



LETTERKENNY ACTIVE TRAVEL - CONVENT ROAD

Part 8 Planning Particulars

LKAT-CCC-XX-L04-RP-C-0003

Client: Donegal County Council
Date: 12.12.2023

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Issue and revision record

Date	Rev	Change Description	Author	Checker	Approver
05.12.2023	P00	Draft for client review	SS	MMK	SC
12.12.2023	P01	Client comments addressed for Planning.	SS	MMK	SC

Detailed Change Log

Rev	Change Description
P00	-
P01	Letterkenny Active Travel Project overview added. Appendices completed.

1. Introduction

Donegal County Council have appointed Clandillon Civil Consulting to develop an active travel scheme along the L-1006-2 Convent 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-L04-DR-C-0000 in **Appendix E** and in **Figure 1** below.

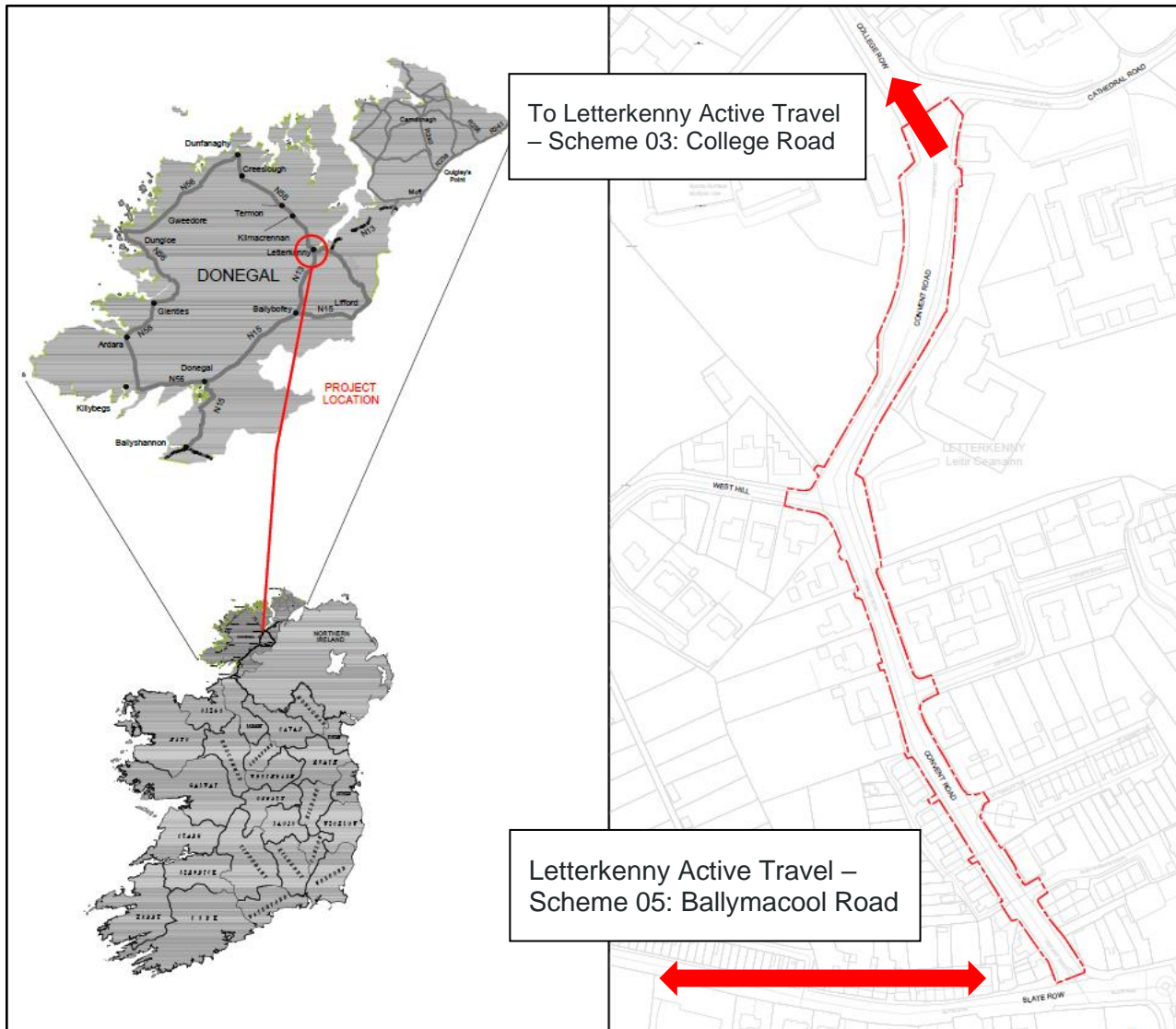


Figure 1: Scheme Location and Extents

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	Ballyraine 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

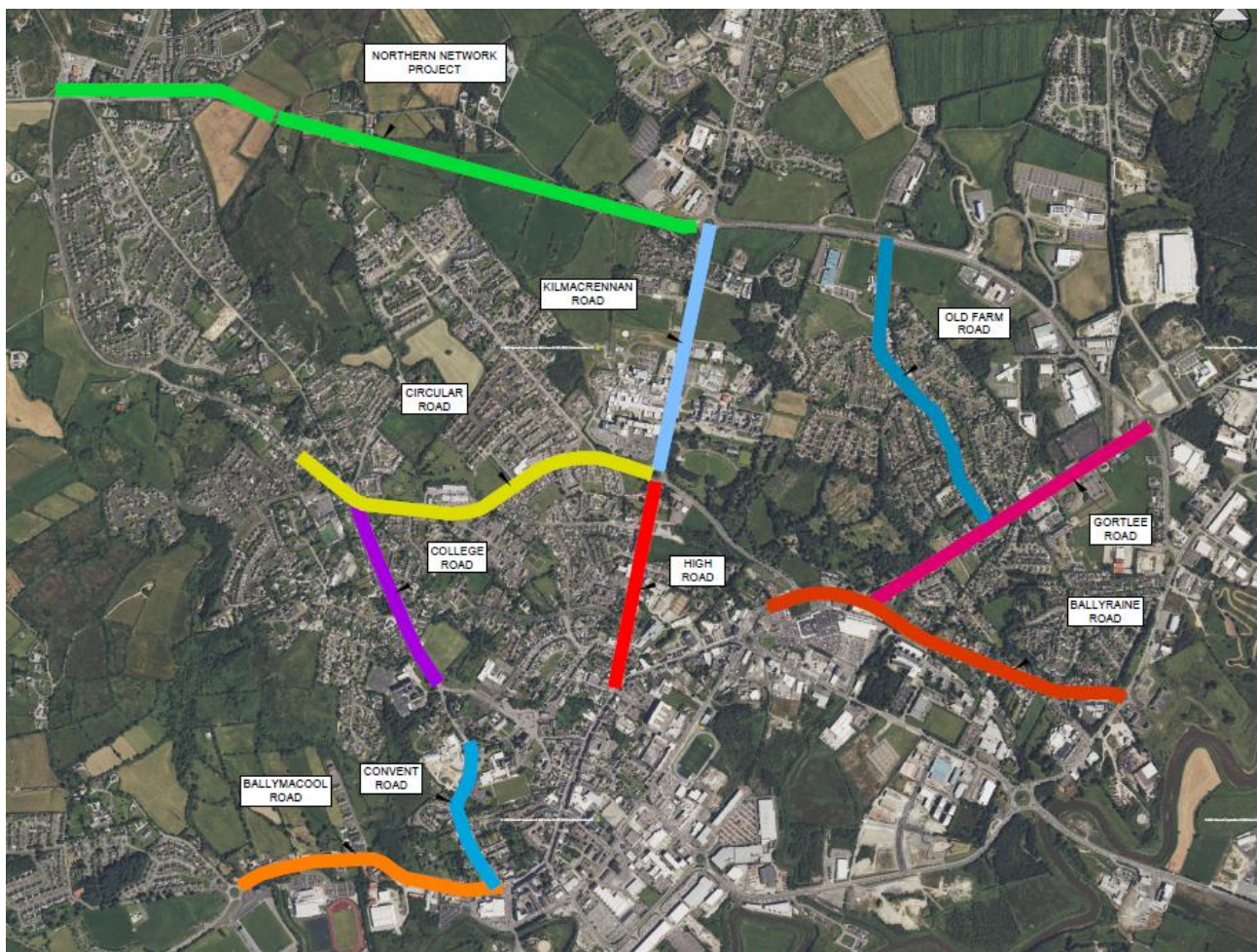


Figure 2: Location and extents of schemes within the Letterkenny Active Travel Project

1.2 Scheme 04: Convent Road

As part of the Letterkenny Active Travel Project, Scheme 04 is proposed at Convent Road L-1006-2. The proposed scheme is shown on Drawing LKAT-CCC-GA-L04-DR-C-0001 included in **Appendix E**.

This report considers the upgrade of the L-1006-2 Convent Road to provide pedestrian and cycle facilities along this route. The proposed scheme is located in the southeast of Letterkenny town, commencing at the junction of Convent Road and the R-250-2 Ballymacool Road to the south, which is also being considered for improvement as the Ballymacool Road scheme under the Letterkenny Active Travel Project. The proposed Convent Road scheme is approximately 460m in length, extending to the L-1006-2 College Row / L-5010-0 Cathedral Street junction to the north. North of College Row the College Road scheme is also being progressed under

The Convent Road scheme aims to provide improved pedestrian and cycle facilities connecting: existing housing estates in the vicinity; religious establishments including St. Eunan's Cathedral; local retail outlets and commercial amenities; leisure facilities including a leisure centre and GAA grounds approx. 1km to the southeast; and adjacent primary (Scoil Cholmcille) and secondary (Loreto Secondary School) schools. Connectivity to Letterkenny town centre, directly east of the scheme, would also be improved, including to the retail district of Lower and Upper Main Street (approx. 400m) and Letterkenny Bus Station (approx. 1.3km).

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 layout is shown on drawing LKAT-CCC-GA-L04-DR-C-0001 with typical cross sections given on Drawing LKAT-CCC-XS-L04-DR-C-0001 and the scheme extents are shown on drawing LKAT-CCC-LA-L04-DR-C-0101 in **Appendix E**.

Works will take place over approximately 460m generally along L-1006-2 Convent Road from the junction with R-250-2 Ballymacool Road/Slate Row to immediately south of the L-1006-2 College Row/L-5010-0 Cathedral Road junction.

2.1 Project Need & 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 Convent Road active travel scheme:

- 1) To upgrade pedestrian routes and provide safe pedestrian connections between the residential areas and the town centre, adjacent amenities, and schools.
- 2) 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).
- 3) New road realignments meet minimum design standards for the appropriate Design Speed and supports sustainable transport systems as far as is practicable.

- 4) That all structures, roads and pedestrian infrastructure be a durable, low maintenance and cost-effective.
- 5) Proposed schemes utilise methods, designs and technologies that represent the best value for money.
- 6) 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.
- 7) To promote active travel opportunities through the provision of pedestrian and cycle facilities along the length of Convent Road, with appropriate crossing points and due consideration to scheme tie-ins, particularly the Cathedral one-way scheme.
- 8) To provide appropriate “front of school design” solutions in accordance with NTA’s Safe Routes to School guidance for Scoil Cholmcille.

3. Project Description

Design Guidance in respect of active travel facilities in urban areas typically relies upon the contents of the NTA Cycle Design Manual (CDM) and the Design Manual for Urban Roads and Streets (DMURS). Designs have been undertaken in Autodesk Civil 3D (C3D) software using topographical survey data collected for the project in 2023.

3.1 General Layout & Cross-Section

3.1.1 Road Link Design

The proposed scheme generally comprises narrowing of existing road carriageway to 3.0m wide traffic lanes to permit the reallocation of road space to active travel facilities. This involves retention and some widening of the existing southbound (eastern) footway and kerb line and provision of a shared use (pedestrian / cycle) facility on the west side.

Existing on-street parking along the eastern side of Convent Road between St. Eunan’s Court and St. Eunan’s Terrace will be removed while on-street parking will be provided along the west side of Convent Road, generally opposite St. Eunan’s Court and St. Eunan’s Terrace.

Outside Scoil Cholmcille bus/car parking lay-bys will be provided along with buffer zones and set down areas connecting to footpaths. In future it is envisaged that this route will be served by a new NTA town bus service which is currently being developed by DCC and the NTA. If and when more information becomes available on this proposed route, measures will be incorporated at future stages of the scheme development.

3.1.2 Carriageway

It is proposed to provide a DMURS standard carriageway width of 3.0m for Arterial and Link streets for low to moderate design speeds. 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 northbound side. The southbound kerb line is to be retained between CH 0+000 to 0+250, as shown in Figure 3.

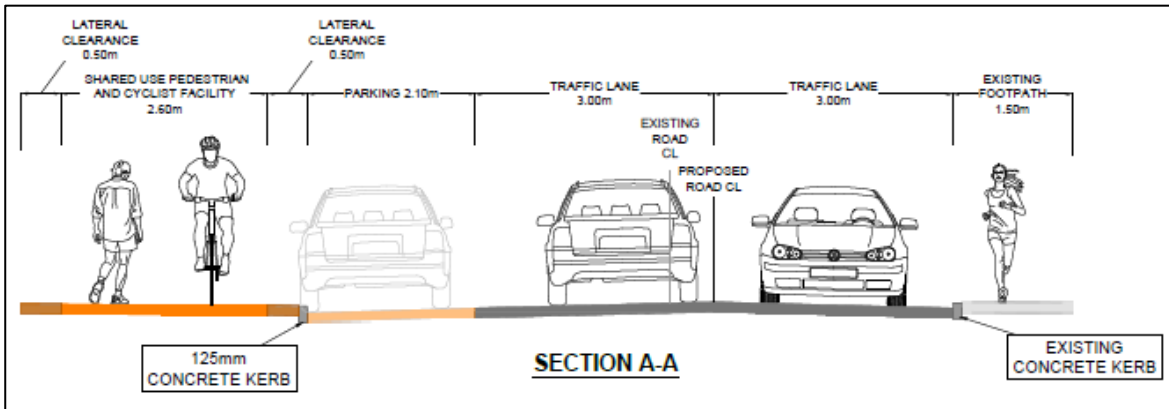


Figure 3: Typical Cross Section – Convent Road (south)

From CH 0+250 to the northern tie in, the crown line has also been shifted to allow for the provision of dedicated set down areas on both sides for buses, as shown in Figure 4.

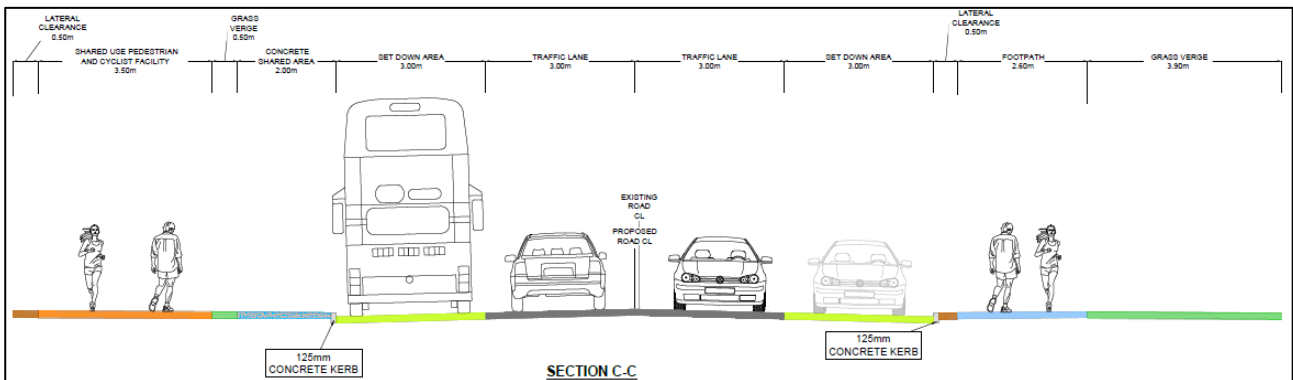


Figure 4: Typical Cross Section – Convent Road (north)

3.2 Junctions

Several side road junctions are present on Convent Road. It is proposed that all road junctions are narrowed to promote the safety of pedestrians and cyclists at these conflict points. The introduction of smaller corner radii reduces the crossing length of NMUs on the shared (pedestrian and cycle) surface on the west side and footpath on the east side.

Swept path analyses have been undertaken to ensure that the side roads on the east side can allow for refuse vehicles to navigate the junction safely and for HGVs to make turning movements on Convent Road/Westhill junction, without impacting the safety of active travel spaces.

3.3 Facilities for Vulnerable Road Users

The Convent Road active travel scheme provides a continuous shared use pedestrian and cyclist facility running on the northbound side, from approximately CH 0+045 up to the entrance of Scoil Cholmcille at CH 0+420. Due to space constraints between CH 0+054 and 0+132, the maximum shared active travel width that can be provided is 1.8m, for which a departure from standards will be required. The remainder of the scheme has a 3.0m wide facility.

It is proposed that the existing footpath on the southbound side of Convent Road is retained throughout. However, at CH 0+152 (east) the existing footpath disappears. At this location a small pocket of land take is proposed to permit continuation of the footpath width through here. Accommodation works will be agreed with the affected landowner(s) during the design phase.

Two formalised crossings are proposed on Convent Road. An uncontrolled table ramp crossing is to be provided at CH 0+150. A controlled crossing is proposed at CH 0+415 outside the school to facilitate safe crossing of school goers and to allow for southbound cyclists to join the shared use facility.

Uncontrolled table ramp crossings are also provided at the junctions.

3.3.1 Additional Land Requirements

To facilitate the facilities described above it is proposed to acquire additional lands at CH 0+152 (east) the existing footpath. These areas are highlighted on Scheme Extents Drawing LKAT-CCC-LA-L04-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 (as shown in Figure 3 and Figure 4 above).

As part of the next stage of design, 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 Convent 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.

DCC 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 Environmental Impact Assessment Report (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;
- Tree and bat surveys;
- Where the removal of trees is necessary, felling is to be avoided between March 1st and August 31st; and
- Replacement planting of native trees to be undertaken to minimise any adverse effects on biodiversity.

The Stage 1 AA concludes that no Stage II AA is 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 – Convent 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 L-1006-2 Convent Road from the junction with R-250-2 Ballymacool Road/Slate Row to immediately south of the L-1006-2 College Row/L-5010-0 Cathedral Road junction.
- (b) The nature and extent of the proposed development is as follows:-
- Narrowing of the existing Convent Road carriageway to 6m width generally.
 - Reduction of existing junction radii at side roads along with provision of uncontrolled pedestrian crossings on raised tables.
 - Provision of a shared (pedestrian and cycle) facility along the western side of the road.
 - Provision of a pedestrian footpath along the eastern side of the road, including proposed acquisition and widening into private property at Burnlea.
 - Provision of on-street parking along the west side of Convent Road, generally opposite St. Eunan’s Court and St. Eunan’s Terrace.
 - Removal of existing on-street parking along the east side of Convent Road between St. Eunan’s Court and St. Eunan’s Terrace.
 - At Scoil Cholmcillie, provision of bus/car parking lay-bys, footways and a signalized pedestrian/cycle (toucan) crossing of Convent Road and connecting cycle lane.
 - 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 Convent Road. It is noted that an adjacent development is proposed along R-250-2 Ballymacool Road/Slate Row. The proposed development on Convent Road will tie into any proposals arising from that scheme.

- (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	County House, Lifford, Co. Donegal, F93 Y622	Tel: 0749153900	

Letterkenny Public Services Centre,	Neil T Blaney Road, Letterkenny, Co. Donegal, F92 TNY3	Email: activetravel@donegalcoco.ie	9:00am – 12.30pm and 1.00pm – 4.30pm from Monday to Friday.
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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.

APPENDIX B - STAGE 1 RSA





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2023

**Stage 1 Road Safety Audit
Scheme 4 - Letterkenny Active Travel
(AT) Scheme**

ENGINEERING A SUSTAINABLE FUTURE

Stage 1 Road Safety Audit
Scheme 4 - Letterkenny Active Travel (AT) Scheme

Document Control Sheet

Client:	Clandillon Civil Consulting
Document No:	220876-ORS-XX-XX-RP-TR-13g-004

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 4 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-L04-DR-C-0001.P03_General Arrangement
- (2) LKAT-CCC-XS-L04-DR-C-0101 P02_Typical 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 4 is 50kph.

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

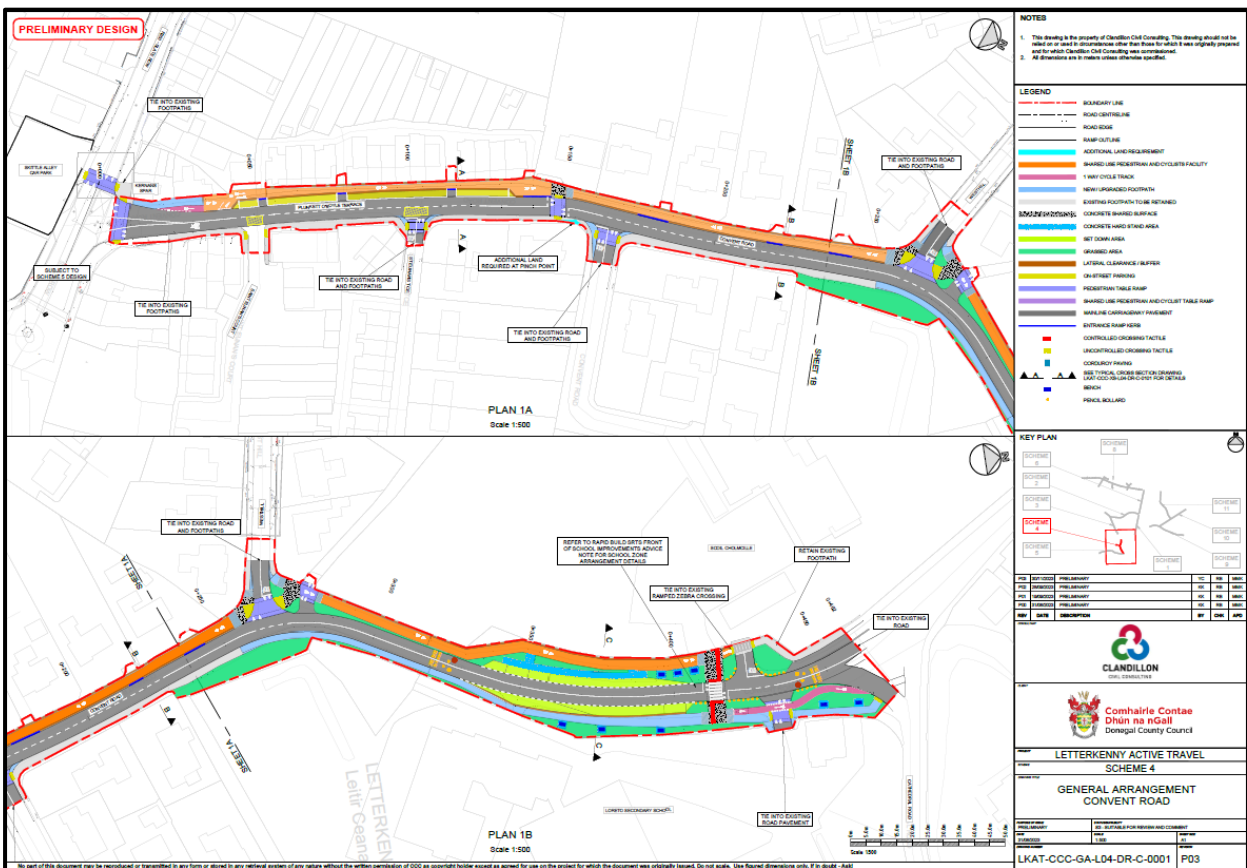


Figure 2.1: General Arrangement of the Proposed Scheme (Source: Clandillon Civil Consulting)

3. Problems Raised from the Road Safety Audit

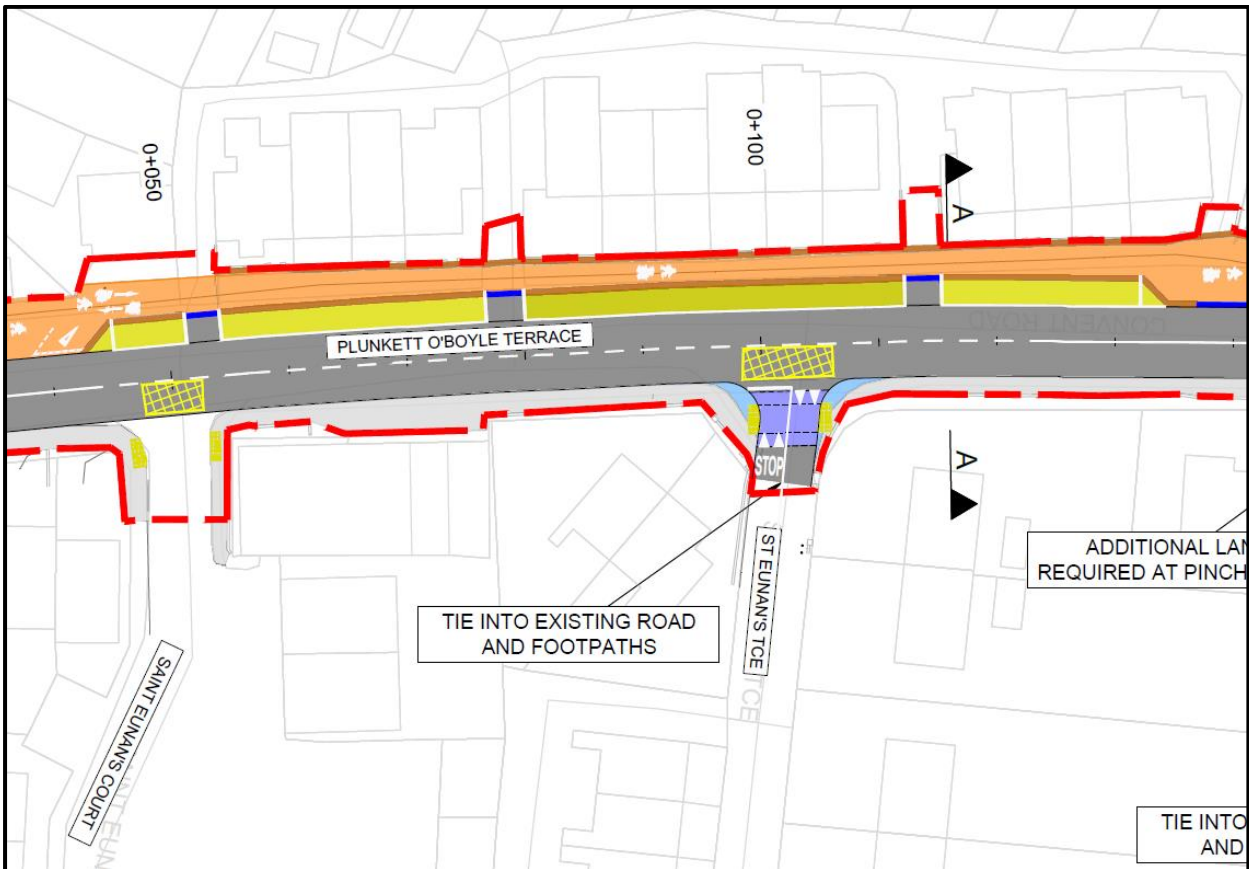
The following are problems and recommendations to address the safety issues associated with the proposal. The recommendations are proposed to the designer of the scheme to reduce any safety risks associated with it.

3.1 Potential Problems Identified

Problem No.1: Lack of Dimensions

Location: Throughout Scheme

The audit team note from the drawings provided that there is a lack of dimensions on the drawings. Roadway widths, corner radii, shared surface, cycle track and footpath widths are not detailed on the drawings provided. Inadequate infrastructure geometry may create an increased risk of potential conflicts for both vulnerable users and motorists.



