

# TEN-T Priority Route Improvement Project, Donegal

## Pre-Application Consultation Meeting

### An Bord Pleanála

17<sup>th</sup> September 2020

# TEN-T Priority Route Improvement Donegal :

## Project Team - Attendees

### Applicant: Donegal County Council

|                   |                     |   |
|-------------------|---------------------|---|
| <b>Presenters</b> | Damian McDermott    | A/Senior Engineer, Donegal County Council                 |
|                   | Áine McHugh         | A/Senior Executive Engineer, Donegal County Council       |
|                   | Eamon Daly          | Project Manager, RPS   Barry Transportation JV            |
|                   | Paula Kearney       | Environmental Co-ordinator, RPS   Barry Transportation JV |
| <b>Attendees</b>  | Patrick Duffy       | Regional Manager, Transport Infrastructure Ireland        |
|                   | Brendan O'Donnell   | A/Director of Roads and Transportation                    |
|                   | Liam Ward           | Director of Community Development & Planning Services     |
|                   | Paul Chrisite       | Senior Executive Planner, Donegal County Council          |
|                   | John McFeely        | Executive Planner, Donegal County Council                 |
|                   | Tim Patterson       | Project Manager, RPS   Barry Transportation JV            |
|                   | Eamon Cox           | Project Manager, RPS   Barry Transportation JV            |
|                   | Gareth McElhinney   | Environmental Co-ordinator, RPS   Barry Transportation JV |
|                   | Emma Coyle          | RPS   Barry Transportation JV                             |
|                   | Hariharan Thogulava | RPS   Barry Transportation JV                             |

# Agenda

**1: Introduction**

**2: Need for the Project**

**3: Overview & Planning Policy**

**4: Background & Previous Proposals**

**5: Project Development Process**

**6: Scoping of the Environmental Impact Assessment Report**

**7: Cumulative Impacts**

**Summary & Conclusion**

# **TEN-T Priority Route Improvement Project, Donegal**

## **Introduction**

# **TEN-T Priority Route Improvement Project, Donegal**

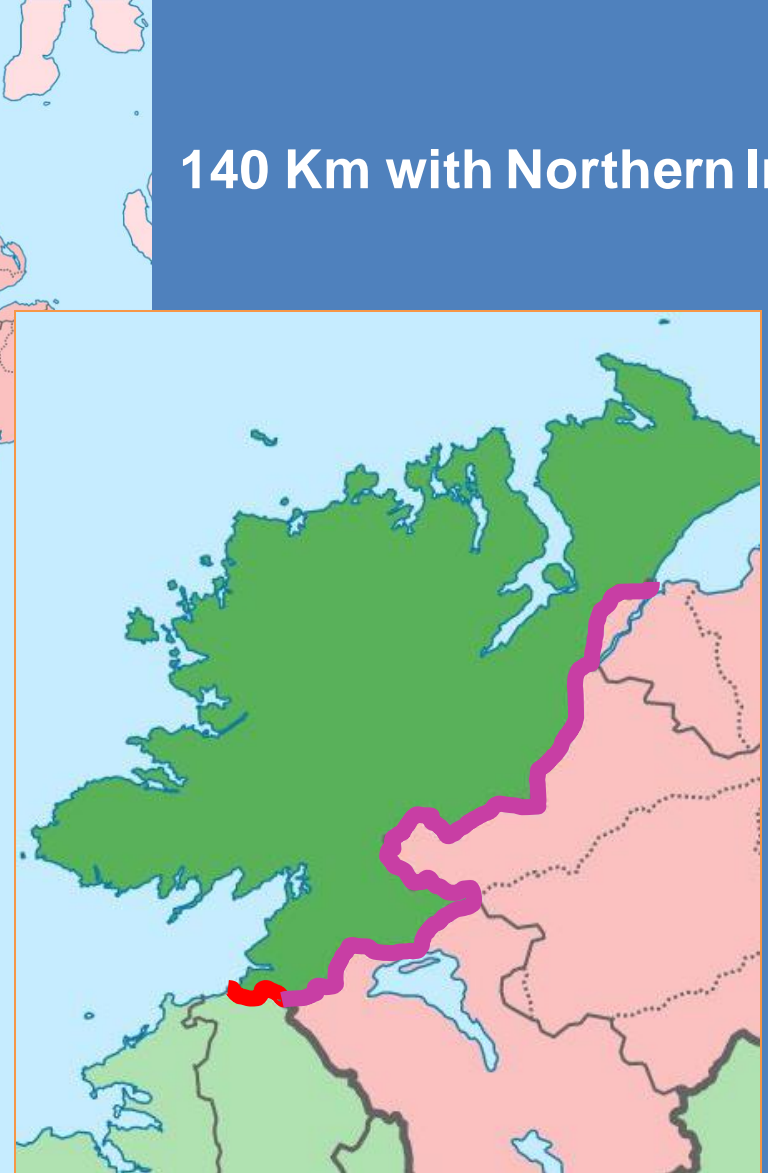
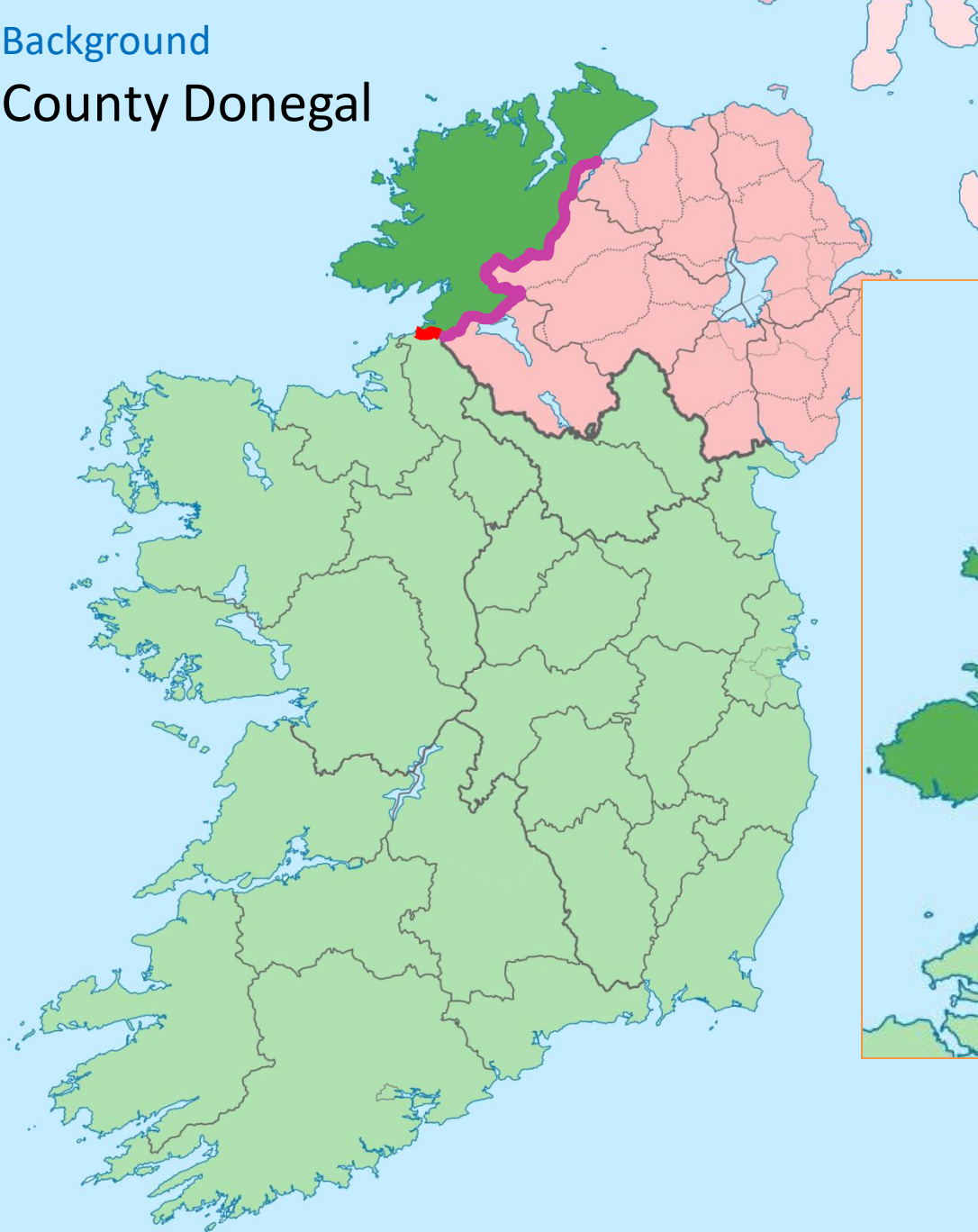
## **Need for the Project**

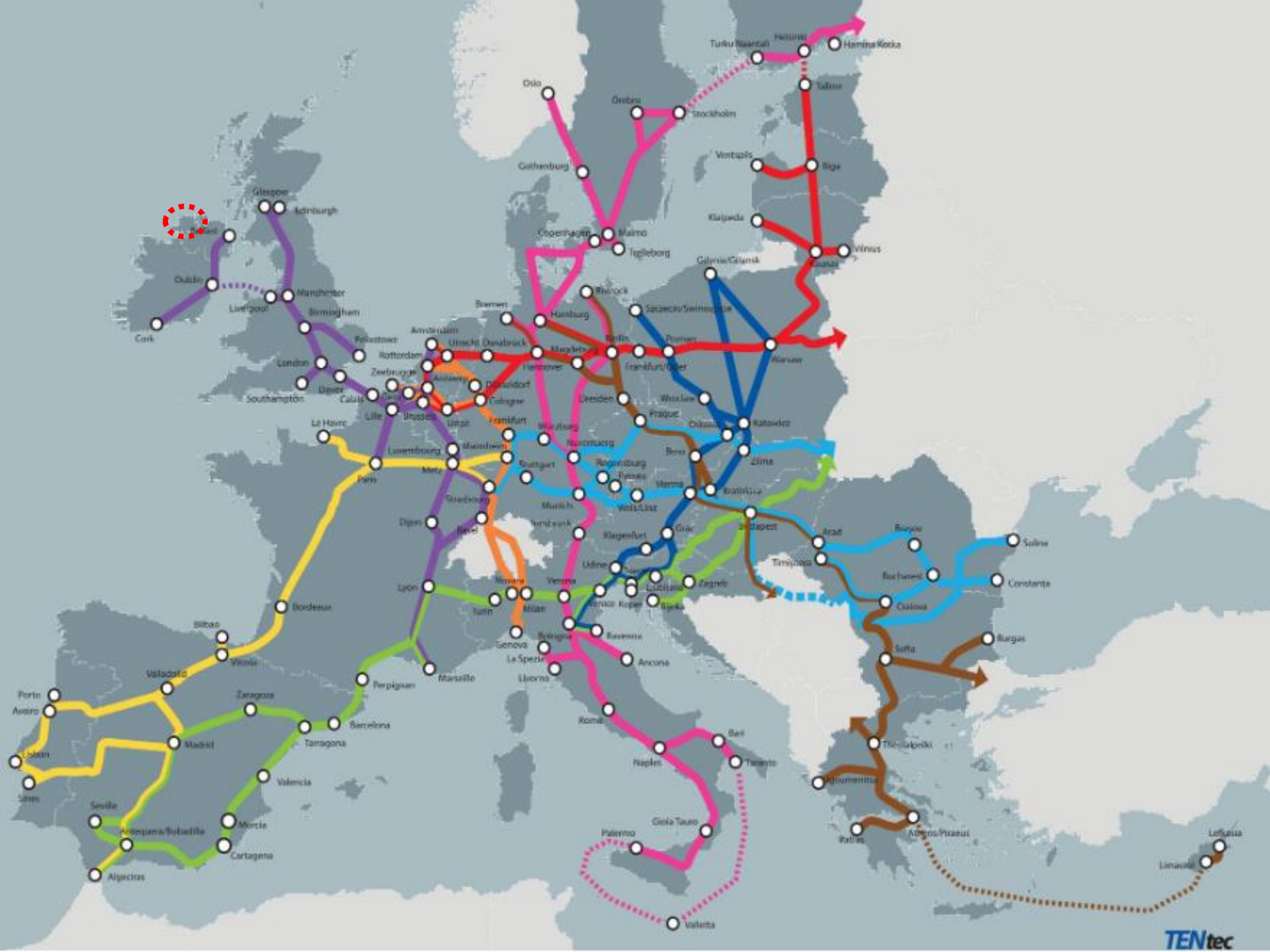
Background

County Donegal

140 Km with Northern Ireland

9 Km with Republic of Ireland





# Background Donegal



Local economy and employment are predominantly based around the areas of Tourism and Agriculture.



# North West City Region



# MOTORWAY NETWORK



# RAIL NETWORK

# Need for the Project

- TEN-T Regulations 1315/2013
- Underdevelopment of Transport Infrastructure in the North West
- No Alternatives
- Poor Regional /Cross-Border Access



# Need for the Project

- Substandard Road Conditions
- No facilities for Active Travel
- Road Safety / Collision Rates
- Low average speeds / Poor Journey Time Reliability



# Need for the Project

- Mix of Local / Strategic Traffic
- Removal of Bottlenecks / Traffic Congestion
- Economic viability of Towns
- Receiving environment



# **TEN-T Priority Route Improvement Project, Donegal**

## **Planning Policy**



Co-financed by the Connecting Europe Facility of the European Union

# Policy Context

Policy documents that support the scheme and endorse the reasons for this major investment



## Ten-T Regulations – Regulation (EU) No. 1315/2013

- *Target : 'Completion' of the Comprehensive Ten-T Network by 2050*
- *Bridging Missing Links and removal of bottlenecks*
- *Enhanced accessibility and connectivity for all regions*
- *Optimal integration of transport modes*



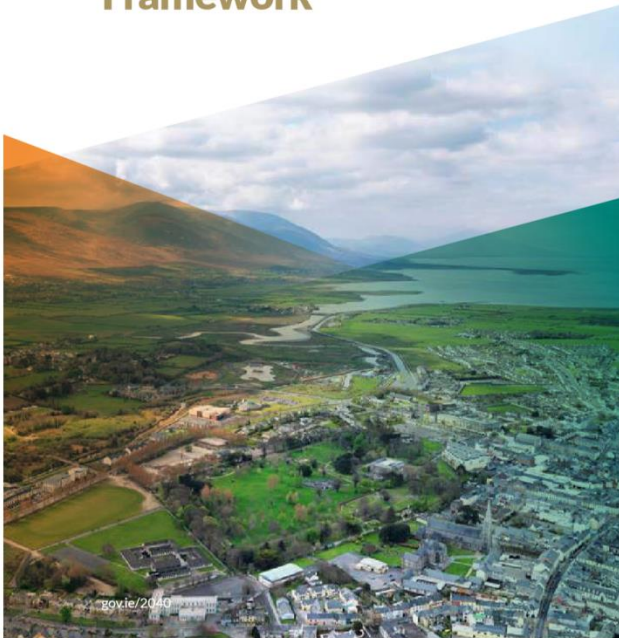
# Policy Context

## National Planning Framework



Project Ireland 2040

### National Planning Framework



*National Strategic Outcomes incl.*

- *Enhanced Regional Accessibility*
- *Strengthening rural economies and communities*
- *High Quality International Connectivity*
- *A Strong Economy*

# National Development Plan 2018 to 2027

Project Ireland 2040 | National Development Plan 2018-2027

Figure 5.2: National Roads Programme 2018-2027



# Policy Context

## Northern & Western Regional Assembly

### RPO 6.7

In accordance with National Development Plan investment commitments to progress the following schemes through pre-appraisal and early planning, the following projects shall be progressed through pre-appraisal and early planning in the short term and shall thereafter proceed to construction and be delivered to an appropriate level of service within the lifetime of the RSES:

- › N2 Clontibret to the Border connecting to the A5
- › N2 Ardee to south of Castleblaney
- › N3 Virginia Bypass
- › N4 Carrick on Shannon to Dromod
- › N13 Ballybofey Stranorlar Bypass
- › N13/N14/N56 Letterkenny Bypass and Dual Carriageway to Manor Cunningham
- › N14 Manor Cunningham to Lifford
- › N17 Knock to Collooney.

