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Dhún na nGall
Donegal County Council



TEN-T Priority Route Improvement Project, Donegal

Pre-Application Consultation Meeting

An Bord Pleanála

15th January 2021



TEN-T Priority Route Improvement Donegal : Project Team - Attendees

Applicant: Donegal County Council

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

Agenda

1.0	Matters Arising from Previous Meeting - Clarifications
2.0	Phase 3 Developing Design - Recap
3.0	Phase 3 Developing Design - Landowner Engagement
4.0	Phase 3 Developing Design – Progress
5.0	Natura Impact Statement Structure
6.0	Environmental Impact Assessment Report Structure
7.0	Policy and Planning



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Section 1.0

Matters Arising from Previous Meeting - Clarifications



Matters Arising from Previous Meeting - Clarifications

- Under Point 2 of the ABP Written_Record (Ref. 1036-2020-L-10656_ABP_Written_Record.pdf)

“Given the complexity of the development it was mentioned that a robust assessment of all alternatives considered would need to be carried out.”

It is confirmed that reasonable alternatives were assessed.

- Under Point 9 of the ABP Written_Record (Ref. 1036-2020-L-10656_ABP_Written_Record.pdf) Number of dwellings impacted - updated status is outlined in this presentation.

- Under the final point of page 7 of 8 ABP Written_Record (Ref. 1036-2020-L-10656_ABP_Written_Record.pdf) :

“The prospective applicant has been in contact with IFI and Loughs Agency.”

It is confirmed that consultation has been undertaken with NPWS as well as other Statutory Consultees previously noted.



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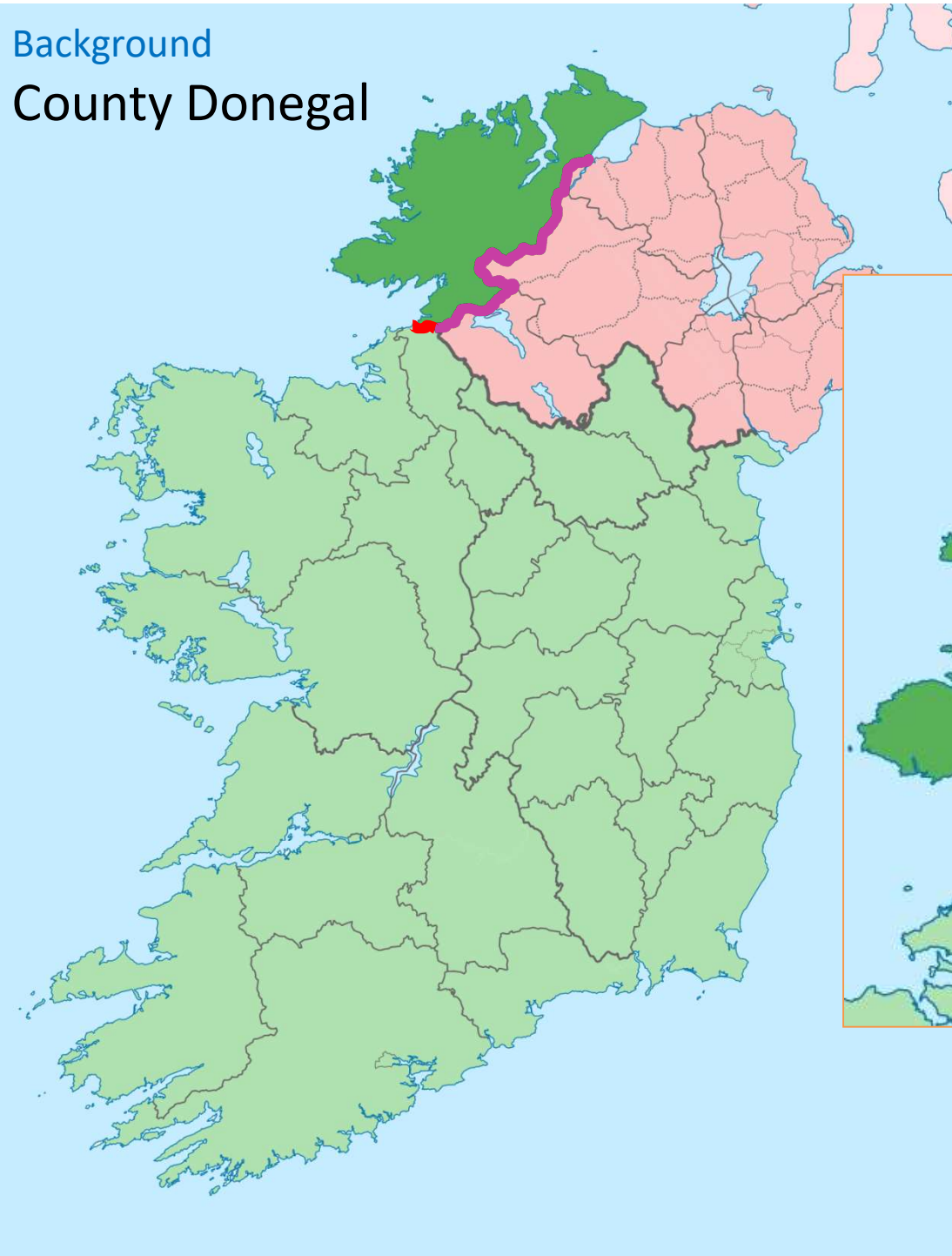
Section 2.0

