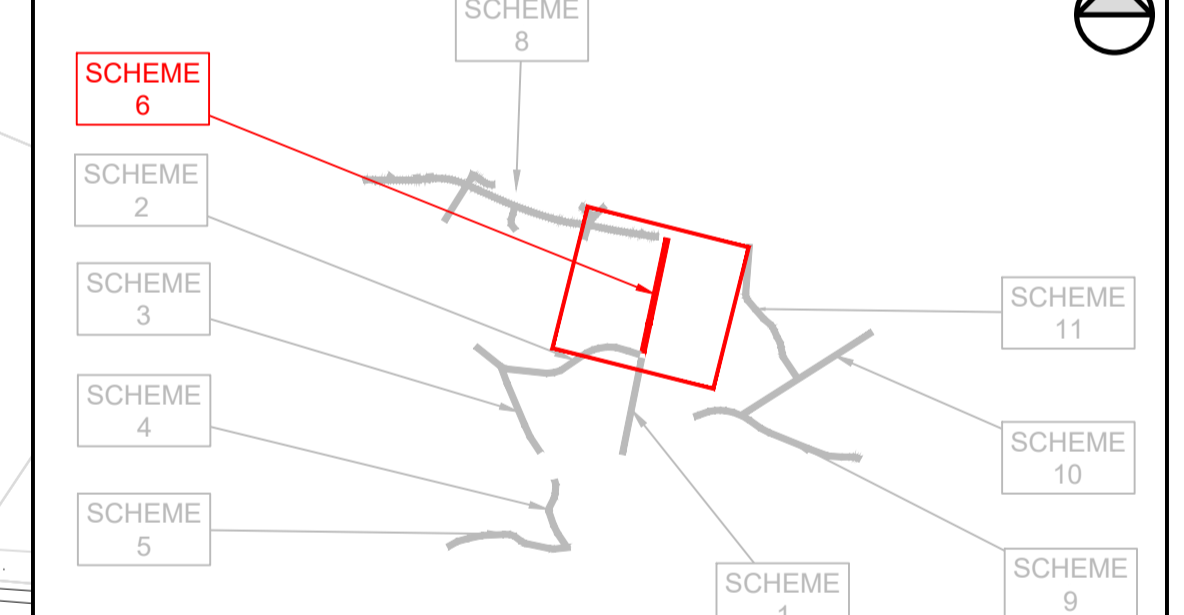
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LEGEND

- BOUNDARY LINE
- ROAD CENTRELINE
- ROAD EDGE
- RAMP OUTLINE
- ADDITIONAL LAND REQUIREMENT
- 2 WAY RAISED CYCLE LANE
- 1 WAY CYCLE TRACK
- ON-ROAD CYCLE LANE
- SHARED USE PEDESTRIAN AND CYCLISTS FACILITY
- NEW / UPGRADED FOOTPATH
- EXISTING FOOTPATH TO BE RETAINED
- CONCRETE SHARED SURFACE
- BUS SET DOWN AREA
- GRASSED AREA
- SIDEROAD PAVEMENT
- ENTRANCE RAMP ADJUSTED TO FOOTWAY LEVEL
- MAINLINE CARRIAGEWAY PAVEMENT
- PAVED ISLAND/MEDIAN AREA
- OVERRUN AREA WITH ROUGHENED SURFACE
- ENTRANCE RAMP KERB
- RETAINING WALL
- CONTROLLED CROSSING TACTILE
- UNCONTROLLED CROSSING TACTILE
- CORDUROY PAVING
- CYCLISTS PARKING AREA
- BENCH
- EXISTING TREE TO BE REPLANTED
- EXISTING GRASS TO BE RETAINED