## Regional Spatial and Economic Strategy

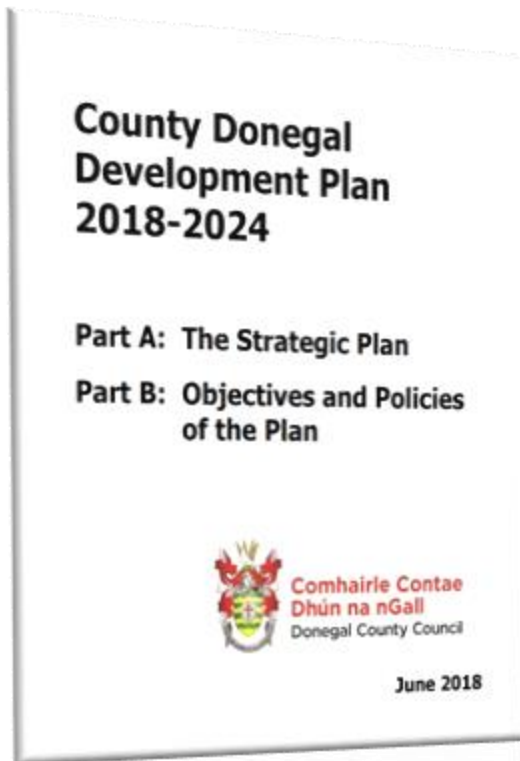
### *Growth Ambitions incl.*

- *Economy and Employment – Vibrant Region*
- *Connectivity – Connected Region*
- *All Island Cohesion*



# Policy Context

## Donegal County Council, County Development Plan 2018 - 2024



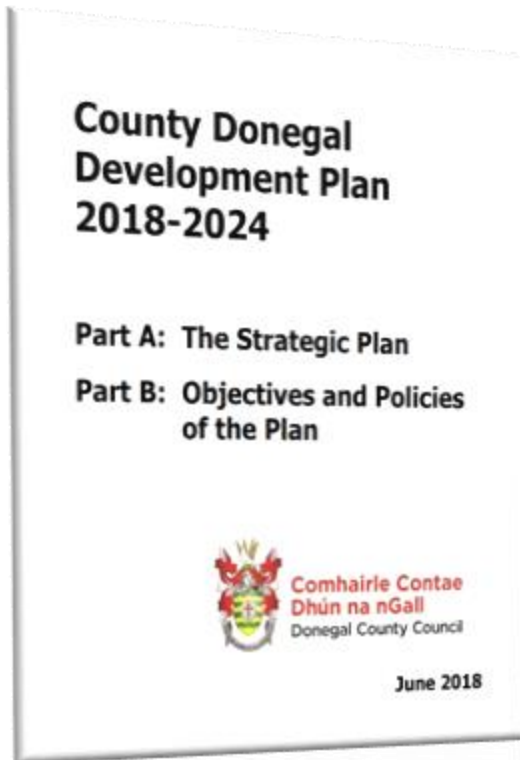
### *Transport Objectives incl.*

- *T-O-1: To deliver the Trans European Transport Network (TEN-T), (as required by EU No. 1315/2013 ...*
- *T-O-2: To achieve quality strategic and important inter-urban transport corridors giving access to regional and international markets with links to sea, air and rail.*

# Policy Context

## Donegal County Council, County Development Plan 2018 - 2024

### *Strategic Roads Context*



- *“Currently the TEN-T Priority Route Improvement Project Donegal is at Constraints Stage / Route Selection.....*


*.....The new TEN-T Priority Route Improvement Project Donegal Route Corridors will supersede those 'historical project reserved corridors' currently within the County Development Plan as necessary, namely:*

- *N13-N15 Ballybofey Stranorlar Bypass*
- *N56 Letterkenny Relief Road*
- *N14 Letterkenny to Lifford”*

A Variation of the CDP is commenced in respect to the TEN-T Project

# Donegal County Council,

# County Development Plan 2018 – 2024 – Historical Corridor

 **County Donegal  
Development Plan  
2018 - 2024**


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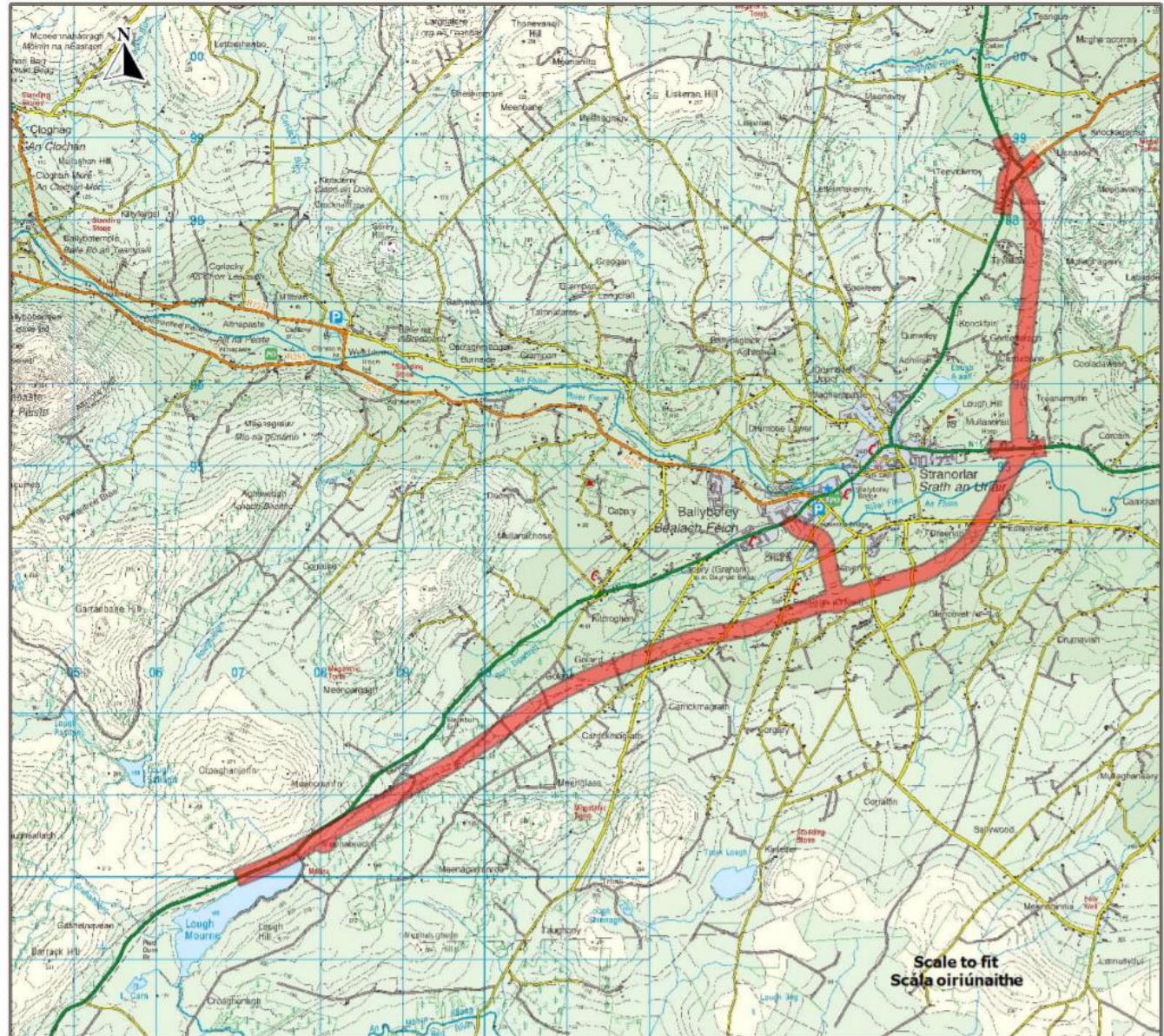
**Plean Forbartha  
Contae Dhún na nGall  
2018 - 2024**

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**Map 5.1.5  
Léarscáil 5.1.5**


**N13-N15 Ballybofey  
Stranorlar Bypass  
N13-N15 Seachbhóthar  
Bhealach Féich Shraith an Urláir**

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



# Donegal County Council,

## County Development Plan 2018 – 2024 – Historical Corridor

 County Donegal  
Development Plan  
2018 - 2024

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Plean Forbartha  
Contae Dhún na nGall  
2018 - 2024

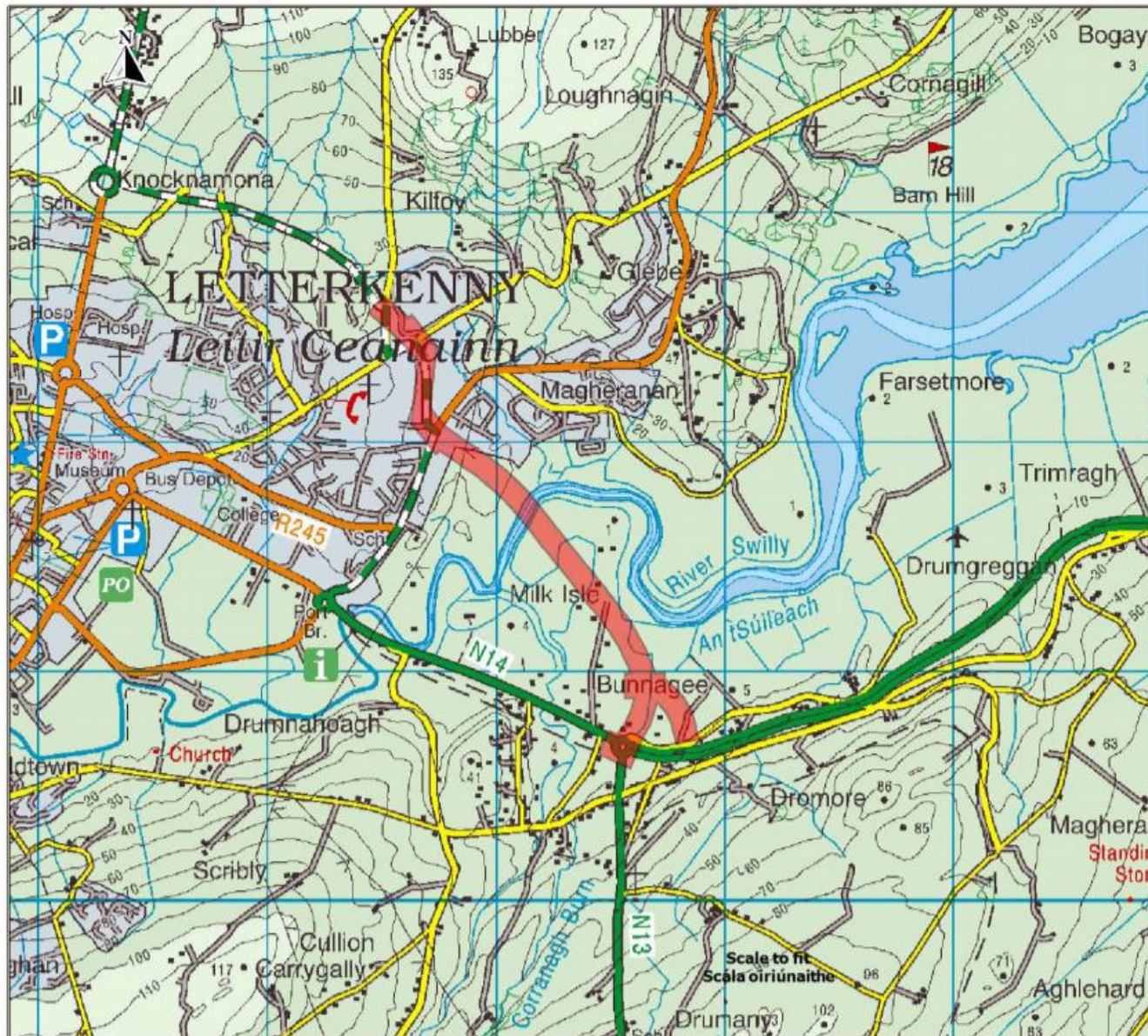
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Map 5.1.6  
Léarscáil 5.1.6

**N56 Letterkenny  
Relief Road  
N56 Bóthar Faoisimh  
Leitir Ceanainn**


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



# Donegal County Council,

# County Development Plan 2018 – 2024 – Historical Corridor

 **County Donegal  
Development Plan  
2018 - 2024**


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

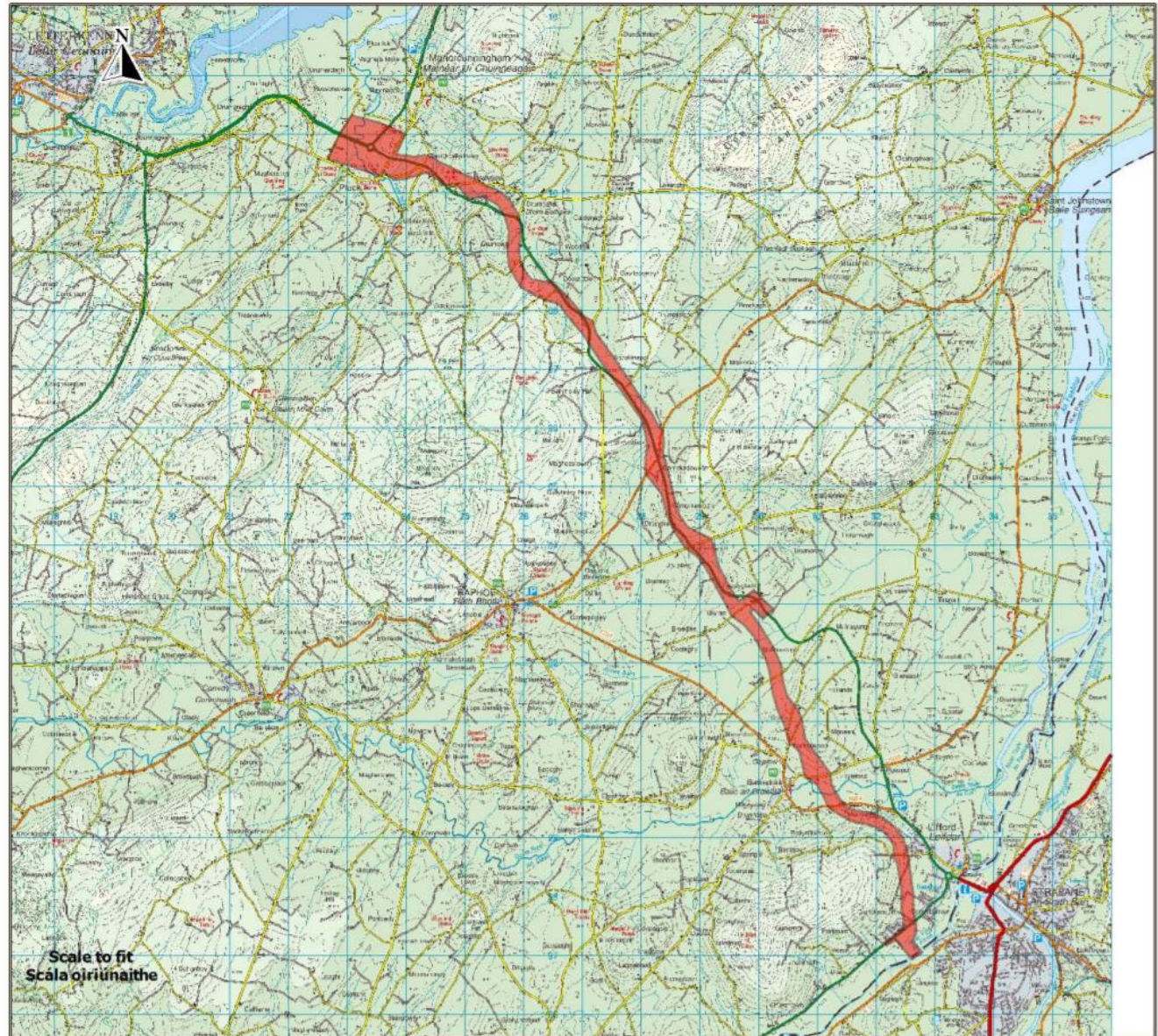
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**Map 5.1.4  
Léarscáil 5.1.4**