Phase 3 Developing Design - Recap

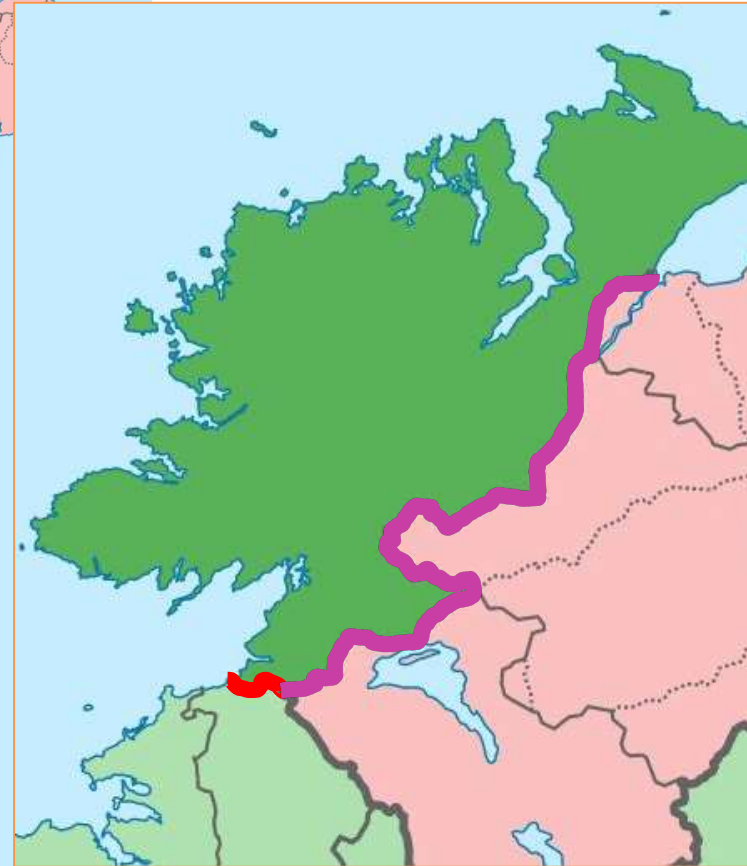


Background

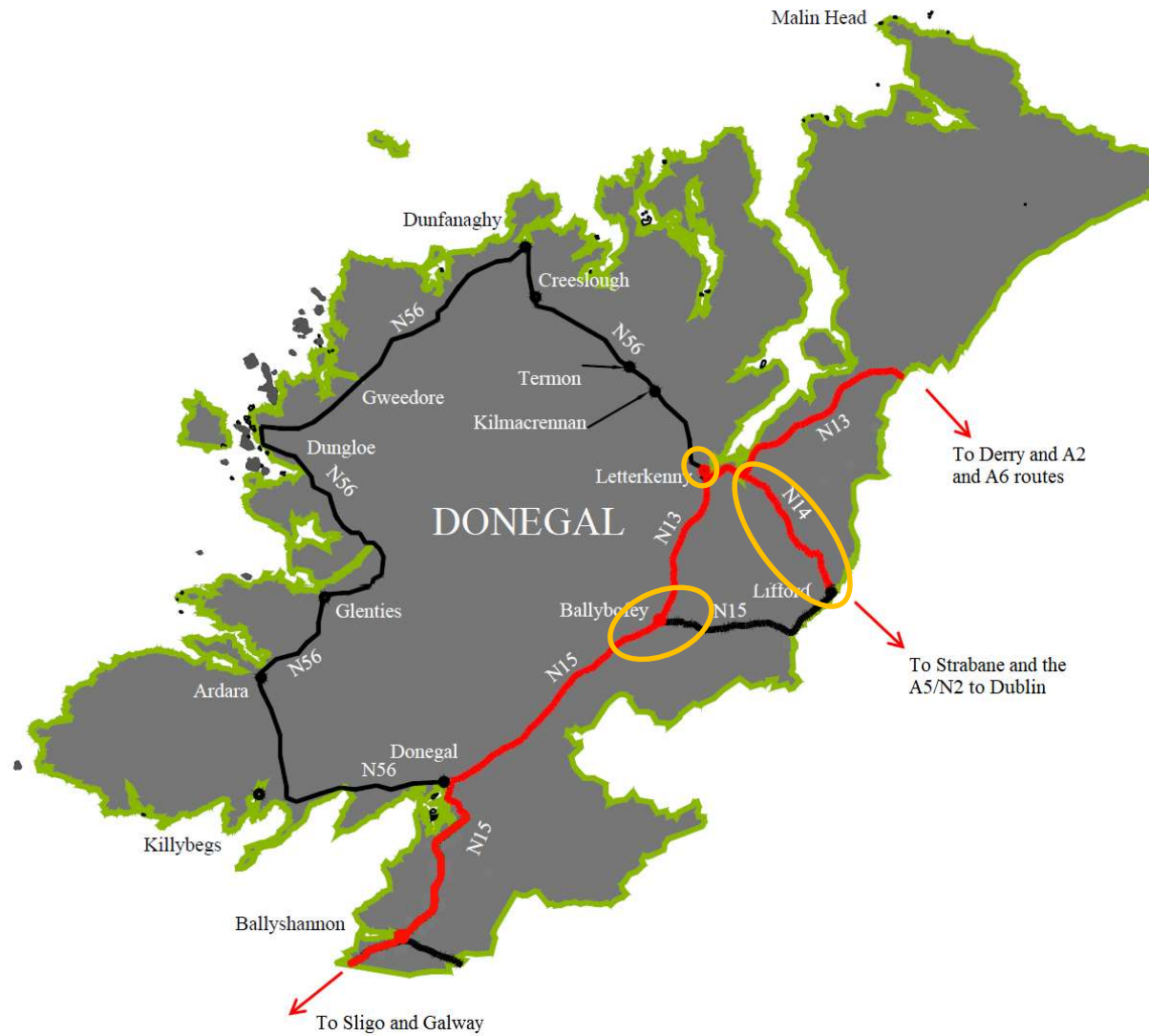
County Donegal



Phase 3 Developing Design - Recap

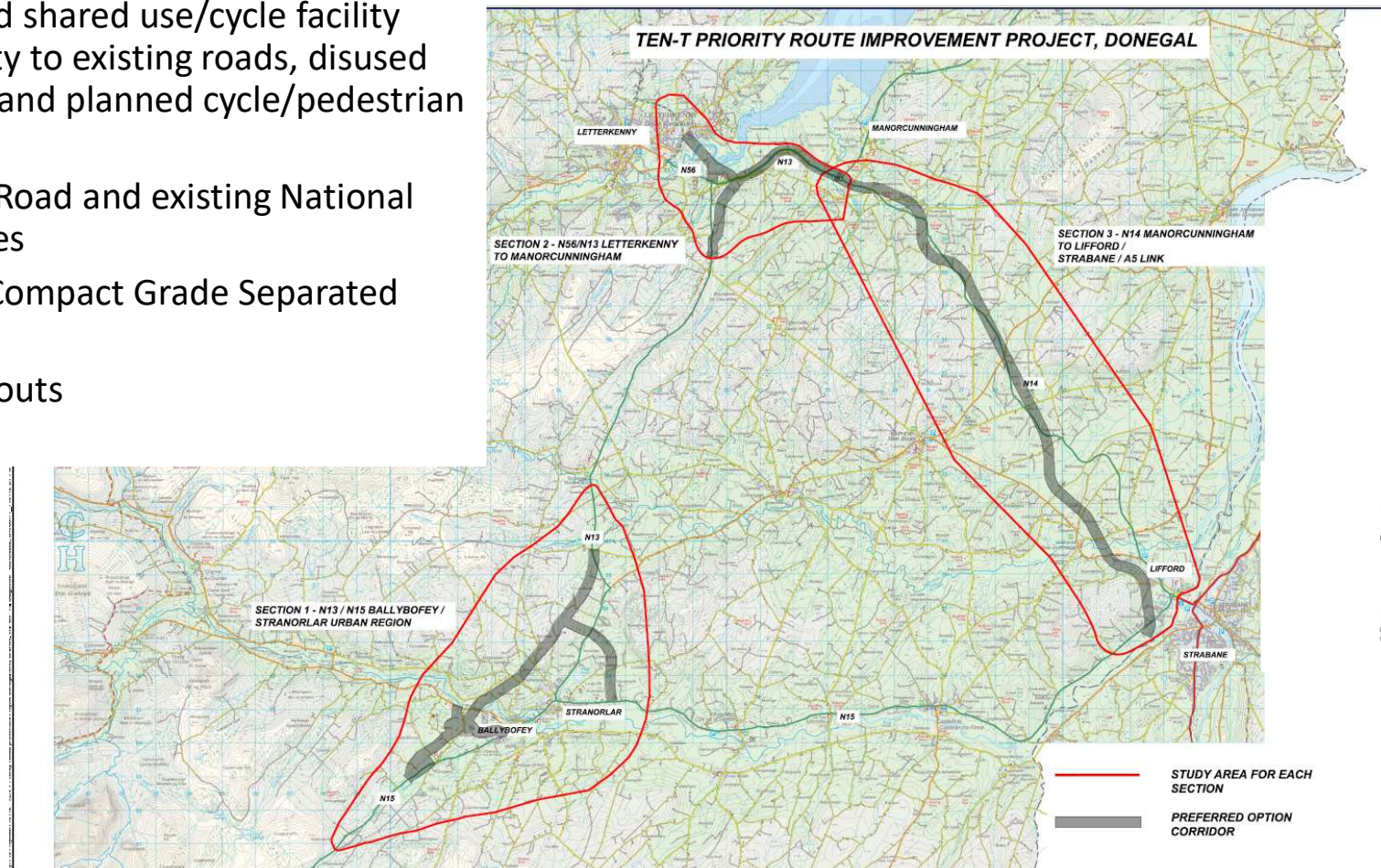


PHASE 3 DEVELOPING DESIGN - RECAP



Phase 3 Developing Design - Recap

- 30km Type 2 Dual Carriageway
- 4.4km Type 1 Dual Carriageway
- 7.7km Single Carriageway Link Roads
- 30km Segregated shared use/cycle facility with connectivity to existing roads, disused railway, existing and planned cycle/pedestrian facilities.
- Realigned Local Road and existing National Road at interfaces
- 7 Intermediate Compact Grade Separated Junctions
- 5 tie-in roundabouts





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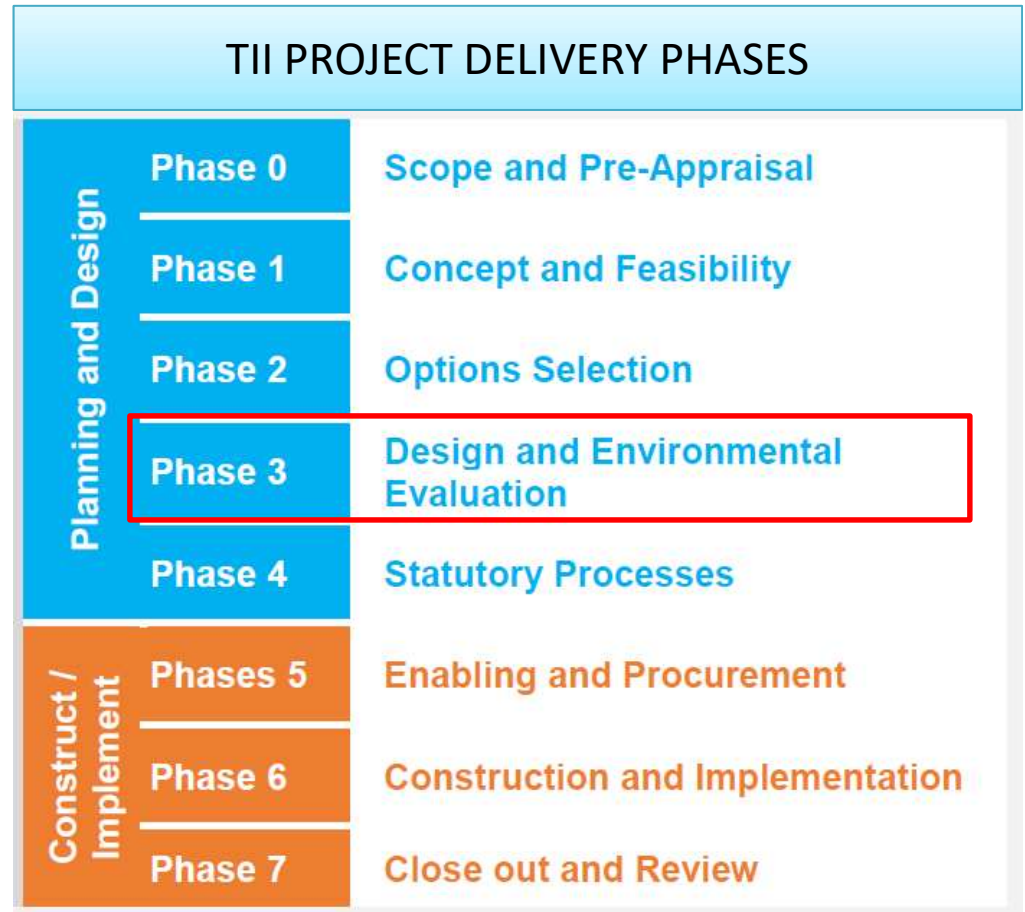
Section 3.0

Phase 3 Developing Design – Landowner Engagement



Phase 3 Developing Design - Landowner Engagement

- Overall, good engagement and access provision for surveys across the project during Phase 2 and Phase 3
- Some small areas have not been possible to access for elements of work.
- Risk of restricted access mitigated at these locations by visibility from public areas, availability of other information.
- One to one meetings were arranged in Q4 2020 with impacted landowners



Phase 3 Developing Design - Landowner Engagement

December 2017
Constraints Study Public Consultation
1 day – 3 venues

April 2018
Stage 1 Route/Option Corridors Public
Consultation
3 days – 3 venues

May 2018
Additional Stage 1 Route/Option
Corridors Public Consultation
3 days – 3 venues

February 2019
One to One Meetings with potentially
most affected landowners

February 2019
Stage 2 Emerging Preferred Route/Option
Public Consultation
3 day – 3 venues

September to December 2020
One to One meetings with landowners
affected by Phase 3 Developing Design

Ongoing
communication with
Land Liaison Officers
to arrange access as
required.

Phase 3 Developing Design - Landowner Engagement

	Section 1	Section 2	Section 3	Total
No. Landowners expected to be impacted by CPO	147	134	123	404
No. Landowners engaging in one to one meetings up to Q1 2021*	132	128	96	356
No. landowners remaining that have not engaged in any communication to date**	5	4	4	13
Potential Dwellings to be acquired: Direct and Indirect impacts	9-14	4-6	4-9	TBD
Potential Commercial Buildings to be acquired: Direct and Indirect impacts***	1-2	4-6	0	TBD

*Some landowners opted out of any meetings but did engage with the communication process

** Combination of factors contributing to these figures including deceased owners, new individuals (property sale or alignment update), or not engaging.