KEY PLAN



REV	DATE	DESCRIPTION	BY	CHK	APD
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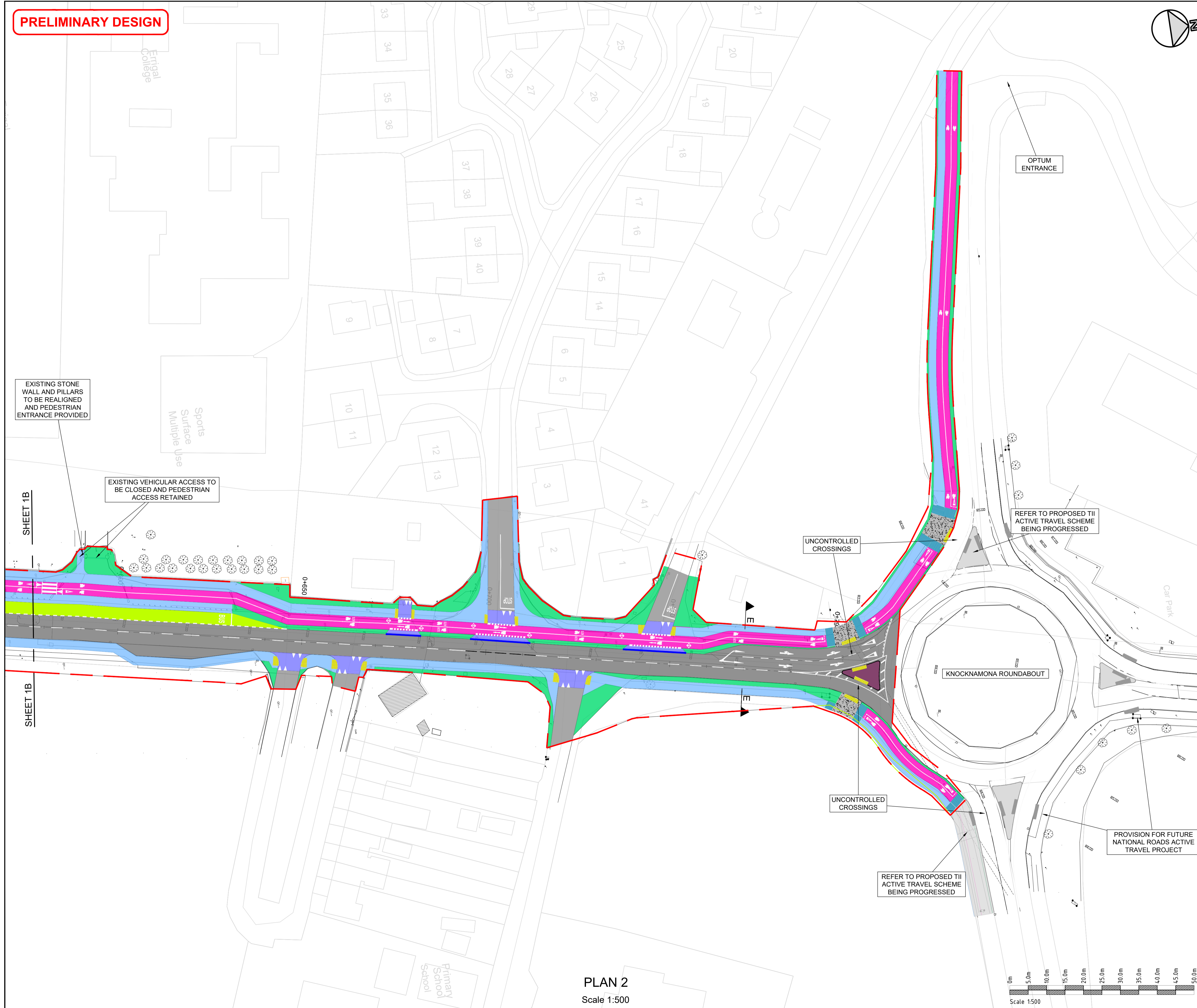

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 Donegal County Council

PROJECT: **LETTERKENNY ACTIVE TRAVEL**
SCHEME: **SCHEME 6**

DRAWING TITLE: **GENERAL ARRANGEMENT
KILMACRENAN ROAD
SHEET 2 OF 2**

PURPOSE OF ISSUE: PRELIMINARY	STATUS/SUITABILITY: S3 - SUITABLE FOR REVIEW AND COMMENT
DATE: 10/08/2023	SCALE: 1:500
DRAWING NUMBER: LKAT-CCC-GA-L06-DR-C-0002	SHEET SIZE: A1
	REVISION: P03