**N14 Letterkenny  
to Lifford  
N14 Leitir Ceanainn  
go Leifear**

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

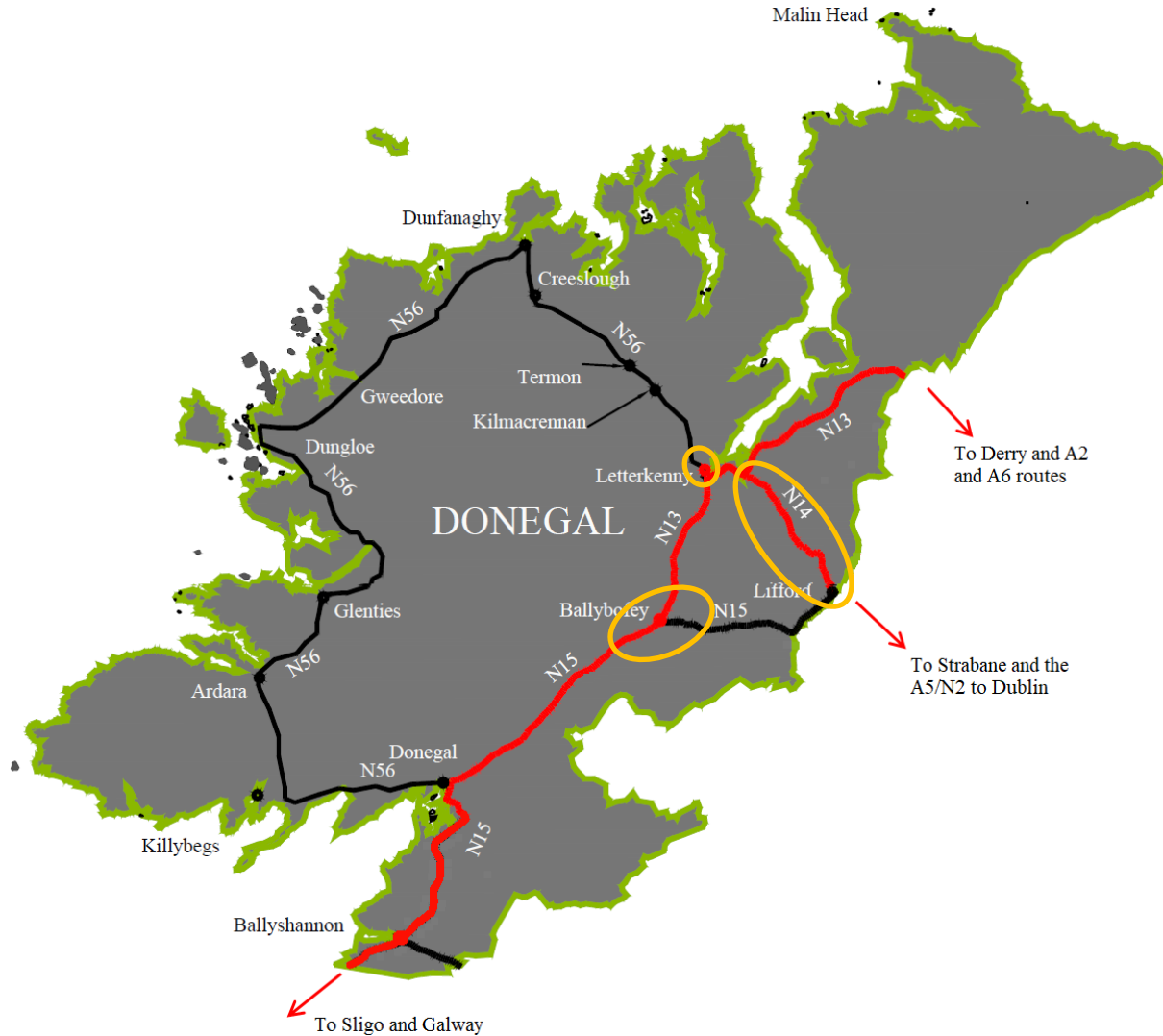
**Scale to fit  
Scála oiriúnaithe**



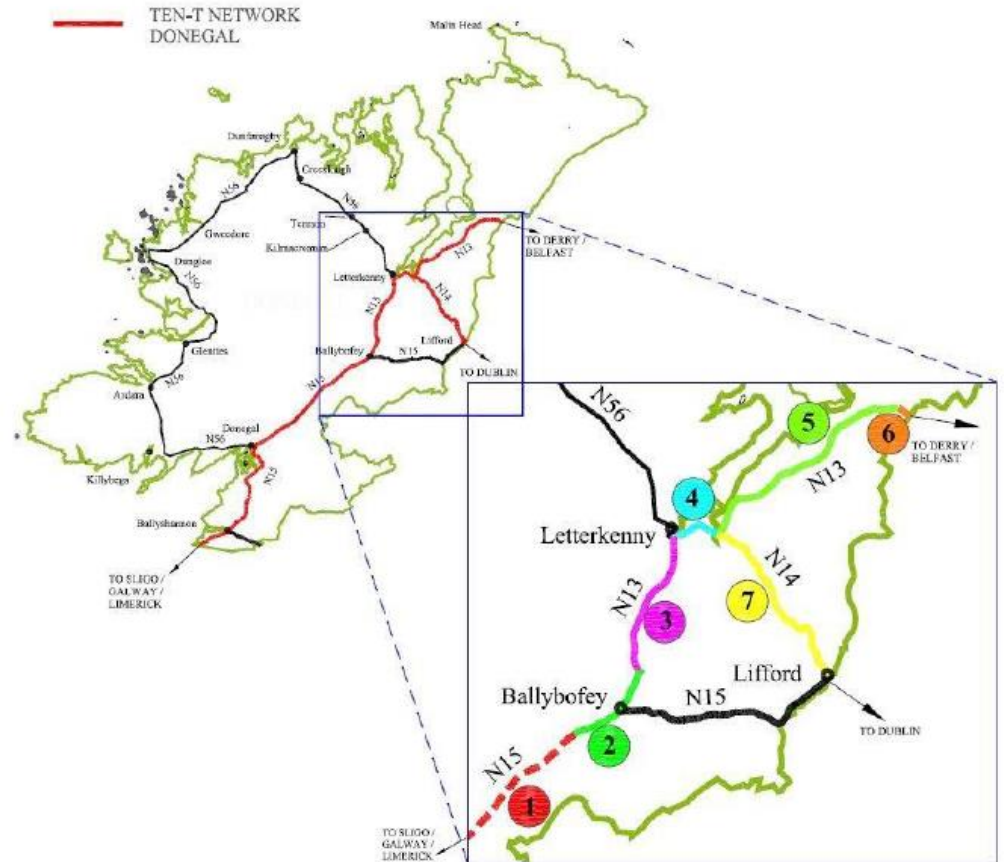
# **TEN-T Priority Route Improvement Project, Donegal**

## **Background & Previous Proposals**

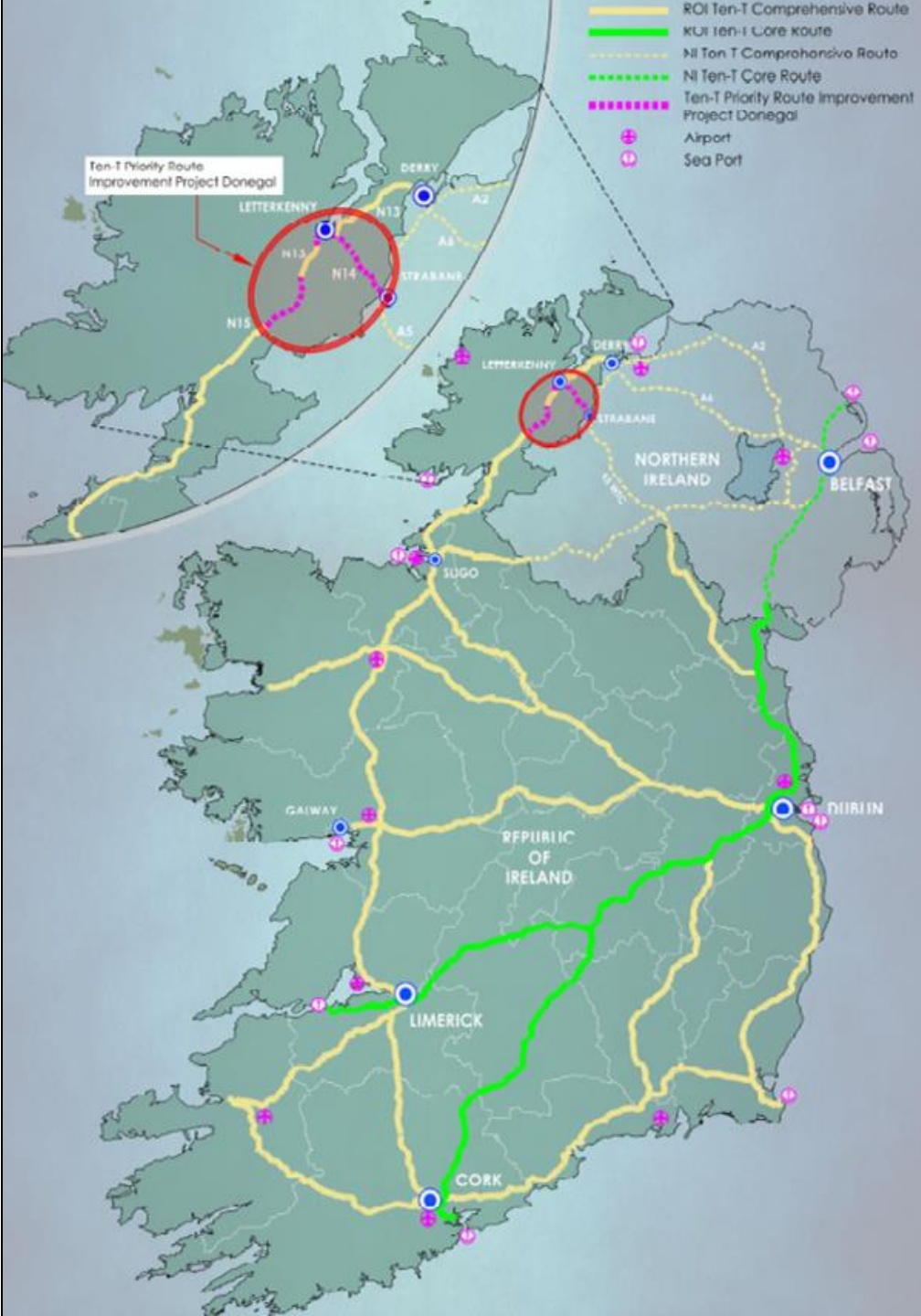
# Previous Historical projects



# TEN-T Corridor Needs Study Donegal



# TEN-T Priority Route Improvement Project Donegal



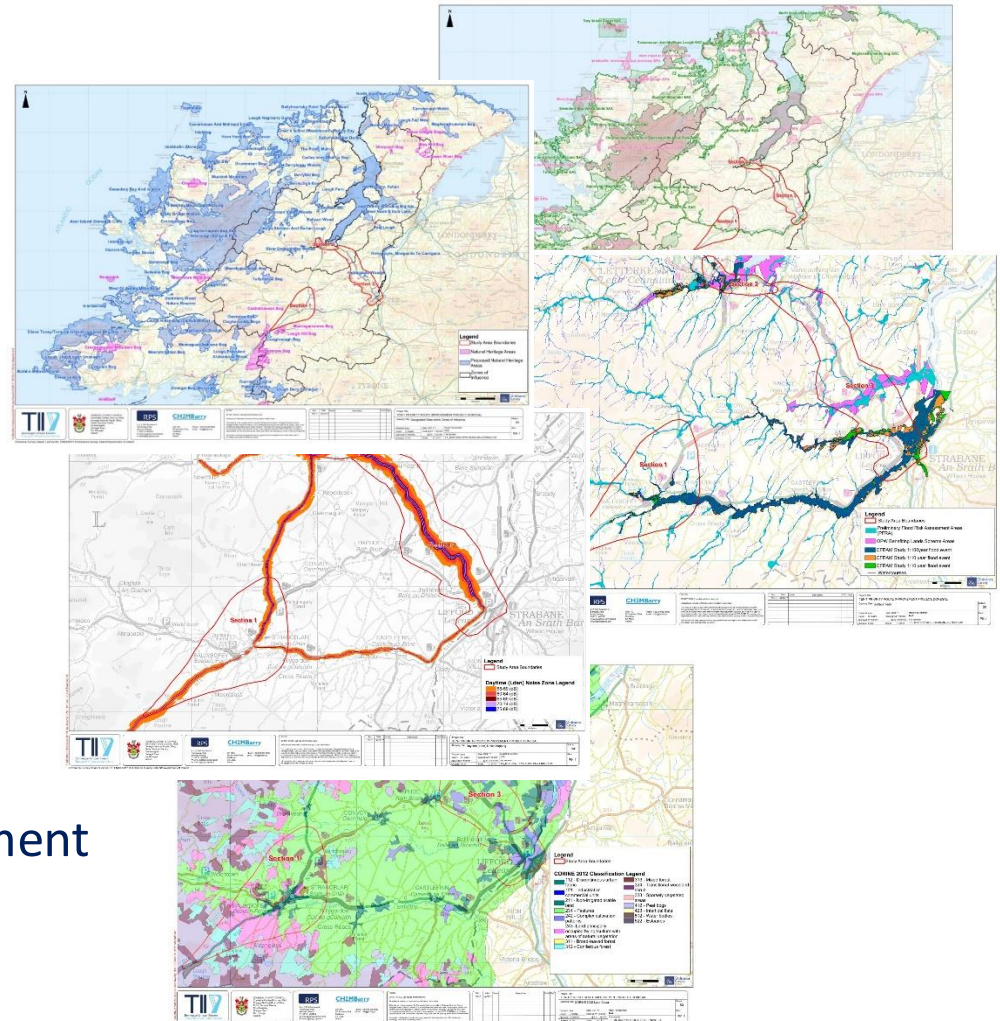
# **TEN-T Priority Route Improvement Project, Donegal**

## **Project Development Process**



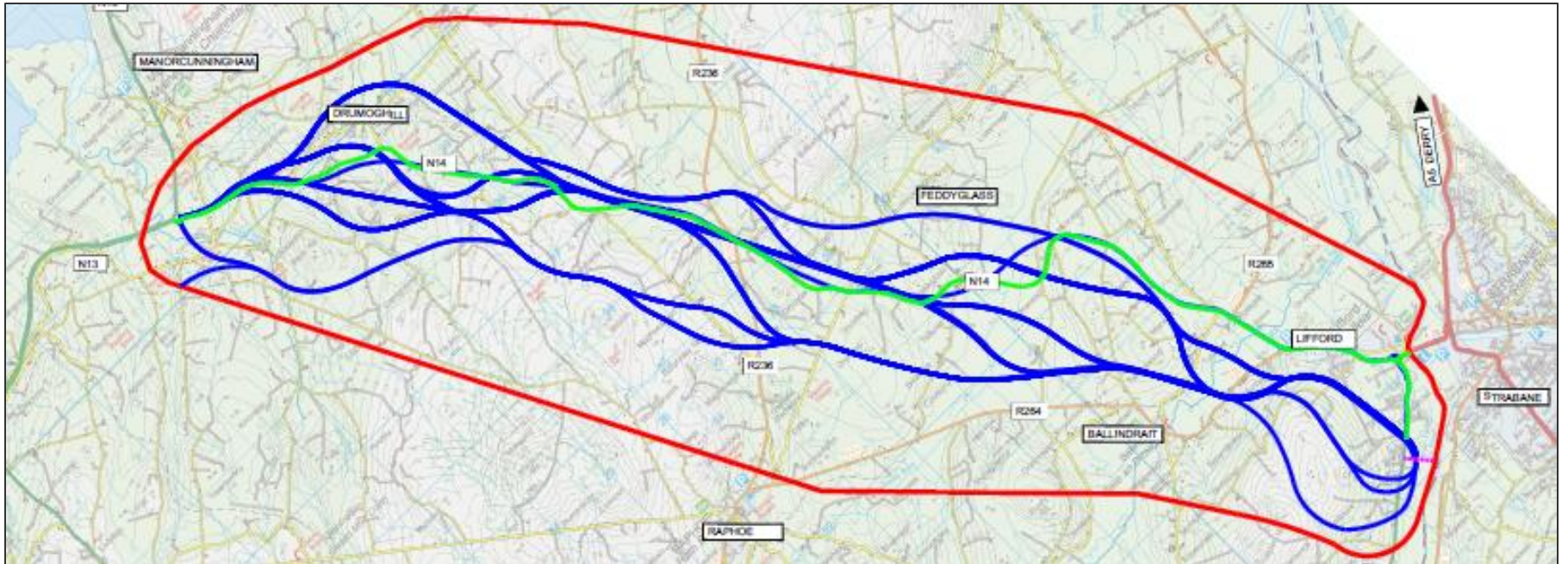
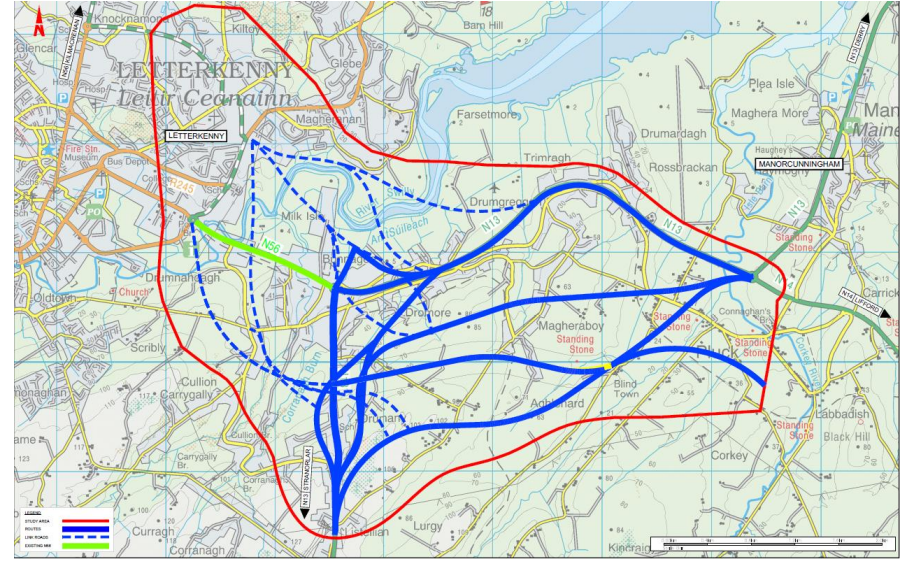
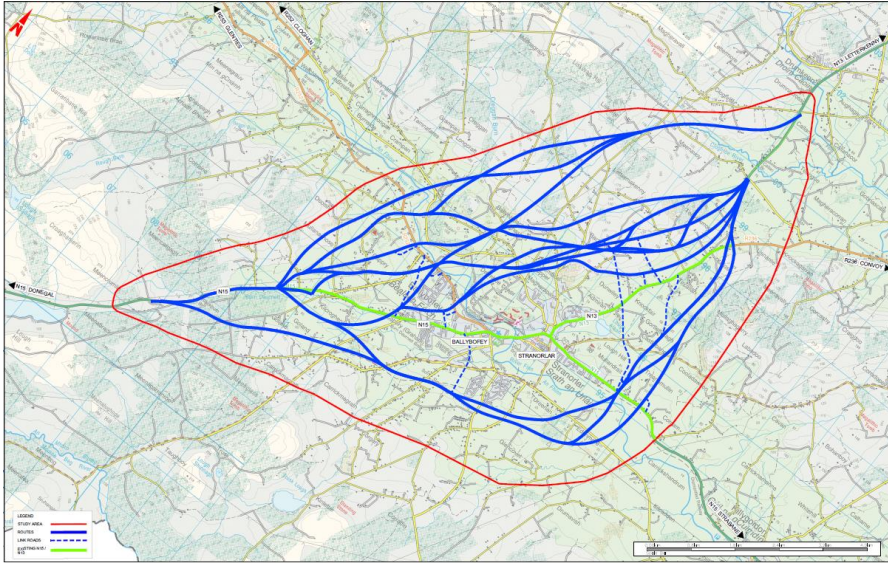
# Key Constraints identified included:

- Designated Sites for example:
  - River Swilly
  - River Finn
  - Feddyglass Woods
- Topography
- River Crossings for example:
  - River Swilly
  - Finn
  - Deele
  - Swilly Burn
- Archaeological sites
- Residential and Urban development

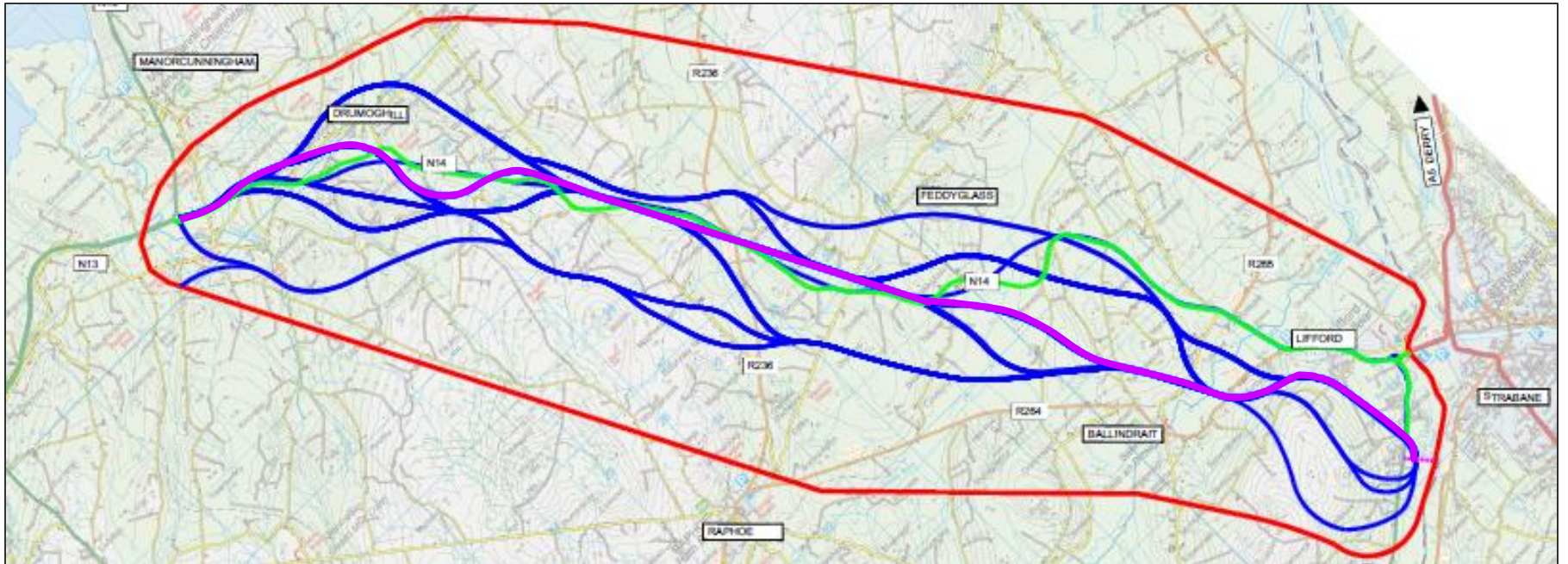
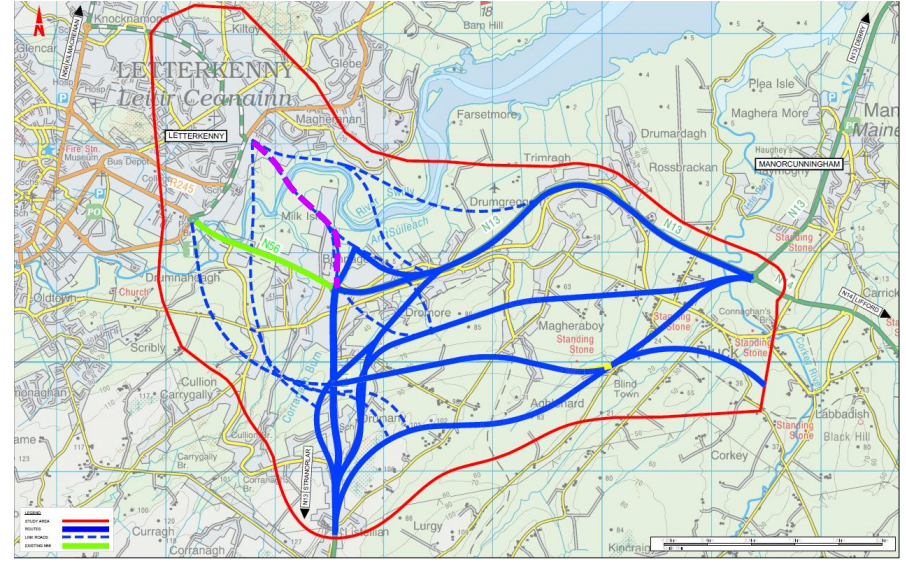
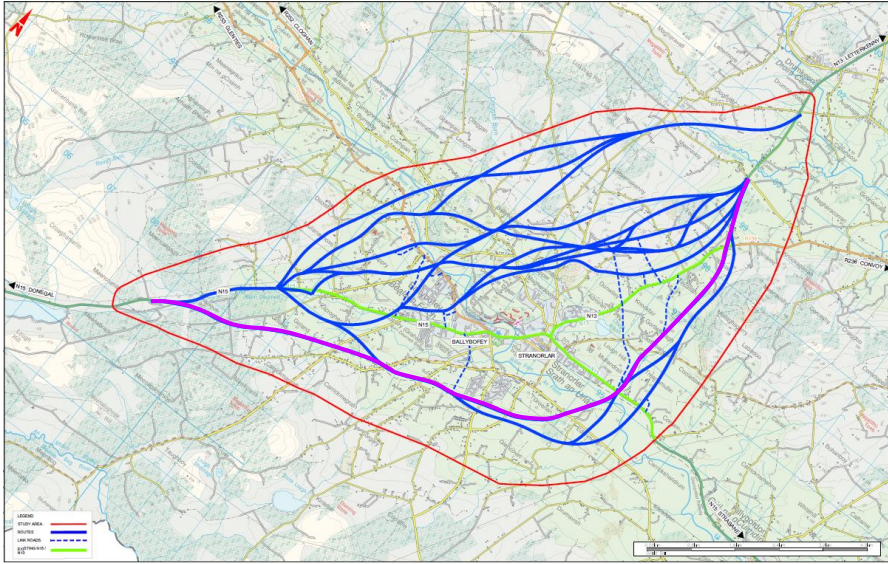




# Stage 1 Preliminary Corridors

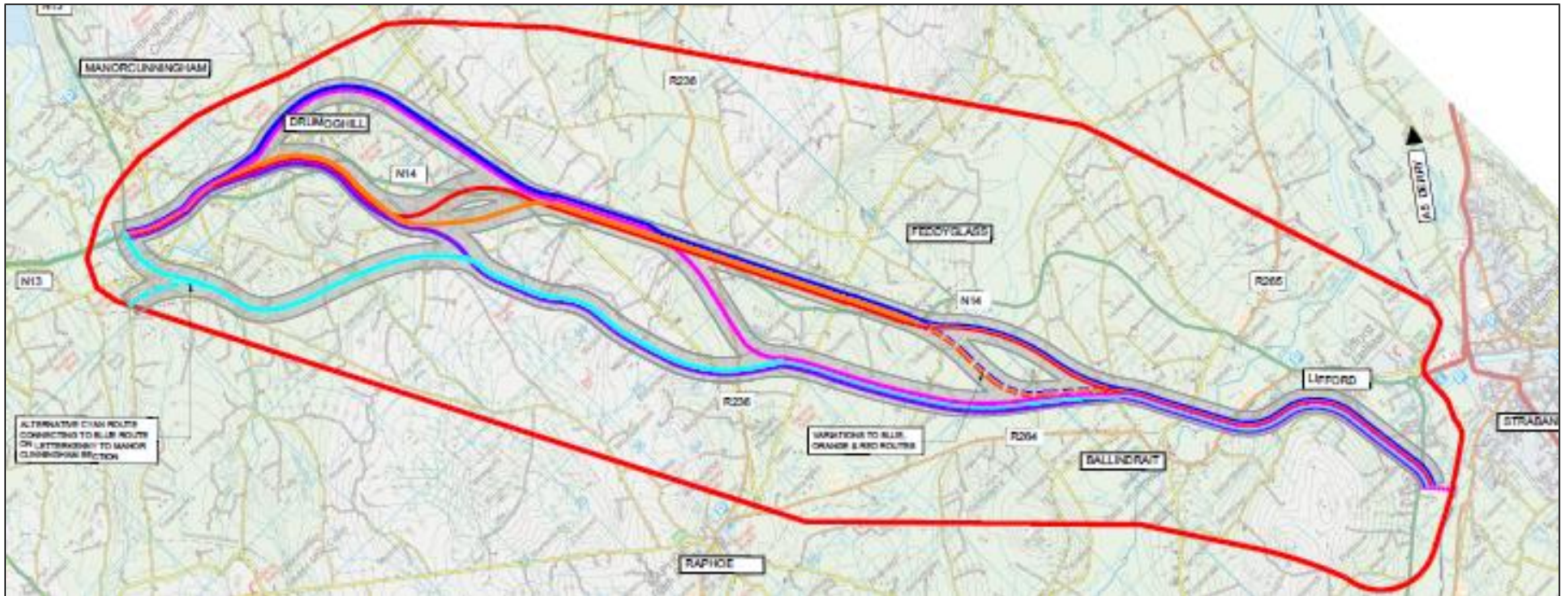
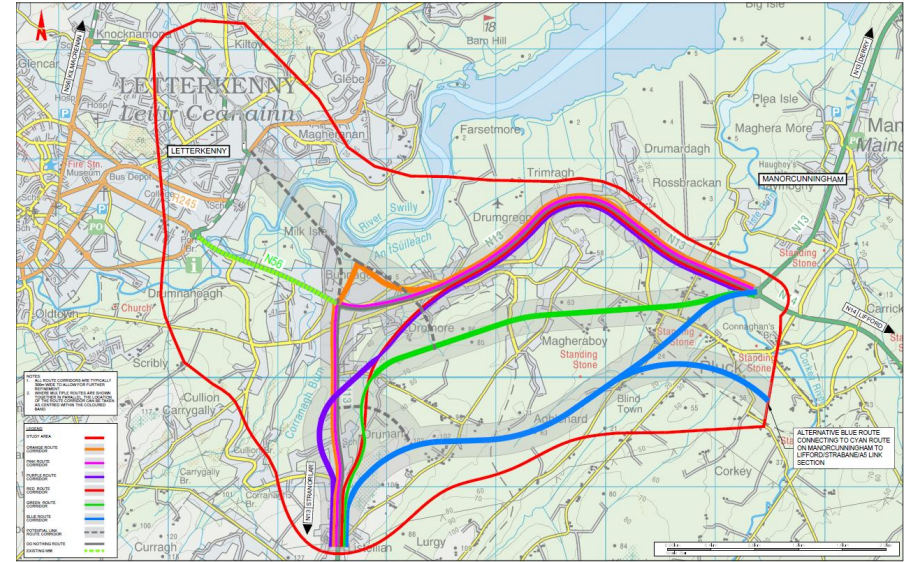
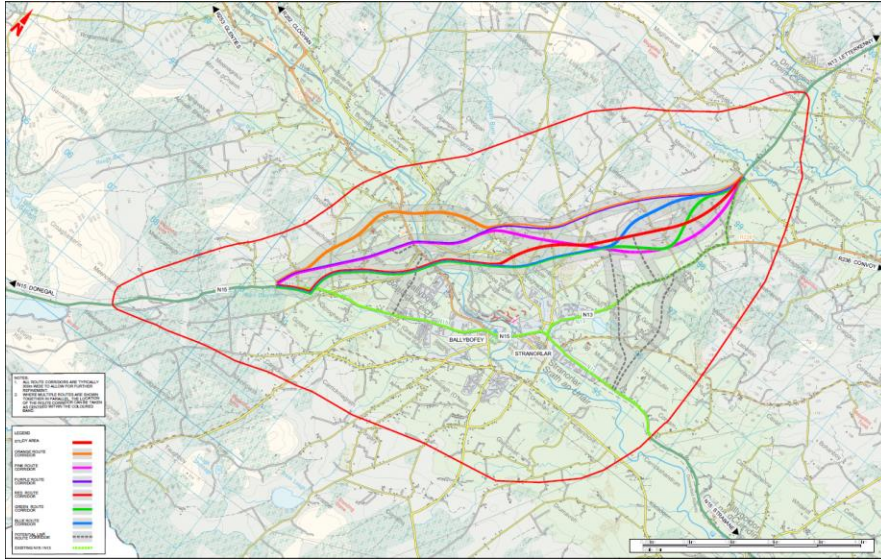


# Stage 1 Preliminary Corridors



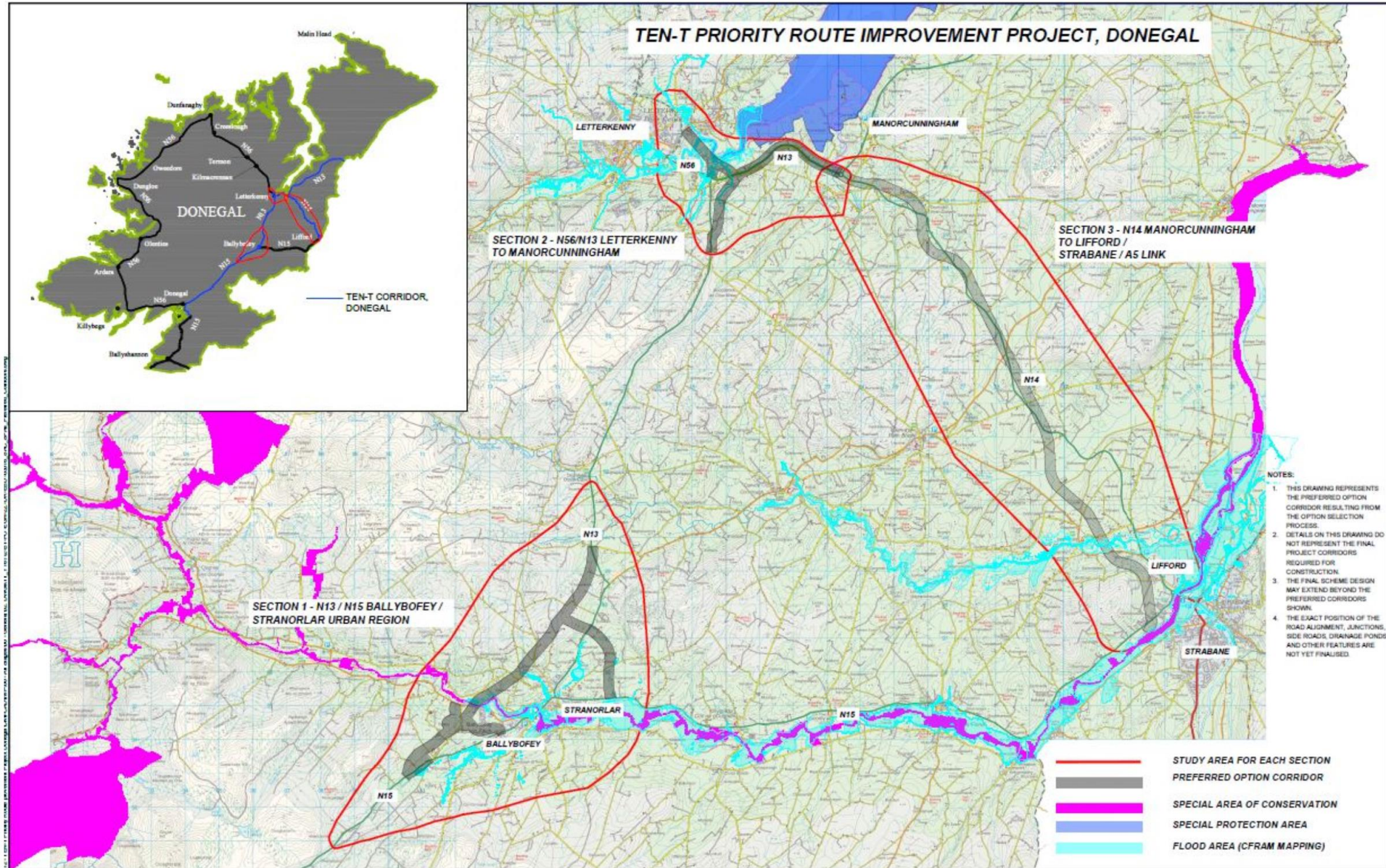
 Previous Proposals Considered

# Stage 2 Shortlisted Corridors





# Preferred Option



# Public Consultation

## Summary of Option Corridor Selection Public Consultation December 2017 to April 2019

- 14<sup>th</sup> December 2017  
Constraint Study Public Consultation  
*1 day three 3 venues (Ballybofey/Lifford and Letterkenny)*
- 17<sup>th</sup> to 19<sup>th</sup> incl. April 2018  
Stage 1 Route Corridor Options  
*3 days at three 3 venues (Ballybofey/Lifford and Letterkenny)*
- 30<sup>th</sup> May to 01<sup>st</sup> June 2018  
Additional Stage 1 Route Corridor Options Public Consultation  
*3 days at three 3 venues (Ballybofey/Lifford and Letterkenny)*
- 5 days of One to One' Meetings with potentially most affected landowners
- 19<sup>th</sup> to 21<sup>st</sup> incl. February 2019  
Stage 2 Emerging Preferred Route Corridor Public Consultation  
*3 days at three 3 venues (Ballybofey/Lifford and Letterkenny)*