*** Excludes impact on agricultural buildings and sheds



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Section 4.0

Phase 3 Developing Design – Progress



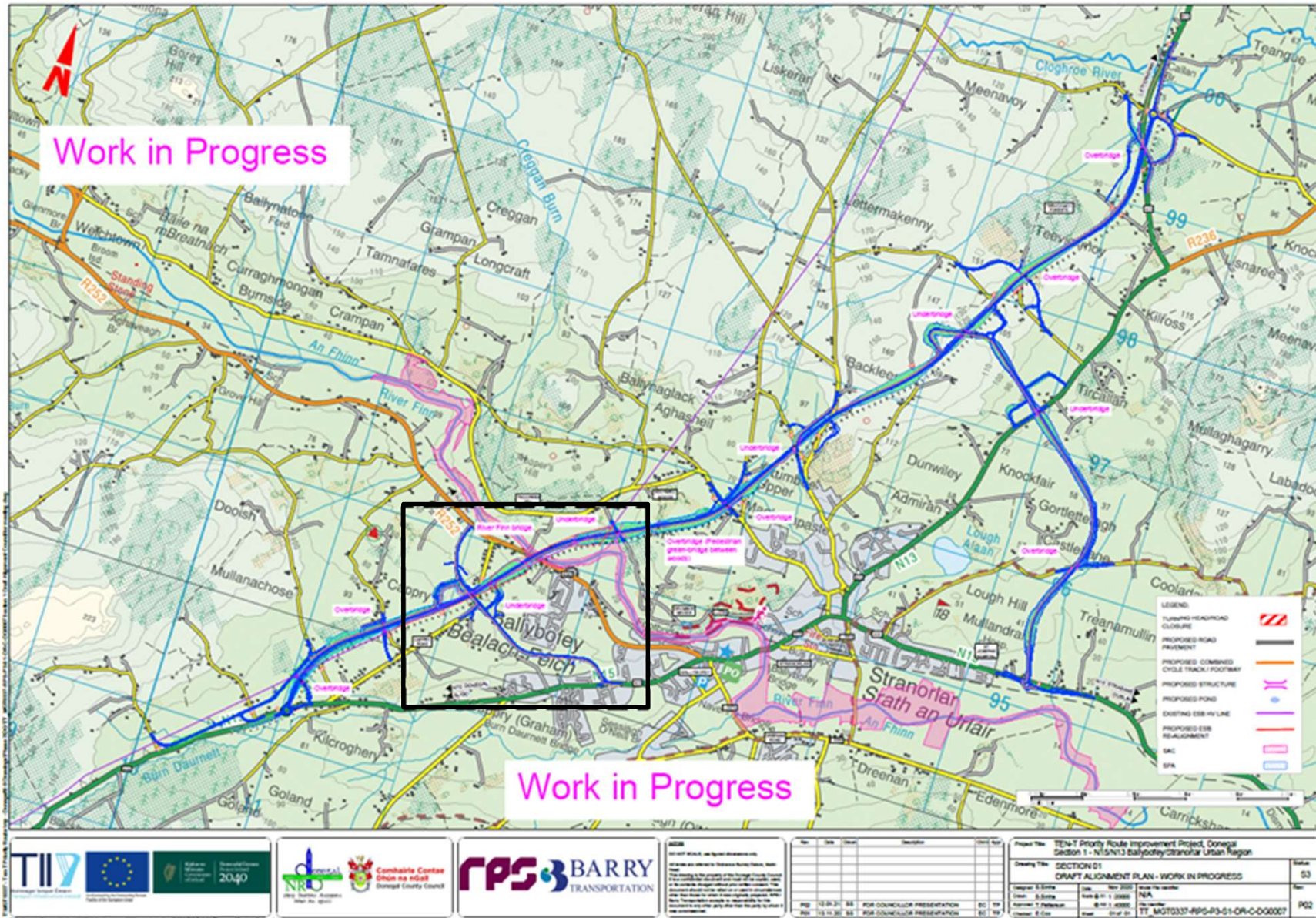
Phase 3 Developing Design - Progress

Phase 3 Continuing Development of Design

- Further development and optimisation of junction layouts and position
- Continuing refinement of tie-in points and existing infrastructure interfaces
- Continuing refinement of geometry of the road network to accommodate engineering design such as drainage, reducing impact on constraints, including environmental where required and improving cut/fill balances.
- Further development of active travel provision and connectivity to other relevant facilities



Phase 3 Developing Design Progress – Section 1





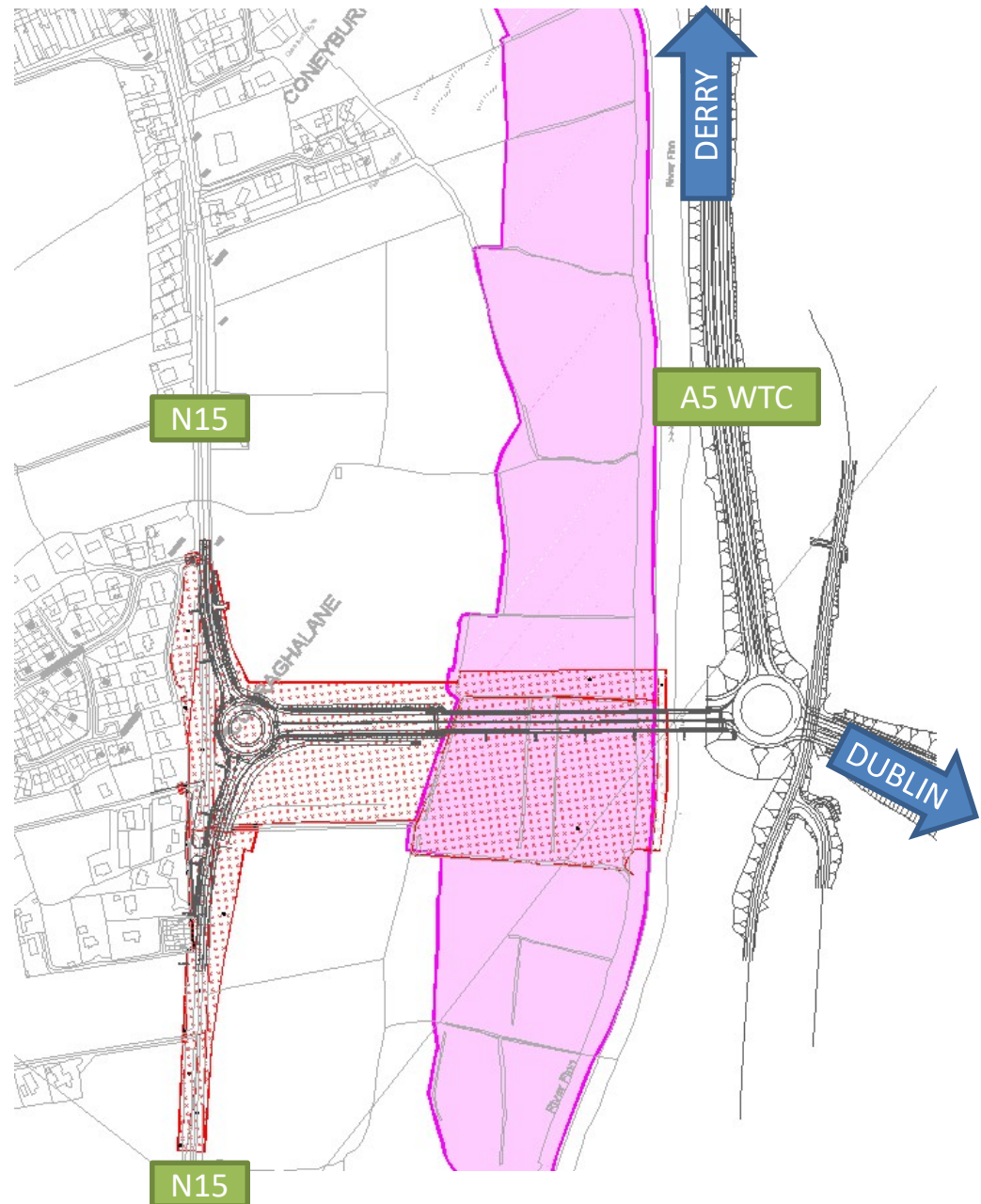
Rev	Date	Description	Drawn By	Checked By
1	12/21/21	FOR COUNCILLOR PRESENTATION	BC	TF
2	12/21/21	FOR COUNCILLOR PRESENTATION	BC	TF

Project Title	TEN-T Priority Route Improvement Project, Donegal Section 1 - N15/N13 Ballybofey/Stranorlar Urban Region
Drawing Title	SECTION 01 DRAFT ALIGNMENT PLAN - WORK IN PROGRESS
Scale	1:1000
Author	[Name]
Check	[Name]
Date	[Date]
Revision	[Number]
Page	53
Page Count	102

Phase 3 Developing Design Progress – Section 3 TEN-T / N14/N15 to A5 Link Interface

Proposed N14/N15 to A5
Link
ES/EIS 2011 – ABP
Approval 05.HA033

-  SPECIAL AREA OF CONSERVATION
-  N14/N15 TO A5 LINK CPO AREA



Phase 3 Developing Design Progress – Section 3

Proposed N14/N15 to A5 Link

ES/EIS 2011 – ABP Approval 05.HA033



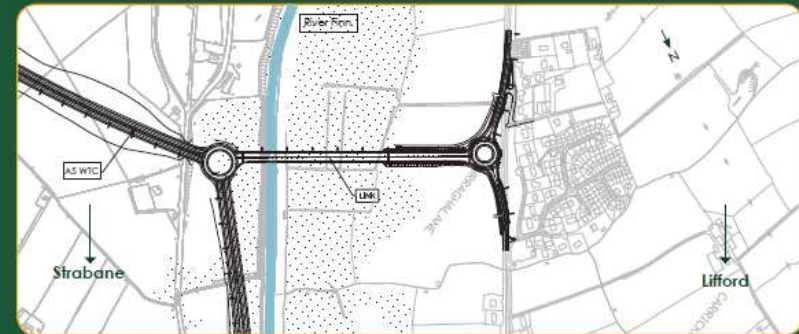
Description Of The Scheme

The N14 / N15 to A5 Link provides a road linking the existing N15 in Lifford, County Donegal to the proposed A5 Western Transport Corridor in County Tyrone, Northern Ireland. The scheme includes a 300m long bridge crossing the River Finn and floodplain.