PLAN 2
Scale 1:500

EXISTING STONE WALL AND PILLARS TO BE REALIGNED AND PEDESTRIAN ENTRANCE PROVIDED

EXISTING VEHICULAR ACCESS TO BE CLOSED AND PEDESTRIAN ACCESS RETAINED

UNCONTROLLED CROSSINGS

REFER TO PROPOSED TII ACTIVE TRAVEL SCHEME BEING PROGRESSSED

KNOCKNAMONA ROUNDABOUT

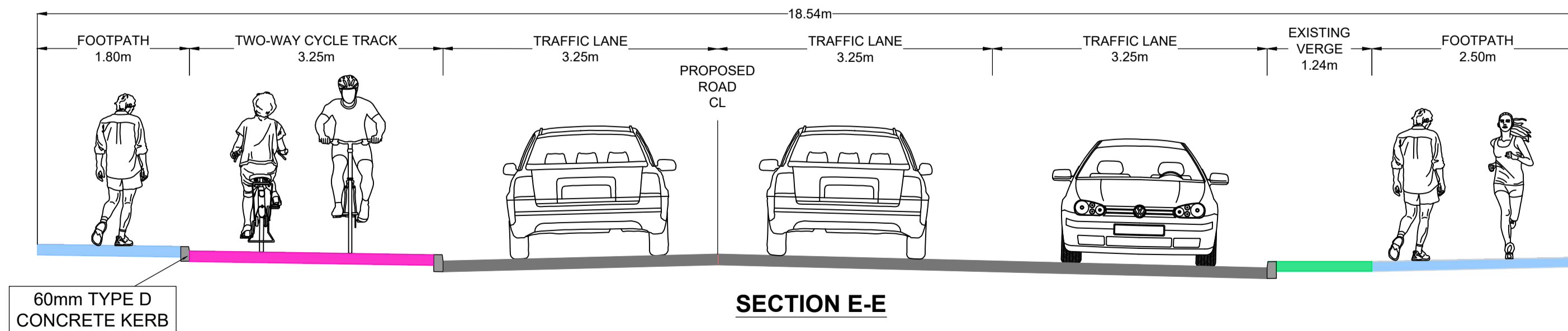