# Phase 3 Design & Environmental Evaluation

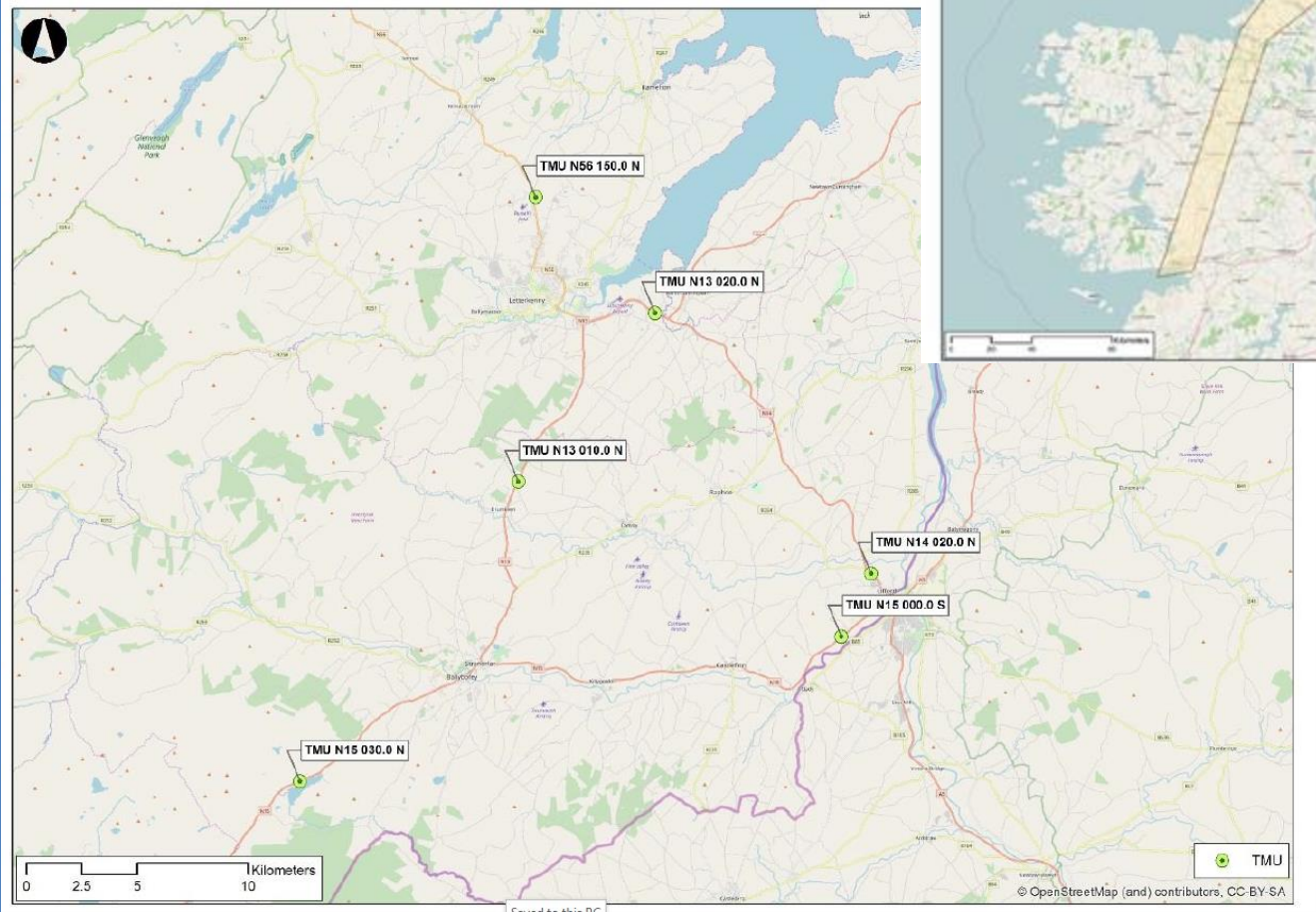
- Ongoing Design Development / Environmental Evaluation
- Mainline/Sideroads, Junctions, Structures, Cycleway, Earthworks, Accommodation Works, etc
- Consultation with Landowners, Statutory Consultees
- Ground Investigations
- Environmental/Archaeological Surveys
- Topographical Surveys
- Etc



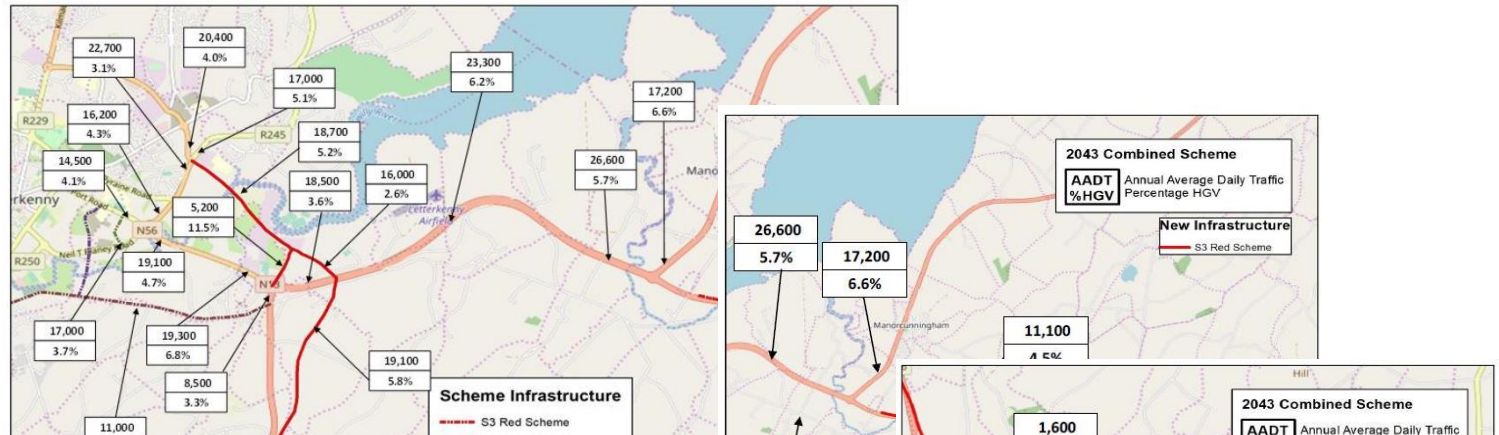
# Phase 3 Design & Environmental Evaluation



# TRAFFIC VOLUMES



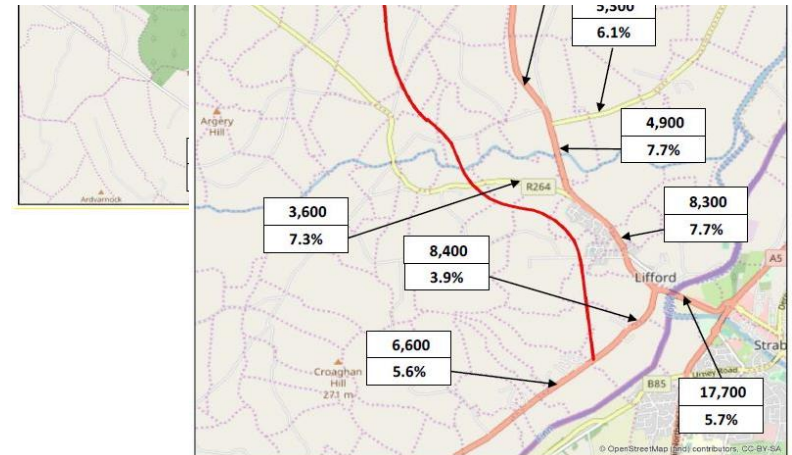
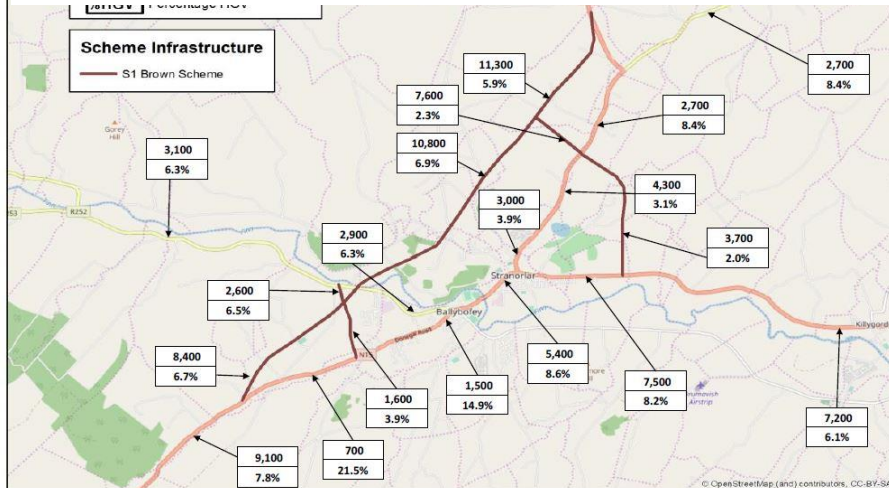
# Phase 2 to Phase 3 - Traffic



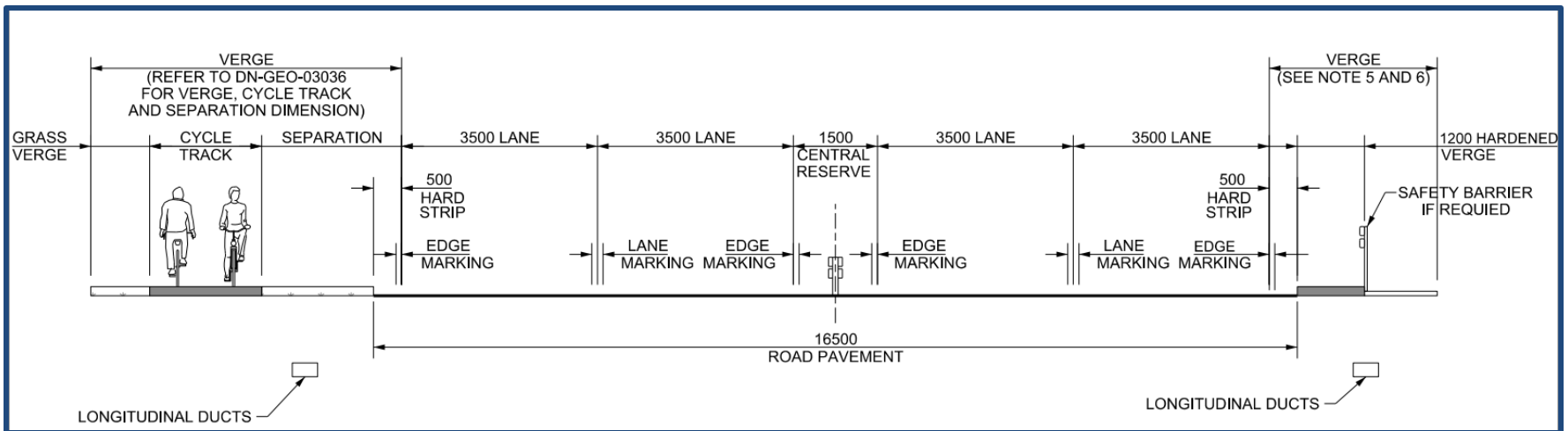
## AADTs 2043 (Phase 2 Model Outputs)

- N15/N13 Mainline: 7,600 to 11,300
- N13 Mainline Lurgybrack to Manor: 19,100 to 26,600
- N14 Mainline: 6,600 to 11,100

7,600 to 11,300  
 19,100 to 26,600  
 6,600 to 11,100



# PROJECT CROSS SECTION (INCL CYCLEWAY)



*Type 2 Dual Carraigeway: A divided all-purpose road with two lanes and hard strip in each direction (DN-GEO-03036)*

The TEN-T Project includes a Cycle/Footway facility throughout the length of the scheme.

# Project Cross Section



Photos by Tom Coakley, Barrow Coakley Photo & Video - Ph: 082355627 Date: 28th November 2019

**Type 2 Dual Carraigeway**  
*A divided all-purpose road with two lanes and hard strip in each direction*  
(DN-GEO-03036)

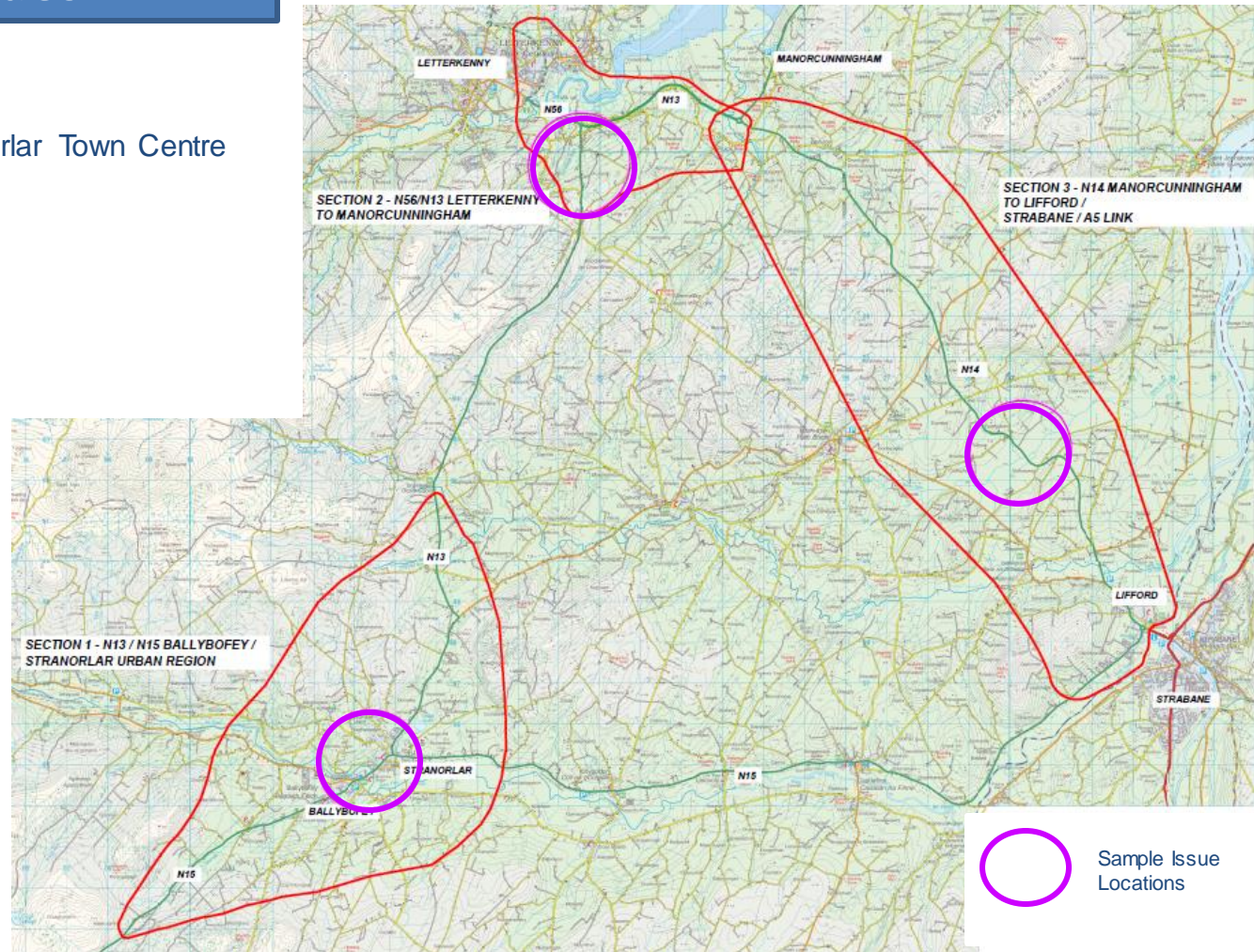
# Phase 3 Design & Environmental Evaluation