Scheme Objectives

The primary objectives for the scheme are:

- To remove a bottleneck on the national road network;
- To improve facilities and provide linkage for strategic, cross border traffic;
- To improve safety for all road users;
- To improve economic efficiency and journey time reliability;
- To reduce impacts on local residents;
- To improve the local environment for residents, commercial businesses and tourism.



Proposed Alignment



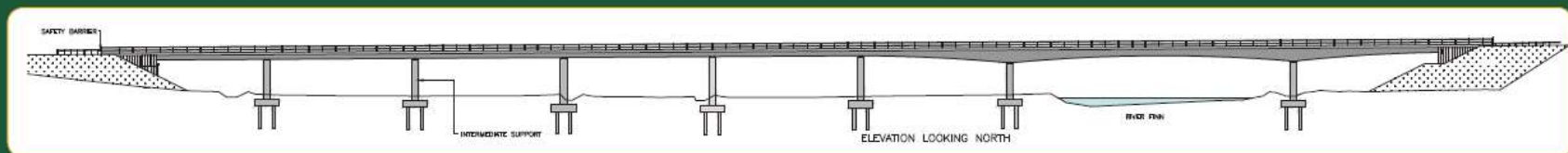
Current Status

Roughan and O'Donovan Consulting Engineers were commissioned in Summer 2010 to undertake the design and Environmental Impact Assessment of the scheme. Since then the scheme has been developed as illustrated and we are now seeking your views.

Bridge Design

The proposed bridge design has been developed based on the requirement to minimise the impacts on the following key environmental constraints:


- Ecology – Impact on the River Finn candidate Special Area of Conservation;
- Flooding Issues;
- Landscape and Visual Impacts;
- Archaeology and Cultural Heritage.



Phase 3 Developing Design Progress – Section 3 TEN-T / N14/N15 A5 Link Interface

N14/N15 to A5 Link ES/EIS 2011
– Future Projects;
N14, N15 and A5 WTC

 SPECIAL AREA OF
CONSERVATION

 N14/N15 TO A5 LINK
CPO AREA

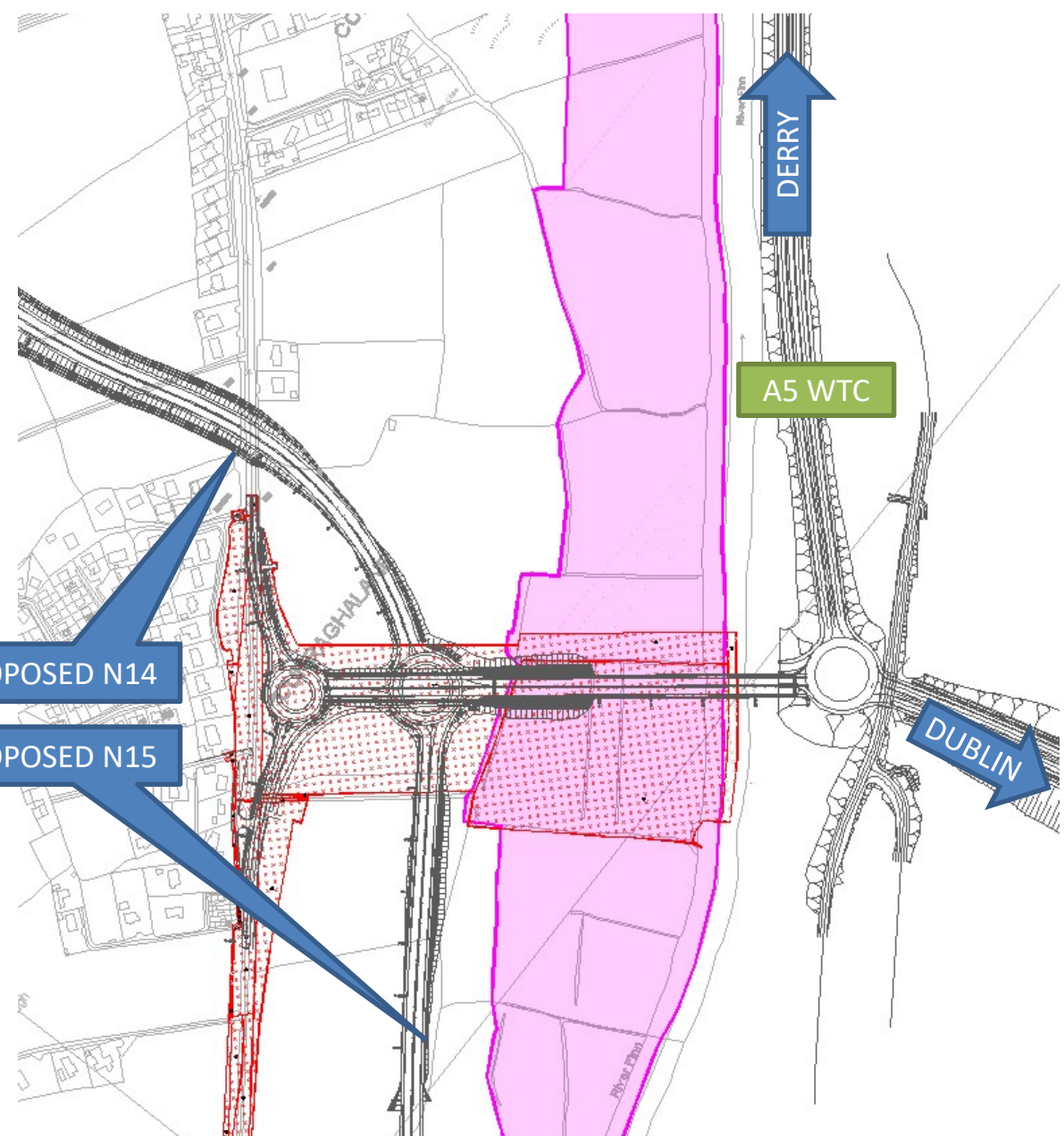
 PROPOSED N14

 PROPOSED N15

 DERRY




 A5 WTC

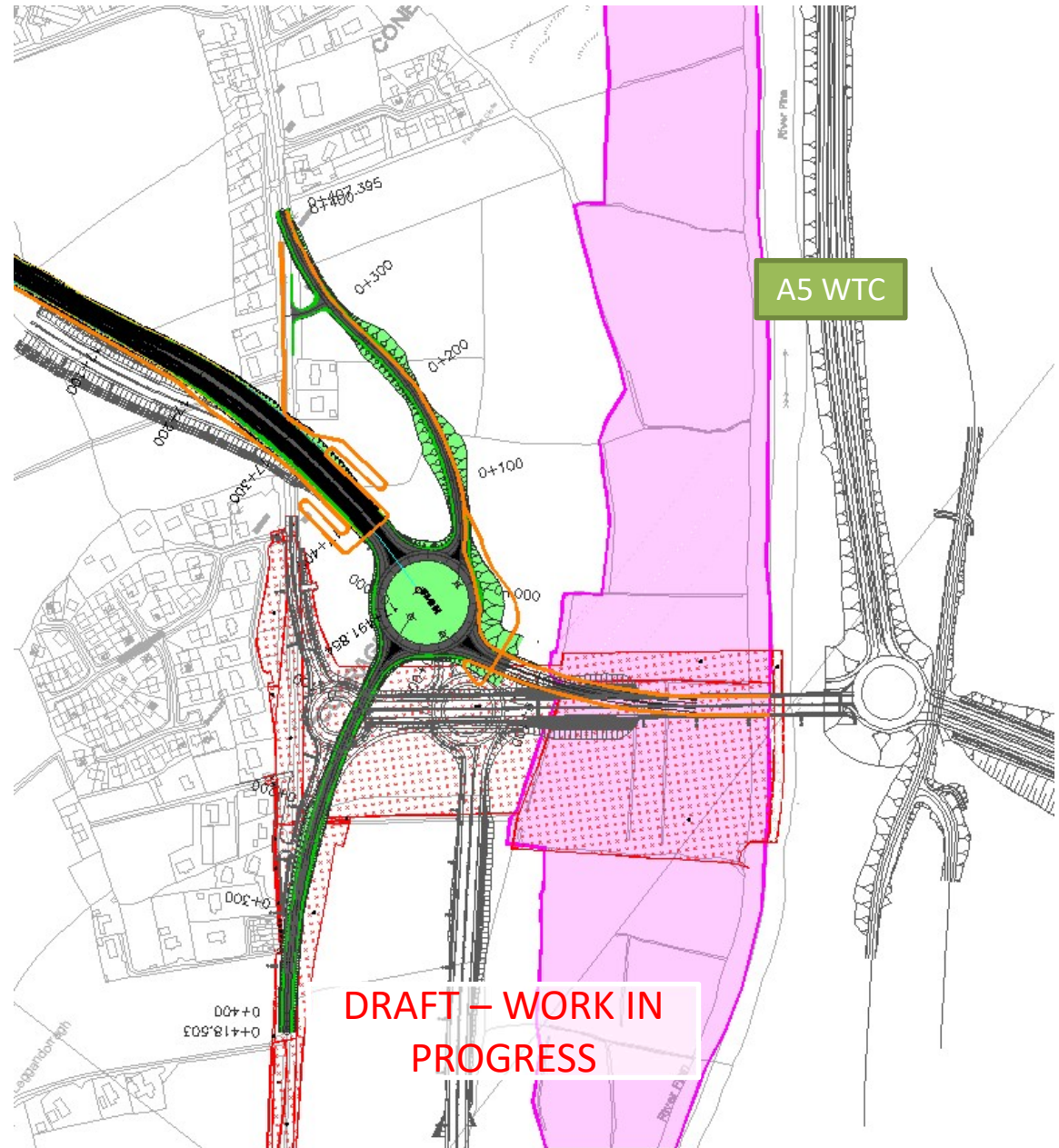
 DUBLIN



Phase 3 Developing Design Progress – Section 3 TEN-T / N14/N15 to A5 Link Interface