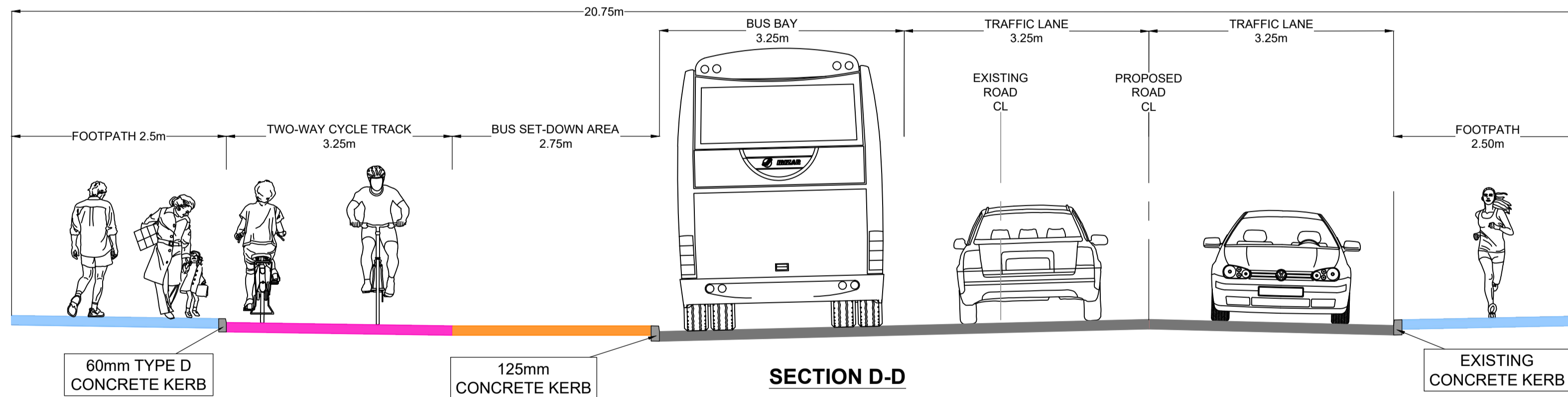
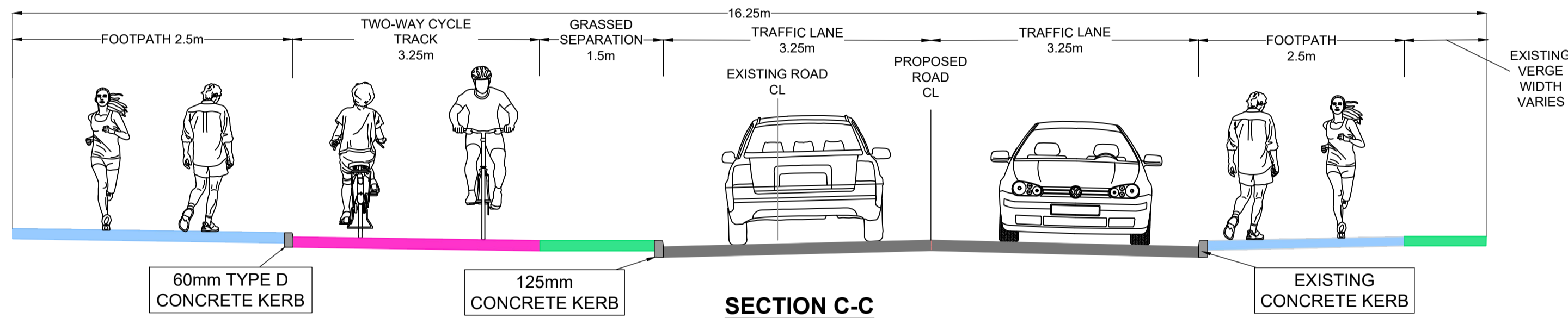
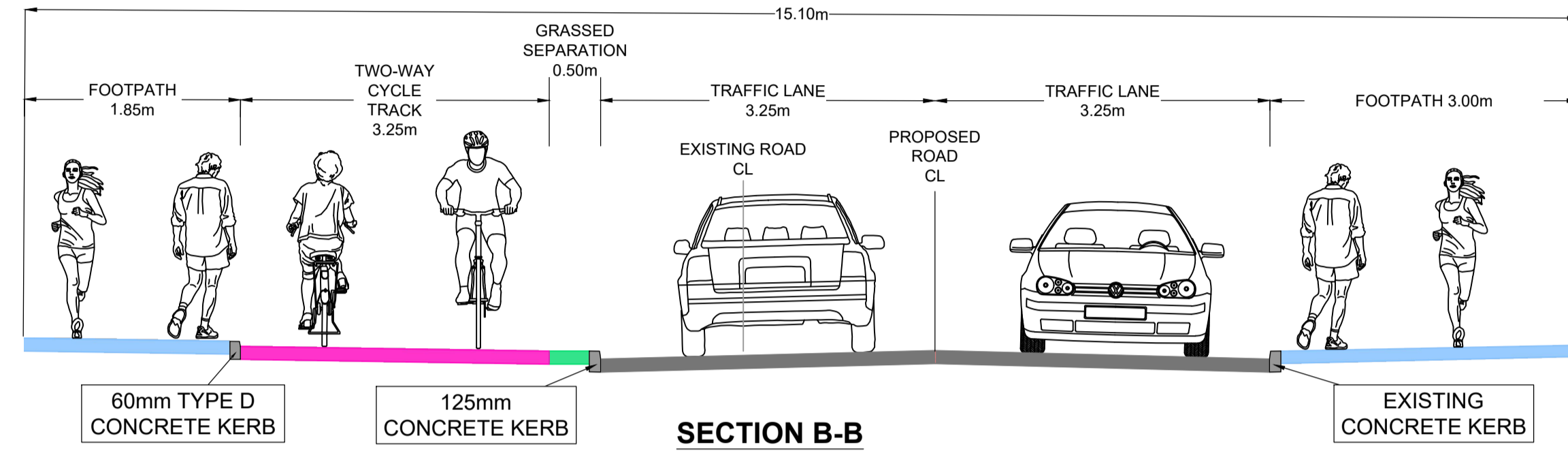
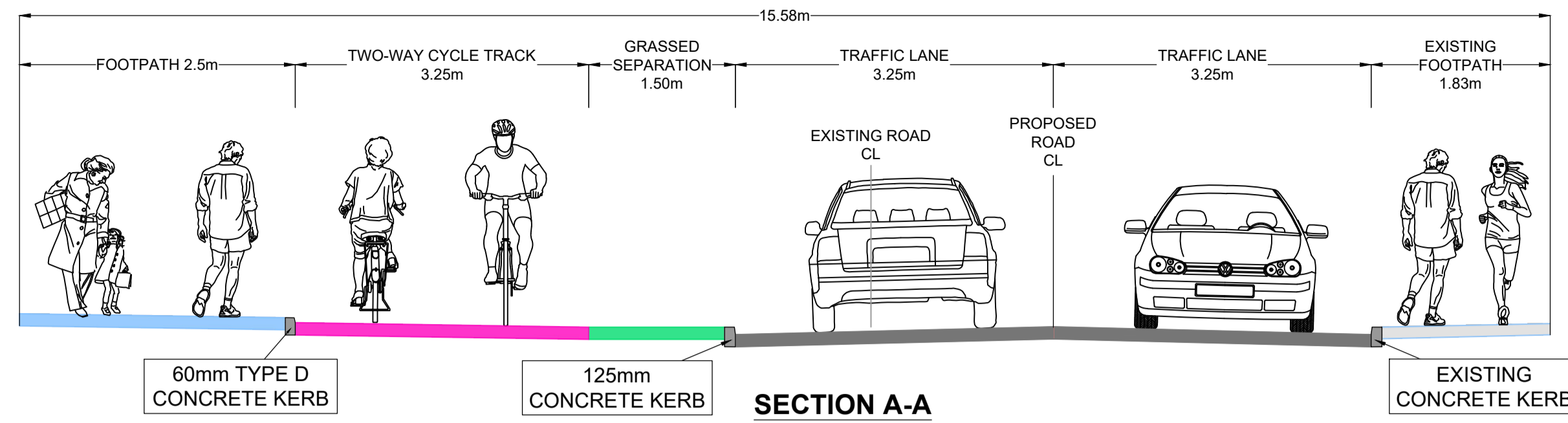
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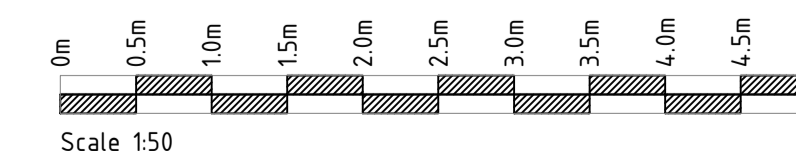
PROVISION FOR FUTURE NATIONAL ROADS ACTIVE TRAVEL PROJECT