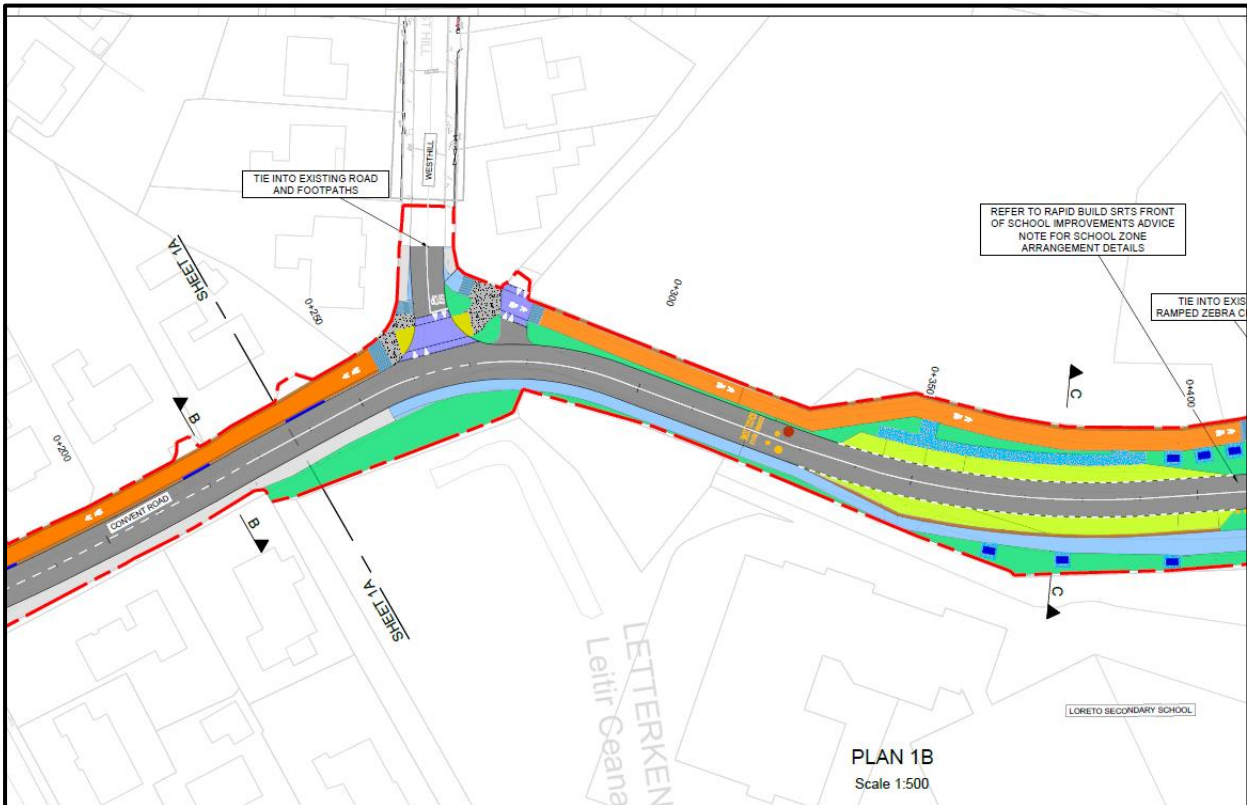
Recommendation:

The design team should ensure that adequate road, shared surface, cycle track, footpath, and radii geometry are provided for throughout the scheme.

Problem No.2: Speed Control Measures

Location: Straight Stretches of Roadway

The audit team noted from the drawings provided that there are limited speed control measures proposed within the scheme, particularly on approach to the school. The audit team are concerned that the layout as its currently presented could encourage higher speeds which could put vulnerable users at risk. Should a collision occur there is a high risk of injury to the vulnerable user.



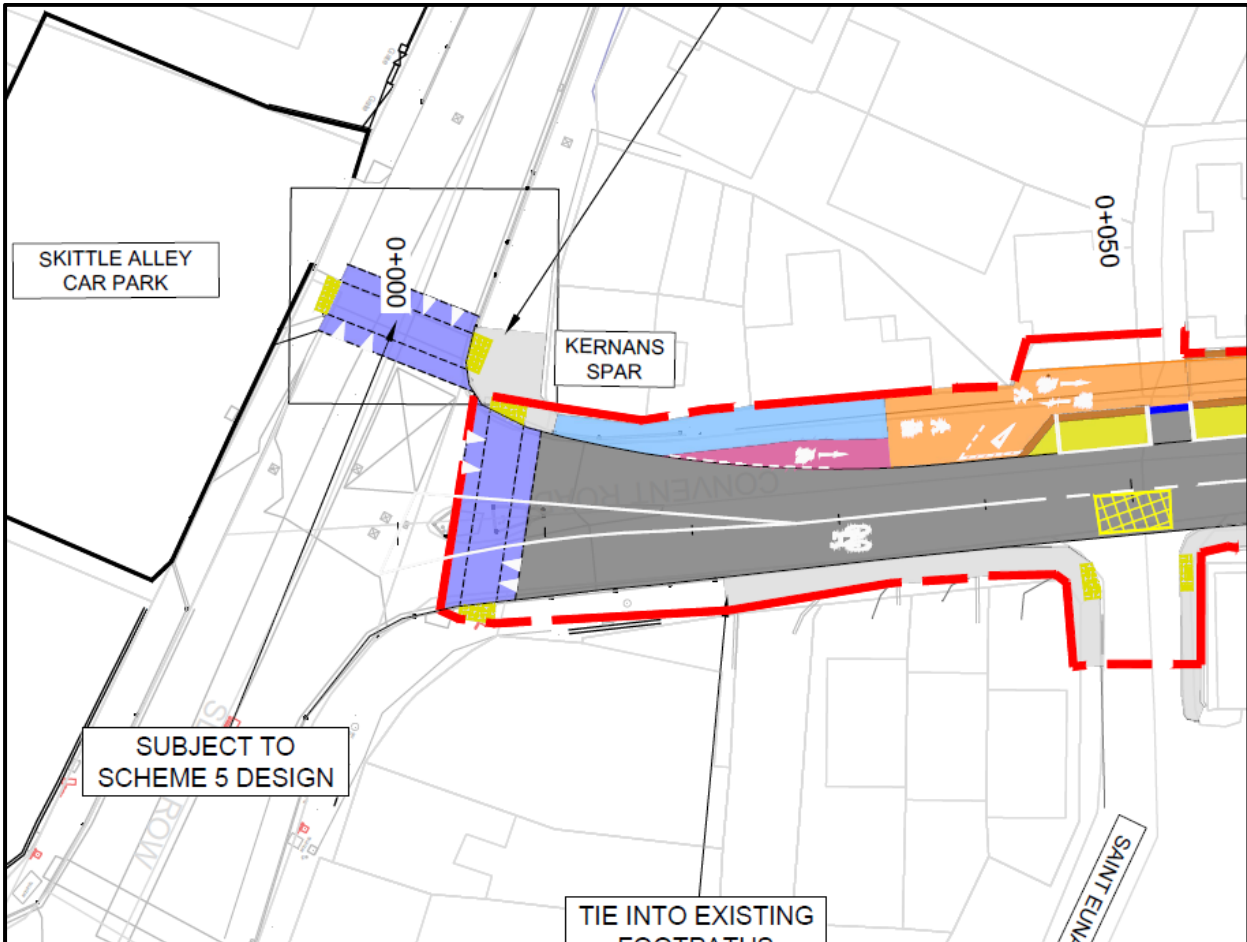
Recommendations:

The design team should ensure that appropriate speed control measures are incorporated within the development to reduced vehicular speeds and in particular on approach to the school.

Problem No.3: Signage and Road Markings

Location: Plunkett O'Boyle Terrace/R250 Junction

The audit team note that there is a lack of regulatory signage and road markings at the junction identified. Signage and road markings aid in informing road users of the presence of vulnerable road users, ramps, junctions, and direction of travel. Inadequate signage may lead road users not being alerted to the oncoming hazard which may result in vehicle-vehicle or vehicle-cyclist/pedestrian conflicts causing injury.



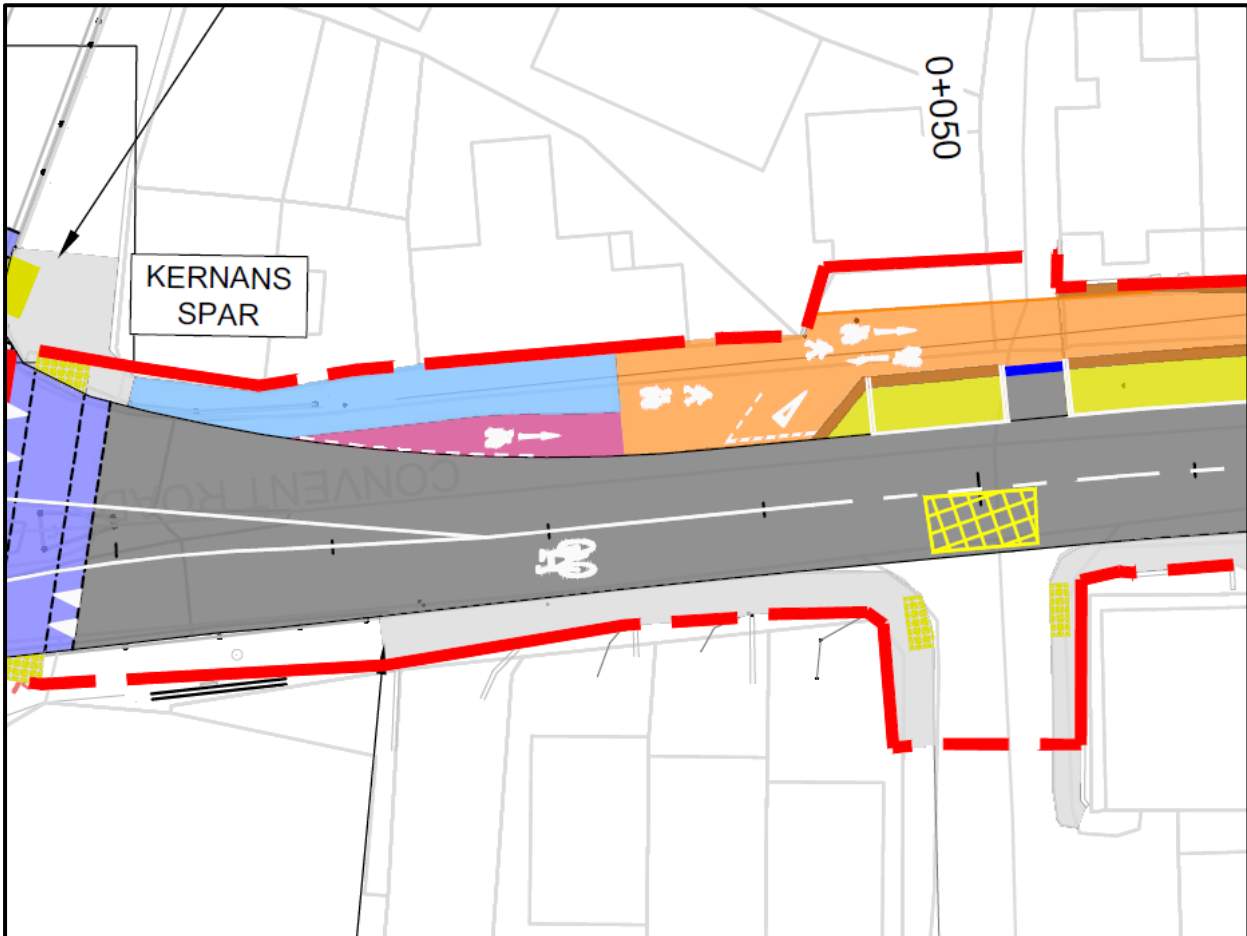
Recommendation:

The design team should ensure that signage and road markings are detailed at the junction in line with appropriate design standards.

Problem No.4: Tie-In of Vulnerable User Facilities

Location: North of Plunkett O'Boyle Terrace/R250 Junction

The audit team note that the tie-in of the vulnerable user facilities at the identified location is confusing and could lead to potential conflicts among users. The risk is increased further due to the steep gradients from north to south which could result in cyclists travelling at speed at the tie in area which increases the risk further. The audit team also note that the shared surfaces narrow down at CH 45 which increase the risk further still. The confusing nature of the tie in coupled with the additional risk identified increases the likelihood of potential conflicts among users.



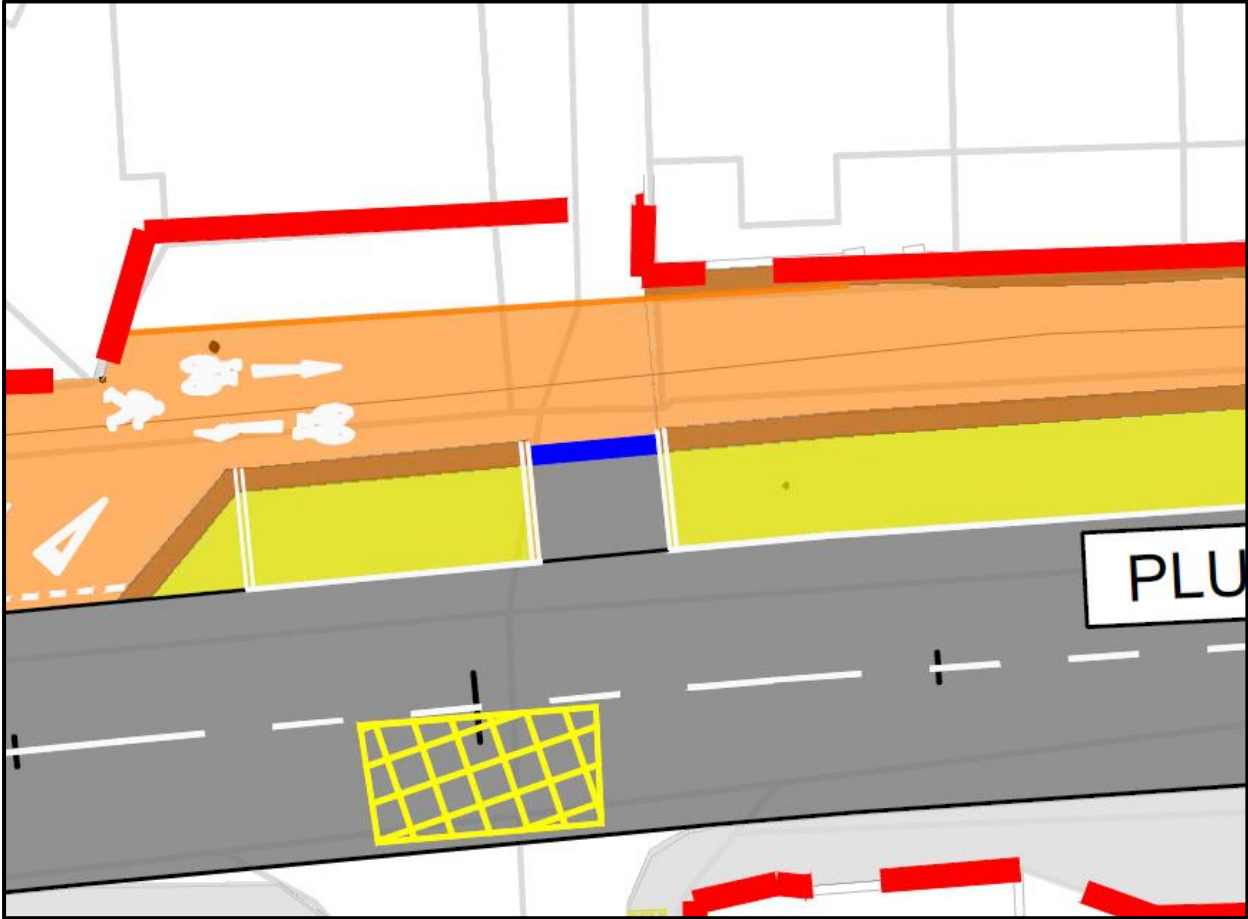
Recommendation:

The design team should reconfigure the tie in point to make it less confusing for users in order to mitigate the safety risk identified. The design team should also ensure that appropriate signage and tactile paving is used to warn users of the intended use.

Problem No.5: Narrow Vehicle Accesses

Location: Plunkett O'Boyle Terrace

The audit team note that there are numerous vehicle accesses along Plunkett O'Boyle Terrace which are currently being used by residents. However, the design in its current form is very restrictive for users wishing to use these access points. The restrictive nature could increase the likelihood of vehicles conflicting with parked vehicles along the terrace.



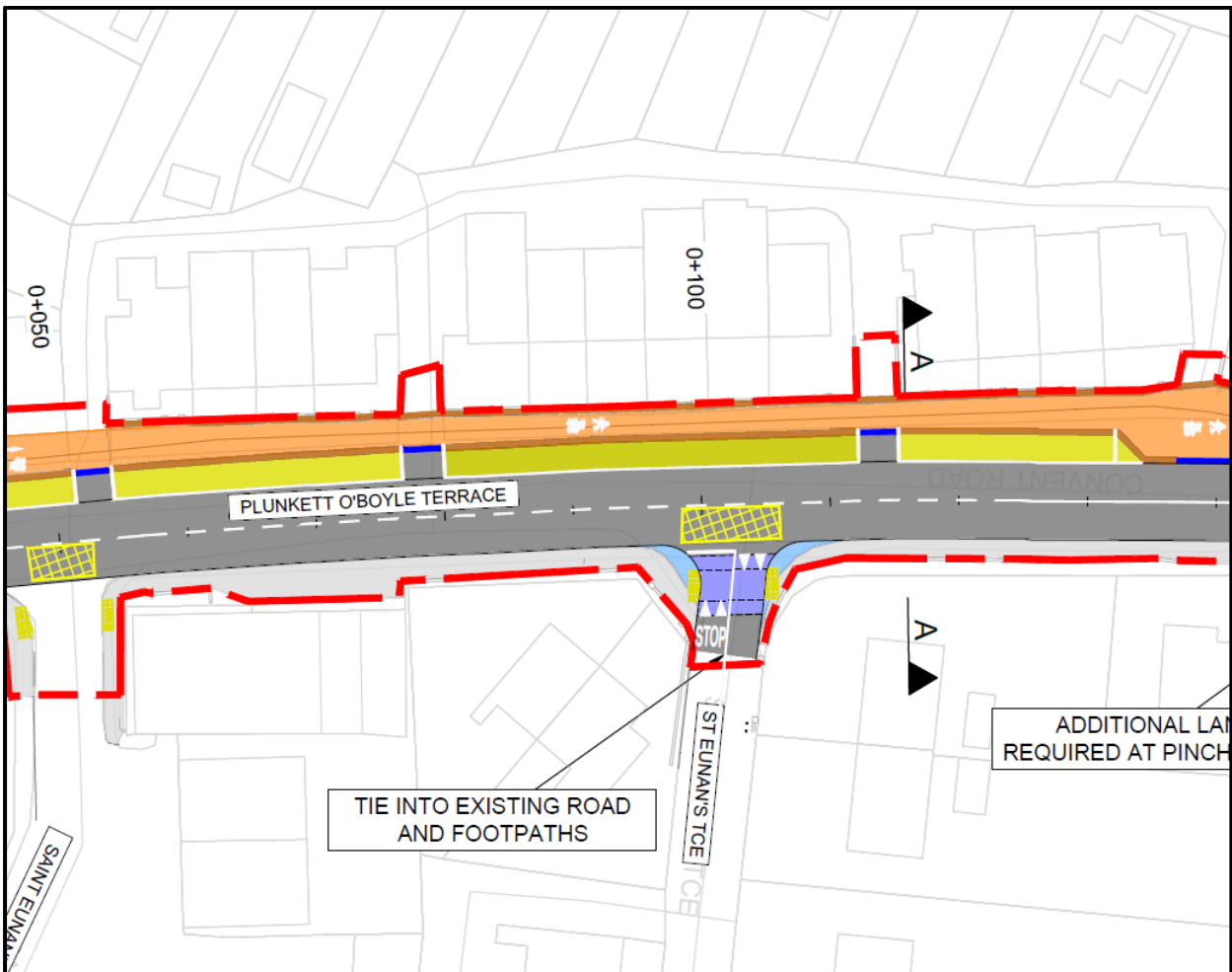
Recommendation:

The design team should ensure that increased space is provided for vehicles to safely access these accesses along Plunkett O'Boyle Terrace.

Problem No.6: Shared Facility Widths

Location: Plunkett O'Boyle Terrace

The audit team note from the provided plans that the shared facility narrows down to approximately 2.6m according to the section drawings along Plunkett O'Boyle Terrace for approximately 60m. It is important to highlight that according to the National Cycle Manual, shared facilities adjacent to vehicular traffic should have a minimum combined width of 3.0m. The proposed reduction in width raises concerns regarding the adequacy of space for both cyclists and pedestrians. The fact the facility is on a steep gradient could result in cyclist travelling at higher speeds from north to south which increase the risk further should a collision occurs between vulnerable users.



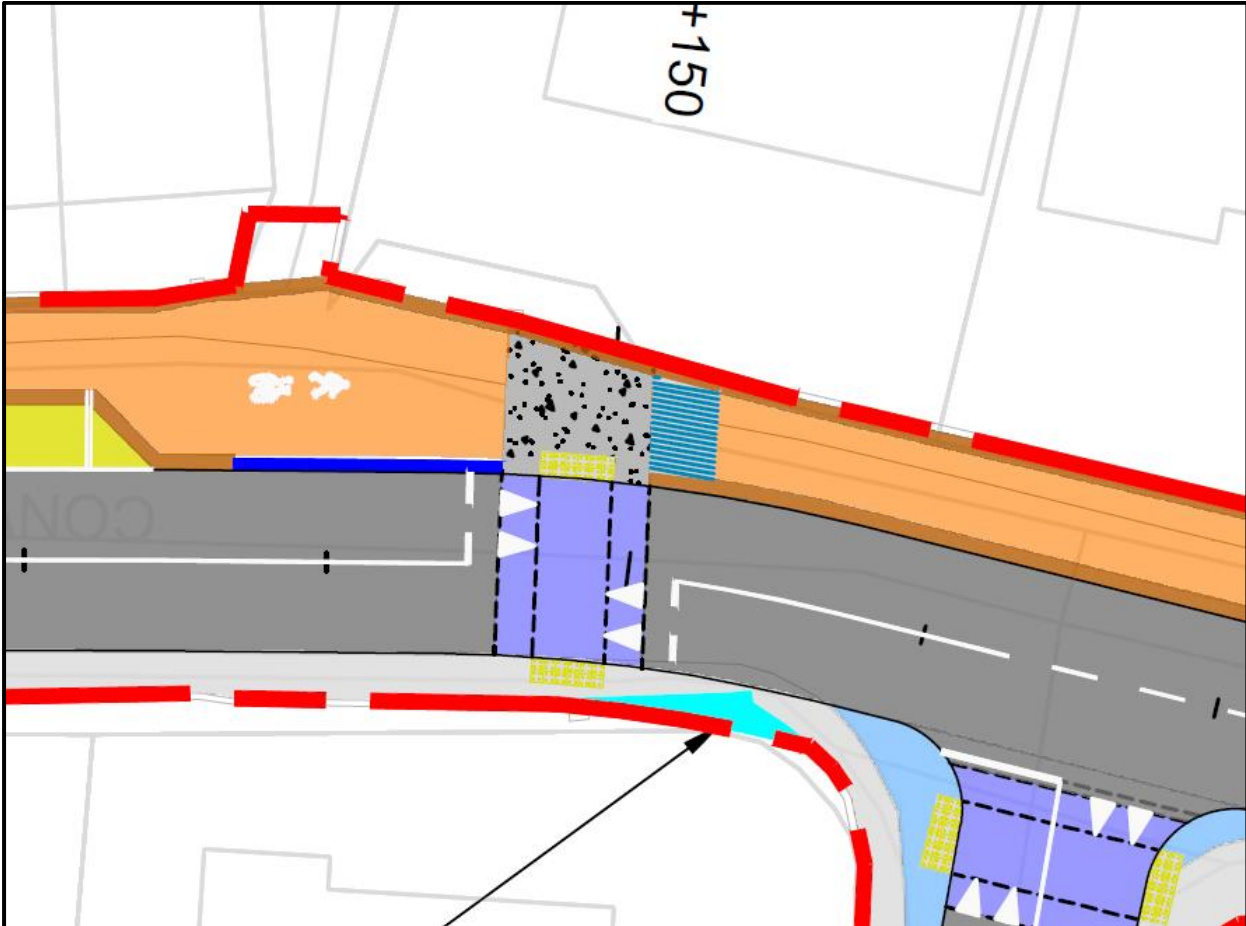
Recommendation:

The design team should review and revise the plans to ensure compliance with the National Cycle Manual guidelines. This may involve exploring options such as adjusting the layout or reallocating space to create a safer environment for vulnerable users.

Problem No.7: Confusing Tactile Paving

Location: Uncontrolled Crossing on Plunkett O'Boyle Terrace

The audit team note from the provided plans that there is tactile paving on the northern side of the uncontrolled crossing point and none on the southern approach. The audit team is concerned that providing tactile paving in the position shown could cause confusion among users.



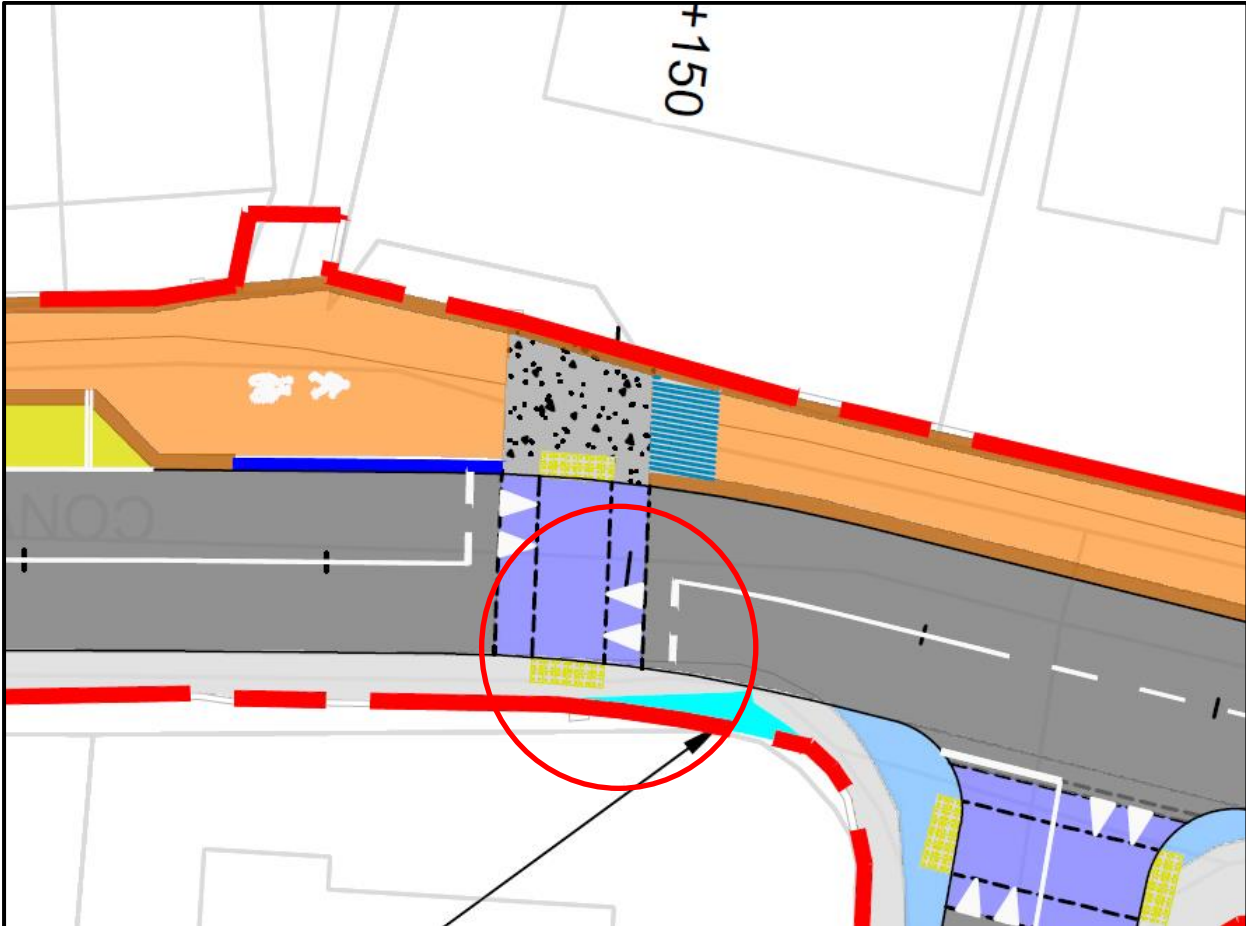
Recommendation:

The design team should review the tactile paving provisions in this area.