Current TEN-T Proposed
Connection with N14/N15 to
A5 Link

-  SPECIAL AREA OF CONSERVATION
-  N14/N15 TO A5 LINK CPO AREA
-  DRAFT NMU FACILITIES





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Section 5.0

Natura Impact Statement Structure



Natura Impact Statement - Structure

- **Introduction and Methodology**
 - Guidance documents, desktop data sources, assessment methodology, ecology survey methodologies
- **Description of the Proposed Development to include for example:**
 - Mainline carriageway;
 - Footpaths and cycle facilities
 - Number new and realigned regional and local roads;
 - Accommodation works tracks;
 - Junctions, roundabouts, slip roads, underbridge, overbridge;
 - Accommodation works and farm accesses;
 - Excavation and Soil Management incl. Borrow and Fill sites;
 - Relocation of high voltage electricity pylons;
 - Drainage system, including attenuated outfalls, watercourse culverts and realignments;
 - Landscaping and environmental measures;
 - Ancillary Works and Construction Site Access; and
 - Operational/Maintenance Stage Requirement



NATURA IMPACT STATEMENT

TEN-T Priority Route Improvement Project, Donegal
Volume E]



TT_18070517-RP-6-P2-02-RP/
E-EN0004
Phase 2 NIS
02 P01
January 2025



Natura Impact Statement - Structure

- **European Sites Likely to be Impacted by the Proposed Development**
 - Lough Swilly SAC (Site Code: 002287);
 - Lough Swilly SPA (Site Code: 004075);
 - River Finn SAC (Site Code: 002301);
 - River Foyle and Tributaries SAC (Site Code: UK0030320); and
 - Lough Foyle SPA (Site Code: 004087).
 - Including a description of the conservation objections and identification of the aspects of the project likely to affect those objectives
- **Existing Environment**
 - Description of the local ecological baseline, including the qualifying interests and special conservation interests of European sites, and an overview of abiotic factors including air quality, hydrological and hydrogeological baseline data.
- **Impact Assessment**
 - Direct and indirect effects; short and long term effects, construction, operational and decommissioning effect and isolated, interactive and cumulative effects.
- **Mitigation**
 - Measures to ensure that the proposed development will not adversely affect the integrity of European sites
- **Analysis and Conclusions**



NATURA IMPACT STATEMENT

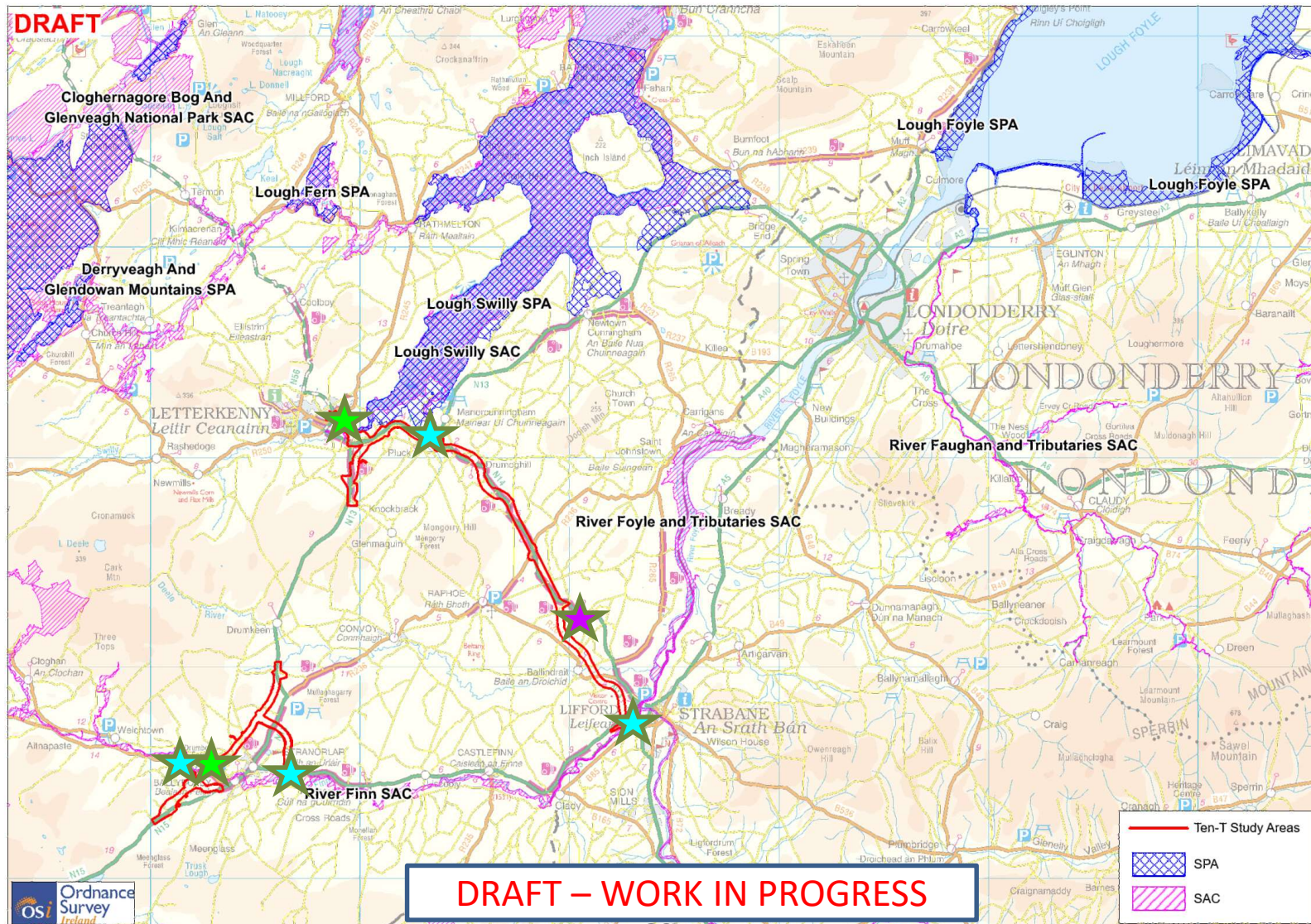
TEN-T Priority Route Improvement Project, Donegal
Volume E]



TT_MOT0137-RP1-P2-02-RP1
E-EN05XX
Phase 2 NIS
R2 P01
January 2023

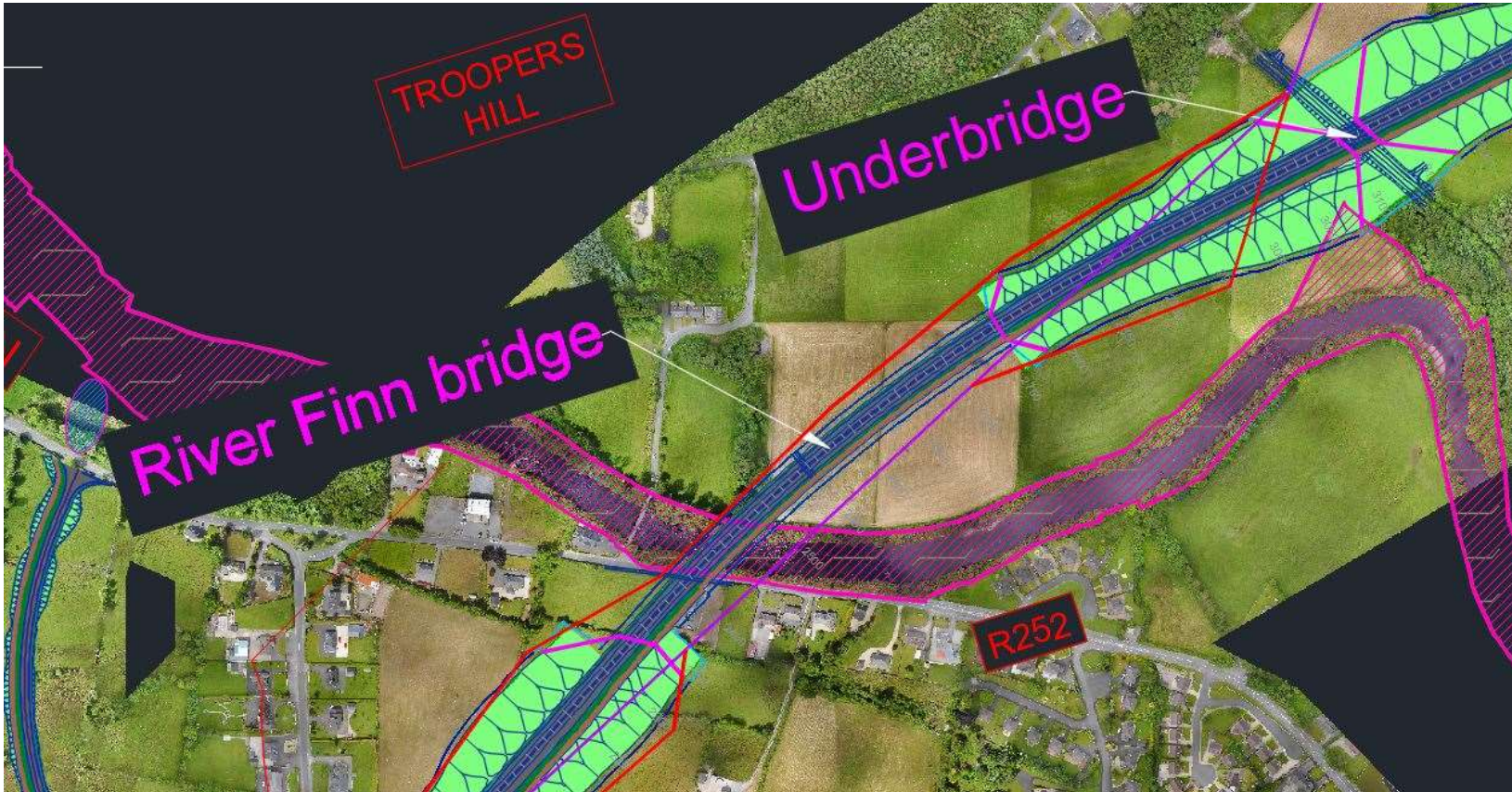


Natura Impact Statement – Potential **Direct, Indirect** and **Ex-Situ** impacts to European Sites