## Sample Issues

Section 1 – N15 Ballybofey/Stranorlar Town Centre

Section 2 – N13 Lurgybrack

Section 3 – N14 Tullyrap bends



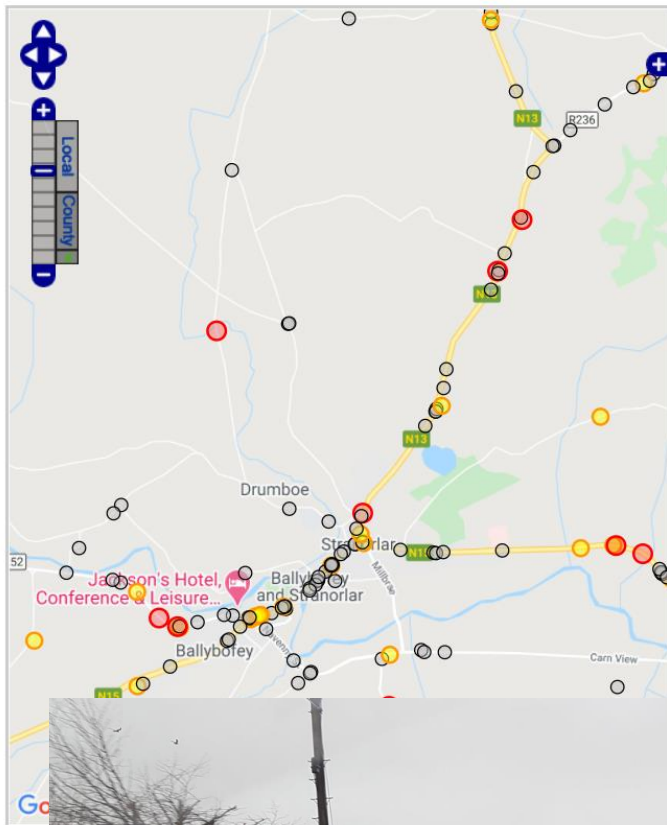
# Phase 3 Design & Environmental Evaluation

## Section 1 Example – N15/N13 Congestion and Delays



- Mix of strategic, local and leisure traffic.
- On street parking, direct accesses prevalent
- Substandard cross-section width and alignments
- Conflict with NMU desire-lines
- Fatal Collisions on National Road as late as 2015 (Stranorlar)

# Phase 3 Design & Environmental Evaluation



Section 1 Example – N15/N13 Congestion and Delays



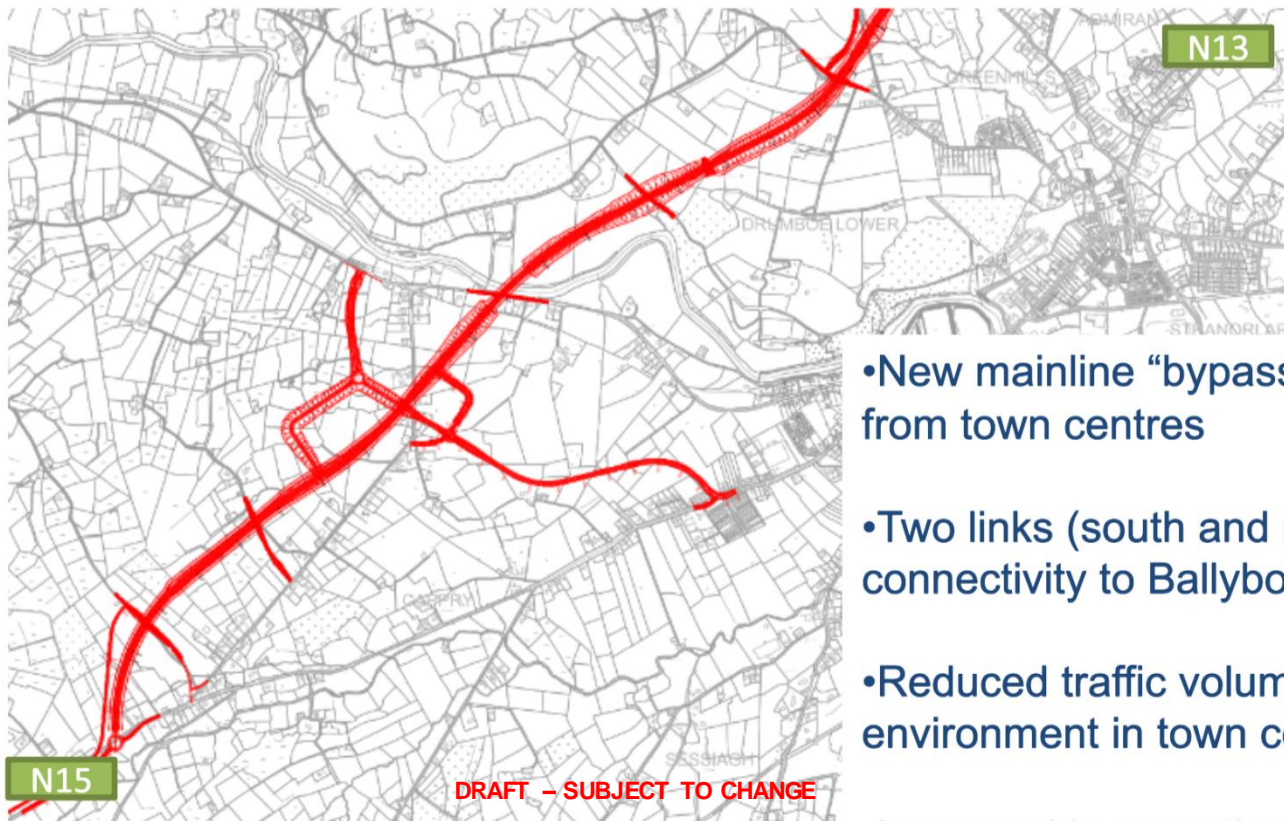
Queue in Stranorlar travelling southbound on existing N15



Rural section of N13 north of Stranorlar with poor horizontal and vertical alignment

# Phase 3 Design & Environmental Evaluation

## Section 1 – N15/N13 Congestion and Delays



- New mainline “bypass” to remove strategic traffic from town centres

- Two links (south and north of Finn) to allow connectivity to Ballybofey/Stranorlar

- Reduced traffic volumes and improved environment in town centre

- Improved journey time reliability for strategic traffic

# Phase 3 Design & Environmental Evaluation

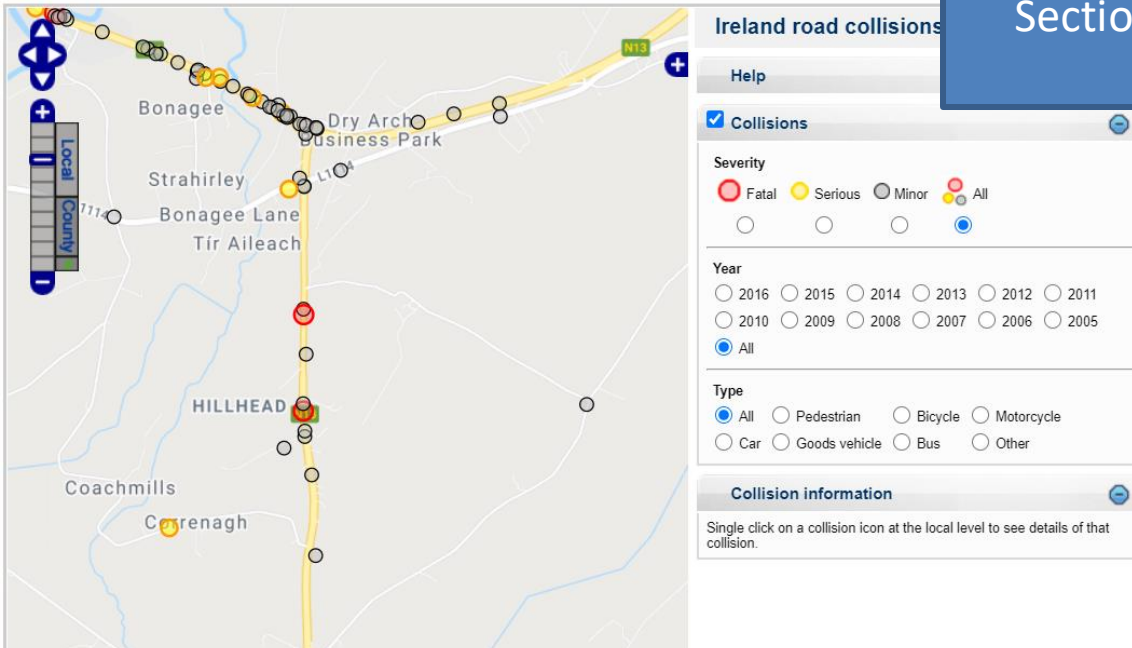
## Section 2 Example – N13 Lurgybrack, south of Letterkenny



- Existing 8-9% gradient with climbing lane in southbound direction
- Direct access for school
- A number of direct access to properties
- Right turn movements permitted across climbing lane
- No NMU facilities
- Fatal Collisions in 2005 and 2011

# Phase 3 Design & Environmental Evaluation

## Section 2 Example– N13 Lurgybrack, south of Letterkenny

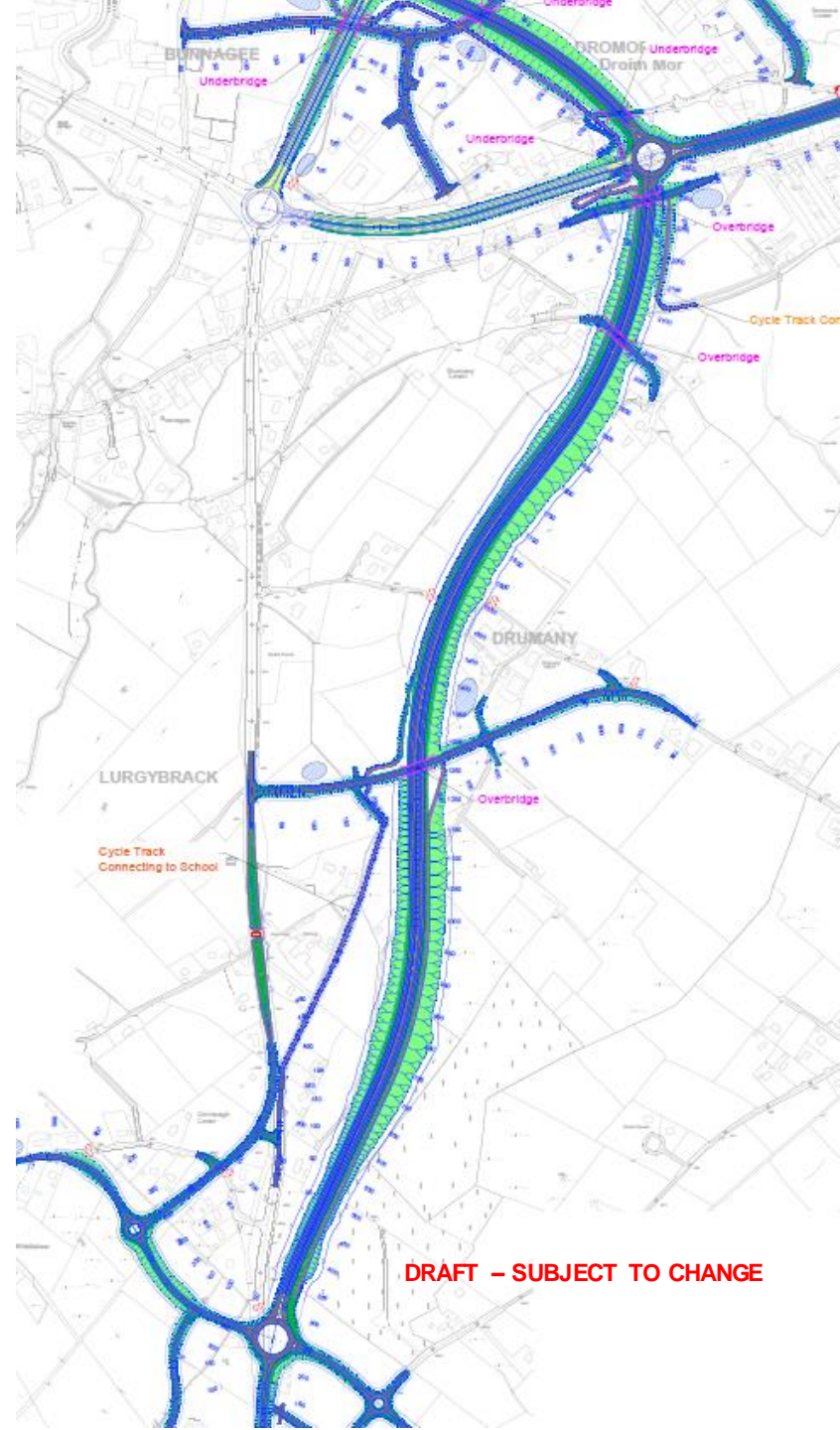


Queuing to St Patrick's National School is common

# Phase 3 Design & Environmental Evaluation

## Section 2 Example – N13 Lurgybrack, south of Letterkenny

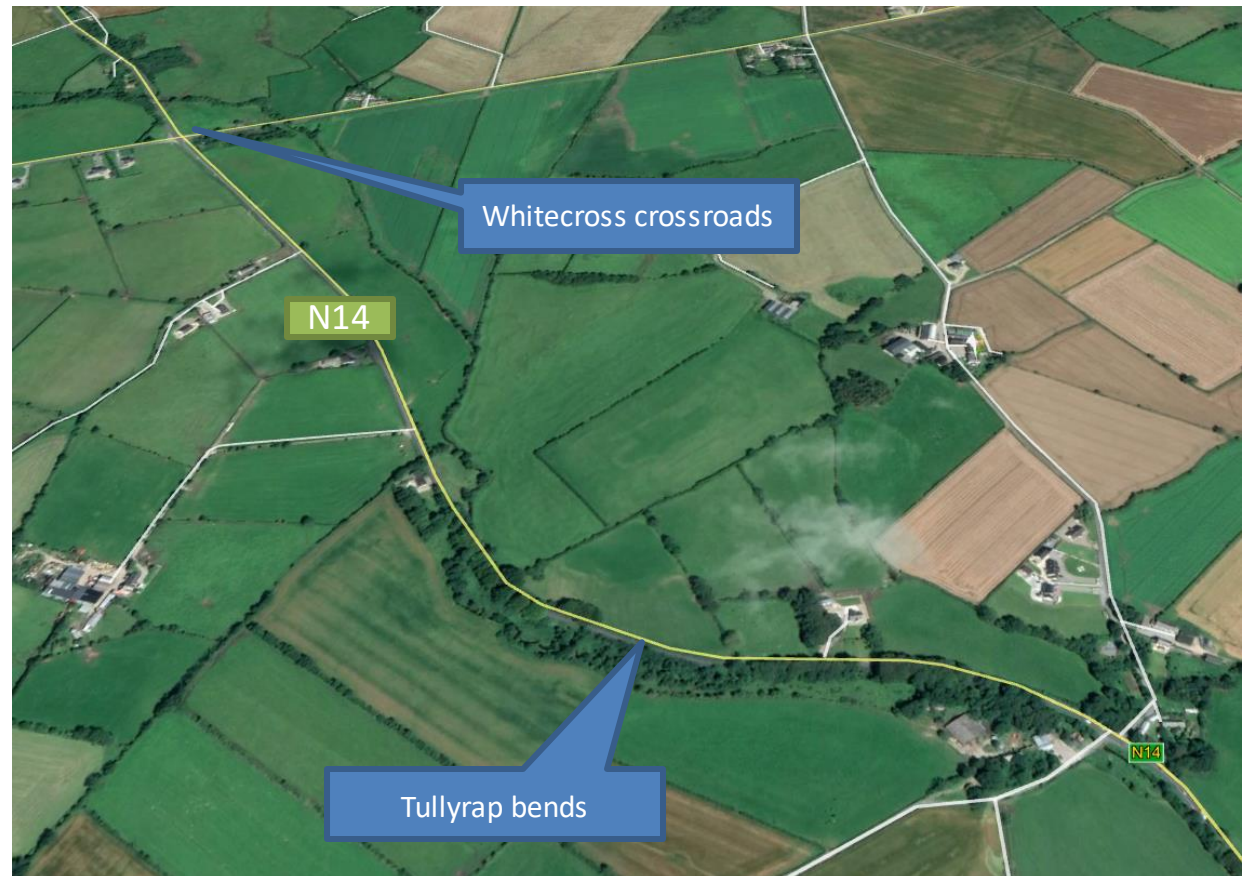
- Proposed mainline directed away from existing N13
- Maximum of 5% gradient applied to new mainline N13
- Access to Primary School via existing road network, with lower traffic volumes