SHEET 1B

SHEET 1B



PLAN
Scale 1:50

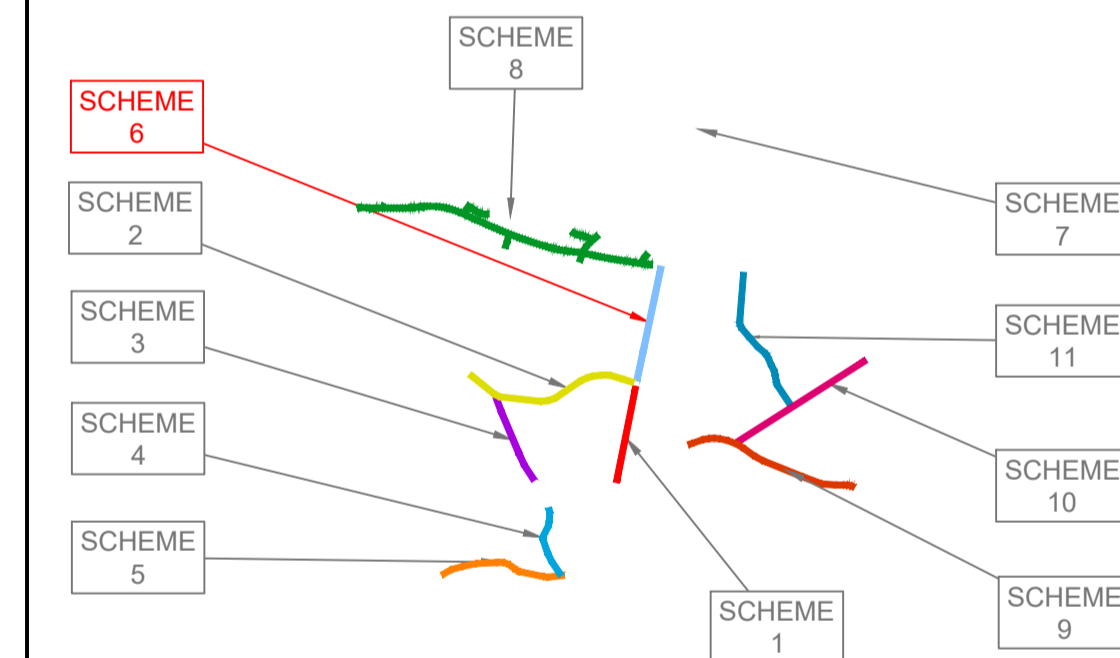


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2. All dimensions are in meters unless otherwise specified.
3. Proposed cross section options are based on OS Mapping.

LEGEND

- ROAD SURFACE
- GRASSED SEPARATION
- TWO WAY CYCLE TRACK
- PROPOSED FOOTPATH
- EXISTING FOOTPATH TO BE RETAINED
- BUS SET DOWN AREA



P00	03/10/2023	PRELIMINARY				RMC	MMK	SC
P00	01/09/2023	PRELIMINARY	ZM	RB	SC			
REV	DATE	DESCRIPTION	BY	CHK	APD			


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Comhairle Contae Dhún na nGall
 Donegal County Council

PROJECT LETTERKENNY ACTIVE TRAVEL

SCHEME SCHEME 6 -

DRAWING TITLE TYPICAL CROSS SECTIONS SCHEME 06

PURPOSE OF ISSUE PRELIMINARY	STATUS/AVAILABILITY FOR REVIEW AND COMMENTS	SHEET SIZE A1
DATE 01/09/2023	SCALE 1:50	REVISION
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