Natura Impact Statement – Potential Direct Impacts

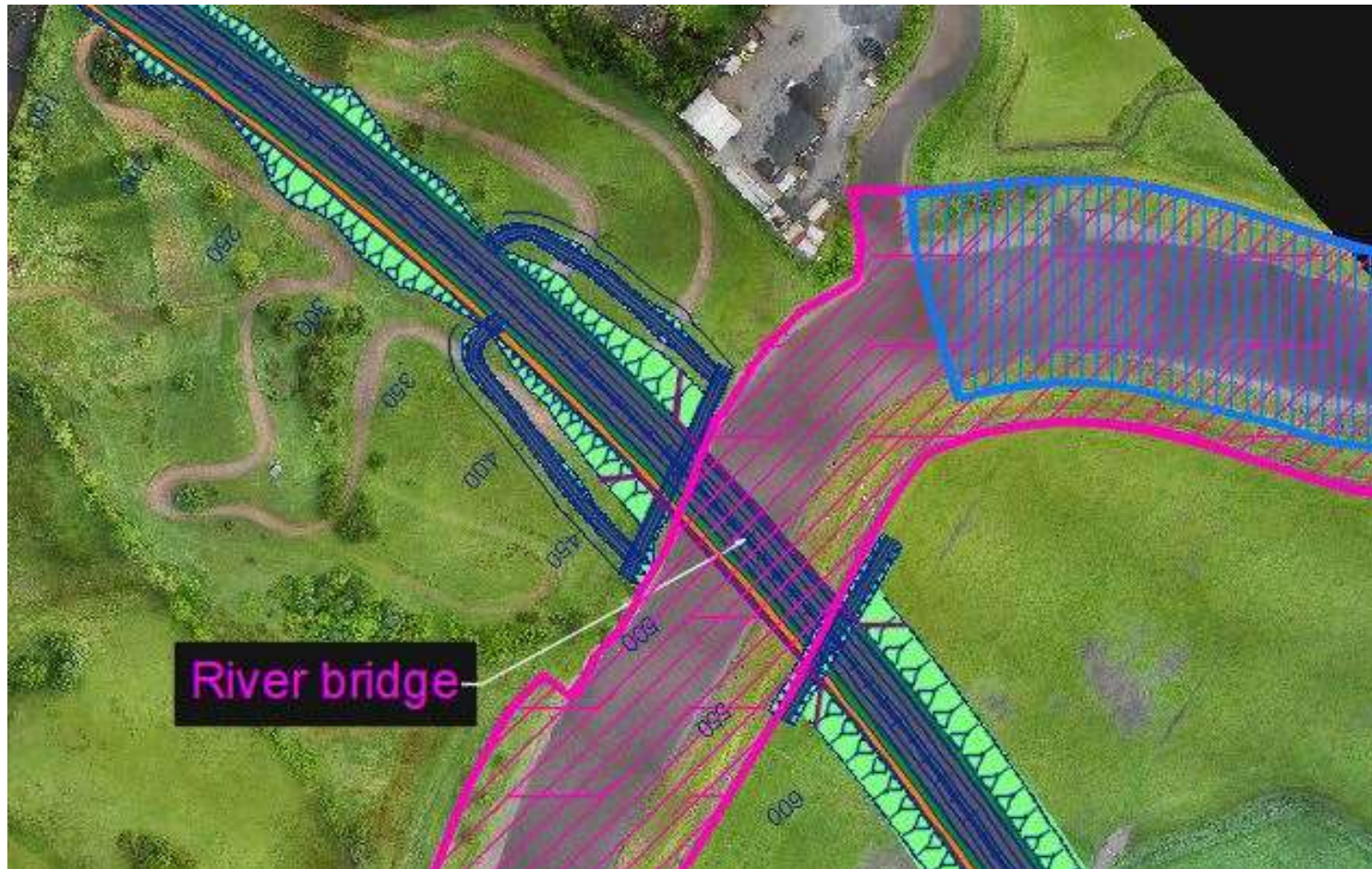
Section 1: River Finn SAC Crossing



DRAFT – WORK IN PROGRESS

Natura Impact Statement – Potential Direct Impacts

Section 2: Lough Swilly SAC Crossing






DRAFT – WORK IN PROGRESS

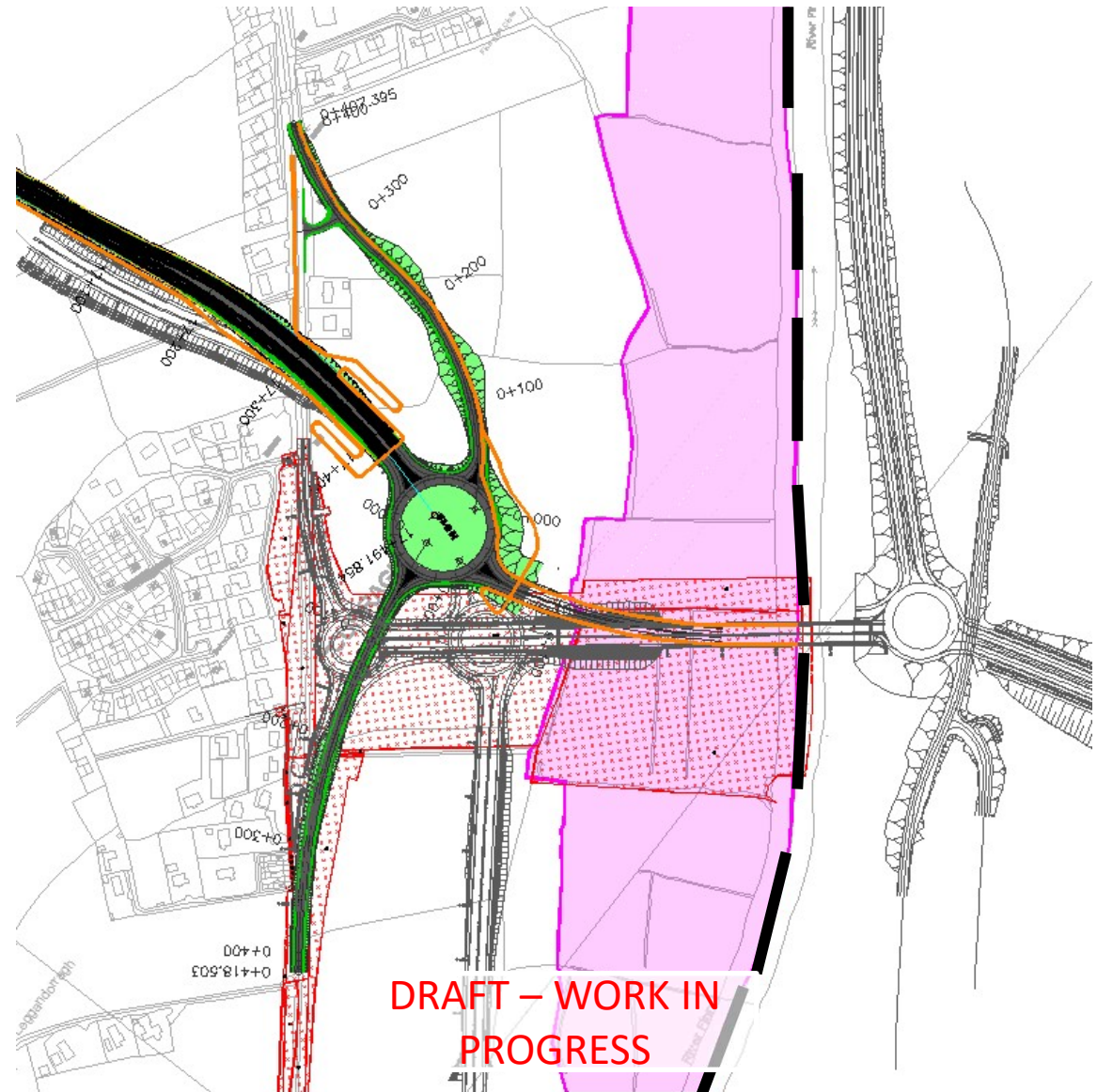
Natura Impact Statement – Indirect Effects