# Phase 3 Design & Environmental Evaluation

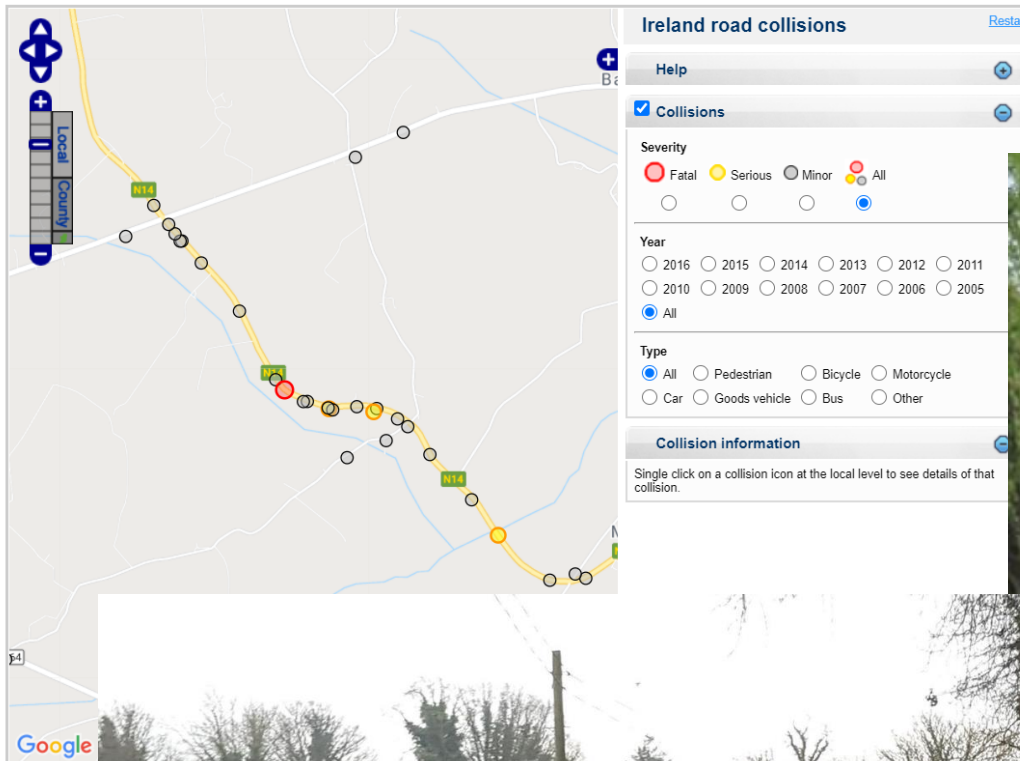
## Section 3 Example– N14 Tullyrap

- Substandard cross-sectional width
- Substandard horizontal and vertical alignment
- Direct access and hazardous roadsides with trees and watercourse
- Poor safety record



# Phase 3 Design & Environmental Evaluation

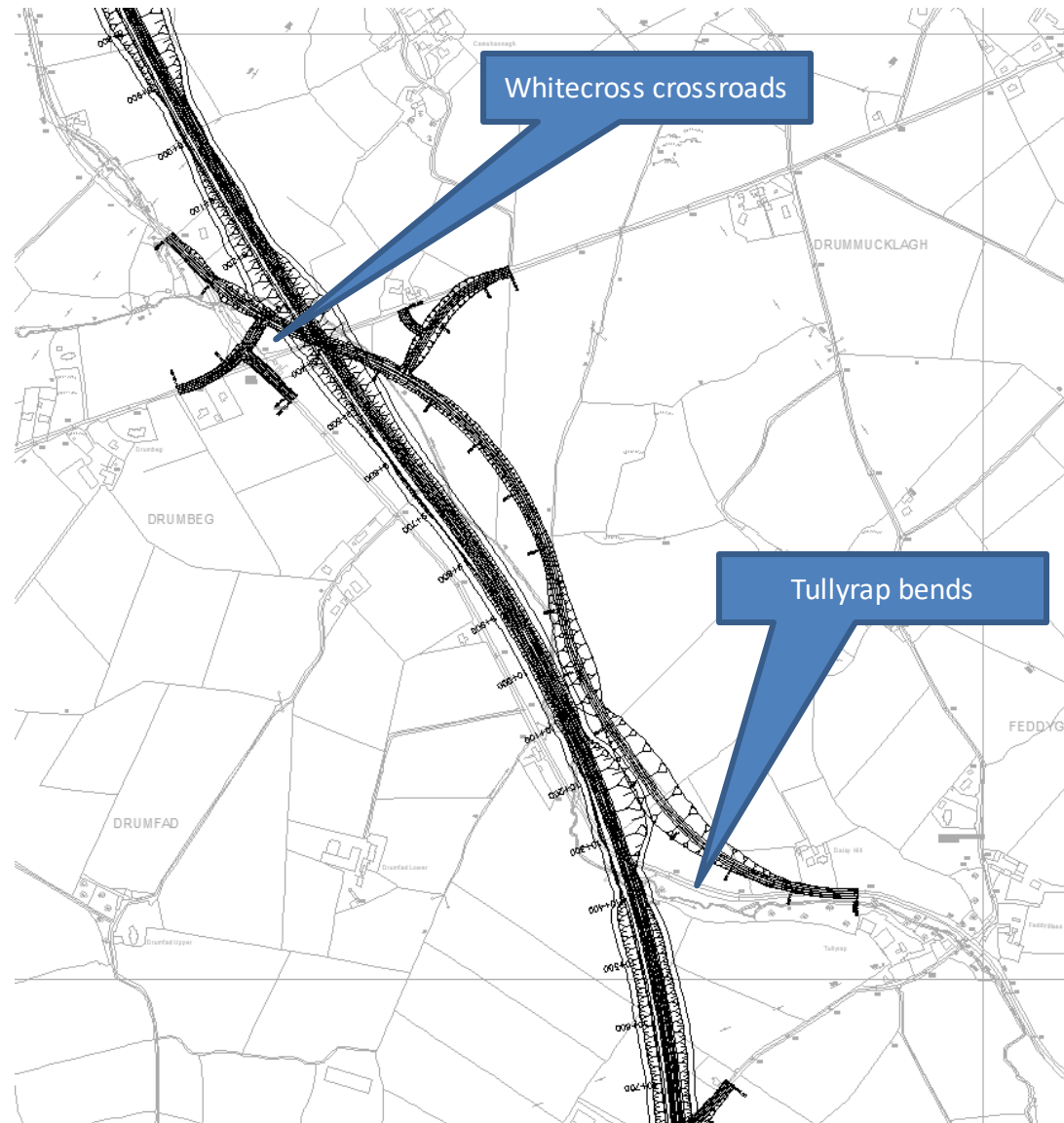
## Section 3 Example – N14 Tullyrap



# Phase 3 Design & Environmental Evaluation

## Section 3 Example– N14 Tullyrap

- New offline alignment
- Avoiding trees and properties
- Removal of existing crossroads to north of Tullyrap



DRAFT – SUBJECT TO CHANGE

# Project Summary

| Road Type                | 30km Type 2 Dual Carriageway   |
|--------------------------|--|
|                          | 4.4km Type 1 Dual Carriageway (Upgrade of Existing)  |
|                          | 7.7 km Type 3 Single Carriageway Link Roads  |
|                          | Realigned Local Road and existing National Road at road interfaces   |
| Strategic Junctions      | 6 intermediate Compact Grade Separated Junctions<br>6 tie-in roundabouts                                     |
| Active Travel Facilities | >30 km Segregated Cycleway, connection to existing local road network, future greenway and redundant railway |
| SAC Bridge Crossings     | Multi-span structures proposed with central span across SAC designated area.                                 |

**TEN-T Priority Route Improvement  
Project, Donegal**

**Scoping of Environmental Impact  
Assessment Report**

# Environmental Impact Assessment Report - Scope

|   | Title  | Summary Description  | Environmental Factors (EIA Directive (2011/92/EU) as amended (2014/52 EU)) |
|---|--|--|--|
| <b>Volume A</b>   | Non-Technical Summary                                    |  | Article 5(1)(e), Annex IV (9),   |
| <b>Volume B:<br/>Environmental<br/>Impact Assessment<br/>Report</b> | Chapter 1  | Introduction   | Article 5(1) (a),(b) & (c), Annex IV (1), Annex IV (3)                     |
|   | Chapter 2  | Consultation   |  |
|   | Chapter 3  | Planning and Policy Context  |  |
|   | Chapter 4  | Description of the Road Project                                      |  |
|   | Chapter 5  | Assessment of Alternatives   | Article 5(1)(d), Article 5(1)(b), Annex IV (2)                             |
|   | Chapter 6  | Traffic and Transportation Assessment                                | Article 5(1) (a),(b) & (c), Annex IV (1), Annex IV (3)                     |
|   | Chapter 7  | Environmental Impact Assessment                                      | Article 5(1), Annex IV (4), (5) & (6)                                      |
|   | Section 7.1  | Population and Human Health  | Population and Human Health  |
|   | Section 7.2  | Biodiversity   | Biodiversity   |
|   | Section 7.3  | Soil and Land (incl. Hydrogeology)                                   | Land and Soils   |
|   | Section 7.4  | Water  | Water  |
|   | Section 7.5  | Air and Climate  | Air and Climate  |
|   | Section 7.6  | Noise and Vibration  | Not specifically mentioned in Article 3, identified under Annex IV         |
|   | Section 7.7  | Material Assets: Agriculture   | Material Assets  |
|   | Section 7.8  | Material Assets: Non-Agriculture                                     |  |
|   | Section 7.9  | Cultural Heritage (incl. including Architectural and Archaeological) | Cultural Heritage  |
| Section 7.10  | Landscape  | The Landscape  |  |
| Chapter 8   | Inter-Relationships, Interactions and Cumulative Effects |  | Annex IV (5)   |
| Chapter 9   | Assessment of Risks of Major Accidents or Disasters      |  | Annex IV (5)   |
| Chapter 10  | Schedule of Environmental Commitments                    |  |  |
|   | References   |  | Annex IV (10)  |
| <b>Volume C</b>   | Non-Environmental Technical Appendices                   |  |  |
| <b>Volume D</b>   | Environmental Technical Appendices                       |  |  |
| <b>Volume E</b>   | Natura Impact Statement                                  |  |  |
| <b>Volume F</b>   | Book of Drawings   |  |  |

# Environmental Impact Assessment Report - Scope

| Consultee  | Consultee  | Consultee   |
|--|--|---|
| Office of Public Works Head Office                           | Geological Survey of Ireland   | Irish Farmers Association (Donegal Branch)  |
| EPA Regional Inspectorate                                    | Inland Fisheries Ireland   | Coillte   |
| Department of Communications, Climate Action and Environment | Road Safety Authority  | The Heritage Council  |
| Department of Culture, Heritage and the Gaeltacht            | National Museum of Ireland   | Bat Conservation Ireland  |
| Department of Agriculture, Food and the Marine               | Teagasc  | The Irish Cycling Advocacy Network  |
| Health Service Executive                                     | Royal Irish Academy: Committee for Historical Studies  | Údarás na Gaeltachta  |
| Birdwatch Ireland  | Fáilte Ireland   | Irish Aviation Authority  |
| Donegal County Development Board                             | Donegal County Council<br>(Environment, Planning, Pollution, Water Services and Road Services) | Bus Éireann   |
| BT Ireland   | ESB (High Voltage)   | Three   |
| Irish Water  | Connaught Ulster Waste Region  | Northern Ireland Department of Agriculture, Environment and Rural Affairs                                 |
| Northern Ireland Environment Agency                          | Department for Infrastructure Northern Ireland – Rivers, Roads                                 | Northern Ireland Department of Agriculture, Environment and Rural Affairs – Marine and Fisheries Division |
| Vodafone   | Gas Networks Ireland   | Airtricity – Public Lighting  |
| The Loughs Agency (Northern Ireland)                         | EirGrid  |   |

# EIAR - Likely Significant Effects

|                            |  |
|----------------------------|--|
| <b>Population &amp; HH</b> | <ul style="list-style-type: none"> <li>• Zoning, Residential properties; Commercial properties, recreational and amenity facilities, schools</li> <li>• Air quality, noise pollution, water quality</li> </ul>   |
| <b>Biodiversity</b>        | <ul style="list-style-type: none"> <li>• River Finn SAC River Crossing</li> <li>• Lough Swilly SAC Crossing - proximity to Lough Swilly SPA (ex-situ impacts)</li> <li>• River Foyle and Tributaries NI SAC</li> <li>• Watercourse crossings - aquatic species and fisheries</li> <li>• Mammals (Otter, Kingfisher (Annex II) Bats (Annex IV), Badger, Red Squirrel, Deer (Wildlife Act), wintering and breeding birds (Birds Directive 2009/147/EC)</li> <li>• Invasive Non Native Species – terrestrial and aquatic including Asian Clam (<i>Corbicula fluminea</i>) in the Swilly Burn</li> <li>• Semi-natural habitats with high biodiversity value - Permanent habitat loss</li> </ul>  |
| <b>Land and Soil</b>       | <ul style="list-style-type: none"> <li>• Loss of potential quarry and pit reserves</li> <li>• Loss of potential pit reserves and agricultural soils</li> <li>• Landslide susceptibility</li> <li>• Importation of materials or Excess material to be reused or disposed</li> <li>• Groundwater aquifer</li> <li>• Potential groundwater springs</li> <li>• Domestic groundwater wells</li> </ul>   |
| <b>Water</b>               | <p><b>Flood Risk</b></p> <ul style="list-style-type: none"> <li>• Impact of new road alignment earthworks on flood storage – displacement of flood volumes</li> <li>• Modifying natural drainage regime with installation of culverts/bridges and watercourse diversions – reduction in stream conveyance</li> <li>• Increase of runoff to local streams due to increase in impermeable surfaces</li> <li>• Inappropriate culvert/bridge design – long term scour &amp; sedimentation issues</li> <li>• Impact on flood protection embankments of the Swilly Estuary, River Deelee and the Swilly Burn</li> </ul> <p><b>Water Quality</b></p> <ul style="list-style-type: none"> <li>• Increase in trafficked areas increases risk of pollutant release to local watercourses</li> <li>• Inappropriate watercourse diversion &amp; culvert installation may result in unnatural increase in sedimentation</li> </ul> |

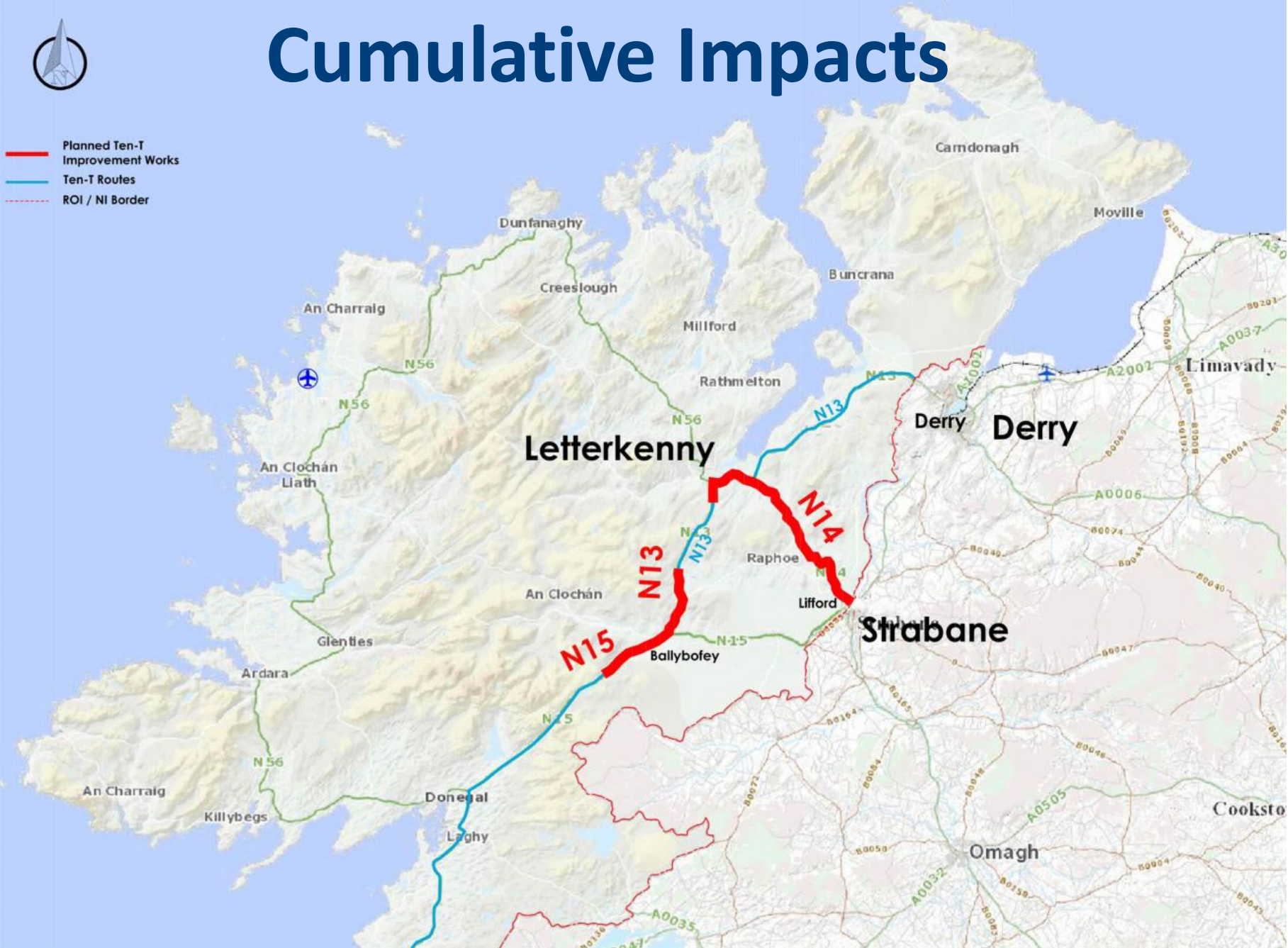
# **TEN-T Priority Route Improvement Project, Donegal**