Problem No.8: Pedestrian Crossing Positioned at Residential Access

Location: Uncontrolled Crossing on Plunkett O'Boyle Terrace

The audit team note from the provided plans that the proposed crossing identified appears to be positioned at an existing residential access. The audit team is concerned that the positioning of this crossing point will restrict vehicles entering and exiting the dwelling and will also increase the likelihood of conflicts with vulnerable users on the crossing.



Recommendation:

The design team should reposition the proposed crossing point such that it does not conflict with existing accesses.

Problem No.9: Controlled Crossing Point

Location: Scoil Cholmcille

The audit team note that it is proposed to install a crossing point at the school on Convent Road. However, it is unclear if the proposed crossing will be a zebra or signalised crossing point. There is potential for confusion if the crossing controls are not clear for users which may lead to pedestrian-vehicle, cyclist-vehicle collisions. This poses a risk of injury to vulnerable users.



Recommendation:

The design team should ensure that appropriate crossing provisions are provided at the identified location to avoid confusion among road users.

3.2 General Problems Identified

Problem No.10: 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.11: 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.12: 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-L04-DR-C-0001.P03_General Arrangement
- (2) LKAT-CCC-XS-L04-DR-C-0101 P02_Typical Cross Sections.

Appendix B – Designer Response Form

Job: 220876 – Scheme 4 - 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	Road width to DMURS standards. Due to land availability and constraints, all the available space had been utilised for the active travel.	
P2	Yes	No	The design includes for narrowing of the existing carriageway to 6m width. This combined with the relatively steep uphill gradient for northbound traffic and the bend at the Westhill junction are considered as providing physical constraints to reduce traffic speeds locally.	Yes
P3	Yes	Yes		
P4	Yes	Yes		
P5	Yes	Yes		
P6	Yes	No	Due to land availability and constraints, all the available space had been utilised for the active travel. Additional traffic calming measures and signs shall be provided at later stages of design.	Yes
P7	Yes	Yes		
P8	Yes	Yes		
P9	Yes	Yes		
P10	Yes	Yes		
P11	Yes	Yes		
P12	Yes	Yes		

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

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

Signed:..... **Employer**

Date:

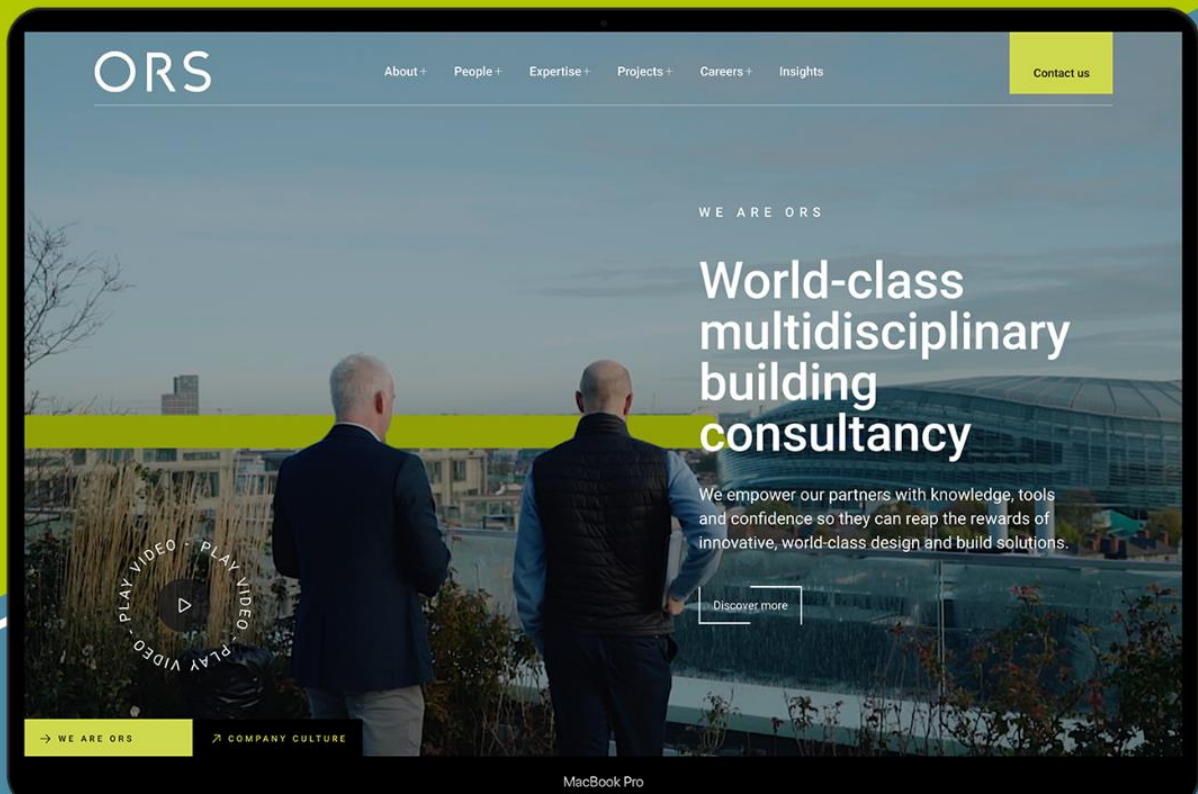
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Navigation Square,
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APPENDIX C - EIA SCREENING



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LETTERKENNY ACTIVE TRAVEL - CONVENT ROAD

Environmental Impact Assessment Screening Report

LKAT-CCC-XX-EN-L04-RP-EN-0002



Client: Donegal County Council
Date: 24.11.2023

www.c3.ie



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Issue and revision record

Date	Rev	Change Description	Author	Checker	Approver
24.11.2023	P00	FOR CLIENT REVIEW	HS	RB	MMK

Detailed Change Log

Rev	Change Description
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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 Convent 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 the southeast of Letterkenny town, commencing at the junction of Convent Road and the R-250-2 Ballymacool Road to the south.

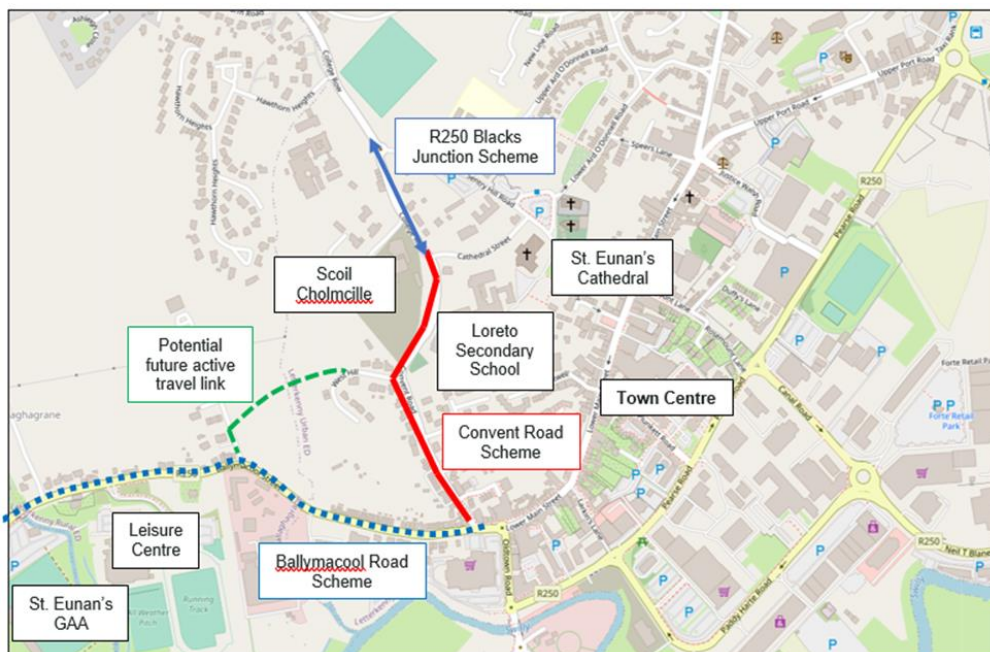


Figure 1: Location of proposed scheme.

2.2 Proposed Active Travel Scheme

The proposed Convent Road scheme is approximately 460m in length, extending to the junction with the L-5010-0 Cathedral Street to the north, where the recently completed R250 Blacks Junction improvement scheme was completed in 2022. The scheme extents are shown in Figure 1 above. Ultimately, this development strives to improve connectivity for pedestrians and cyclists to a number of key amenities in Letterkenny. Convent Road is bound primarily by educational facilities, residential dwellings and commercial properties. Convent Road is an important route with respect to accessibility to the two schools along the scheme (Loreto Secondary School, Scoil Cholmcille).

2.2.1 General Overview

Proposals include the following:

- Narrowing of existing carriageway width to 3.0m to accommodate active travel facilities on the northbound side.
- Retaining the existing kerb line on the southbound side, and the footpath on the east side.
- Provision of dedicated on-street parking spaces on the west side of Convent Road.
- Utilising remaining space between carriageway and boundary walls on the west side for a shared used active travel facility.
- Narrowing of junctions with side roads using tighter junction radii. Uncontrolled raised table crossings will be provided at the junctions.
- Provision of uncontrolled and controlled crossings, where appropriate, to provide connectivity between the northbound and southbound sides.

Land take will be required at some sections of the scheme. This may involve the removal of mature trees or vegetation along the roadside. Site clearance will typically require the removal of road traffic signs, existing kerbs, and chamber covers, and frames. The existing drainage system will largely be retained.

2.2.2 Cycle Facilities

There are no existing cycle facilities on Convent Road. Road space will be reduced to re-allocate space to a shared active travel facility on the north side of the scheme. Proposals for section A (northern section of the road), includes the designation of some of the road carriageway for a shared active travel facility of 3.50m width on the west side and an expansion of the footway on the eastern side. Proposals for section B include the removal of on-street parking to accommodate a shared active travel facility of 3.0m width on the west side, and footpath widening on the east side.

2.2.3 Improvements to Pedestrian Facilities

Footpaths on Convent Road are typically a minimum width of 1.0m but widen at some locations up to a maximum of 3.60m. Along section A of the scheme, footways will be widened to 3.0m on the southside of the scheme and a shared use pedestrian and cyclist facility will be implemented on the northside, which will be widened to 3.50m, and segregated by a concrete shared area (2.50m in width). The footway will be segregated from the road by a 2.0m-wide concrete area. In section B of the scheme, the western side of the corridor will host a shared active travel facility of max. 3.0m width, and a 2.0m wide footway on the eastern side of the road.

2.2.4 Crossing Facilities

Two formalised crossings are proposed on Convent Road. An uncontrolled table ramp crossing is to be provided. A controlled crossing is proposed outside the school to facilitate safe crossing of school goers and to allow for southbound cyclists to join the shared use facility.

Uncontrolled table ramp crossings are also provided at the junctions.

2.2.5 Junctions, Side Road Junctions and Accesses

Several side road junctions are present on Convent Road. It is proposed that all road junctions are narrowed to promote the safety of pedestrians and cyclists at these conflict points. The introduction of smaller corner radii reduces the crossing length of NMUs on the shared (pedestrian and cycle) surface on the west side and footpath on the east side.

Swept path analyses have been undertaken to ensure that the side roads on the east side can allow for refuse vehicles to navigate the junction safely and for HGVs to make turning movements on Convent Road/Westhill junction, without impacting the safety of active travel spaces.

2.2.6 Construction Materials

It is proposed that 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. At the end of the design process, this will be reviewed.

2.2.7 Utilities

The following utilities have been identified throughout the scheme:

- ENET underground services are present immediately north of the scheme at the junction with Cathedral Road and immediately south of the scheme on Ballymacool Road.
- EIR underground ducts are present along the entire length of the scheme, generally within the eastern verge in addition to 4 no. road crossings and 2 no. large chambers within the carriageway.
- A foul water sewer runs north-south along the length of Convent Road with networks feeding from the surrounding developments in the area.
- 2 no. potable water mains run along the length of the road within the carriageway and verge, including some road crossings
- No Gas Networks Ireland infrastructure was identified in the area
- An Electricity Supply Board (ESB) overhead medium voltage line runs along the length of the scheme.

2.2.8 Drainage

It is proposed to retain and reuse the existing drainage infrastructure except in locations where the kerb line will be relocated to accommodate the proposed active travel. At these locations existing gullies may be relocated to serve the realigned carriageway or other local minor drainage diversions as required. The exact nature of the drainage diversions will be identified at the next stage of design.

2.2.9 Construction Phasing

Construction is predicted to start in Quarter 3 (Q3) 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 X.X 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.

Screening Matrix for Mandatory EIA for Road Projects

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 consisting of the construction of a proposed public road or the improvement of an existing public road, namely:	Article 8 of the Roads Regulations, 1994 (prescribed type of road development for the purposes of S. 50(1)(a)(iv) of Section 50 of the Act	Neither the existing road nor the proposed realigned roads include four or more lanes. Mandatory threshold not reached.
<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. 		The proposed development does not involve the construction of a bridge or a tunnel of more than 100m in length. Mandatory threshold not reached.

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 outlined 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 Convent 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; • 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 460m section of Convent Road between the junction of Convent Road and the R-250-2 Ballymacool Road to the south and extending to the junction with the L-5010-0 Cathedral Street to the north.

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 the proposed Ballymacool Road Active Travel to the south and connects to the recently completed Cathedral one-way project to the north. Designs proposed include the narrowing of the roadway to accommodate shared active travel facilities and wider footpaths along Convent Road. Junction radii will be tightened and the provision of appropriate crossings will improve connectivity between other schemes and routes.

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.

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 Convent Road. The project will involve break up and removal of sections of kerbs 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 arising 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 500m 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 Convent Road with the exception of very minor landtake along the route at a pinch point. The land take requirement 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 be 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.

Convent 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. Two watercourses flowing into the River Swilly are mapped approximately 131m east of Convent Road and 186m west respectively. The River Swilly is approximately 133m south of Convent Road. No instream or bankside works are required.

BIODIVERSITY

The proposed scheme is not located within any European or national designated area. The subject site is located within the Urban Core of the Letterkenny Area and has been described in the Letterkenny Plan and Local Transport Plan (2023-2029) as being of Low to Moderate Biodiversity.

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 almost entirely located within the footprint of the existing Convent Road roadway. The edges of the road are characterised by grassy verges, residential boundary walls and shrubs/treelines. However, the removal of trees and verge side vegetation is not required to accommodate the new layout.

A survey was completed in December 2022 by Flynn Furney Environmental Consultants (FFEC) during which no protected bird species were observed during the site visit. No suitable amphibian habitat was observed. No evidence of protected mammal species were observed. No invasive species were recorded along the route. There are grass verges at various locations along the route as well as treelines, shrubs and hedging in gardens. At the top of Convent Road, there are numerous well established stands of deciduous trees. In particular, trees along the boundary of the Loreto Convent grounds and just before the new national school on the left hand side require consideration.

No habitats of significant ecological value were noted on 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
- Stone walls BL1
- Amenity grassland GA2
- Treeline WL2

The subject site is located within the Urban Core of the Letterkenny Area and has been described in the Letterkenny Plan and Local Transport Plan (2023-2029) as being of Low to Moderate Biodiversity.

Prior to commencement of construction works, it is recommended that the Contractor commission a bat survey.

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 Convent 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

European Waste Code (EWC)	Waste Stream
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, educational facilities and local businesses. Construction activity will lead to temporary increases in road traffic along Convent Road. 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 busy road which serves several establishments including Loreto College, Scoil Cholmcille and adjacent residences and residential estates.

The educational and adjacent residential areas 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 Convent Road.

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 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 Convent 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 adjacent residences, schools and local businesses 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 and in many cases, full or light segregation, where possible, from other modes and cyclists. Local traffic calming, improved priority and signalling at junctions will be required in some instances.

The design provides tactile paving to ensure the visually impaired can identify pedestrian crossing locations. Pedestrian crossing locations are designed to ensure wheelchairs have ease of access through the crossing. There are a number of bus stop locations along the scheme with ease of access provided.

It is considered that during the operational phase the proposed scheme will provide a safer route for pedestrians, cyclists, residents and those accessing the school than the existing situation.

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

5.1.9 Flood risk

Convent 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. The River Swilly is located south of the scheme

The area around the proposed scheme does not have a history of flooding. The River Swilly has a history of extensive coastally influenced and fluvial flooding but the scheme is located at a higher elevation than the extents of mapped flooding (www.floodinfo.ie)

The Strategic Flood Risk Assessment (SFRA) for the Draft Letterkenny Plan and Local Transport Plan 2023-2029 has been reviewed. The area of the proposed scheme does not lie with any areas mapped as being at risk of flooding. 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 within 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 were available for inspection and public consultation from 11 August 2023 to 8 September 2023. The consultation period is now over and submissions are being considered.

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 Convent 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, Buncrana 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 Convent 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: West/College Road Assessment	Develop safe active travel facilities on foot of a holistic study of the wider surrounding area inclusive of having regard to the Southern Network Project linkages.
Chapter 19	Behavioural Change Programmes	Accelerate the delivery of walking/scooting and cycling infrastructure on key access routes to schools
Chapter 20	Strategic Roads Strategy	Environment: Reduce overall air pollution levels near sensitive receptors caused by congestive queuing of vehicles and to reduce overall traffic noise levels near sensitive receptors. Sustainable Transport/Active Travel: To encourage sustainable/active travel modes by providing walking and cycling infrastructure as an integral part of the project, and segregating strategic traffic from localised traffic thus easing congestion and freeing up urban road space for sustainable travel modes including bus transport.
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.

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

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: <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	It is a policy of the council to: <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	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.
Chapter 9 LK-TC-P-05	Town Centre Strategy	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: <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

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 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 an 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' • 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 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	It is a policy of the Council to: <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; • 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	It is a policy of the Council to: <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

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"> 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
CS-O-13	Donegal County Development Plan: Core Strategy Objectives	To promote the integration of land use and transportation so as to encourage modal shift and the development of sustainable transport policies.
CS-O-17	Donegal County Development Plan: Core Strategy Objectives	<p>It is an objective of the Council to promote sustainable development and transportation strategies in urban and rural areas including the promotion of measures to1:</p> <ul style="list-style-type: none"> Reduce energy demand in response to the likelihood of increases in energy and other costs due to long-term decline in non-renewable resources; Reduce anthropogenic greenhouse gas emissions; and Address the necessity of adaptation to climate change
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,

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

		between settlements. Adequate car parking facilities shall be provided, where required, in association with any such developments.
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

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

ensure compliance with the provisions of the Planning System and Flood Risk Management Guidelines for Planning Authorities.

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

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

		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 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)

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

		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 .
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 Framework'. Section 15.3 'National Guidance' Policy	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.

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

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 Chapter 19: 'Walking/Pedestrian Strategy'. Section 19.4 'Active Travel Policies and Objectives'	Insert new objectives in Section 19.4 'as follows (new text in blue) - 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. 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. 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. Insert new policy as follows (new text in blue) - 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.
MA57	Chapter 20: 'Strategic Roads Strategy' renamed to 'Public Transport Strategy'.	Insert new section 20.3 entitled 'Proposed Intervention Measures for Implementation of an Enhanced Town Centre Public Transport Network' - See Appendix E.
MA58	Chapter 21: 'Town Centre Transport Strategy'	Insert New Table 21.1 entitled 'Town Centre Linkages' - See appendix F
MA60	Chapter 21: 'Town Centre'. Section 21.4 'Town Centre Strategy Objectives and Policies'.	Amend Policy LTP-TC-P-1 as follows (New text in blue) 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: <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;

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		<ul style="list-style-type: none"> 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	<p>Chapter 21: 'Town Centre'.</p> <p>Section 21.4 'Town Centre Strategy Objectives and Policies'.</p>	<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> <ul style="list-style-type: none"> 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	<p>Map 19.2A Walking Network (New Map)</p> <p>Map 19.2B Proposed Cycle Network</p>

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

Soil

The GSI 100K bedrock Geology online mapping shows that Convent Road is underlain by Bedrock of the Termon Formation which is a banded schist (a dark, graphitic rock interbedded with dolomitic marble). Immediately north of the scheme along College Row, bedrock outcropping is mapped running along the line of College Road. Quaternary Sediment mapping indicates that the site is of the proposed active travel scheme is made ground. To the left of Convent Road, till has been mapped and further south of Main Street alluvium from the River Swilly and Estuary is mapped underlying the land surface.

Land

The site and surrounds is urbanised with roads, businesses, educational institutions, and residential dwellings and estates. There schools are set in landscaped grounds.

CORINE Land Cover 2018, indicates the land cover type in this area predominantly includes '*Discontinuous urban fabric*' (Code 112).

The gradient of the Convent Road particularly from the bottom of Convent Road rising up towards West Hill is relatively steep. There are one off-dwellings and residential housing fronting along both sides of the road comprising linear development. 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.

Travelling up from R250 junction with Convent Road, the area is primarily commercial changing to residential along both sides of Convent Road. Residences generally front directly onto the roadway with limited off-street parking. In these locations, residential parking needs need to be considered.

Gardens contain a mixture of grassed areas, paving, trees and shrubs. As you travel uphill from St. Eunan's Terrace, both sides of the road are generally bounded by one-off houses along the left hand side and side boundaries of houses at the edge of residential estates on the right hand side.

Houses have different boundary treatments including low walls (rendered and pebble dashed), wooden fencing, hedging and pathways. There are a number of trees within the gardens rising up towards the schools on both sides of the road. There is a steep rise to where Convent Road veers to the right. Looking southwards, there is a view down Convent Road and towards the hills beyond the town interspersed with residential estates and one-off dwellings.

On the left hand side, the landscape is dominated by a stand of trees before the new school at St Cholmcille's at the top of the hill. On the right hand side of Convent Road as the hill rises, mature trees are present along the roadway and particularly within the grounds of the Loreto Convent and School. This forms a group of deciduous trees which are a significant landscape feature at their elevation.

The grounds of the Loreto Convent and School are partially bounded by a stone wall which is a local landmark behind which lies a convent graveyard and extensive school grounds and buildings. Mature trees protect views of the graveyard and school before the entrance gate. There is a set down area for school drop offs along the left side of the roadway.

The road on the right hand side has a line of bollards and a grassed verge before the main gate to the Loreto grounds and gate lodge. Stone benches are located along this stretch of road.

At the top of the hill, Saint Eunan's Cathedral becomes a dominant landscape feature . This is an important view in terms of landscape setting as well as the view looking down from the top of Convent Road.

Water

Convent 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. Two watercourses flowing into the River Swilly are mapped approximately 131m east of Convent Road and 186m west respectively. The River Swilly is approximately 133m south of Convent Road.

Biodiversity

The Convent 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 surrounding the Convent Road Active Travel Scheme

Natura and other Protected Sites			
Code	Designation	Description	Distance from Scheme (km)
002287	SAC	Lough Swilly	1.4
004075	SPA	Lough Swilly	2.3
002176	SAC	Leannan River	6.9
000116	SAC	Ballyarr Wood	8.3
004060	SPA	Lough Fern	10.4
004039	SPA	Derryveagh and Glendowan	14
002047	SAC	Cloghermore Bog & Glenveagh National Park	14
000230	SAC	The River Finn	18

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 were observed. No invasive species were recorded along the route. There are grass verges at various locations along the route as well as treelines, shrubs and hedging in gardens. At the top of Convent Road, there are numerous well established stands of deciduous trees. In particular, trees along the boundary of the Loreto Convent grounds and just before the new national school on the left hand side require consideration.

No habitats of significant ecological value were noted along 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
- Stone walls BL1
- Amenity grassland GA2
- Treeline WL2

The subject site is located within the Urban Core of the Letterkenny Area and has been described in 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 nearby streams. 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 Swilly 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 approximately 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 Urban Electoral Division (ED). For this ED, the population is recorded as 2,624. Within 2km of the centre point of the proposed active travel scheme, the population is recorded in Census 2022 as 15,027 which, within a 2km radius, equates to a population density of $15,027 / 12.566 = 1,196$ 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 2 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).

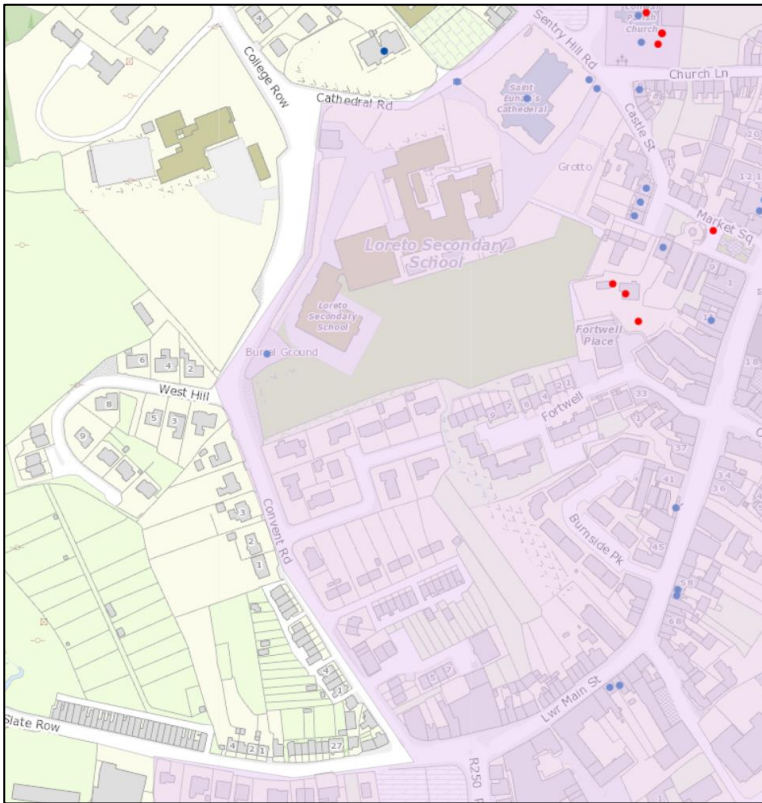



Figure 2: Excerpt from Historic Environment Viewer showing Convent Road and Surrounds

Convent Road is located within a Zone of Notification along the whole length of the proposed Active Travel Scheme. Immediately adjacent to Convent Road behind a stand of trees is a graveyard which was mapped on the historic OS 6” mapping. The description from NIAH is given below:

Table 10: Excerpt from NIAH/RMP

Graveyard details from the NIAH					
Reg No.	Name	Location	Use	Rating	Picture
40503094	Letterkenny Loreto Convent	Adjacent	Graveyard/ Cemetery	Regional	

In addition, the Ecclesiastical Architectural Conservation Area (ACA) lies adjacent to the top of the scheme north of Cathedral Road and east of the Loreto Secondary School. Significant constraints include the cemetery/graveyard and the stone wall and historic trees bounding the graveyard. These sites are unlikely to be significantly, negatively impacted by the proposed development. A Zone of Notification ‘gives an indication that archaeological considerations may be an important aspect in consideration of any development proposed with the area and an archaeology report for the proposed scheme should be prepared. However, as there are no recorded sites within the zone of notification that are within the site boundary, no significant impacts are anticipated. Archaeology has also been considered within the project documentation that states that ‘archaeological monitoring of excavation works during the design process’ will be carried out.

The Local Authority shall make the necessary notifications under Section 12 within the appropriate timeframe (ie such that commencement of the works shall not take place until a period of two months

after giving the notice, has passed.) All required consents and licenses shall be obtained prior to commencement of construction.

No significant impacts are anticipated

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, educational and commercial properties in the area. The proposed scheme is located in the southeast of Letterkenny town, commencing at the junction of Convent Road and the R-250-2 Ballymacool Road to the south. The proposed Convent Road scheme is approximately 460m in length, extending to the junction with the L-5010-0 Cathedral Street to the north, where the recently completed R250 Blacks Junction improvement scheme was completed in 2022.

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 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 at one location 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. 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.

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 some trees and road verge. Additionally, minor landtake will be required at one location.

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 an existing carrier drain which is connected to the town surface water 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 treelines, non-native shrubs, grassed verges and residential gardens, the majority of works will occur within existing areas of hardstanding and only a minor amount of habitat loss is required to facilitate the scheme.

Impacts within the site boundary during the construction stage will include some minor disturbance to biodiversity as a result of site clearance and excavation. Where land take is required, modifications to the immediate environment surrounding the works may have temporary adverse impacts on habitats, however, this is not likely to be significant.

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.

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.