Example: TEN-T River Finn SAC Lifford

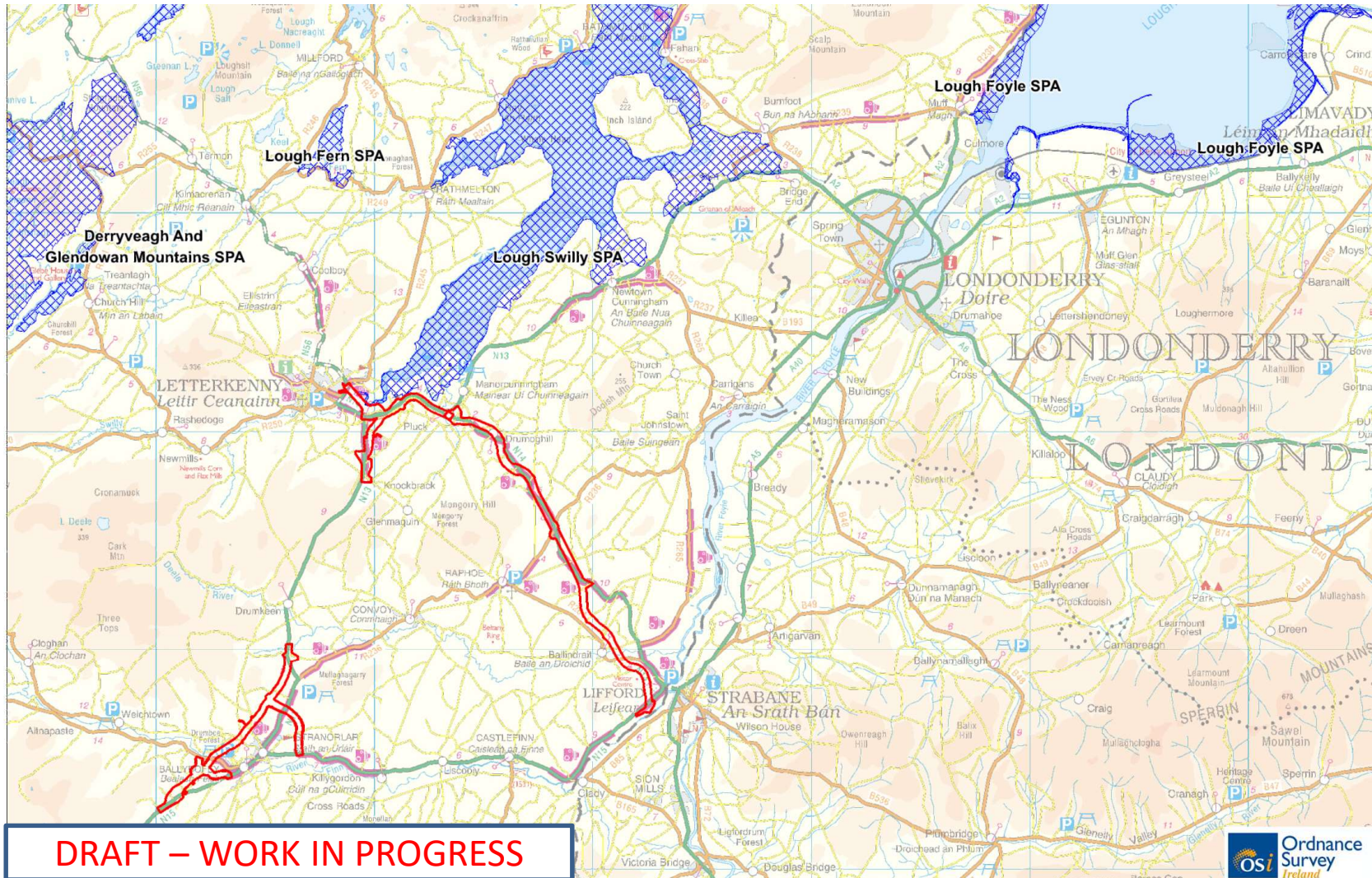
Assessment and Effect

- Indirect SAC
- Cumulative Impacts
- Trans-boundary Impacts

-  SPECIAL AREA OF CONSERVATION
-  N14/N15 TO A5 LINK CPO AREA
-  DRAFT NMU FACILITIES

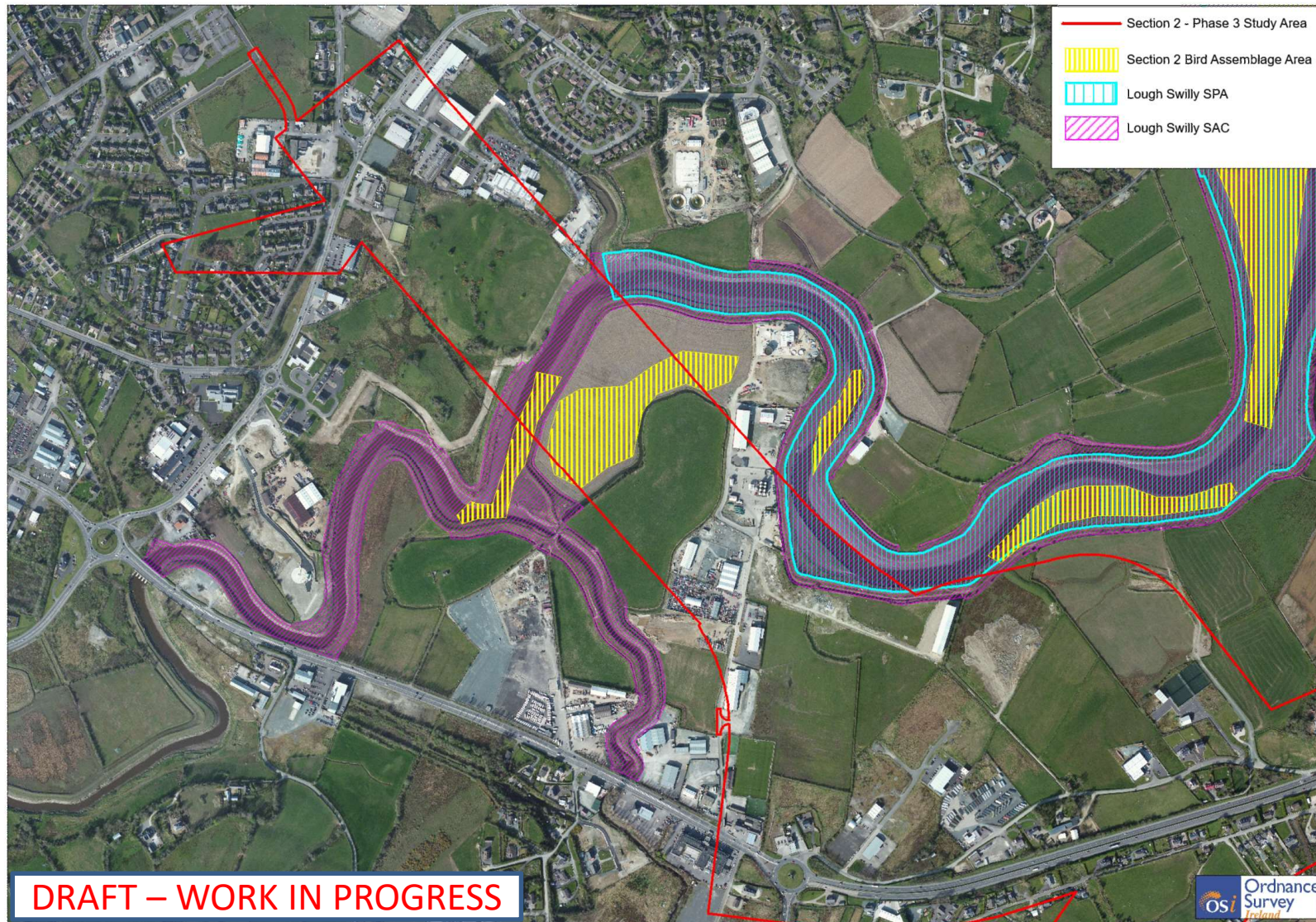


Natura Impact Statement – Potential Effects: Lough Swilly SPA & Lough Foyle SPA



Natura Impact Statement – Potential Effects

Lough Swilly SPA Letterkenny



Natura Impact Statement – Potential Effects

Section 3: Potential for Ex-situ Effects





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Section 6.0

Environmental Impact Assessment Report Structure



Environmental Impact Assessment Report - Outline

	Title	Summary Description	Environmental Factors (EIA Directive(2011/92/EU)as amended (2014/52 EU))
Volume A	Non-Technical Summary		Article 5(1)(e), Annex IV (9),
Volume B: Environmental Impact Assessment Report	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 3(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	Land, Soil and Hydrogeology	Land and Soils
	Section 7.4	Water	Water
	Section 7.5	Air	Air
	Section 7.6	Climate	Climate
	Section 7.7	Noise and Vibration	Not specifically mentioned in Article 3, identified under Annex IV
	Section 7.8	Material Assets: Agriculture	Material Assets
	Section 7.9	Material Assets: Non-Agriculture	
Section 7.10	Cultural Heritage (incl. including Architectural and Archaeological)	Cultural Heritage	
Section 7.11	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	Annex IV (10)	
	References		
Volume C	Non-Environmental Technical Appendices		
Volume D	Environmental Technical Appendices		
Volume E	Natura Impact Statement		
Volume F	Book of Drawings		

EIAR - Assessment of Alternatives

The Article 5(1) EIA Directive requires the following with respect of the assessment of alternatives:

d) a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the project on the environment;

Option	1F			1F1			1G		
Air Quality & Climate	NO _x	PM ₁₀	CO ₂	NO _x	PM ₁₀	CO ₂	NO _x	PM ₁₀	CO ₂
	17853	763	7326	17523	762	8910	18605	795	9321
	Minor or slightly negative Preferred			Minor or slightly negative Preferred			Minor or slightly negative Preferred		
Noise	PIR- Quantitative	Qualitative	Overall Rating	PIR- Quantitative	Qualitative	Overall Rating	PIR- Quantitative	Qualitative	Overall Rating
	627	200	827	598	200	798	608	100	708
	Intermediate			Intermediate			Preferred		
Landscape & Visual	<ul style="list-style-type: none"> Similar option length to Option 1D1 and Option 1E at 13.5km length Traverses approximately 7.5km of HSA Designation River Finn crossing closer to Ballybofey urban form Visual impact: fourth lowest number of residential properties within 0-50m distance band (14) Visual impact: 323 dwellings within 300m of option Potential direct impacts on 9Nr. Properties Potential impacts on visually significant coniferous plantation to the north of the study area largely avoided. Option does impact on mixed woodland areas to the east of Drumboe Lower. This Option also avoids larger areas of significant woodland to the north-west of Ballybofey, with a bridge crossing in closer proximity to the urban form of Ballybofey, though does impact upon a portion of coniferous plantation to the south Approach to River Finn crossing considered to be of better landscape fit when compared against Option 1A, Option 1B or Option 1C as option follows localised changes in topography. No predicted effects on Protected Views. 			<ul style="list-style-type: none"> Similar option length to Option 1D1 and Option 1E at 13.6km length Traverses approximately 8.5km of HSA Designation River Finn crossing closer to Ballybofey urban form Visual impact: joint lowest number of residential properties within 0-50m distance band (11) Visual impact: 310 dwellings within 300m of option Potential direct impacts on 9Nr. Properties Potential impacts on visually significant coniferous plantation to the north of the study area largely avoided. Option does impact on mixed woodland areas to the east of Drumboe Lower. This proposed option also avoids larger areas of significant woodland to the north-west of Ballybofey, with a bridge crossing in closer proximity to the urban form of Ballybofey, though does impact upon a portion of coniferous plantation to the south Approach to River Finn crossing considered to be of better landscape fit when compared against Option 1A, Option 1B or Option 1C as option follows localised changes in topography. Impacts on vegetation between Option and N15 link road Impacts on vegetation associated with R252 and N15 link road to south-west of Ballybofey. No predicted effects on Protected Views. 			<ul style="list-style-type: none"> Similar option length to Option 1F at 13.57km length Traverses approximately 8.8km of HSA Designation River Finn crossing closer to Ballybofey urban form Visual impact: third lowest number of residential properties within 0-50m distance band (13) Visual impact: 314 dwellings within 300m of Option Potential direct impacts on 6Nr. Properties Potential impacts on visually significant coniferous plantation to the north of the study area largely avoided. Option does impact on mixed woodland areas to the east of Drumboe Lower, though potential effects considered less than Option 1F and Option 1F1. This proposed option also avoids larger areas of significant woodland to the north-west of Ballybofey, with a bridge crossing in closer proximity to the urban form of Ballybofey. Option impacts upon a portion of coniferous plantation to the south, though considered to be less than those predicted for Option 1C and Option 1C1. Approach to River Finn crossing considered to be of better landscape fit when compared against Option 1A, Option 1B or Option 1C as option follows localised changes in topography. Impacts on vegetation between option and N15 link road Impacts on vegetation associated with R252 and N15 link road to south-west of Ballybofey. No predicted effects on Protected Views. 		
	Intermediate	Intermediate	Preferred						