## **Cumulative Impacts**



# Cumulative Impacts

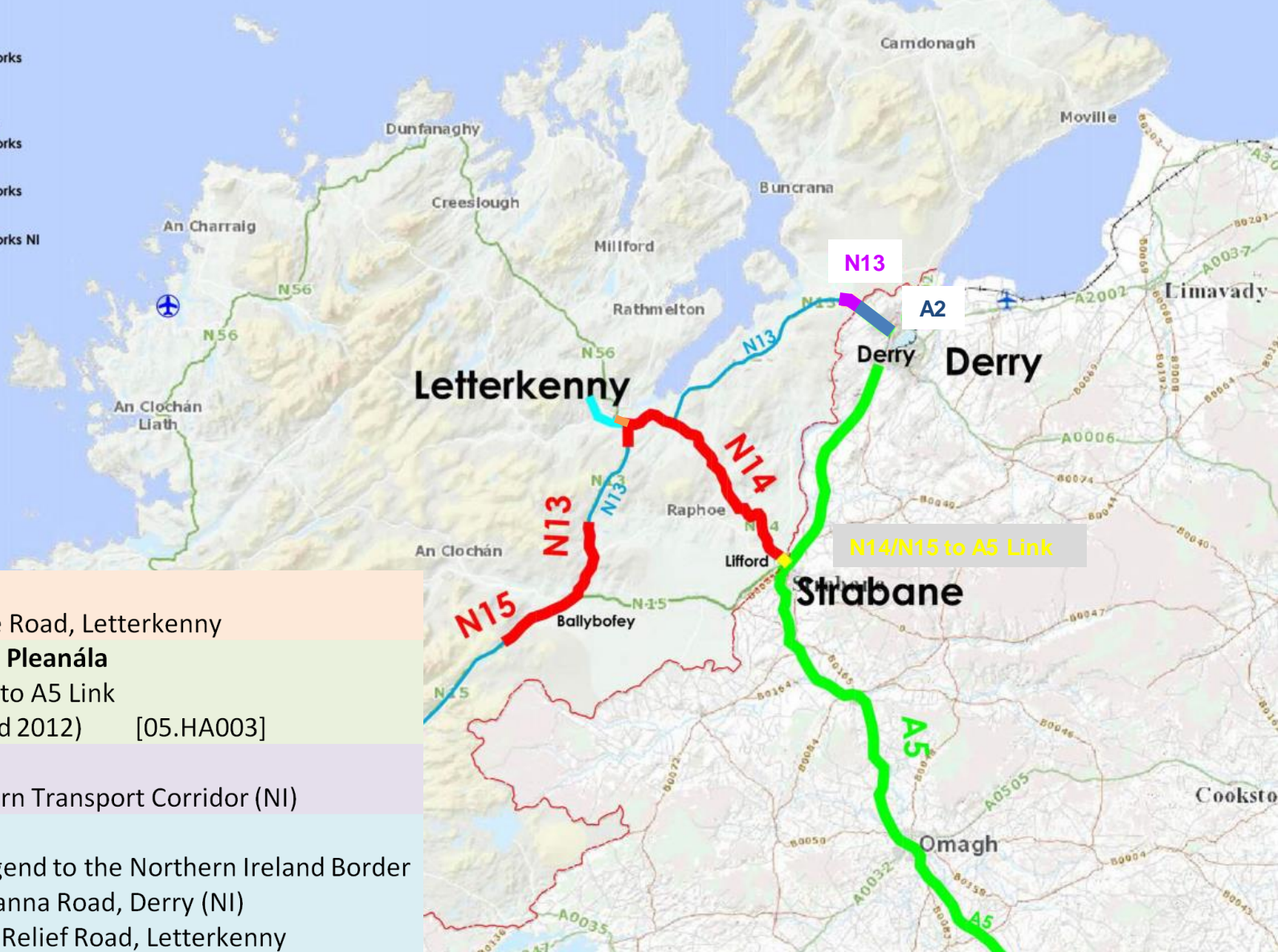
- Planned Ten-T Improvement Works
- Ten-T Routes
- ROI / NI Border





# Cumulative Impacts

- Planned Ten-T Improvement Works
- Ten-T Routes
- ROI / NI Border
- Approved Ten-T Improvement Works
- Planned Road Improvement Works
- Planned Road Improvement Works NI



## At Tender

— Four Lane Road, Letterkenny

## Approved by An Bord Pleanála

— N14/N15 to A5 Link  
(Approved 2012) [05.HA003]

## Statutory Process

— A5 Western Transport Corridor (NI)

## Early Planning

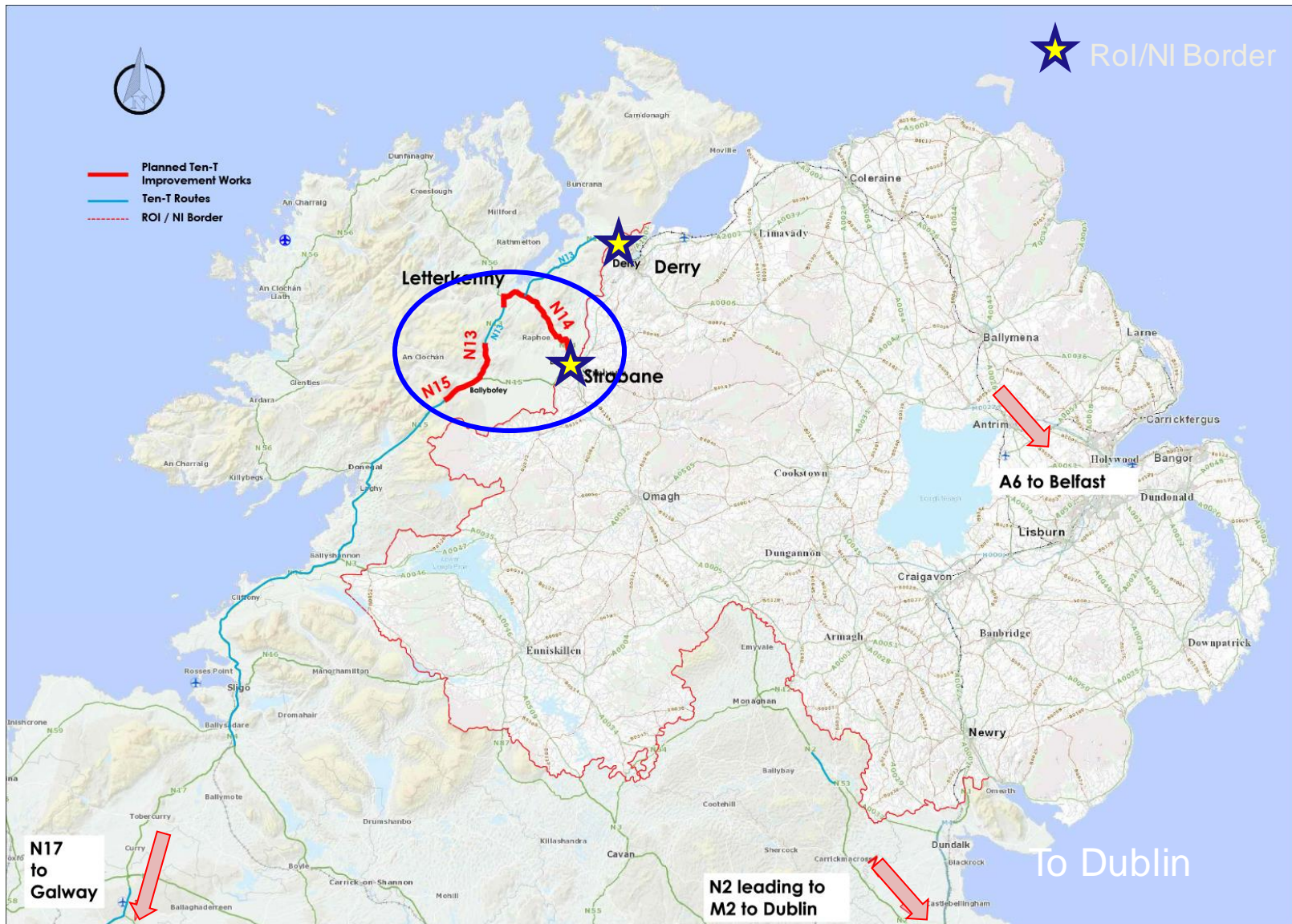
- N13 Bridgend to the Northern Ireland Border
- A2 Buncrana Road, Derry (NI)
- Southern Relief Road, Letterkenny

# Summary

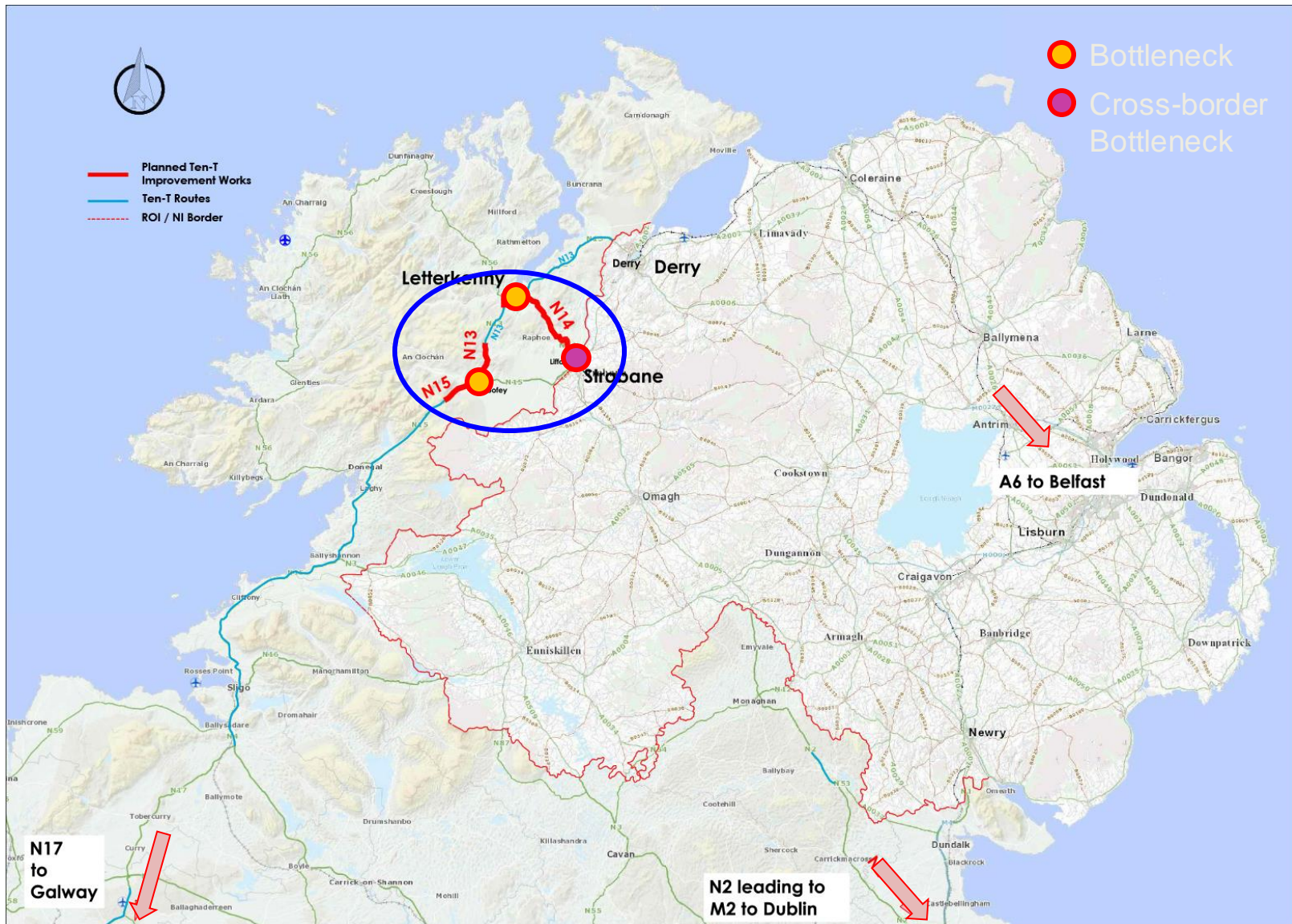
## **TEN-T Priority Route Improvement Project, Donegal**

### **Project Summary & Benefits**

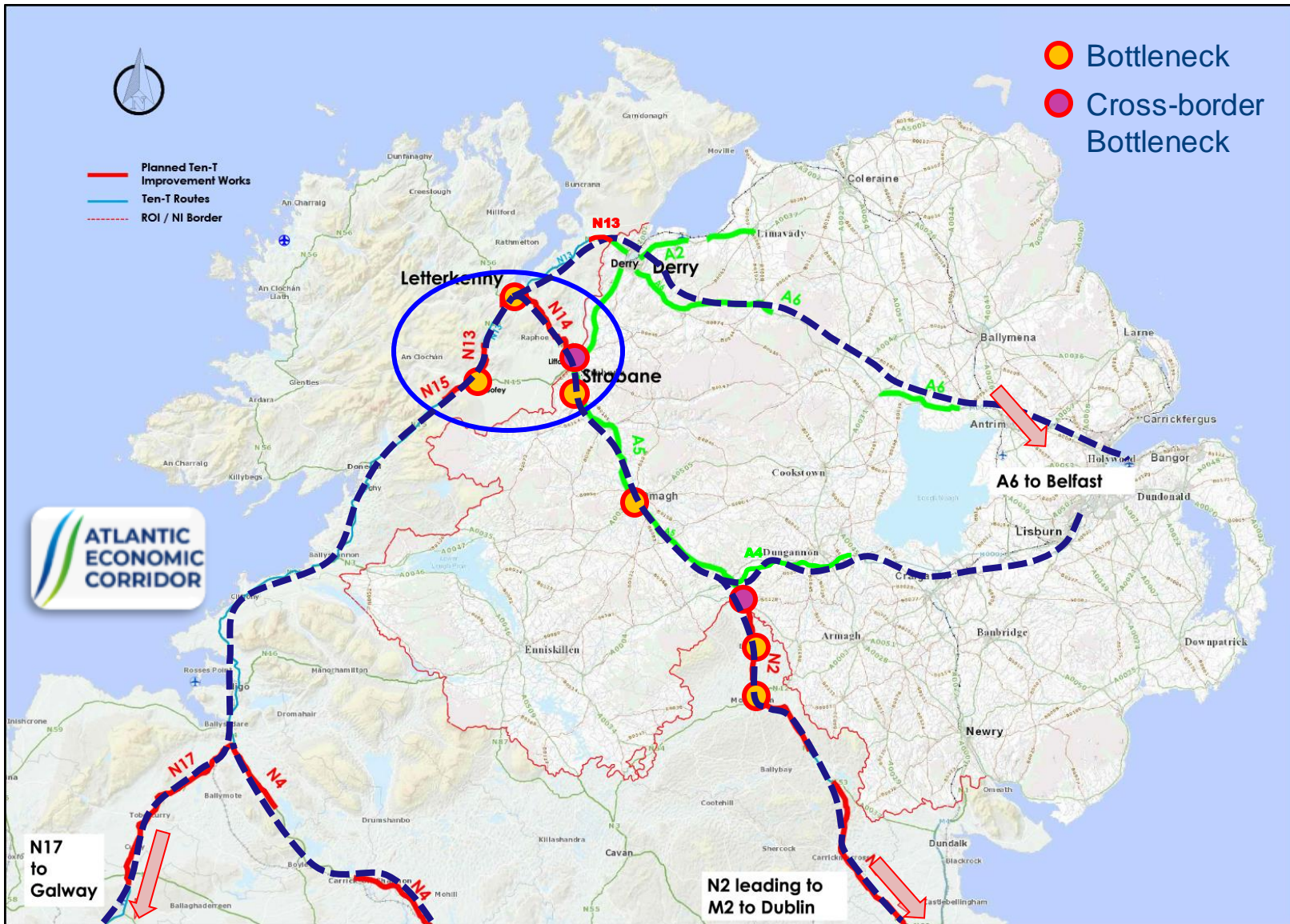
# Ten-T Priority Route Improvement Project Donegal Cross-Border Projects



# Ten-T Priority Route Improvement Project Donegal Removing Bottlenecks



# Enhanced Regional Accessibility Bridging Missing Links | Removal of Bottlenecks



# Project Benefits

- Enhanced Regional Accessibility for the North West
- Economic Competitiveness, Growth & Development
- Cohesive, Safe & Efficient High Quality Access
- Sustainable Transport Network for all Road Users



# Strategic Infrastructure Development

## Definition

- *Strategic infrastructure development can generally be described as development which is of strategic economic or social importance to the State or a region.*
- *Development which will contribute significantly to fulfilment of any of the objectives of the National Planning Framework or any regional spatial and economic strategy for an area*
- *Would have a significant effect on the area of more than one planning authority*

**The TEN-T Priority Route Improvement Project, Donegal meets the SID criteria**

**ANY FURTHER  
MATTERS**