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 Convent 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 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 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 is located near a graveyard and within the Letterkenny Architectural Conservation Area (ACA) Zone of Notification. Therefore an archaeological report should be prepared.

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 urban area. Although it includes some treelines, grass verges and residential gardens, 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 minor disturbance to habitats as a result of excavation, site clearance and minor land take in some areas. However, the removal of trees is not required to accommodate the scheme.

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 Convent 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 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 Convent 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 Convent 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.



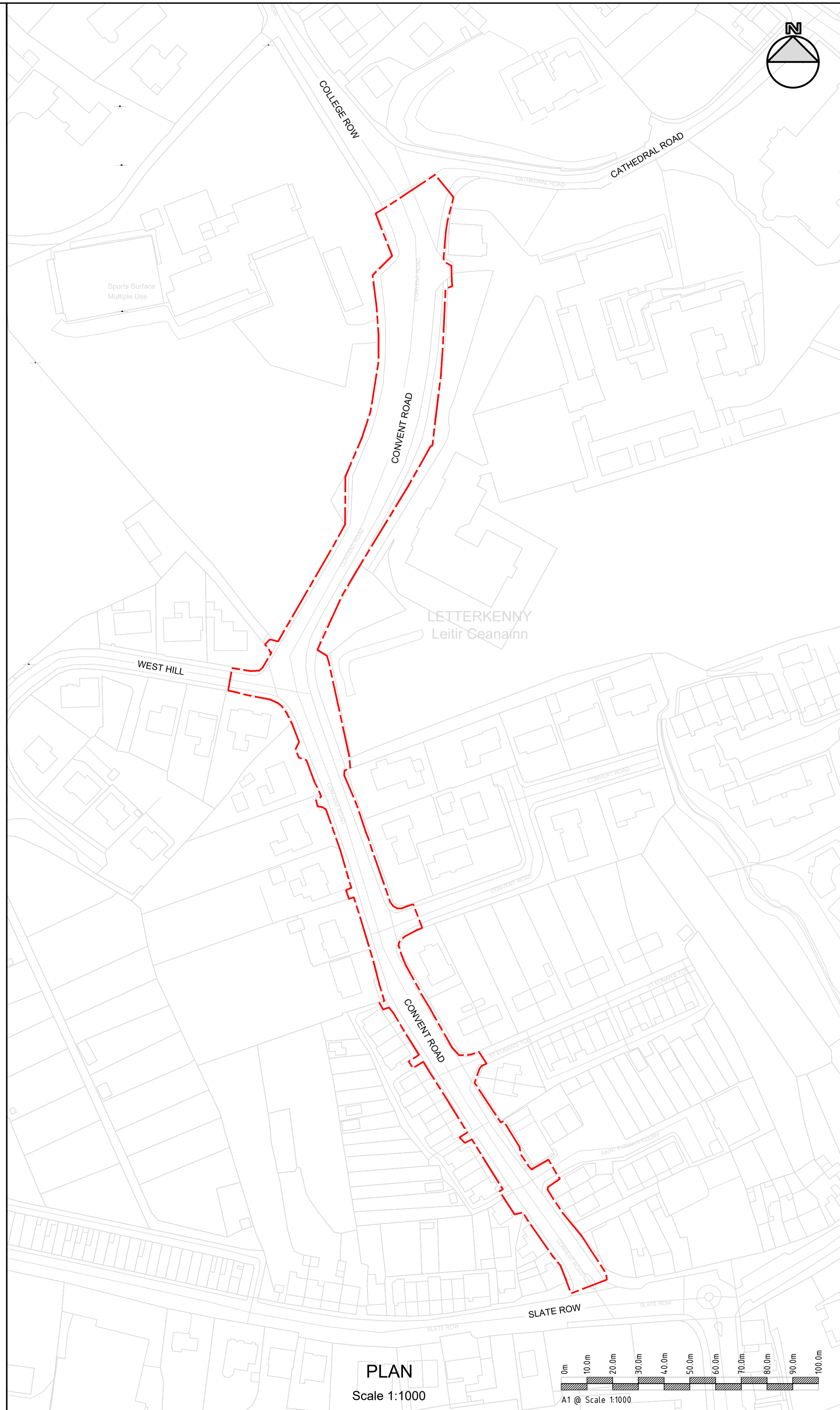
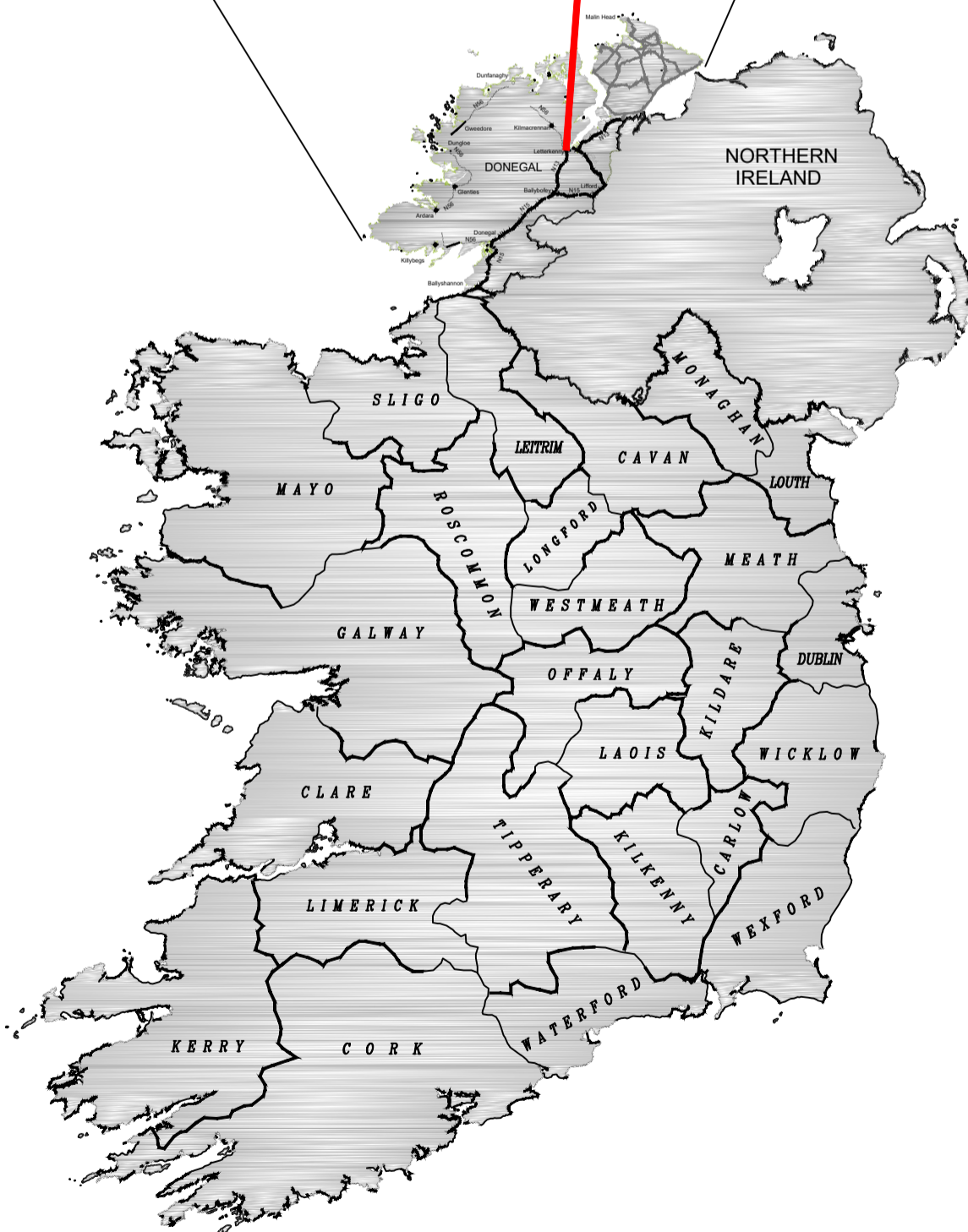
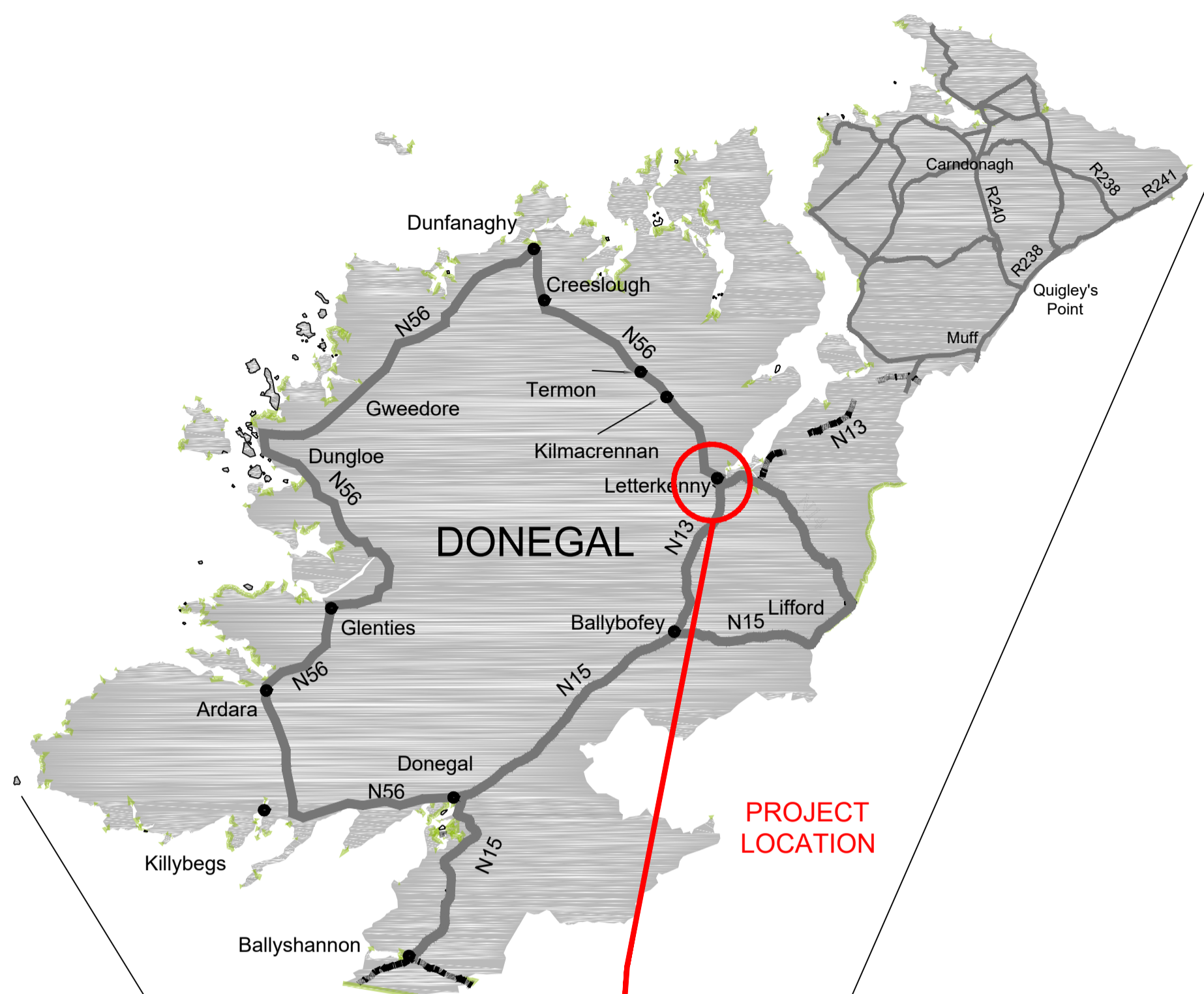
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APPENDIX A - DRAWINGS

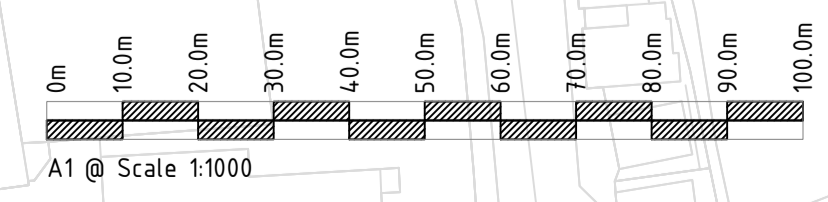


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PRELIMINARY DESIGN



PLAN
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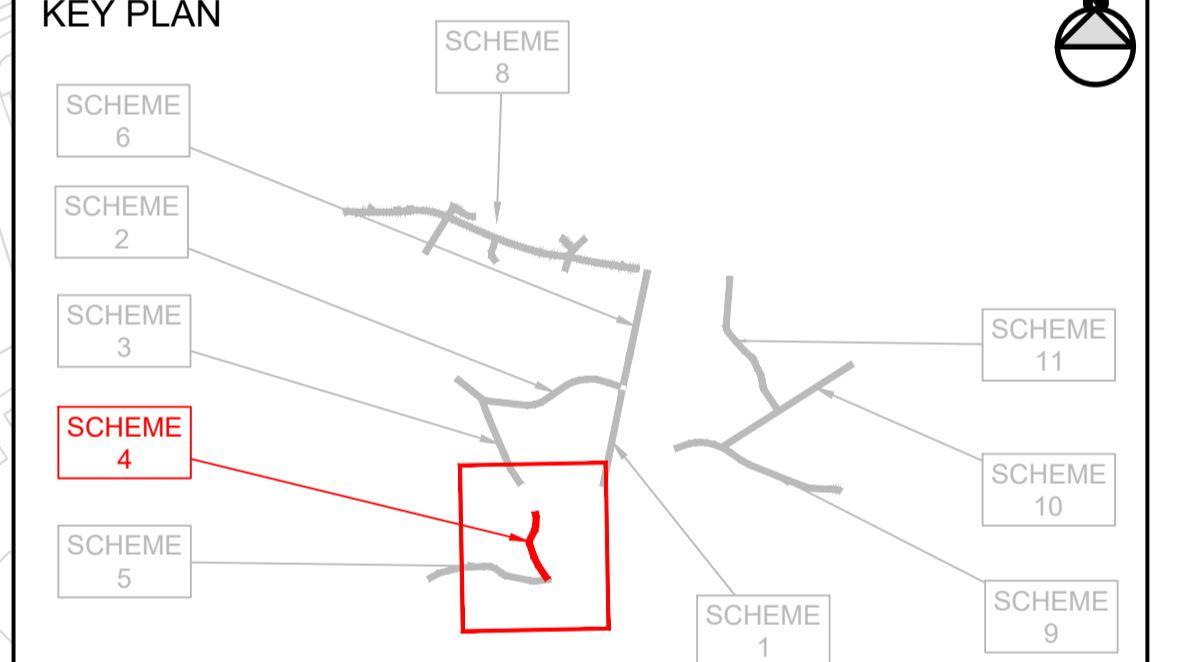
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LEGEND

--- PROJECT LOCATION

KEY PLAN



REV	DATE	DESCRIPTION	BY	CHK	APD
P01	30/11/2023	PRELIMINARY - BOUNDARY EXTENDED	YC	RB	MMK
P00	23/11/2023	PRELIMINARY	YC	RB	MMK

CONSULTANT

CLIENT

PROJECT: LETTERKENNY ACTIVE TRAVEL
SCHEME: SCHEME 4

DRAWING TITLE: PROJECT LOCATION & EXTENTS CONVENT ROAD

PURPOSE OF ISSUE	STATUS/SUITABILITY	SHEET SIZE
PRELIMINARY	S3 - SUITABLE FOR REVIEW AND COMMENT	A1
DATE: 23/11/2023	SCALE: AS SHOWN	REVISION: P01
DRAWING NUMBER: LKAT-CCC-GA-L04-DR-C-0000		

PRELIMINARY DESIGN



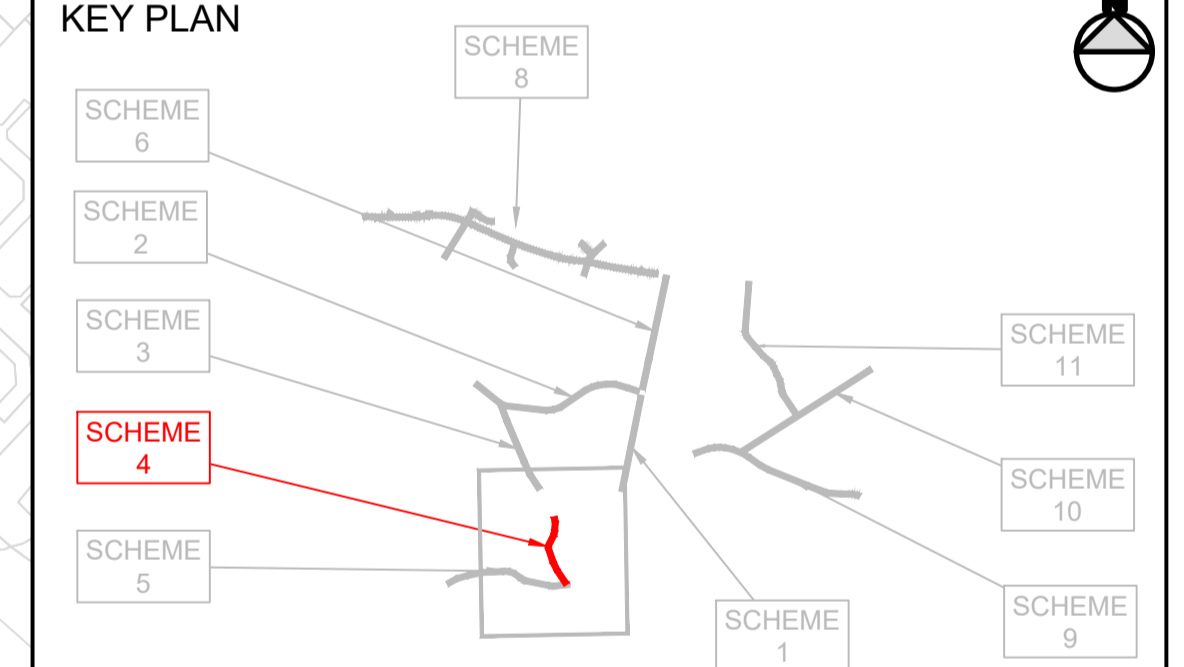
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LEGEND

- BOUNDARY LINE
- ADDITIONAL LAND REQUIREMENTS

KEY PLAN



REV	DATE	DESCRIPTION	BY	CHK	APD
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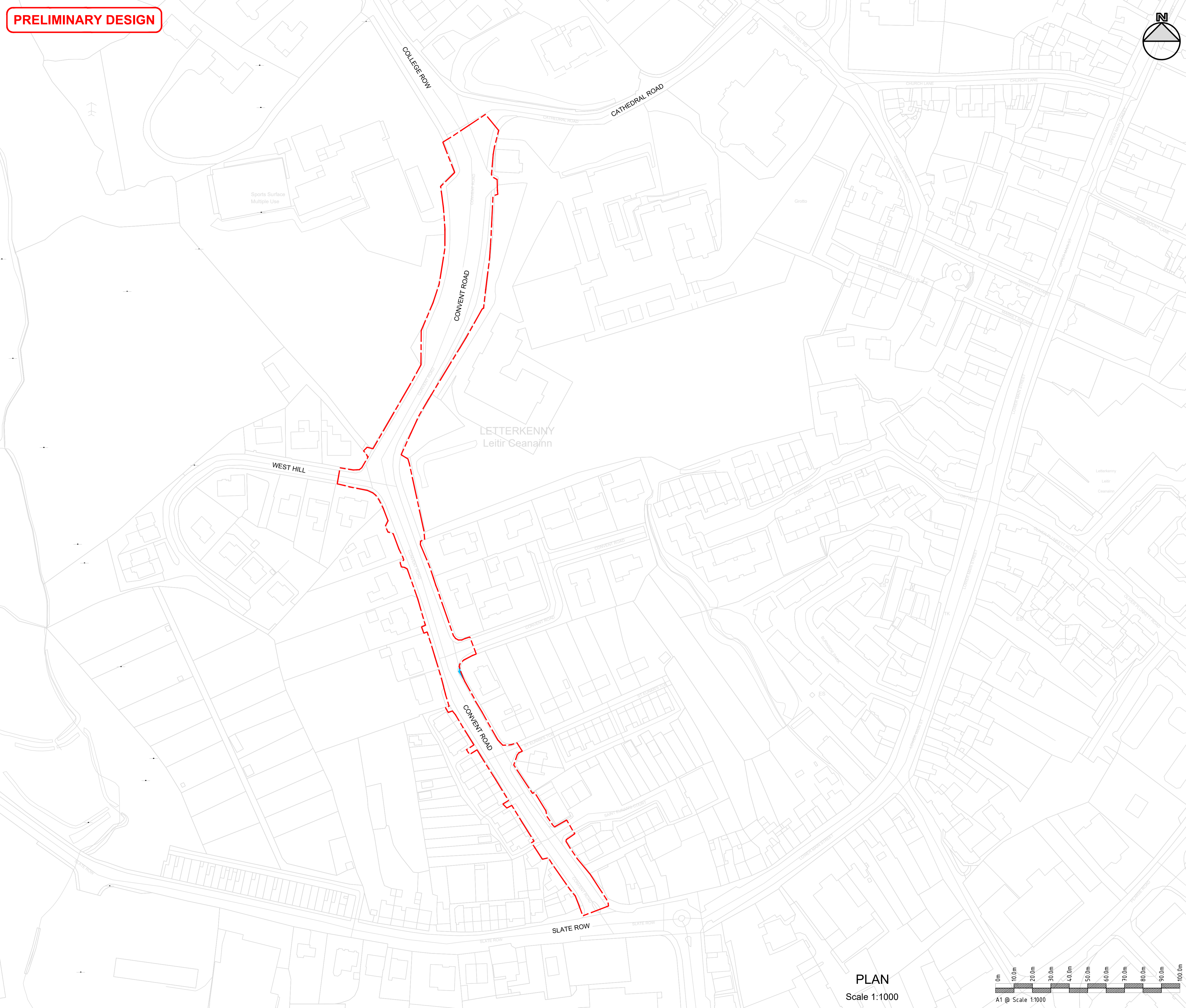


PROJECT LETTERKENNY ACTIVE TRAVEL

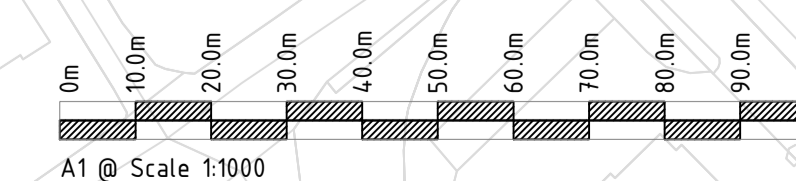
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DRAWING TITLE SCHEME EXTENT
CONVENT ROAD

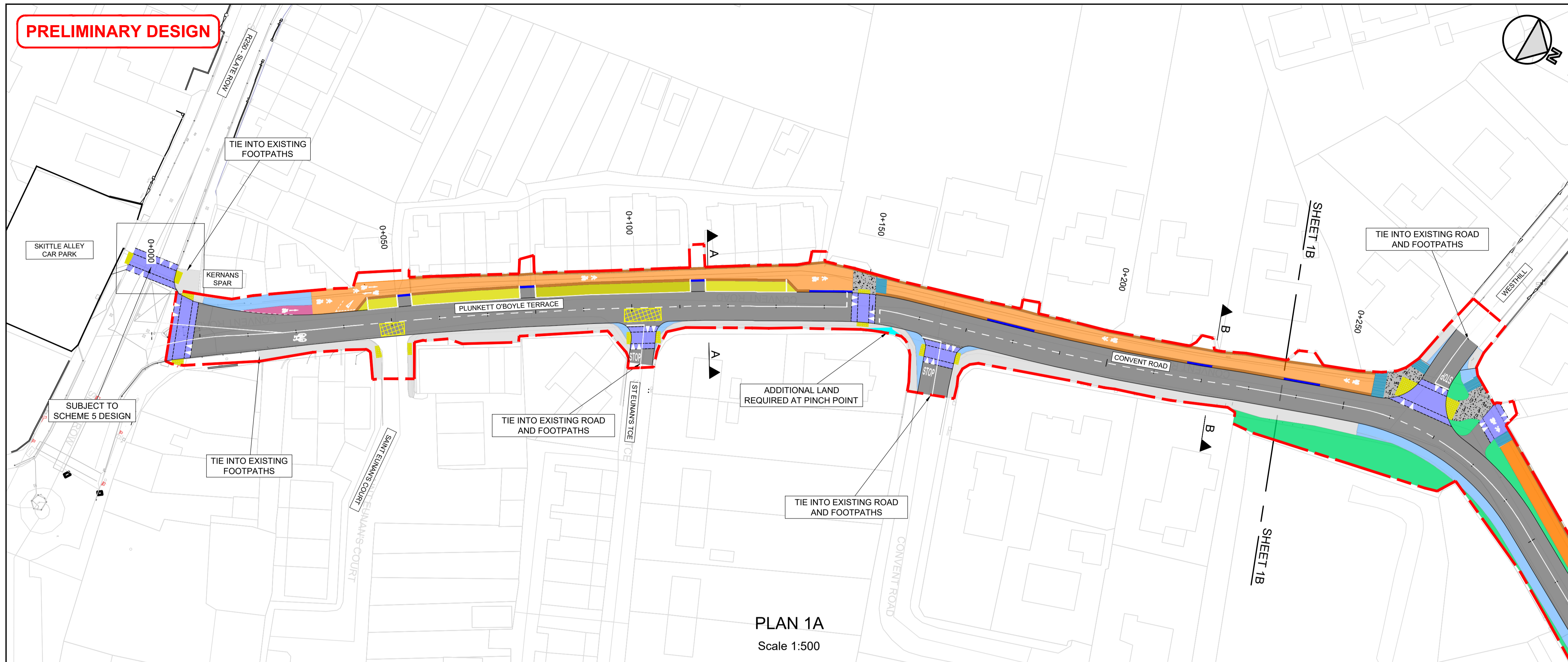
PURPOSE OF ISSUE	STATUS/SUITABILITY	SHEET SIZE
PRELIMINARY	S3 - SUITABLE FOR REVIEW AND COMMENT	A1
DATE	SCALE	REVISION
23/11/2023	AS SHOWN	P01
DRAWING NUMBER		
LKAT-CCC-LA-L04-DR-C-0001		



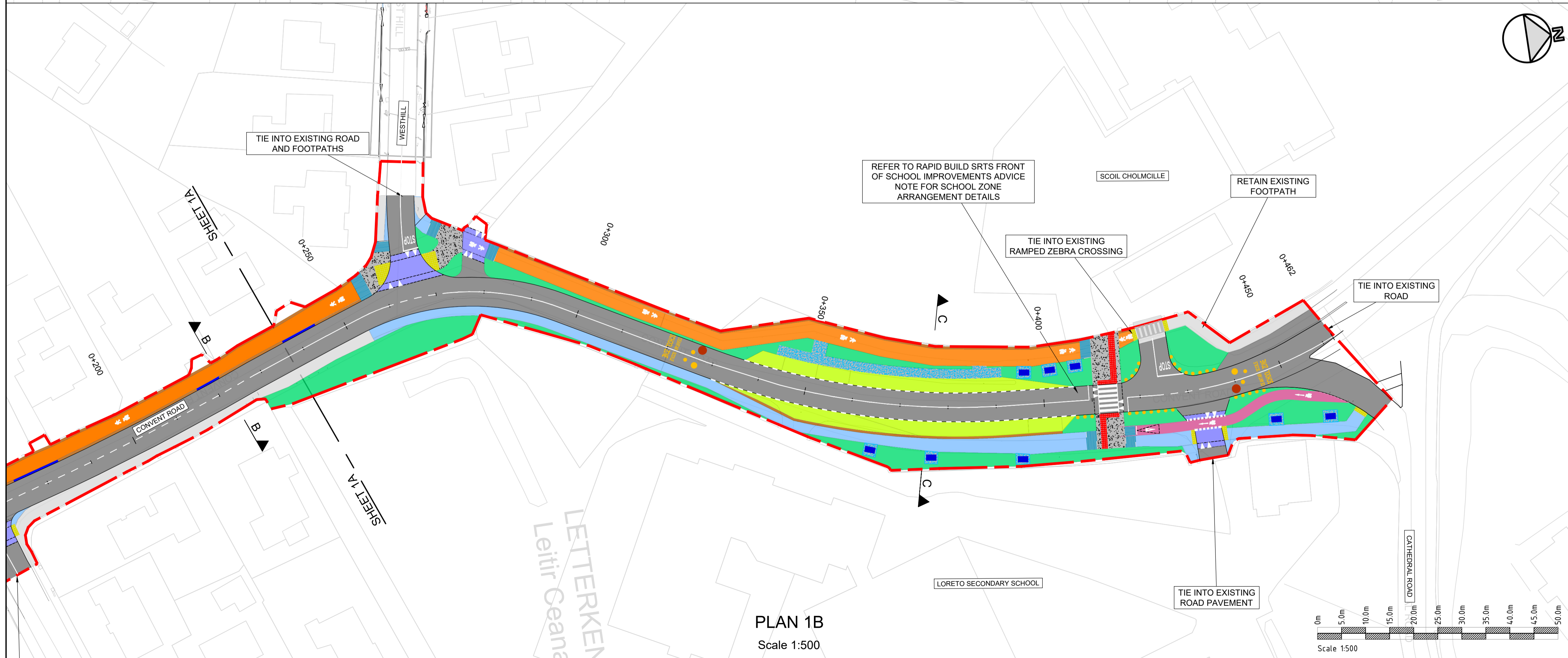
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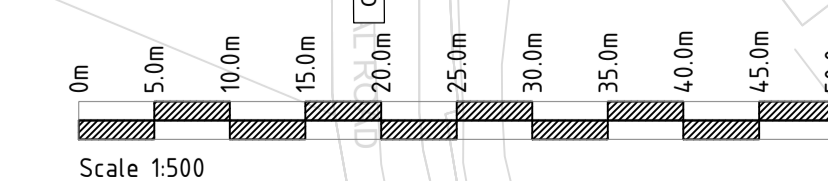
PRELIMINARY DESIGN



PLAN 1A
Scale 1:500



PLAN 1B
Scale 1:500



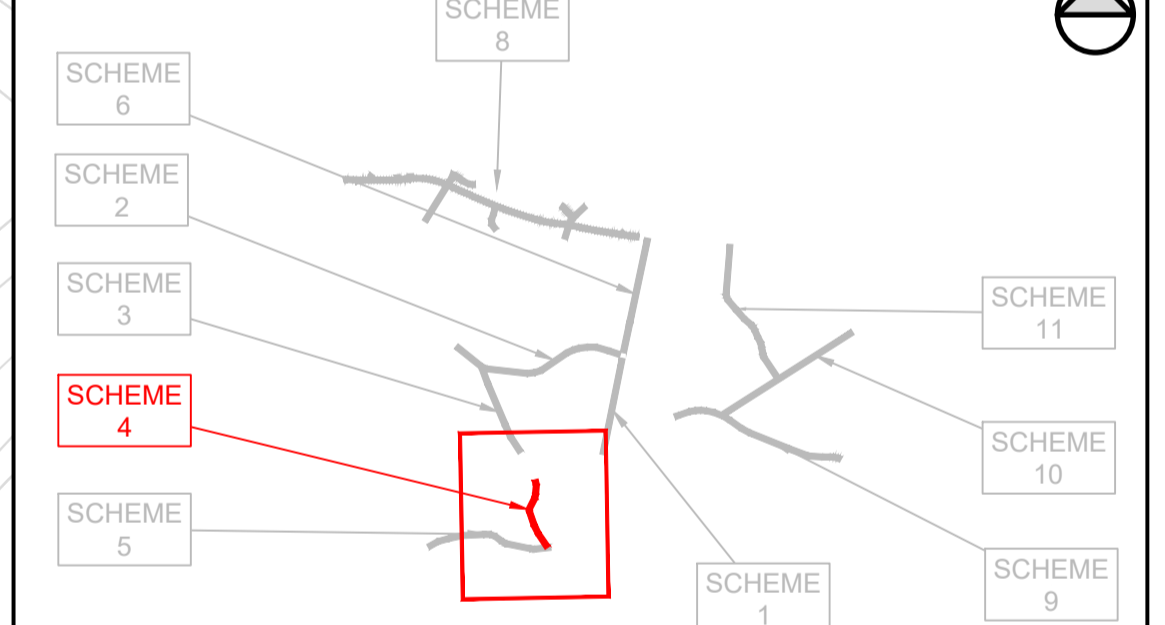
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LEGEND

- BOUNDARY LINE
- ROAD CENTRELINE
- ROAD EDGE
- RAMP OUTLINE
- ADDITIONAL LAND REQUIREMENT
- SHARED USE PEDESTRIAN AND CYCLISTS FACILITY
- 1 WAY CYCLE TRACK
- NEW / UPGRADED FOOTPATH
- EXISTING FOOTPATH TO BE RETAINED
- CONCRETE SHARED SURFACE
- CONCRETE HARD STAND AREA
- SET DOWN AREA
- GRASSED AREA
- LATERAL CLEARANCE / BUFFER
- ON-STREET PARKING
- PEDESTRIAN TABLE RAMP
- SHARED USE PEDESTRIAN AND CYCLIST TABLE RAMP
- MAINLINE CARRIAGEWAY PAVEMENT
- ENTRANCE RAMP KERB
- CONTROLLED CROSSING TACTILE
- UNCONTROLLED CROSSING TACTILE
- CORDUROY PAVING
- SEE TYPICAL CROSS SECTION DRAWING LKAT-CCC-XS-L04-DR-C-0101 FOR DETAILS
- BENCH
- PENCIL BOLLARD

KEY PLAN



REV	DATE	DESCRIPTION	BY	CHK	APD
P03	30/11/2023	PRELIMINARY	YC	RB	MMK
P02	28/09/2023	PRELIMINARY	KK	RB	MMK
P01	19/09/2023	PRELIMINARY	KK	RB	MMK
P00	31/08/2023	PRELIMINARY	KK	RB	MMK

CONSULTANT

CLANDILLON
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CLIENT

Comhairle Contae Dhún na nGall
Donegal County Council

PROJECT **LETTERKENNY ACTIVE TRAVEL**

SCHEME **SCHEME 4**

DRAWING TITLE **GENERAL ARRANGEMENT CONVENT ROAD**

PURPOSE OF ISSUE	STATUS/SUITABILITY	SHEET SIZE
PRELIMINARY	S3 - SUITABLE FOR REVIEW AND COMMENT	A1
DATE	SCALE	REVISION
31/08/2023	1:500	
DRAWING NUMBER		
LKAT-CCC-GA-L04-DR-C-0001		P03

APPENDIX D - AA SCREENING



LETTERKENNY ACTIVE TRAVEL - CONVENT ROAD

Environmental Impact Assessment Screening Report

LKAT-CCC-XX-EN-L04-RP-EN-0002



Client: Donegal County Council
Date: 24.11.2023

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Issue and revision record

Date	Rev	Change Description	Author	Checker	Approver
24.11.2023	P00	FOR CLIENT REVIEW	HS	RB	MMK

Detailed Change Log

Rev	Change Description
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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 Convent 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 the southeast of Letterkenny town, commencing at the junction of Convent Road and the R-250-2 Ballymacool Road to the south.

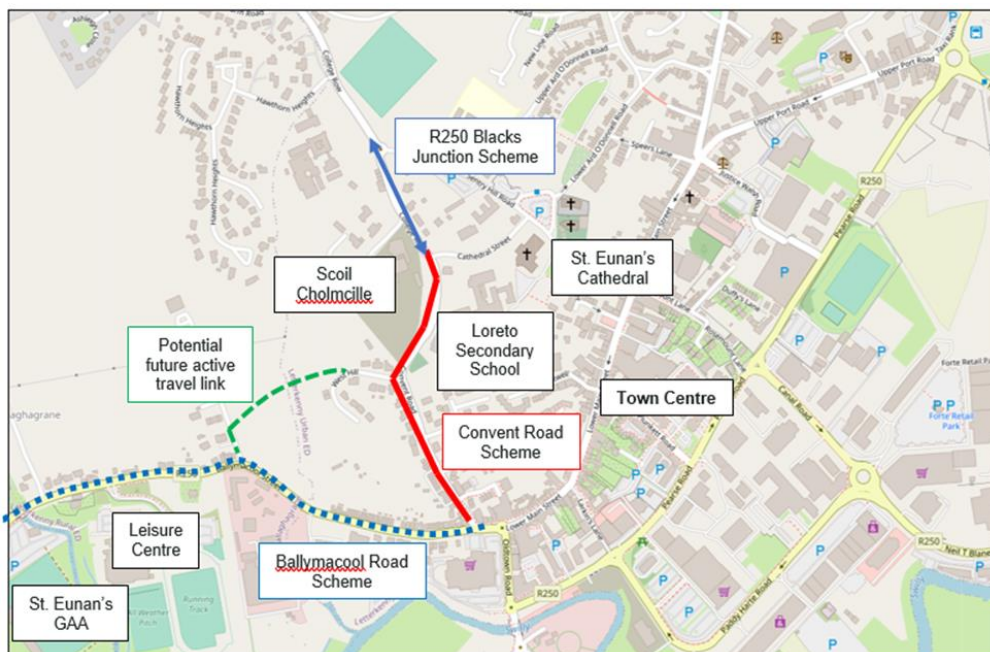


Figure 1: Location of proposed scheme.

2.2 Proposed Active Travel Scheme

The proposed Convent Road scheme is approximately 460m in length, extending to the junction with the L-5010-0 Cathedral Street to the north, where the recently completed R250 Blacks Junction improvement scheme was completed in 2022. The scheme extents are shown in Figure 1 above. Ultimately, this development strives to improve connectivity for pedestrians and cyclists to a number of key amenities in Letterkenny. Convent Road is bound primarily by educational facilities, residential dwellings and commercial properties. Convent Road is an important route with respect to accessibility to the two schools along the scheme (Loreto Secondary School, Scoil Cholmcille).

2.2.1 General Overview

Proposals include the following:

- Narrowing of existing carriageway width to 3.0m to accommodate active travel facilities on the northbound side.
- Retaining the existing kerb line on the southbound side, and the footpath on the east side.
- Provision of dedicated on-street parking spaces on the west side of Convent Road.
- Utilising remaining space between carriageway and boundary walls on the west side for a shared used active travel facility.
- Narrowing of junctions with side roads using tighter junction radii. Uncontrolled raised table crossings will be provided at the junctions.
- Provision of uncontrolled and controlled crossings, where appropriate, to provide connectivity between the northbound and southbound sides.

Land take will be required at some sections of the scheme. This may involve the removal of mature trees or vegetation along the roadside. Site clearance will typically require the removal of road traffic signs, existing kerbs, and chamber covers, and frames. The existing drainage system will largely be retained.

2.2.2 Cycle Facilities

There are no existing cycle facilities on Convent Road. Road space will be reduced to re-allocate space to a shared active travel facility on the north side of the scheme. Proposals for section A (northern section of the road), includes the designation of some of the road carriageway for a shared active travel facility of 3.50m width on the west side and an expansion of the footway on the eastern side. Proposals for section B include the removal of on-street parking to accommodate a shared active travel facility of 3.0m width on the west side, and footpath widening on the east side.

2.2.3 Improvements to Pedestrian Facilities

Footpaths on Convent Road are typically a minimum width of 1.0m but widen at some locations up to a maximum of 3.60m. Along section A of the scheme, footways will be widened to 3.0m on the on the southside of the scheme and a shared use pedestrian and cyclist facility will implemented on the northside, which will be widened to 3.50m, and segregated by a concrete shared area (2.50m in width). The footway will be segregated from the road by a 2.0m-wide concrete area. In section B of the scheme, the western side of the corridor will host a shared active travel facility of max. 3.0m width, and a 2.0m wide footway on the eastern side of the road.

2.2.4 Crossing Facilities

Two formalised crossings are proposed on Convent Road. An uncontrolled table ramp crossing is to be provided. A controlled crossing is proposed outside the school to facilitate safe crossing of school goers and to allow for southbound cyclists to join the shared use facility.

Uncontrolled table ramp crossings are also provided at the junctions.

2.2.5 Junctions, Side Road Junctions and Accesses

Several side road junctions are present on Convent Road. It is proposed that all road junctions are narrowed to promote the safety of pedestrians and cyclists at these conflict points. The introduction of smaller corner radii reduces the crossing length of NMUs on the shared (pedestrian and cycle) surface on the west side and footpath on the east side.

Swept path analyses have been undertaken to ensure that the side roads on the east side can allow for refuse vehicles to navigate the junction safely and for HGVs to make turning movements on Convent Road/Westhill junction, without impacting the safety of active travel spaces.

2.2.6 Construction Materials

It is proposed that 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. At the end of the design process, this will be reviewed.

2.2.7 Utilities

The following utilities have been identified throughout the scheme:

- ENET underground services are present immediately north of the scheme at the junction with Cathedral Road and immediately south of the scheme on Ballymacool Road.
- EIR underground ducts are present along the entire length of the scheme, generally within the eastern verge in addition to 4 no. road crossings and 2 no. large chambers within the carriageway.
- A foul water sewer runs north-south along the length of Convent Road with networks feeding from the surrounding developments in the area.
- 2 no. potable watermains run along the length of the road within the carriageway and verge, including some road crossings
- No Gas Networks Ireland infrastructure was identified in the area
- An Electricity Supply Board (ESB) overhead medium voltage line runs along the length of the scheme.

2.2.8 Drainage

It is proposed to retain and reuse the existing drainage infrastructure except in locations where the kerb line will be relocated to accommodate the proposed active travel. At these locations existing gullies may be relocated to serve the realigned carriageway or other local minor drainage diversions as required. The exact nature of the drainage diversions will be identified at the next stage of design.

2.2.9 Construction Phasing

Construction is predicted to start in Quarter 3 (Q3) 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 X.X 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.

Screening Matrix for Mandatory EIA for Road Projects

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 consisting of the construction of a proposed public road or the improvement of an existing public road, namely:	Article 8 of the Roads Regulations, 1994 (prescribed type of road development for the purposes of S. 50(1)(a)(iv) of Section 50 of the Act	Neither the existing road nor the proposed realigned roads include four or more lanes. Mandatory threshold not reached.
<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. 		The proposed development does not involve the construction of a bridge or a tunnel of more than 100m in length. Mandatory threshold not reached.

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 outlined 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 Convent 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; • 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 460m section of Convent Road between the junction of Convent Road and the R-250-2 Ballymacool Road to the south and extending to the junction with the L-5010-0 Cathedral Street to the north.

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 the proposed Ballymacool Road Active Travel to the south and connects to the recently completed Cathedral one-way project to the north. Designs proposed include the narrowing of the roadway to accommodate shared active travel facilities and wider footpaths along Convent Road. Junction radii will be tightened and the provision of appropriate crossings will improve connectivity between other schemes and routes.

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.

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 Convent Road. The project will involve break up and removal of sections of kerbs 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 arising 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 500m 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 Convent Road with the exception of very minor landtake along the route at a pinch point. The land take requirement 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 be 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.

Convent 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. Two watercourses flowing into the River Swilly are mapped approximately 131m east of Convent Road and 186m west respectively. The River Swilly is approximately 133m south of Convent Road. No instream or bankside works are required.

BIODIVERSITY

The proposed scheme is not located within any European or national designated area. The subject site is located within the Urban Core of the Letterkenny Area and has been described in the Letterkenny Plan and Local Transport Plan (2023-2029) as being of Low to Moderate Biodiversity.

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 almost entirely located within the footprint of the existing Convent Road roadway. The edges of the road are characterised by grassy verges, residential boundary walls and shrubs/treelines. However, the removal of trees and verge side vegetation is not required to accommodate the new layout.

A survey was completed in December 2022 by Flynn Furney Environmental Consultants (FFEC) during which no protected bird species were observed during the site visit. No suitable amphibian habitat was observed. No evidence of protected mammal species were observed. No invasive species were recorded along the route. There are grass verges at various locations along the route as well as treelines, shrubs and hedging in gardens. At the top of Convent Road, there are numerous well established stands of deciduous trees. In particular, trees along the boundary of the Loreto Convent grounds and just before the new national school on the left hand side require consideration.

No habitats of significant ecological value were noted on 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
- Stone walls BL1
- Amenity grassland GA2
- Treeline WL2

The subject site is located within the Urban Core of the Letterkenny Area and has been described in the Letterkenny Plan and Local Transport Plan (2023-2029) as being of Low to Moderate Biodiversity.

Prior to commencement of construction works, it is recommended that the Contractor commission a bat survey.

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 Convent 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

European Waste Code (EWC)	Waste Stream
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, educational facilities and local businesses. Construction activity will lead to temporary increases in road traffic along Convent Road. 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 busy road which serves several establishments including Loreto College, Scoil Cholmcille and adjacent residences and residential estates.

The educational and adjacent residential areas 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 Convent Road.

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 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 Convent 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 adjacent residences, schools and local businesses 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 and in many cases, full or light segregation, where possible, from other modes and cyclists. Local traffic calming, improved priority and signalling at junctions will be required in some instances.

The design provides tactile paving to ensure the visually impaired can identify pedestrian crossing locations. Pedestrian crossing locations are designed to ensure wheelchairs have ease of access through the crossing. There are a number of bus stop locations along the scheme with ease of access provided.

It is considered that during the operational phase the proposed scheme will provide a safer route for pedestrians, cyclists, residents and those accessing the school than the existing situation.

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

5.1.9 Flood risk

Convent 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. The River Swilly is located south of the scheme

The area around the proposed scheme does not have a history of flooding. The River Swilly has a history of extensive coastally influenced and fluvial flooding but the scheme is located at a higher elevation than the extents of mapped flooding (www.floodinfo.ie)

The Strategic Flood Risk Assessment (SFRA) for the Draft Letterkenny Plan and Local Transport Plan 2023-2029 has been reviewed. The area of the proposed scheme does not lie with any areas mapped as being at risk of flooding. 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 were available for inspection and public consultation from 11 August 2023 to 8 September 2023. The consultation period is now over and submissions are being considered.

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 Convent 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, Buncrana 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 Convent 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: West/College Road Assessment	Develop safe active travel facilities on foot of a holistic study of the wider surrounding area inclusive of having regard to the Southern Network Project linkages.
Chapter 19	Behavioural Change Programmes	Accelerate the delivery of walking/scooting and cycling infrastructure on key access routes to schools
Chapter 20	Strategic Roads Strategy	Environment: Reduce overall air pollution levels near sensitive receptors caused by congestive queuing of vehicles and to reduce overall traffic noise levels near sensitive receptors. Sustainable Transport/Active Travel: To encourage sustainable/active travel modes by providing walking and cycling infrastructure as an integral part of the project, and segregating strategic traffic from localised traffic thus easing congestion and freeing up urban road space for sustainable travel modes including bus transport.
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.

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

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: <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	It is a policy of the council to: <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	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.
Chapter 9 LK-TC-P-05	Town Centre Strategy	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: <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

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 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 an 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’ • 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 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	It is a policy of the Council to: <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; • 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	It is a policy of the Council to: <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

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"> 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
CS-O-13	Donegal County Development Plan: Core Strategy Objectives	To promote the integration of land use and transportation so as to encourage modal shift and the development of sustainable transport policies.
CS-O-17	Donegal County Development Plan: Core Strategy Objectives	<p>It is an objective of the Council to promote sustainable development and transportation strategies in urban and rural areas including the promotion of measures to1:</p> <ul style="list-style-type: none"> Reduce energy demand in response to the likelihood of increases in energy and other costs due to long-term decline in non-renewable resources; Reduce anthropogenic greenhouse gas emissions; and Address the necessity of adaptation to climate change
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,

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

		between settlements. Adequate car parking facilities shall be provided, where required, in association with any such developments.
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 off 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 it's 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

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

ensure compliance with the provisions of the Planning System and Flood Risk Management Guidelines for Planning Authorities.

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

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

		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 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)

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

		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 .
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 Framework'. Section 15.3 'National Guidance' Policy	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.

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

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 Chapter 19: 'Walking/Pedestrian Strategy'. Section 19.4 'Active Travel Policies and Objectives'	Insert new objectives in Section 19.4 'as follows (new text in blue) - 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. 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. 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. Insert new policy as follows (new text in blue) - 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.
MA57	Chapter 20: 'Strategic Roads Strategy' renamed to 'Public Transport Strategy'.	Insert new section 20.3 entitled 'Proposed Intervention Measures for Implementation of an Enhanced Town Centre Public Transport Network' - See Appendix E.
MA58	Chapter 21: 'Town Centre Transport Strategy'	Insert New Table 21.1 entitled 'Town Centre Linkages' - See appendix F
MA60	Chapter 21: 'Town Centre'. Section 21.4 'Town Centre Strategy Objectives and Policies'.	Amend Policy LTP-TC-P-1 as follows (New text in blue) 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: <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;

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		<ul style="list-style-type: none"> 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	<p>Chapter 21: 'Town Centre'.</p> <p>Section 21.4 'Town Centre Strategy Objectives and Policies'.</p>	<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> <ul style="list-style-type: none"> 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	<p>Map 19.2A Walking Network (New Map)</p> <p>Map 19.2B Proposed Cycle Network</p>

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

Soil

The GSI 100K bedrock Geology online mapping shows that Convent Road is underlain by Bedrock of the Termon Formation which is a banded schist (a dark, graphitic rock interbedded with dolomitic marble). Immediately north of the scheme along College Row, bedrock outcropping is mapped running along the line of College Road. Quaternary Sediment mapping indicates that the site is of the proposed active travel scheme is made ground. To the left of Convent Road, till has been mapped and further south of Main Street alluvium from the River Swilly and Estuary is mapped underlying the land surface.

Land

The site and surrounds is urbanised with roads, businesses, educational institutions, and residential dwellings and estates. There schools are set in landscaped grounds.

CORINE Land Cover 2018, indicates the land cover type in this area predominantly includes '*Discontinuous urban fabric*' (Code 112).

The gradient of the Convent Road particularly from the bottom of Convent Road rising up towards West Hill is relatively steep. There are one off-dwellings and residential housing fronting along both sides of the road comprising linear development. 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.

Travelling up from R250 junction with Convent Road, the area is primarily commercial changing to residential along both sides of Convent Road. Residences generally front directly onto the roadway with limited off-street parking. In these locations, residential parking needs need to be considered.

Gardens contain a mixture of grassed areas, paving, trees and shrubs. As you travel uphill from St. Eunan's Terrace, both sides of the road are generally bounded by one-off houses along the left hand side and side boundaries of houses at the edge of residential estates on the right hand side.

Houses have different boundary treatments including low walls (rendered and pebble dashed), wooden fencing, hedging and pathways. There are a number of trees within the gardens rising up towards the schools on both sides of the road. There is a steep rise to where Convent Road veers to the right. Looking southwards, there is a view down Convent Road and towards the hills beyond the town interspersed with residential estates and one-off dwellings.

On the left hand side, the landscape is dominated by a stand of trees before the new school at St Cholmcille's at the top of the hill. On the right hand side of Convent Road as the hill rises, mature trees are present along the roadway and particularly within the grounds of the Loreto Convent and School. This forms a group of deciduous trees which are a significant landscape feature at their elevation.

The grounds of the Loreto Convent and School are partially bounded by a stone wall which is a local landmark behind which lies a convent graveyard and extensive school grounds and buildings. Mature trees protect views of the graveyard and school before the entrance gate. There is a set down area for school drop offs along the left side of the roadway.

The road on the right hand side has a line of bollards and a grassed verge before the main gate to the Loreto grounds and gate lodge. Stone benches are located along this stretch of road.

At the top of the hill, Saint Eunan's Cathedral becomes a dominant landscape feature . This is an important view in terms of landscape setting as well as the view looking down from the top of Convent Road.

Water

Convent 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. Two watercourses flowing into the River Swilly are mapped approximately 131m east of Convent Road and 186m west respectively. The River Swilly is approximately 133m south of Convent Road.

Biodiversity

The Convent 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 surrounding the Convent Road Active Travel Scheme

Natura and other Protected Sites			
Code	Designation	Description	Distance from Scheme (km)
002287	SAC	Lough Swilly	1.4
004075	SPA	Lough Swilly	2.3
002176	SAC	Leannan River	6.9
000116	SAC	Ballyarr Wood	8.3
004060	SPA	Lough Fern	10.4
004039	SPA	Derryveagh and Glendowan	14
002047	SAC	Cloghermore Bog & Glenveagh National Park	14
000230	SAC	The River Finn	18

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 were observed. No invasive species were recorded along the route. There are grass verges at various locations along the route as well as treelines, shrubs and hedging in gardens. At the top of Convent Road, there are numerous well established stands of deciduous trees. In particular, trees along the boundary of the Loreto Convent grounds and just before the new national school on the left hand side require consideration.

No habitats of significant ecological value were noted along 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
- Stone walls BL1
- Amenity grassland GA2
- Treeline WL2

The subject site is located within the Urban Core of the Letterkenny Area and has been described in 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 nearby streams. 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 Swilly 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 approximately 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 Urban Electoral Division (ED). For this ED, the population is recorded as 2,624. Within 2km of the centre point of the proposed active travel scheme, the population is recorded in Census 2022 as 15,027 which, within a 2km radius, equates to a population density of $15,027 / 12.566 = 1,196$ 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 2 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).

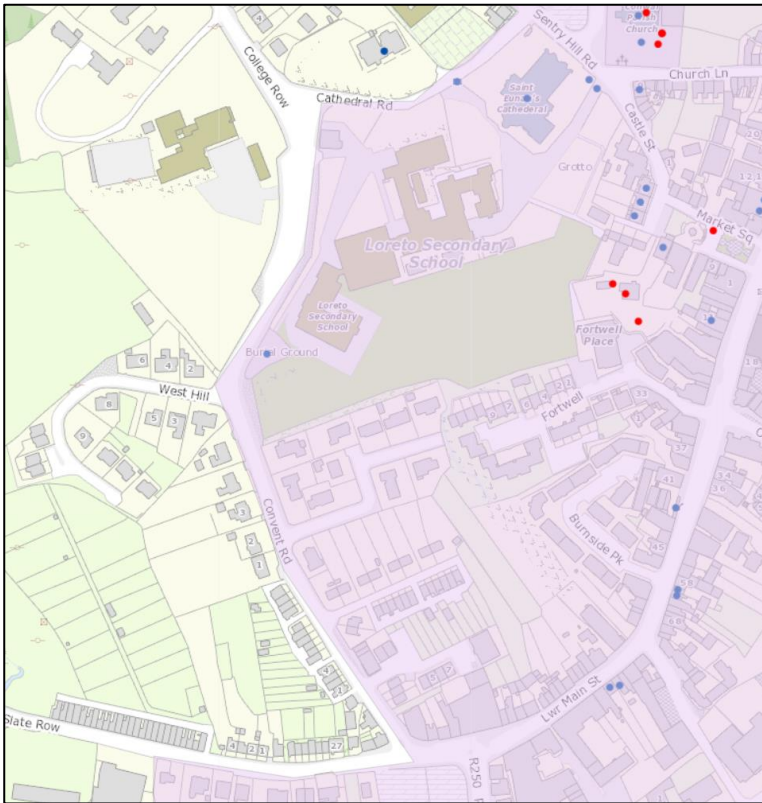



Figure 2: Excerpt from Historic Environment Viewer showing Convent Road and Surrounds

Convent Road is located within a Zone of Notification along the whole length of the proposed Active Travel Scheme. Immediately adjacent to Convent Road behind a stand of trees is a graveyard which was mapped on the historic OS 6” mapping. The description from NIAH is given below:

Table 10: Excerpt from NIAH/RMP

Graveyard details from the NIAH					
Reg No.	Name	Location	Use	Rating	Picture
40503094	Letterkenny Loreto Convent	Adjacent	Graveyard/ Cemetery	Regional	

In addition, the Ecclesiastical Architectural Conservation Area (ACA) lies adjacent to the top of the scheme north of Cathedral Road and east of the Loreto Secondary School. Significant constraints include the cemetery/graveyard and the stone wall and historic trees bounding the graveyard. These sites are unlikely to be significantly, negatively impacted by the proposed development. A Zone of Notification ‘gives an indication that archaeological considerations may be an important aspect in consideration of any development proposed with the area and an archaeology report for the proposed scheme should be prepared. However, as there are no recorded sites within the zone of notification that are within the site boundary, no significant impacts are anticipated. Archaeology has also been considered within the project documentation that states that ‘archaeological monitoring of excavation works during the design process’ will be carried out.

The Local Authority shall make the necessary notifications under Section 12 within the appropriate timeframe (ie such that commencement of the works shall not take place until a period of two months

after giving the notice, has passed.) All required consents and licenses shall be obtained prior to commencement of construction.

No significant impacts are anticipated

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, educational and commercial properties in the area. The proposed scheme is located in the southeast of Letterkenny town, commencing at the junction of Convent Road and the R-250-2 Ballymacool Road to the south. The proposed Convent Road scheme is approximately 460m in length, extending to the junction with the L-5010-0 Cathedral Street to the north, where the recently completed R250 Blacks Junction improvement scheme was completed in 2022.

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 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 at one location 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. 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.

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 some trees and road verge. Additionally, minor landtake will be required at one location.

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 an existing carrier drain which is connected to the town surface water 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 treelines, non-native shrubs, grassed verges and residential gardens, the majority of works will occur within existing areas of hardstanding and only a minor amount of habitat loss is required to facilitate the scheme.

Impacts within the site boundary during the construction stage will include some minor disturbance to biodiversity as a result of site clearance and excavation. Where land take is required, modifications to the immediate environment surrounding the works may have temporary adverse impacts on habitats, however, this is not likely to be significant.

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.

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.

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 Convent 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 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 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 is located near a graveyard and within the Letterkenny Architectural Conservation Area (ACA) Zone of Notification. Therefore an archaeological report should be prepared.

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 urban area. Although it includes some treelines, grass verges and residential gardens, 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 minor disturbance to habitats as a result of excavation, site clearance and minor land take in some areas. However, the removal of trees is not required to accommodate the scheme.

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 Convent 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 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 Convent 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 Convent 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.



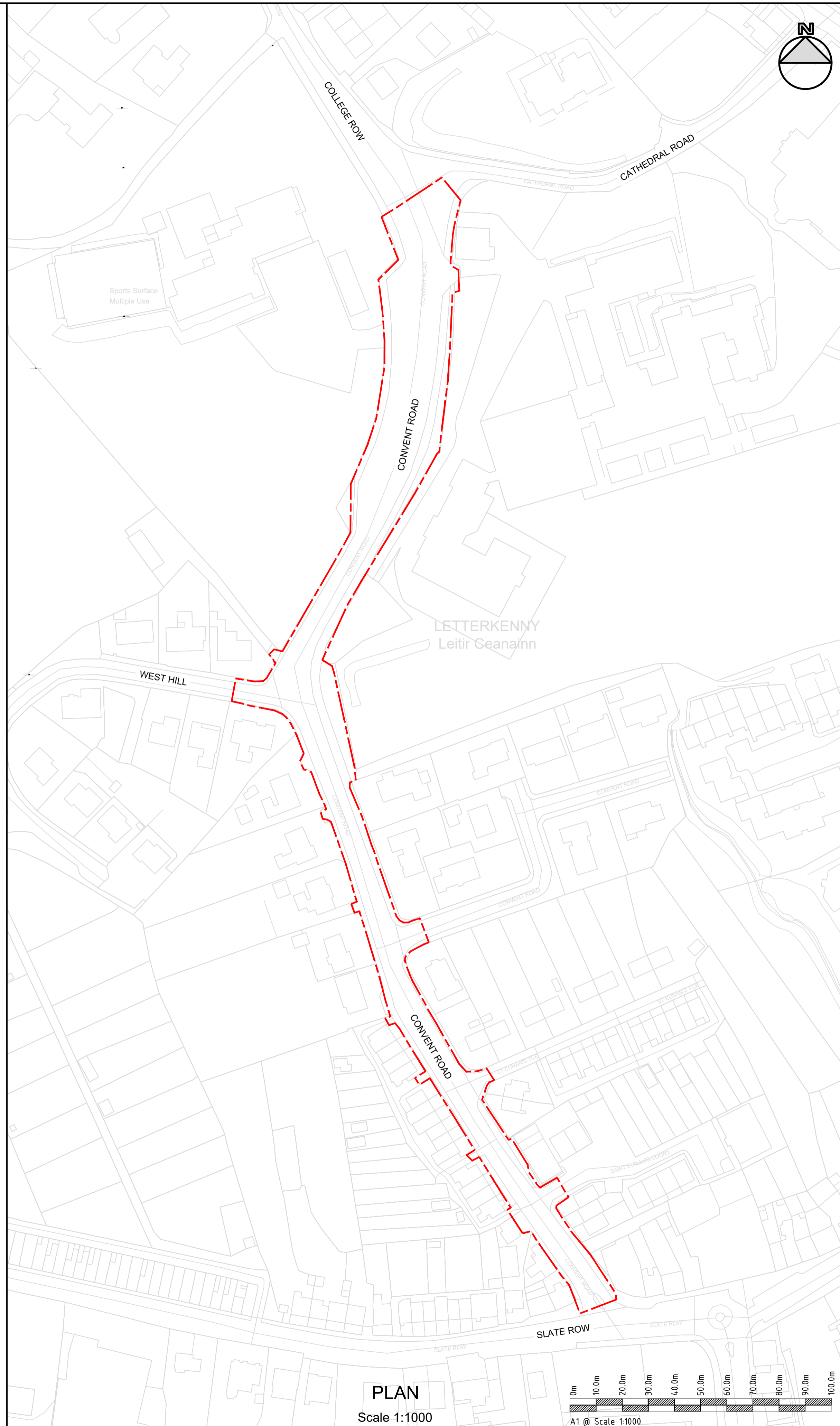
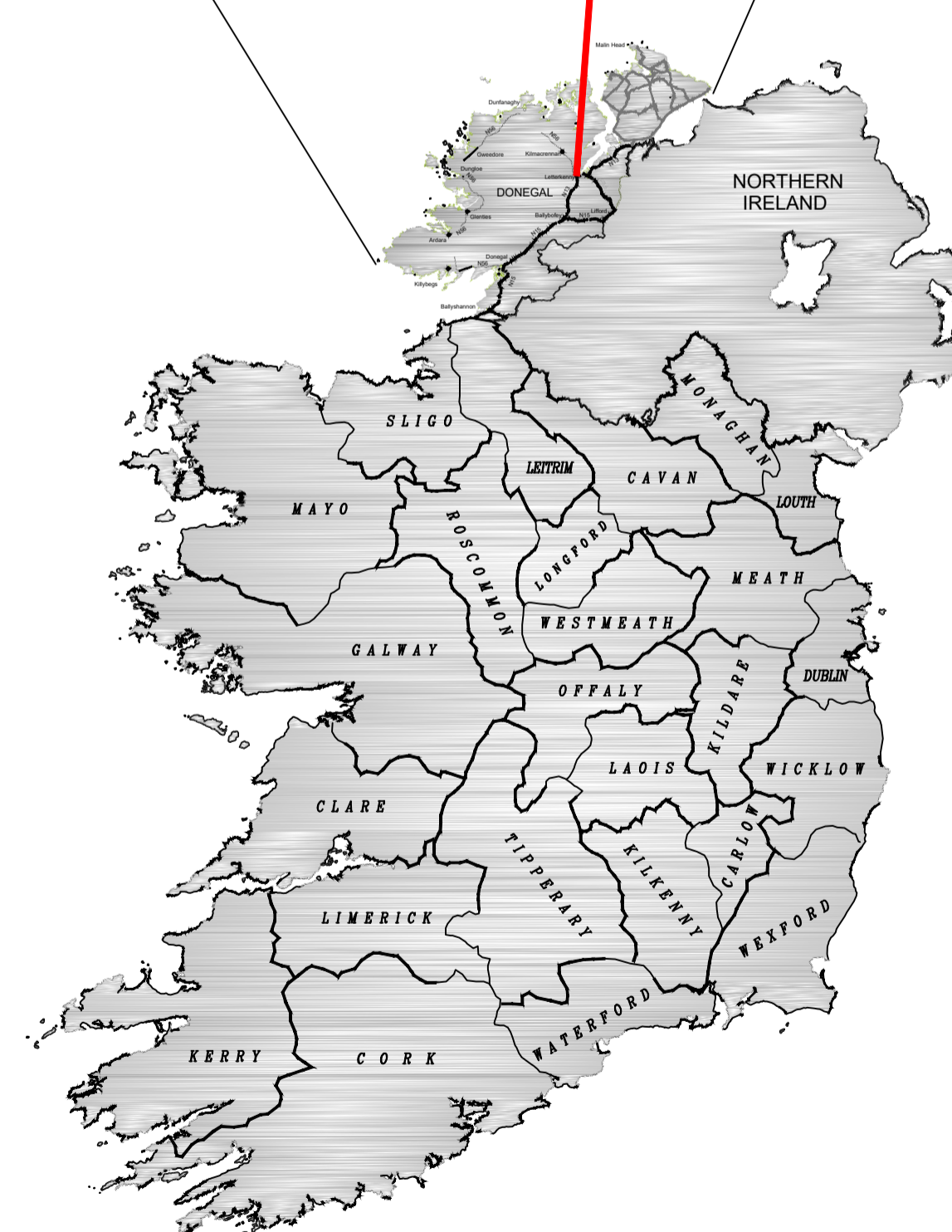
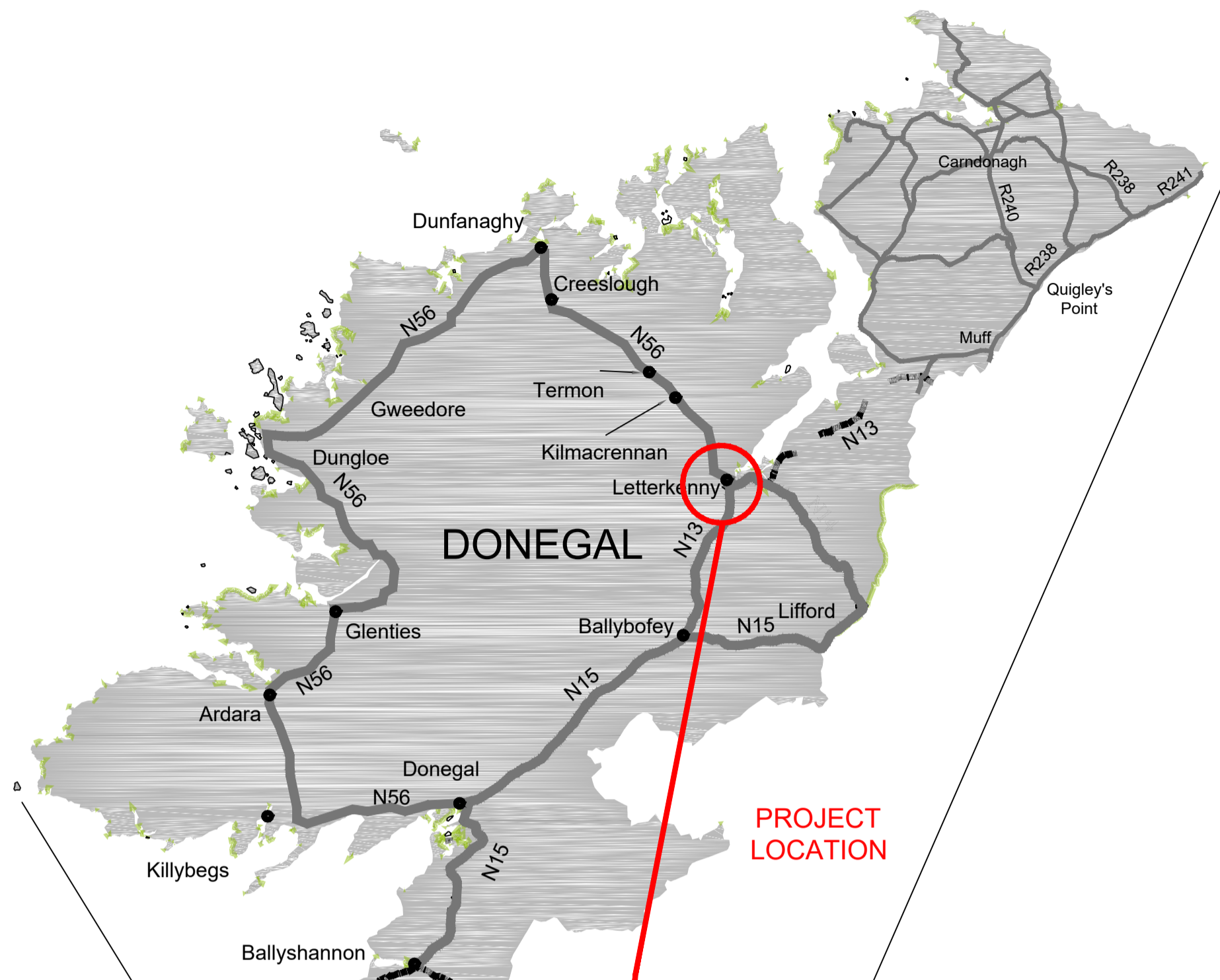
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APPENDIX A - DRAWINGS



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PRELIMINARY DESIGN



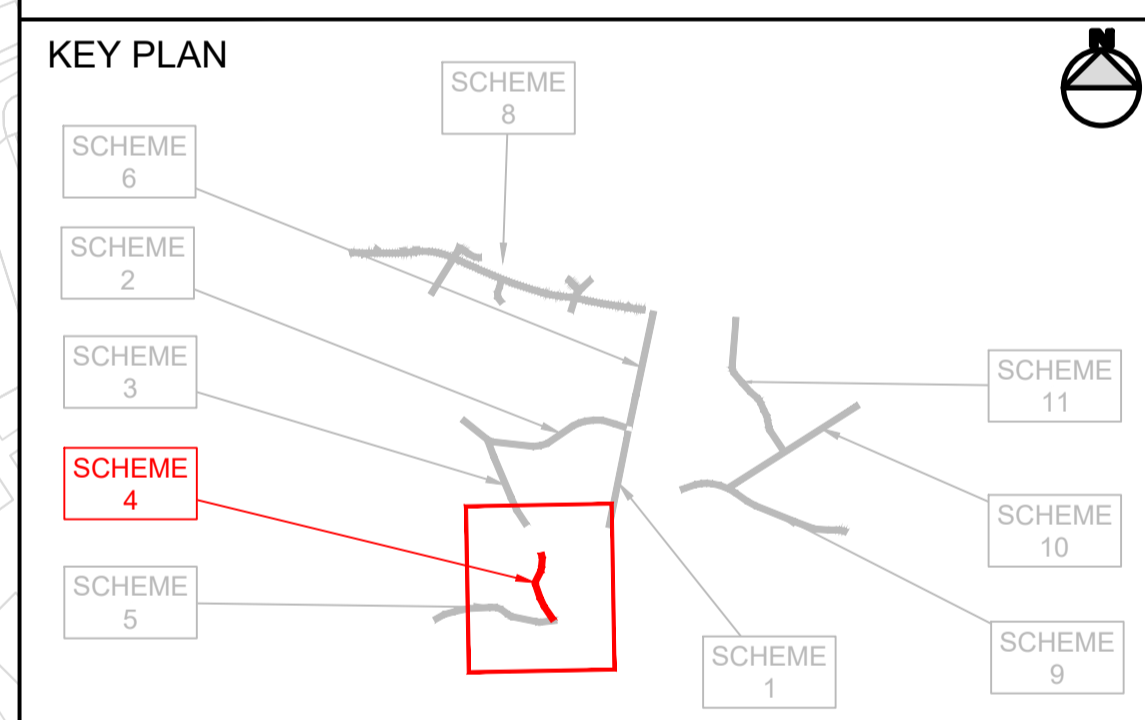
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LEGEND

--- PROJECT LOCATION



REV	DATE	DESCRIPTION	BY	CHK	APD
P01	30/11/2023	PRELIMINARY - BOUNDARY EXTENDED	YC	RB	MMK
P00	23/11/2023	PRELIMINARY	YC	RB	MMK



PROJECT
LETTERKENNY ACTIVE TRAVEL

SCHEME
SCHEME 4

DRAWING TITLE
PROJECT LOCATION & EXTENTS
CONVENT ROAD

PURPOSE OF ISSUE	STATUS/SUITABILITY	SHEET SIZE
PRELIMINARY	S3 - SUITABLE FOR REVIEW AND COMMENT	A1
DATE	SCALE	REVISION
23/11/2023	AS SHOWN	
DRAWING NUMBER		
LKAT-CCC-GA-L04-DR-C-0000		P01

PRELIMINARY DESIGN



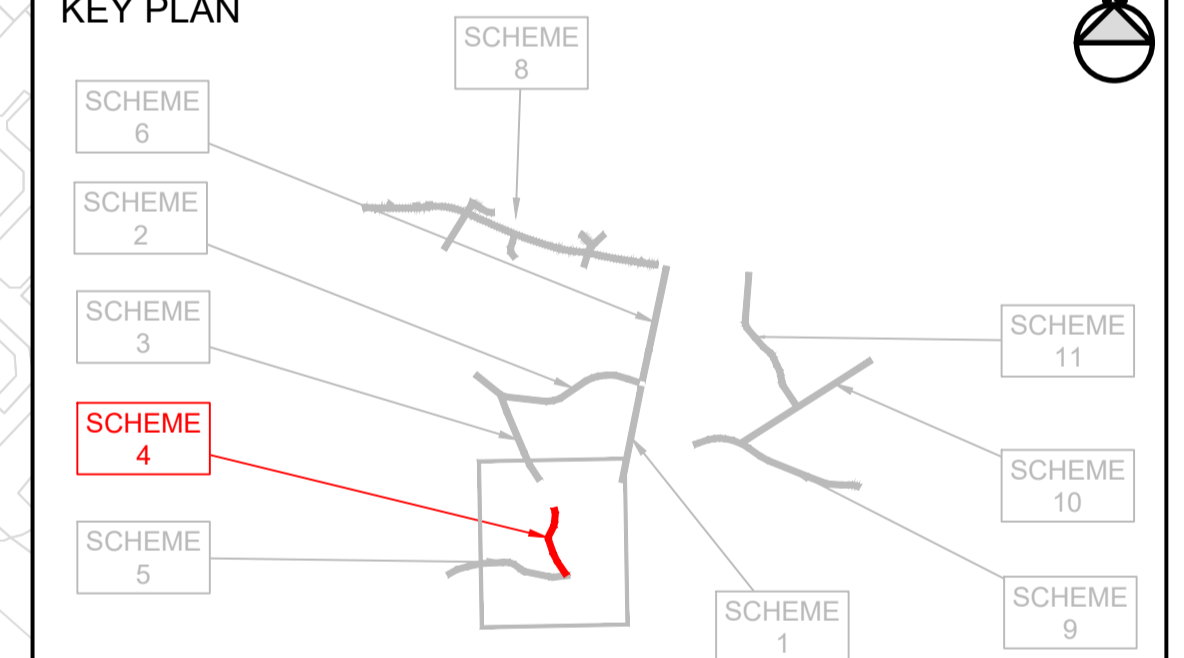
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LEGEND

- BOUNDARY LINE
- ADDITIONAL LAND REQUIREMENTS

KEY PLAN



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

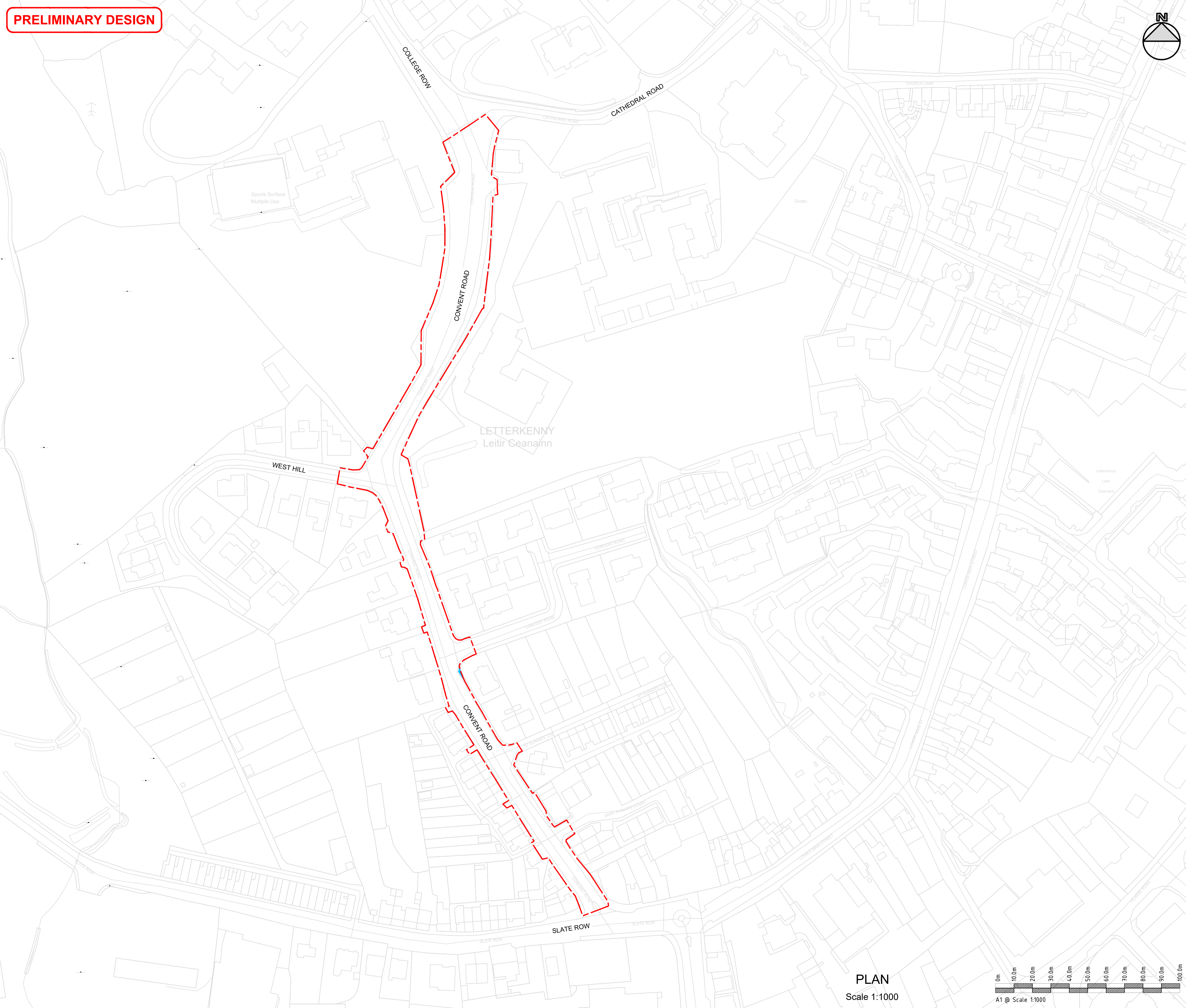


PROJECT LETTERKENNY ACTIVE TRAVEL

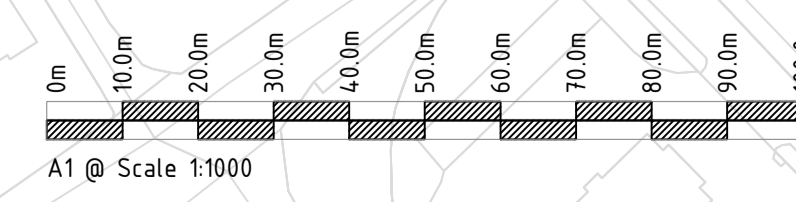
SCHEME SCHEME 4

DRAWING TITLE SCHEME EXTENT
CONVENT ROAD

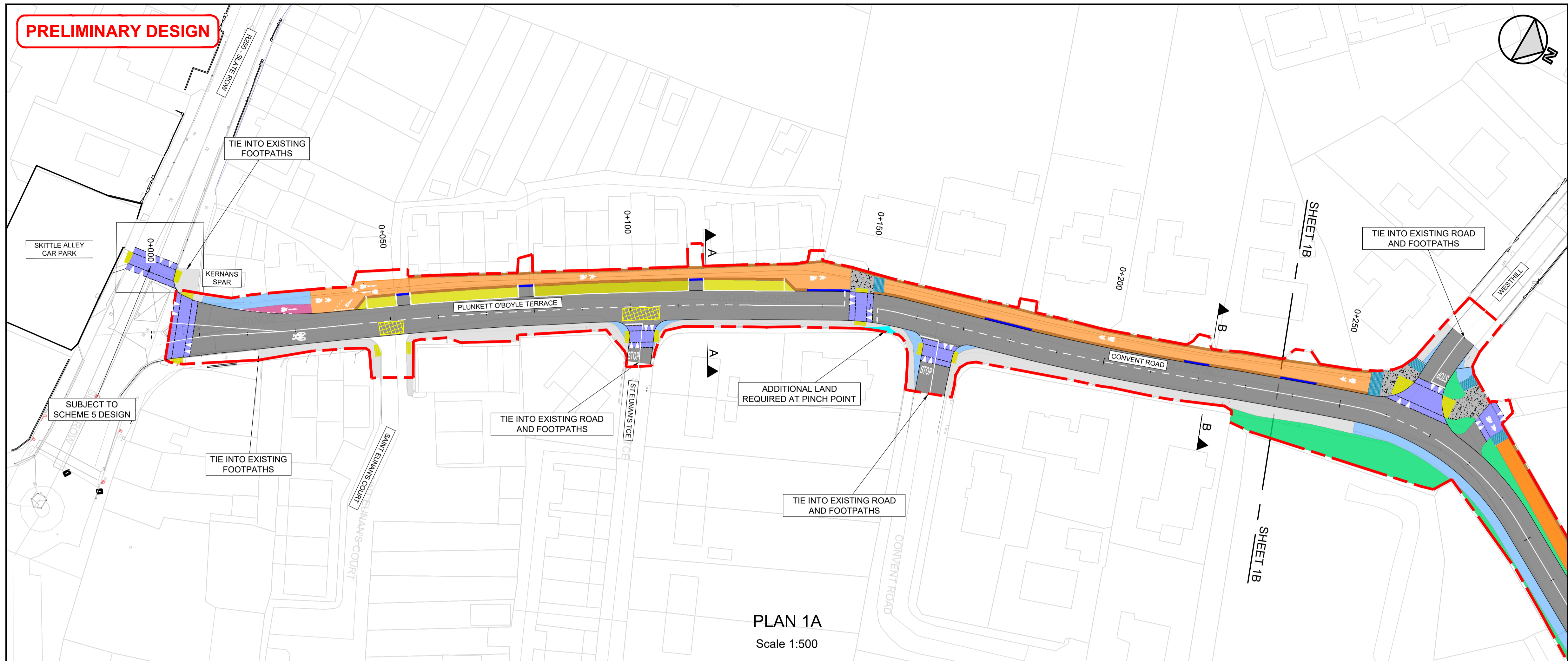
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DATE	SCALE	REVISION
23/11/2023	AS SHOWN	P01
DRAWING NUMBER		
LKAT-CCC-LA-L04-DR-C-0001		



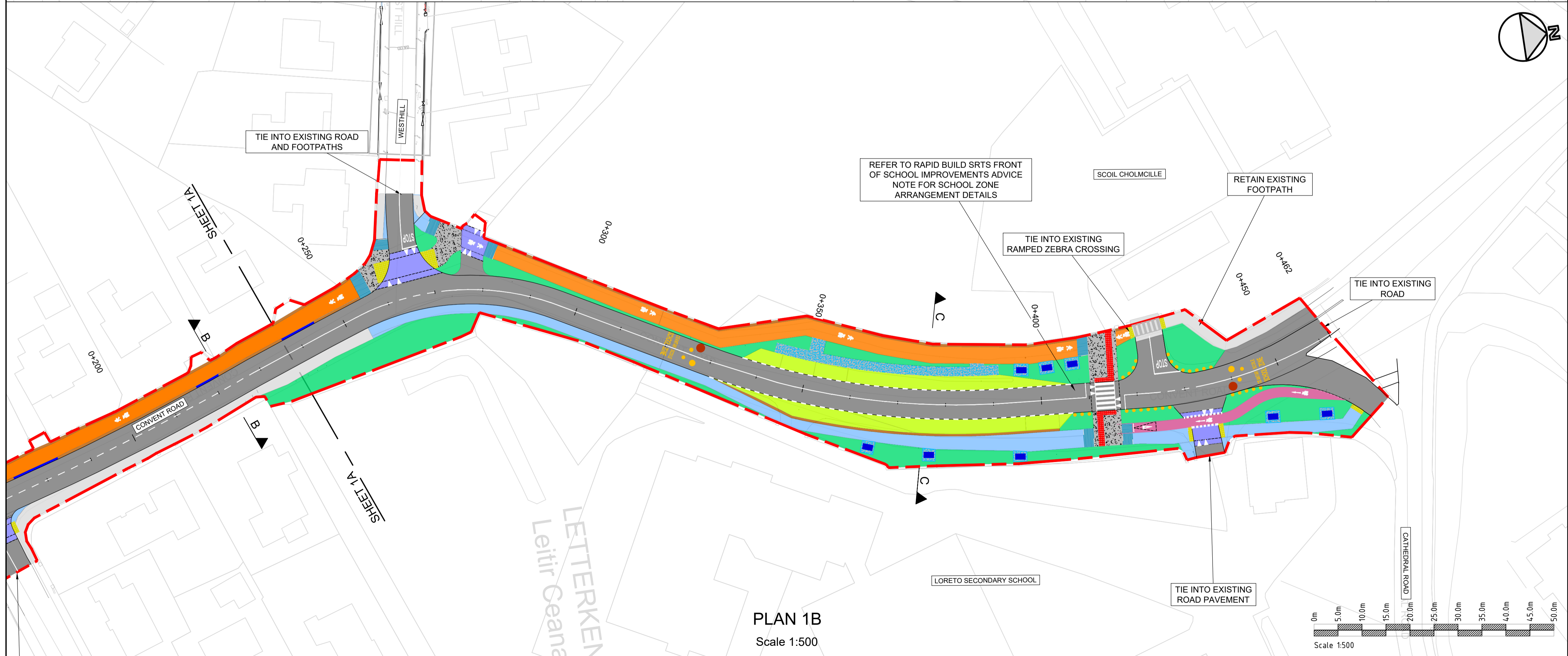
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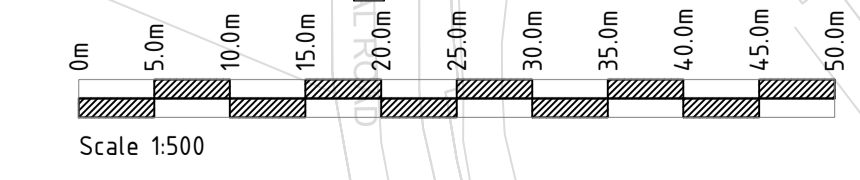
PRELIMINARY DESIGN



PLAN 1A
Scale 1:500



PLAN 1B
Scale 1:500

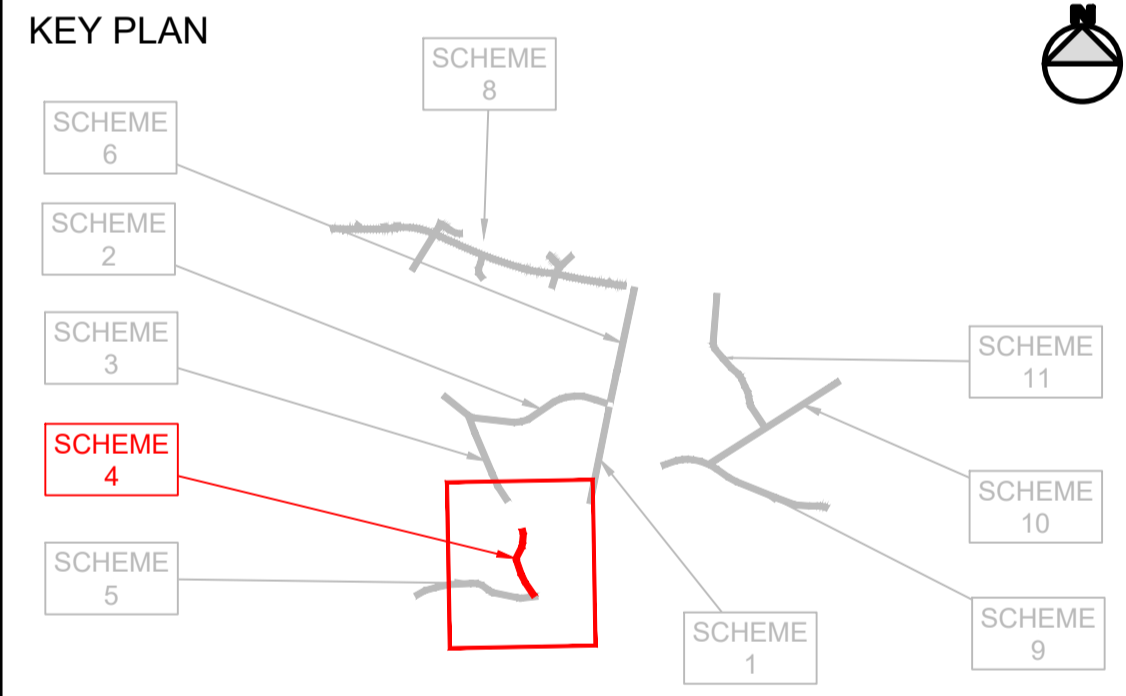


NOTES

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LEGEND

- BOUNDARY LINE
- ROAD CENTRELINE
- ROAD EDGE
- RAMP OUTLINE
- ADDITIONAL LAND REQUIREMENT
- SHARED USE PEDESTRIAN AND CYCLISTS FACILITY
- 1 WAY CYCLE TRACK
- NEW / UPGRADED FOOTPATH
- EXISTING FOOTPATH TO BE RETAINED
- CONCRETE SHARED SURFACE
- CONCRETE HARD STAND AREA
- SET DOWN AREA
- GRASSED AREA
- LATERAL CLEARANCE / BUFFER
- ON-STREET PARKING
- PEDESTRIAN TABLE RAMP
- SHARED USE PEDESTRIAN AND CYCLIST TABLE RAMP
- MAINLINE CARRIAGEWAY PAVEMENT
- ENTRANCE RAMP KERB
- CONTROLLED CROSSING TACTILE
- UNCONTROLLED CROSSING TACTILE
- CORDUROY PAVING
- SEE TYPICAL CROSS SECTION DRAWING LKAT-CCC-XS-L04-DR-C-0101 FOR DETAILS
- BENCH
- PENCIL BOLLARD



REV	DATE	DESCRIPTION	BY	CHK	APD
P03	30/11/2023	PRELIMINARY	YC	RB	MMK
P02	28/09/2023	PRELIMINARY	KK	RB	MMK
P01	19/09/2023	PRELIMINARY	KK	RB	MMK
P00	31/08/2023	PRELIMINARY	KK	RB	MMK



PROJECT
LETTERKENNY ACTIVE TRAVEL

SCHEME
SCHEME 4

DRAWING TITLE
GENERAL ARRANGEMENT
CONVENT ROAD

PURPOSE OF ISSUE	STATUS/SUITABILITY	SHEET SIZE
PRELIMINARY	S3 - SUITABLE FOR REVIEW AND COMMENT	A1
DATE	SCALE	REVISION
31/08/2023	1:500	
DRAWING NUMBER		
LKAT-CCC-GA-L04-DR-C-0001		P03

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APPENDIX E - PART 8 DRAWINGS



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Letterkenny Active Travel Project

Scheme 04 – Convent Road

Part VIII Planning Drawings Pack

December 2023

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



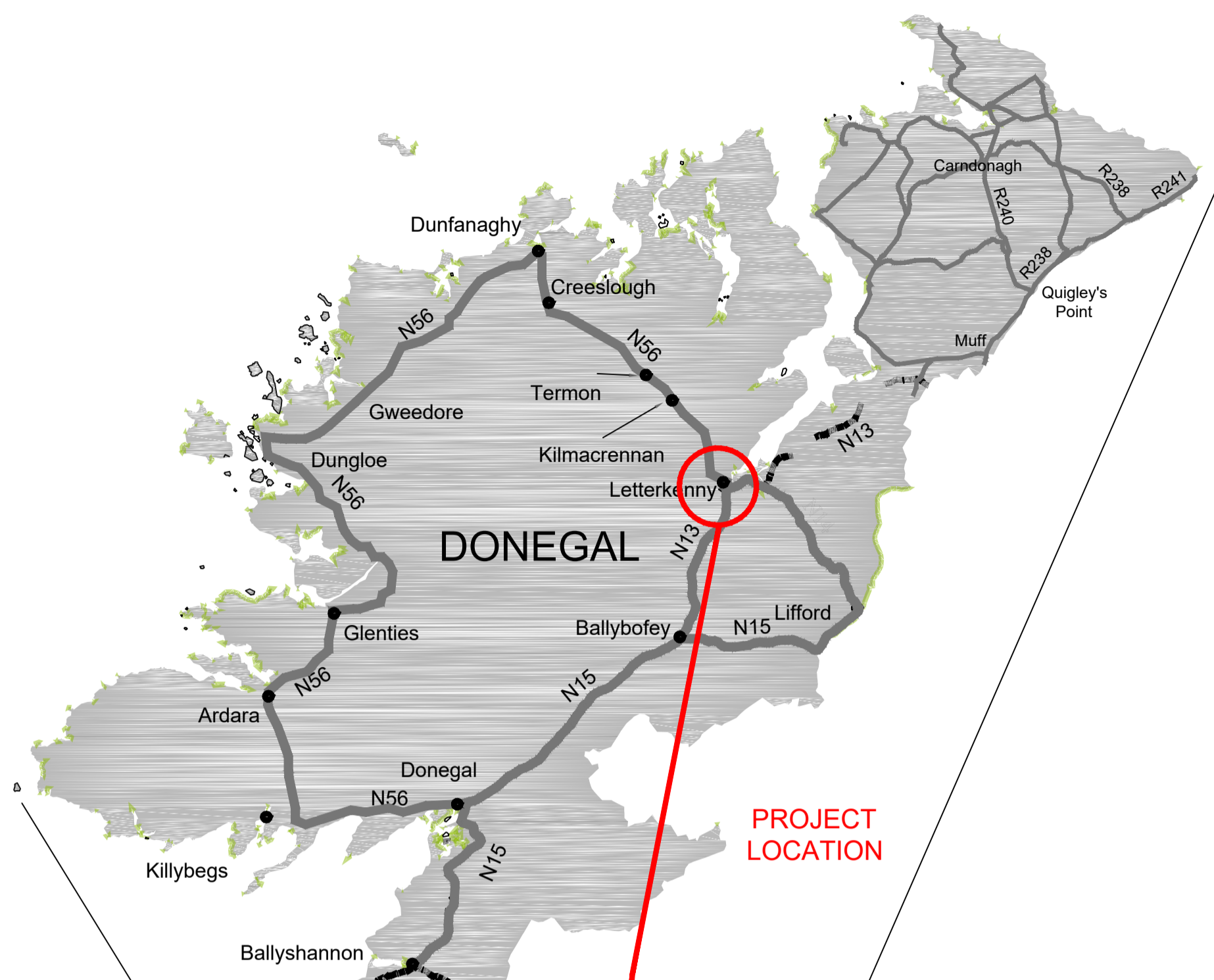
**Comhairle Contae
Dhún na nGall**
Donegal County Council



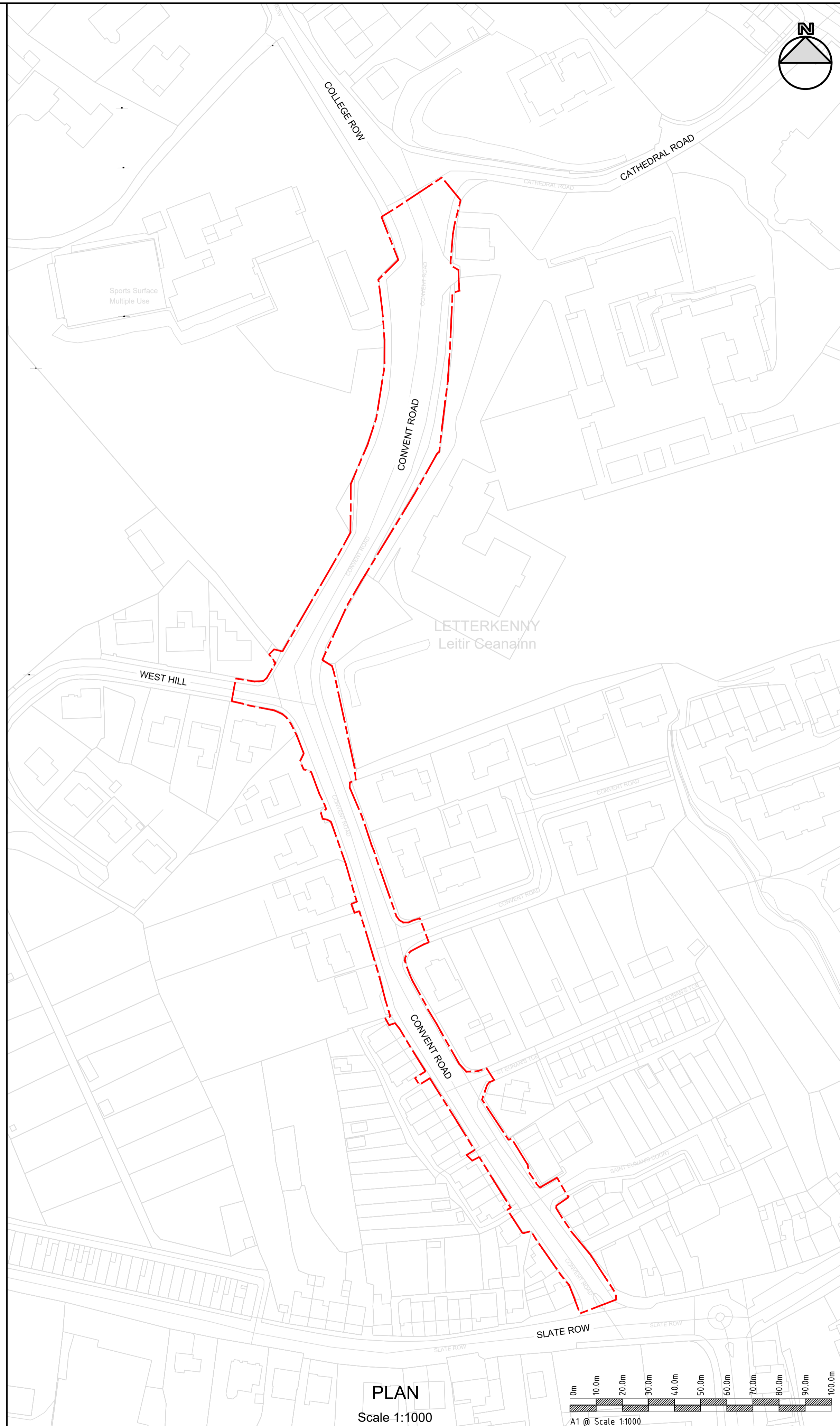
An Roinn Iompair
Department of Transport



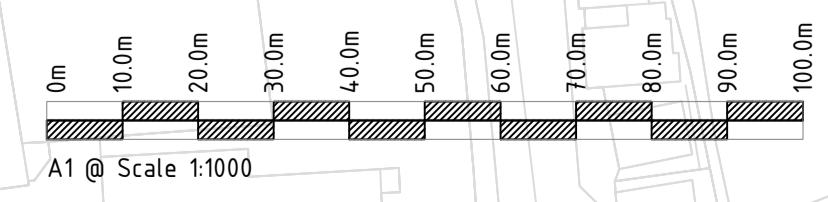
PRELIMINARY DESIGN



PROJECT LOCATION



PLAN
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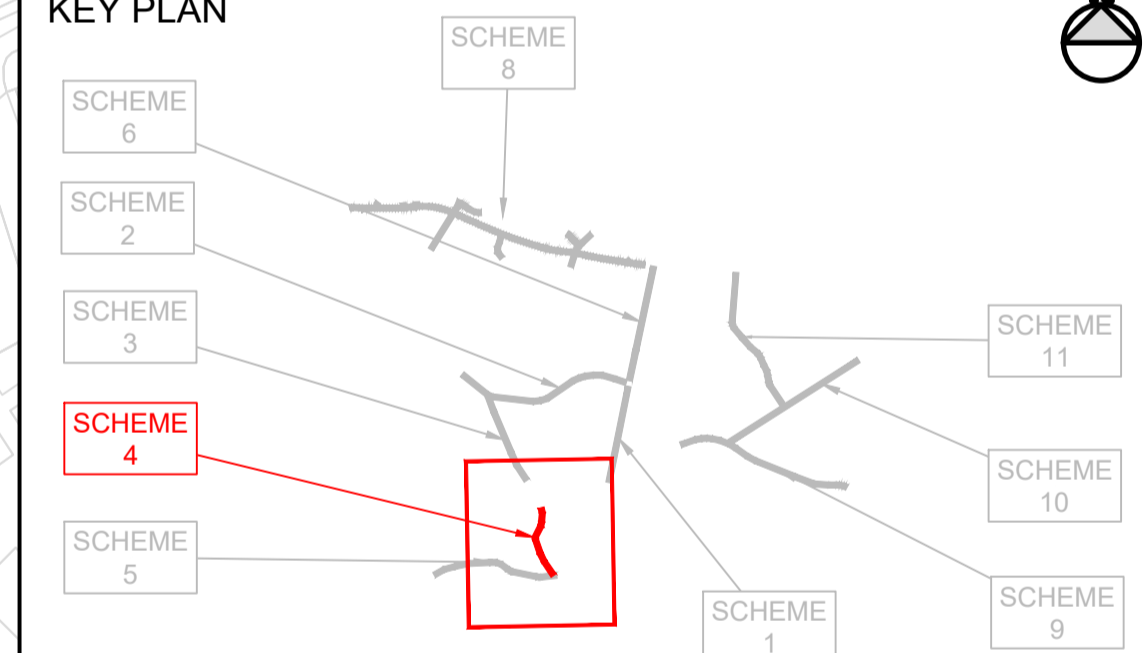
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LEGEND

--- PROJECT LOCATION

KEY PLAN



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

CONSULTANT

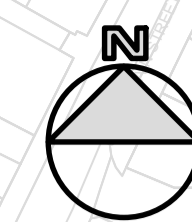
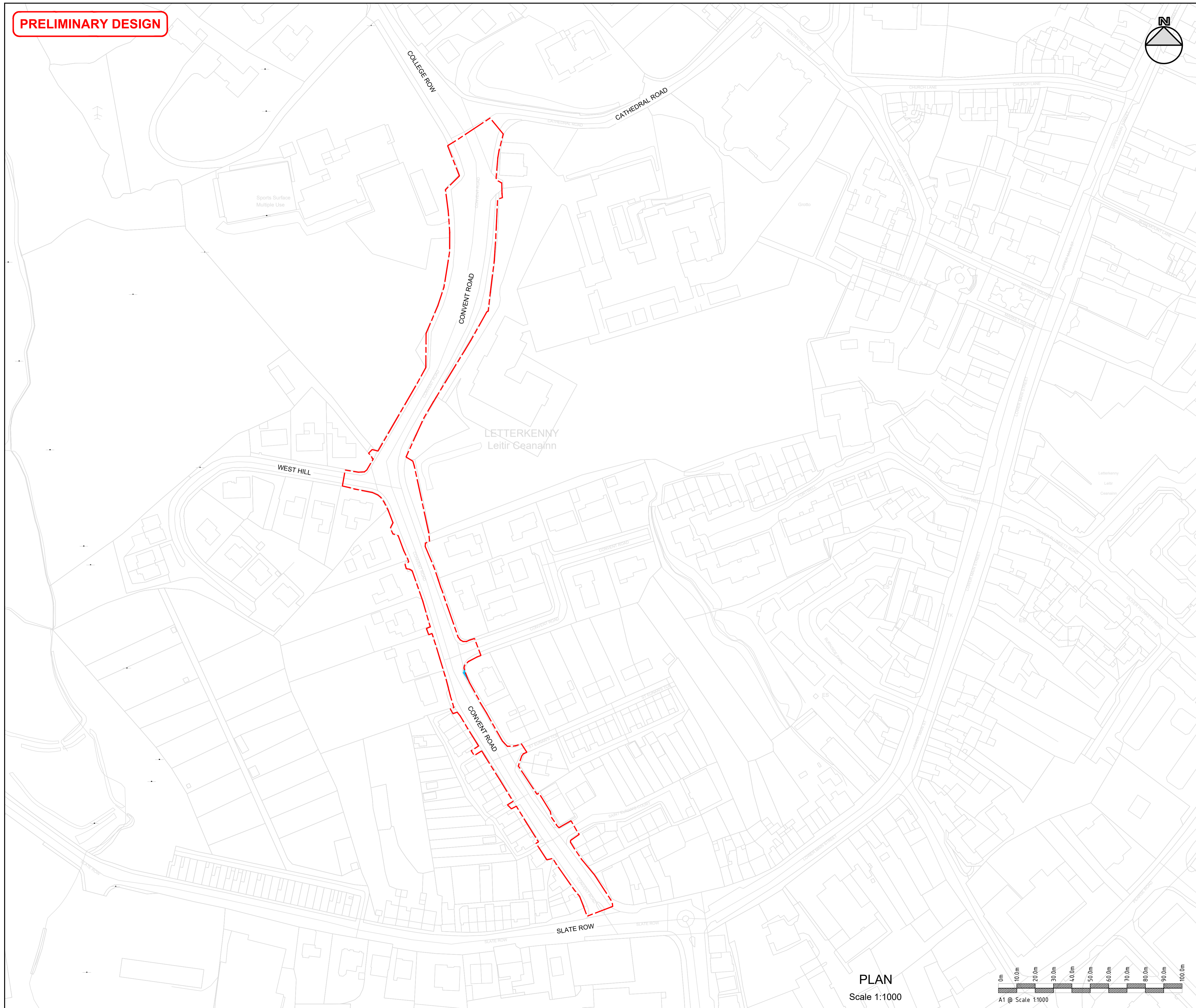
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PROJECT: LETTERKENNY ACTIVE TRAVEL
SCHEME: SCHEME 4

DRAWING TITLE: PROJECT LOCATION & EXTENTS CONVENT ROAD

PURPOSE OF ISSUE	STATUS/SUITABILITY	SHEET SIZE
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DATE: 23/11/2023	SCALE: AS SHOWN	REVISION: P01
DRAWING NUMBER: LKAT-CCC-GA-L04-DR-C-0000		

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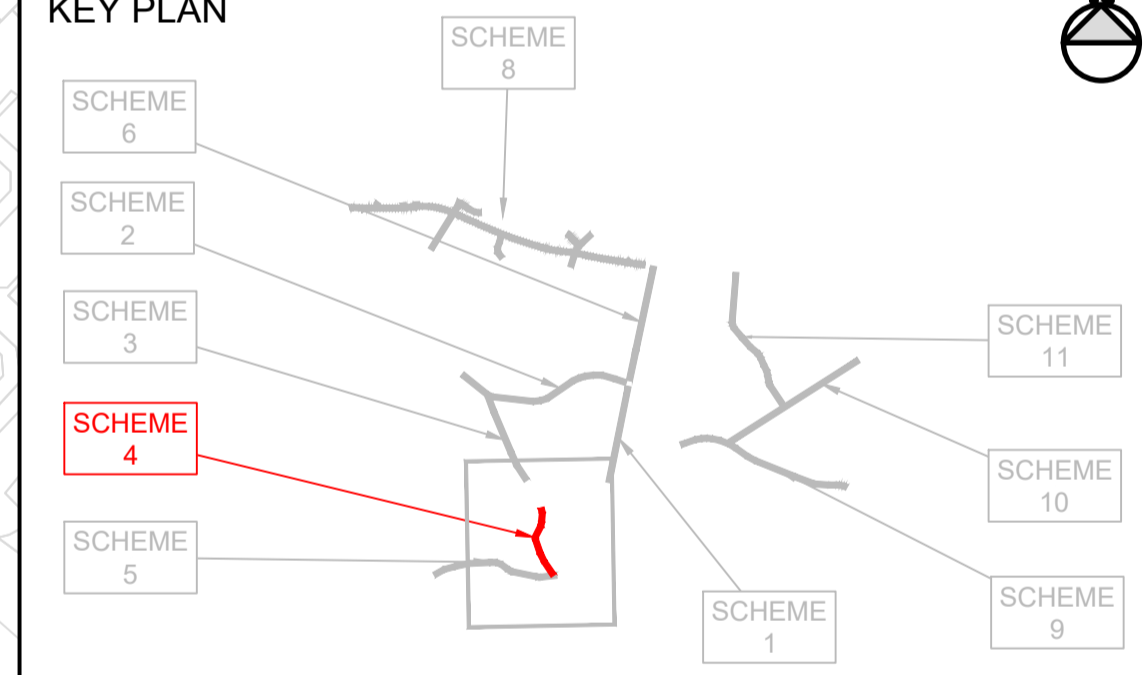
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LEGEND

- - - BOUNDARY LINE
- ADDITIONAL LAND REQUIREMENTS

KEY PLAN



P01	30/11/2023	ISSUED FOR CLIENT REVIEW	YC	RB	MMK
P00	23/11/2023	PRELIMINARY	YC	RB	MMK
REV	DATE	DESCRIPTION	BY	CHK	APD



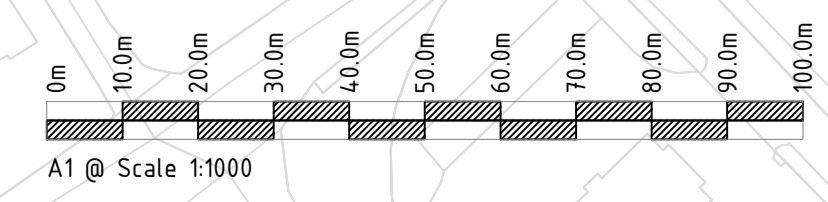
PROJECT LETTERKENNY ACTIVE TRAVEL

SCHEME SCHEME 4

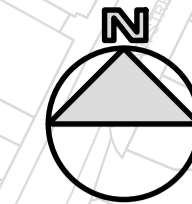
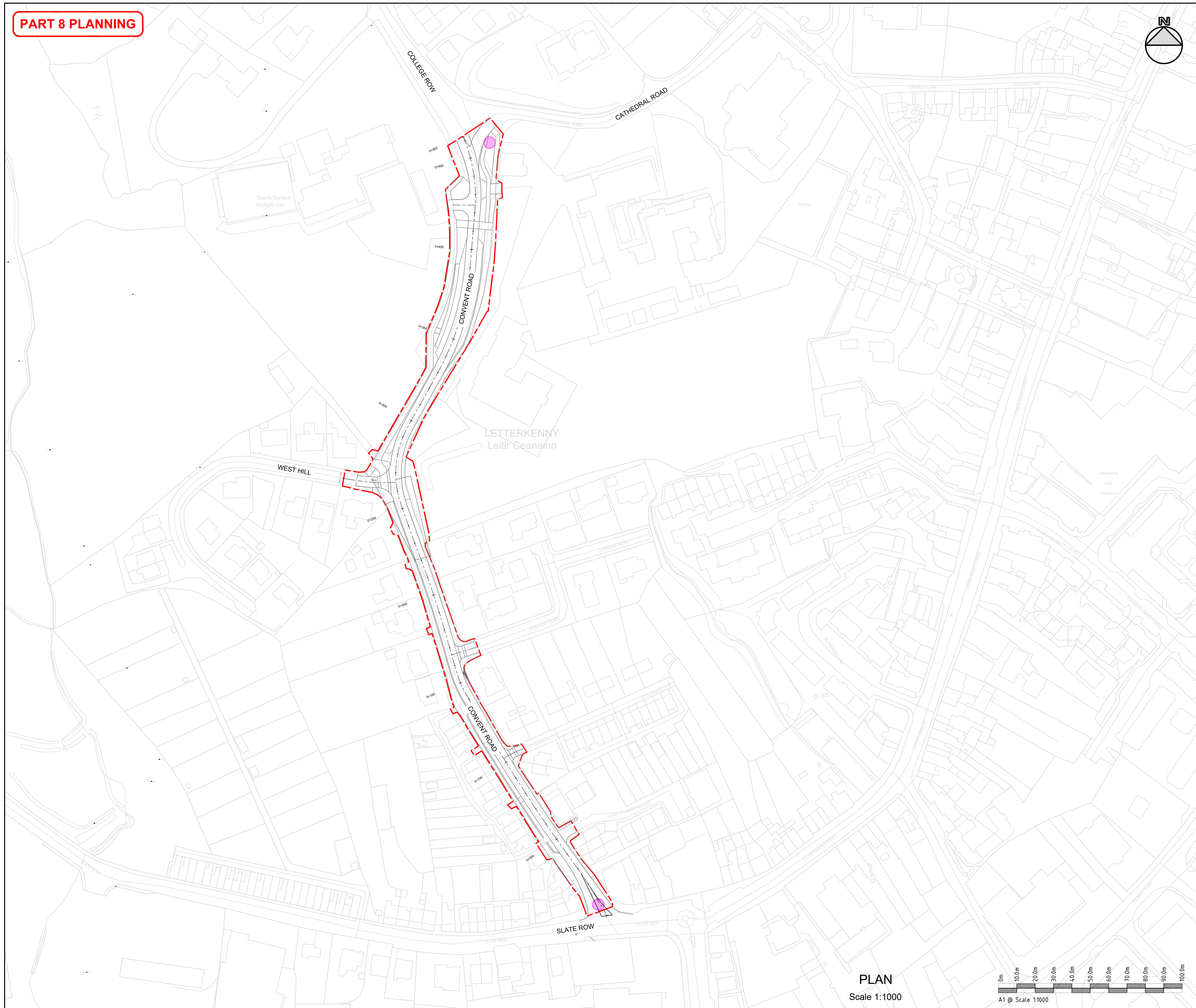
DRAWING TITLE SCHEME EXTENT
CONVENT ROAD

PURPOSE OF ISSUE PRELIMINARY	STATUS/SUITABILITY S3 - SUITABLE FOR REVIEW AND COMMENT	SHEET SIZE A1
DATE 23/11/2023	SCALE AS SHOWN	REVISION P01
DRAWING NUMBER LKAT-CCC-LA-L04-DR-C-0001		

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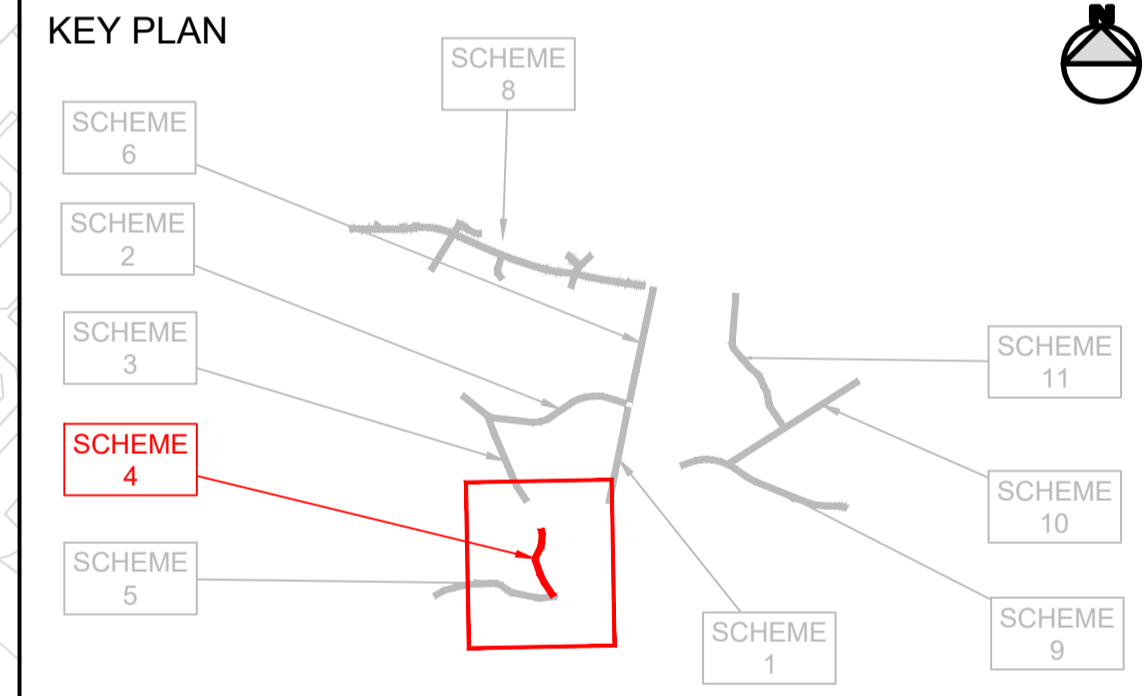


PART 8 PLANNING



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



REV	DATE	DESCRIPTION	BY	CHK	APD
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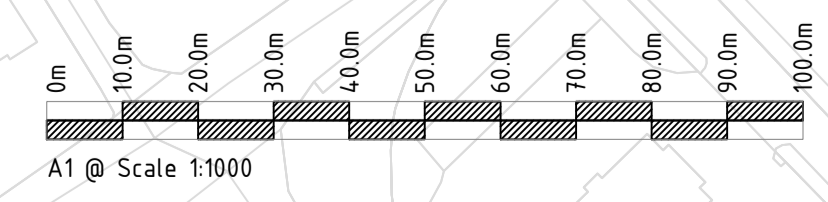


PROJECT LETTERKENNY ACTIVE TRAVEL
SCHEME SCHEME 4

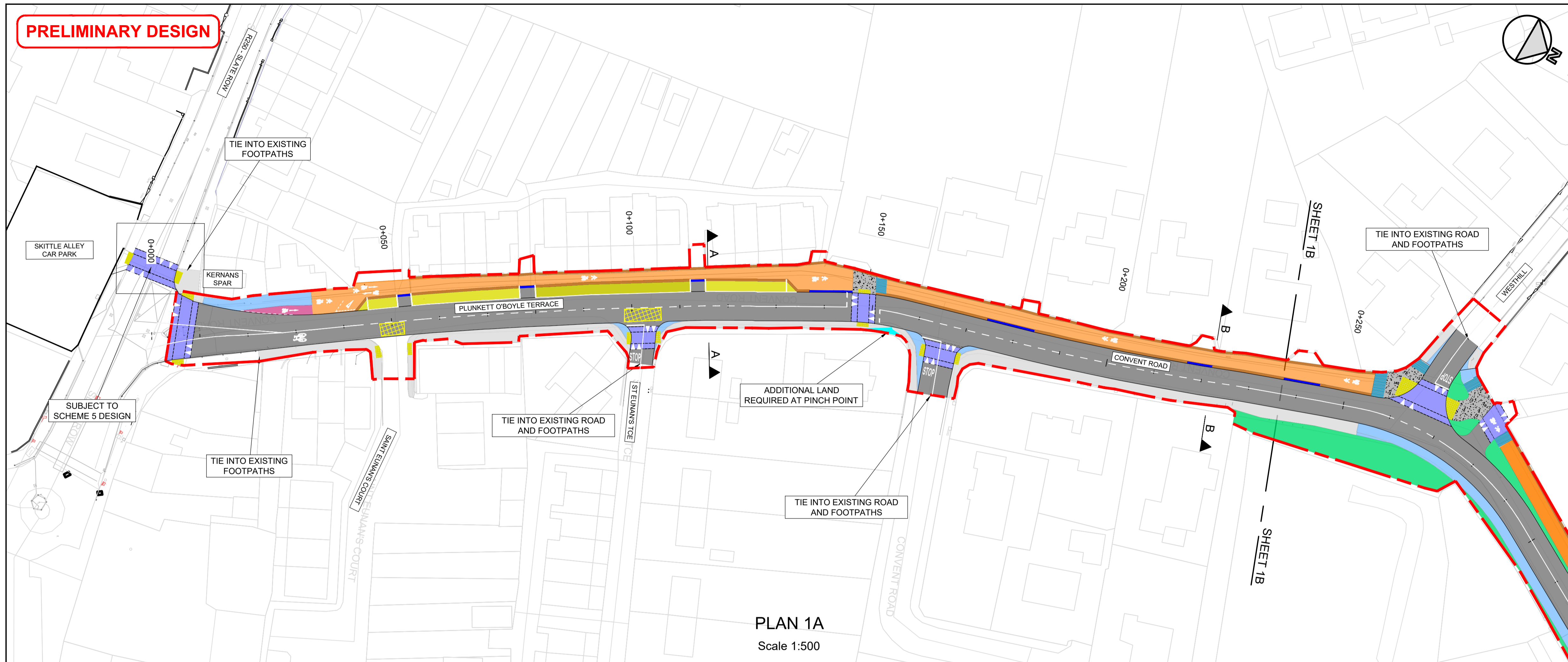
DRAWING TITLE
SITE NOTICE LOCATION
CONVENT ROAD

PURPOSE OF ISSUE	STATUS/SUBMITTAL	SHEET SIZE
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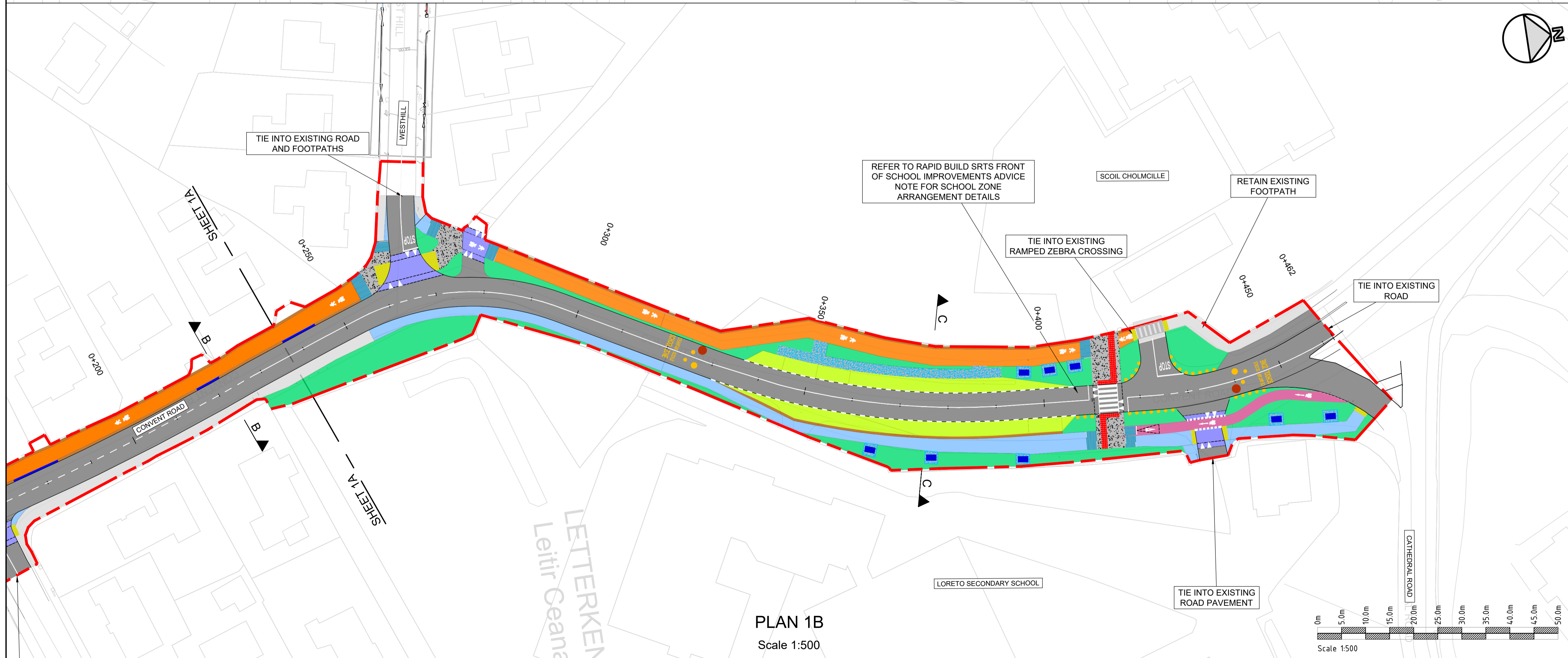
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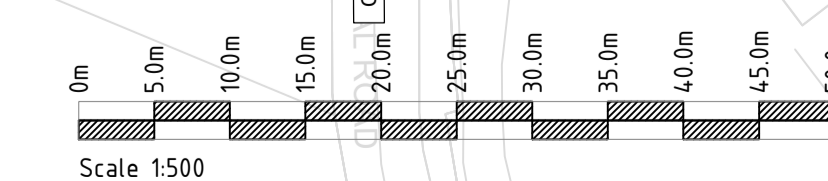
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PLAN 1A
Scale 1:500



PLAN 1B
Scale 1:500



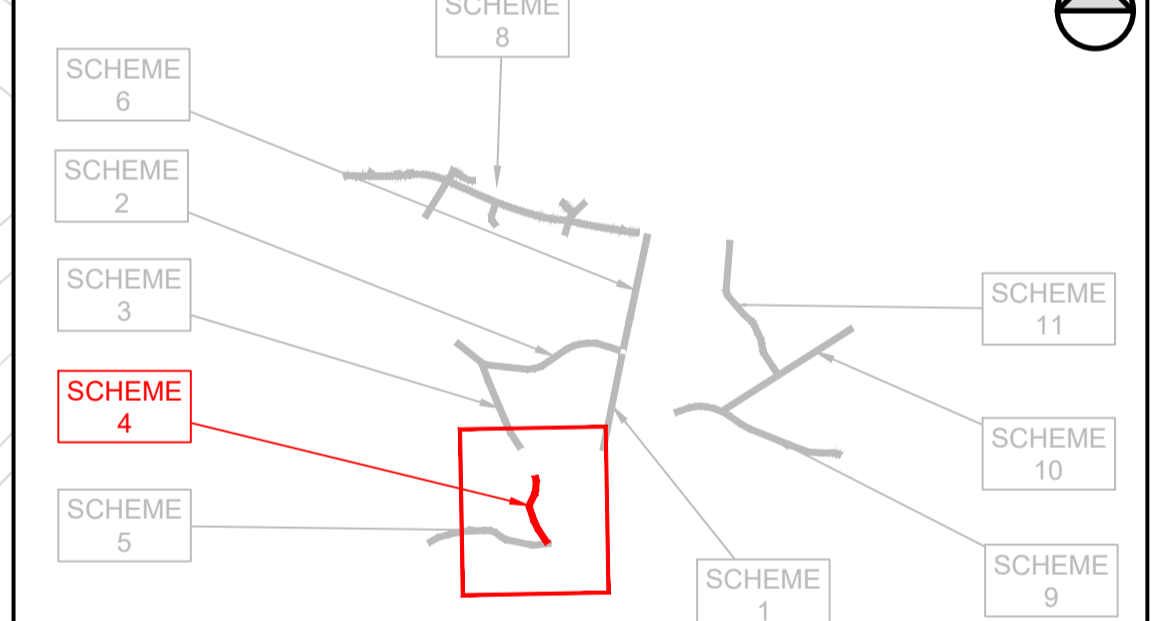
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LEGEND

- BOUNDARY LINE
- ROAD CENTRELINE
- ROAD EDGE
- RAMP OUTLINE
- ADDITIONAL LAND REQUIREMENT
- SHARED USE PEDESTRIAN AND CYCLISTS FACILITY
- 1 WAY CYCLE TRACK
- NEW / UPGRADED FOOTPATH
- EXISTING FOOTPATH TO BE RETAINED
- CONCRETE SHARED SURFACE
- CONCRETE HARD STAND AREA
- SET DOWN AREA
- GRASSED AREA
- LATERAL CLEARANCE / BUFFER
- ON-STREET PARKING
- PEDESTRIAN TABLE RAMP
- SHARED USE PEDESTRIAN AND CYCLIST TABLE RAMP
- MAINLINE CARRIAGEWAY PAVEMENT
- ENTRANCE RAMP KERB
- CONTROLLED CROSSING TACTILE
- UNCONTROLLED CROSSING TACTILE
- CORDUROY PAVING
- ▲ SEE TYPICAL CROSS SECTION DRAWING LKAT-CCC-XS-L04-DR-C-0101 FOR DETAILS
- BENCH
- PENCIL BOLLARD

KEY PLAN



REV	DATE	DESCRIPTION	BY	CHK	APD
P03	30/11/2023	PRELIMINARY	YC	RB	MMK
P02	28/09/2023	PRELIMINARY	KK	RB	MMK
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P00	31/08/2023	PRELIMINARY	KK	RB	MMK

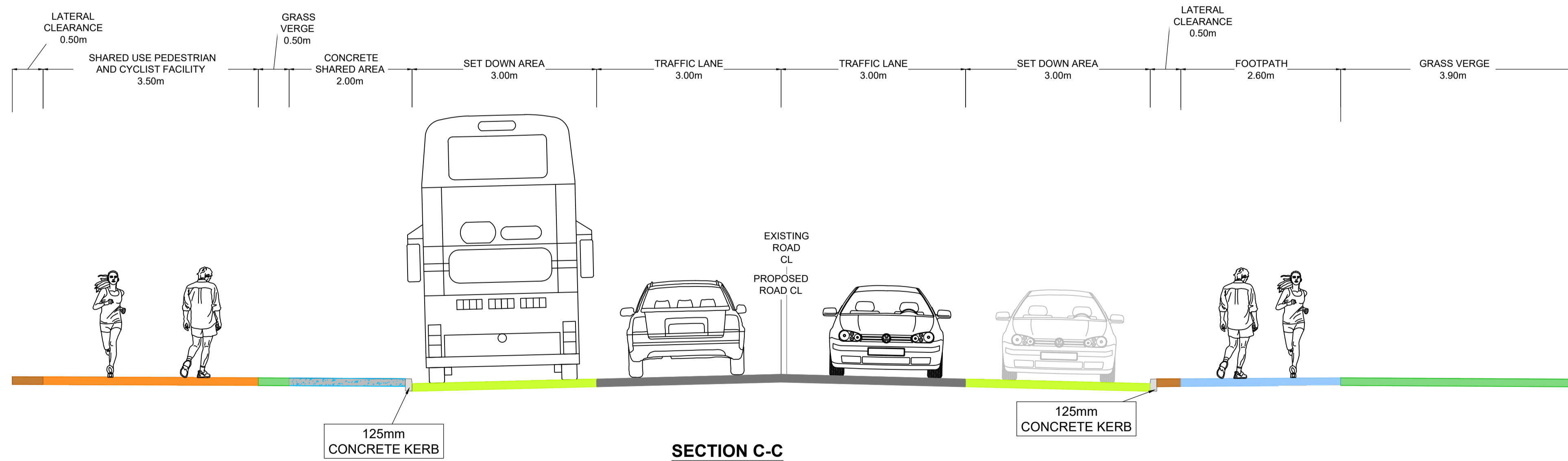
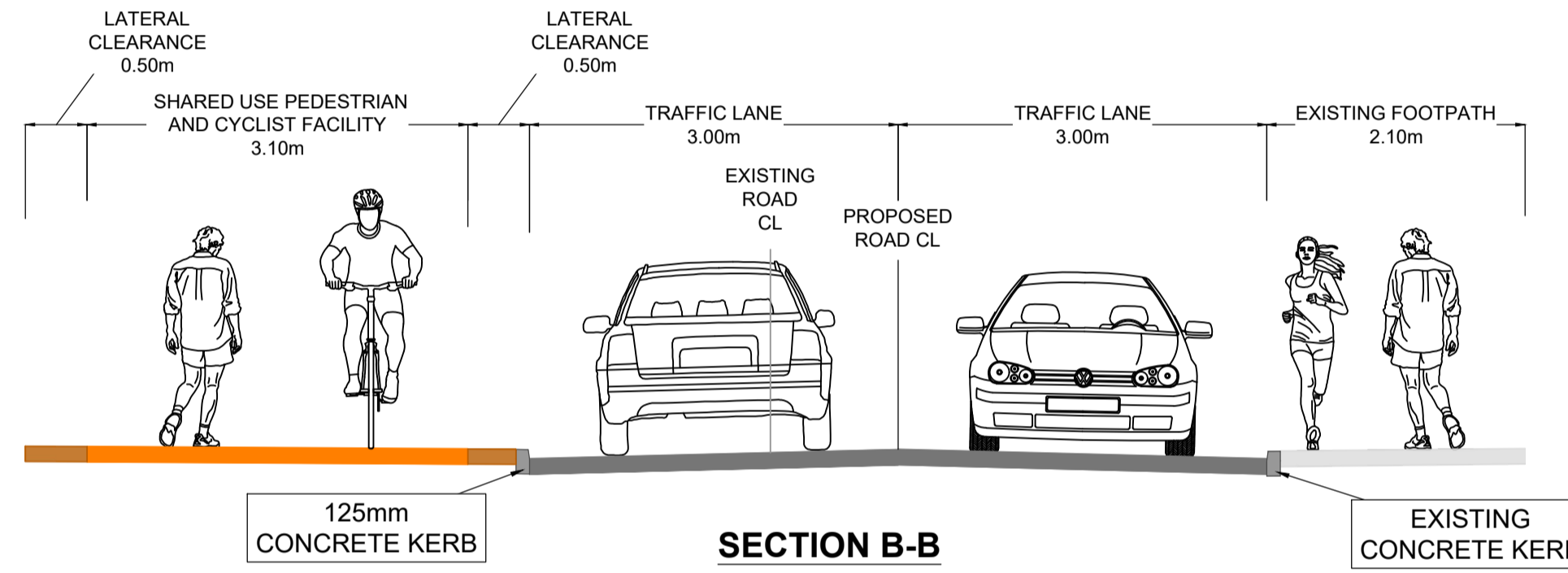
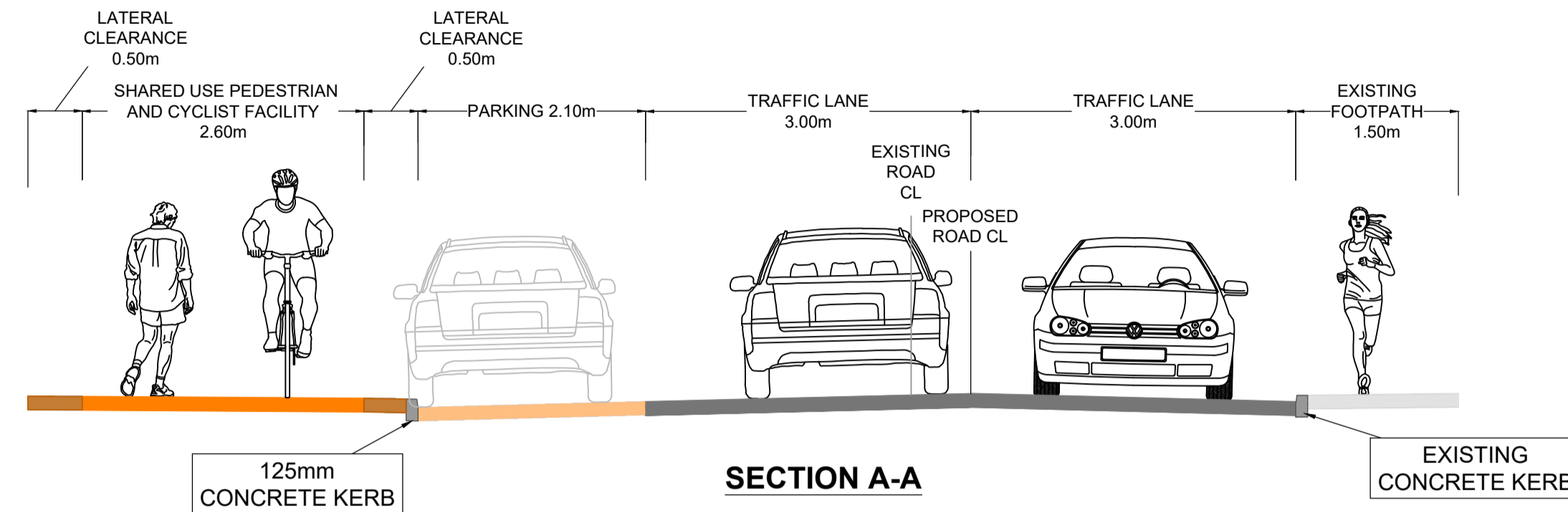
CLANDILLON
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Comhairle Contae Dhún na nGall
Donegal County Council

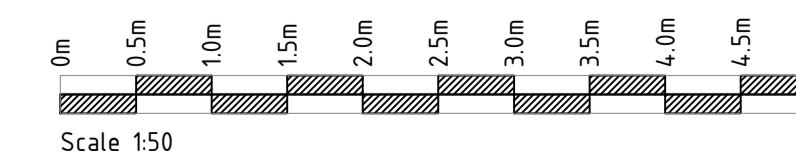
PROJECT: **LETTERKENNY ACTIVE TRAVEL**
SCHEME: **SCHEME 4**

DRAWING TITLE: **GENERAL ARRANGEMENT
CONVENT ROAD**

PURPOSE OF ISSUE	STATUS/SUITABILITY	SHEET SIZE
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DATE: 31/08/2023	SCALE: 1:500	REVISION:
DRAWING NUMBER: LKAT-CCC-GA-L04-DR-C-0001		P03



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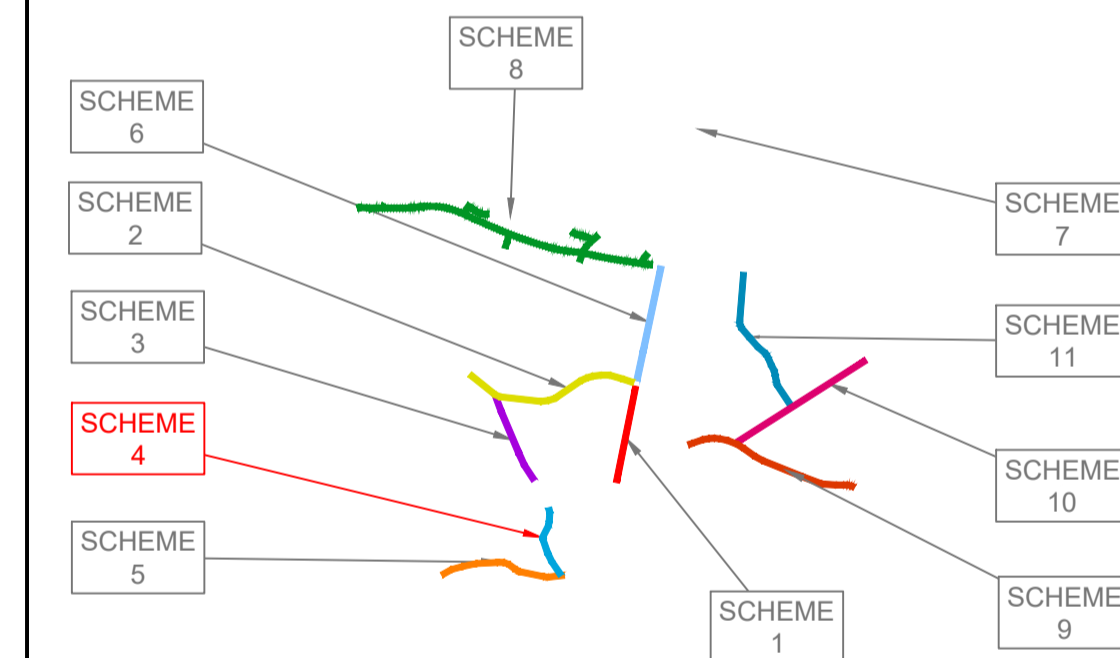


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2. All dimensions are in meters unless otherwise specified.
3. Proposed cross section options are based on OS Mapping.

LEGEND

- ROAD SURFACE
- PROPOSED FOOTPATH
- EXISTING FOOTPATH TO BE RETAINED
- SET DOWN AREA
- ON-STREET PARKING
- CONCRETE HARD STAND AREA
- SHARED USE PATH
- LATERAL CLEARANCE
- GRASS VERGE



REV	DATE	DESCRIPTION	BY	CHK	APD
P02	26/09/2023	PRELIMINARY	KK	RB	SC
P01	19/09/2023	PRELIMINARY	KK	RB	SC
P00	01/09/2023	PRELIMINARY	ZM	RB	SC

CONSULTANT

CLIENT

PROJECT **LETTERKENNY ACTIVE TRAVEL**

SCHEME **SCHEME 04**

DRAWING TITLE **TYPICAL CROSS SECTIONS SCHEME 04**

PURPOSE OF ISSUE	STATUS/AVAILABILITY	SHEET SIZE
PRELIMINARY	FOR REVIEW AND COMMENTS	A1
DATE	SCALE	REVISION
01/09/2023	1:50	
DRAWING NUMBER		
LKAT-CCC-XS-L04-DR-C-0101		P02