EIAR - Population and Human Health

- **Methodology**

- EPA and EU Guidelines
- Health Impact Assessment Resource and Tool Compilation (US EPA, 2016)
- World Health Organisation Guidelines for Community Noise (WHO, 1999)
- Health Impacts of Transport: A Review (The Institute of Public Health in Ireland, 2005)
- Health Impact Assessment (Institute of Public Health Ireland, 2009)
- Health in Environmental Impact Assessment - A Primer for a Proportionate Approach (IEMA, 2017)
- Environmental Noise Guidelines for the European Region (2018)

- **Human Health (considered with reference to factors such as air, noise, water, soil and the landscape)**

- A risk-based approach to human health following a source-pathway-receptor model to identify and assess population and potential health effects attributable to the project.
- Potential pathways associated with the construction and operation stages of the proposed project to allow for a risk assessment of potential health effects (both positive and negative)



EIAR – Land, Soil and Hydrogeology

- **Land**

- The amended Directive introduces ‘Land’ as a prescribed environmental factor. Recital 9 gives context to this addition, showing that it relates to the issue of ‘land take’. This change aligns the Directive with proceedings of the United Nations Conference on Sustainable Development (Rio de Janeiro, 2012) and with Commission strategy.
- Land take will also be discussed in a number of EIAR Chapters including Material Assets (Agriculture and Non-Agriculture).

- **Baseline**

- Land Take
- Land Use
- Bedrock Geology
- Soils/Quaternary Geology
- Karst Features
- Quarries and Mineral Resources
- Aggregate Potential
- Geological Heritage
- Landfills
- Geomorphology (incl. landslide susceptibility)
- Bedrock Aquifer Vulnerability
- Groundwater Supplies
- Ecologically Protected Areas and Groundwater Dependent Terrestrial Ecosystems (GWDTEs)

EIAR – Climate

- The EIA Directive requires Climate to be assessed as a factor (Art.3) which is to include the impact of the project on climate (for example greenhouse gas emissions) and their vulnerability to climate change.
- In 2019, the Irish Government published the **Climate Action Plan**. Section 10 of the plan relates to Transport
 - Objective 10.2 includes a commitment to “... reduce CO₂eq. emissions from the sector by 45–50% relative to 2030 pre-NDP projections.”
- The **Transport Climate Change Sectoral Adaptation Plan** (DTTAS, 2019) will be considered as part of the assessment.
- The **Carbon Tool for Road and Light Rail Projects** (TII, draft 2020) will be used to inform the EIA for the Donegal TEN-T Road project to ensure that the carbon emissions of the project may be estimated and transparently quantified for the EIAR.



EIAR – Climate

TEN-T Project / Climate Action Goals

- **Active Travel**
 - Encompassed in the design by way of shared use cycleway/footway which aim to connect to other existing and planned active travel developments.
- **Modal Shift**
 - Provision of Active Travel facilities (>30km) can make a considerable impact on modal shift and in reducing carbon emissions in transportation.
 - Opportunities for Park and Share facilities.
 - Reduced congestion and improved environment for vulnerable road users on N56 4-Lane road and urban routes in Letterkenny, as well as the existing N15/N13 through-route in Ballybofey/Stranorlar.
- **Potential for E-Vehicle Charging Provision**
 - Type 2 Dual Carriageway mainline cross-section will include parking bays in line with TII Requirements. There is a potential for this project to enable future development to E-Charging facilities.
- **Design Optimisation and Carbon Efficiency**
 - Aiming to reduce and offset carbon footprint by optimising design during Phase 3 design



EIAR - Assessment of Risks of Major Accidents or Disasters

European Commission: *Environmental Impact Assessment of Projects – Guidance on the preparation of the Environmental Impact Assessment Report* (2017) identifies two key considerations arising from Annex IV of Directive 2014/52/EU which is mirrored under Part 2 of the 2018 EIA Regulations:


- the Project's potential to cause accidents and/ or disasters; and
- The vulnerability of the Project to potential disaster / accident

EIAR Chapter 9

- Potential accidents and disaster scenarios such as pollution incidents to ground and watercourses as well as assessment of flooding events will be described in detail in the relevant EIAR assessment chapters namely Climate; Water (incl. Hydrology and Flood Risk); Traffic and Transport; and Material Assets.
 - **Chapter 9** will cover the identification of potential hazards associated with major accidents and/or disasters, their likelihood, and the potential resulting consequences thereof.
- The assessment will focus on three main areas:
 - Consideration of the vulnerability (exposure and resilience) of the Project to risks of major accidents/and or disasters;
 - Identification of the types of major accidents and/or disasters that are relevant to the Project and the likelihood of their occurrence; and
 - Description of the expected significant adverse effects of the Project on the environment (environmental factors) arising from the vulnerability of the Project to risks of major accidents and/or disasters.

Formal Scoping Opinion

Donegal County Council will consider requesting, in writing, a Formal Scoping Opinion by the Bord in relation to matters to be included in the EIAR and NIS.



Number 27 of 2006

PLANNING AND DEVELOPMENT (STRATEGIC INFRASTRUCTURE) ACT 2006

ARRANGEMENT OF SECTIONS

PART 1
PRELIMINARY AND GENERAL

Section

1. Short title, collective citation and commencement.
2. Definitions.

PART 2
STRATEGIC INFRASTRUCTURE DEVELOPMENTS - JURISDICTION OF AN BORD PLEANÁLA UNDER PRINCIPAL ACT TO DEAL WITH THEM

3. Permissions for strategic infrastructure development.
4. Provision of electricity transmission and gas infrastructure.
5. Addition of Seventh Schedule to Principal Act.

PART 3
AMENDMENTS OF PRINCIPAL ACT (INCLUDING AMENDMENTS CONSEQUENTIAL ON PART 2)

6. Amendment of section 2 of Principal Act.
7. Amendment of section 7 of Principal Act.
8. Amendment of section 34 of Principal Act.
9. Amendment of section 35 of Principal Act.
10. Amendment of section 37 of Principal Act.
11. Amendment of section 38 of Principal Act.
12. Amendment of section 41 of Principal Act.



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Tionscadal Éireann
Project Ireland
2040



Comhairle Contae
Dhún na nGall
Donegal County Council



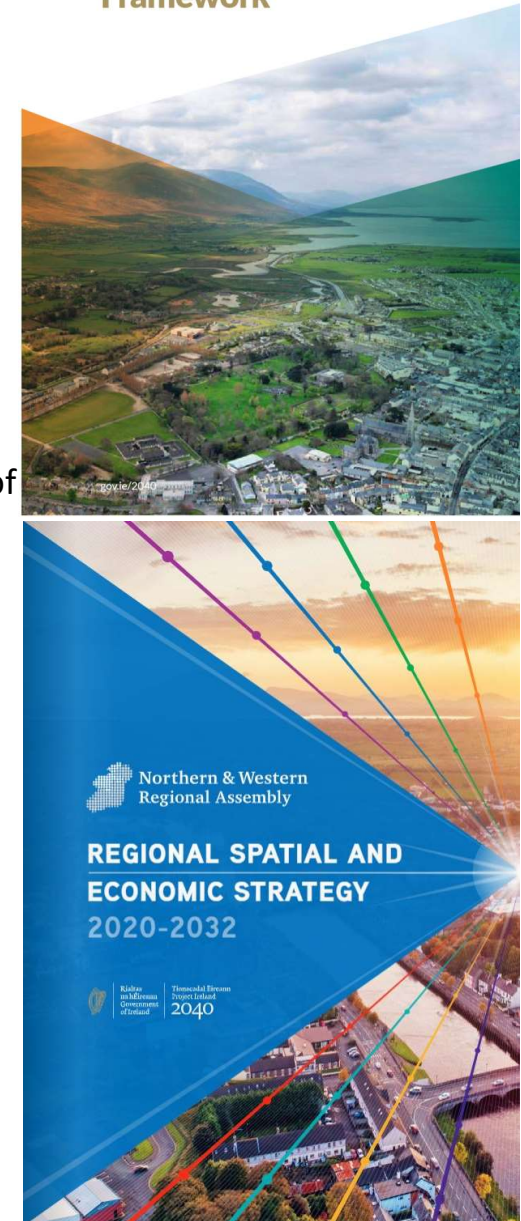
Section 6.0

Policy and Planning



Policy and Planning – Existing Plans

- **EU Regulation Number 1315/2013**
 - The comprehensive network should be a Europe-wide transport network ensuring the accessibility and connectivity of all regions in the Union, including the remote, insular and outermost regions”
 - “Strengthening social and economic cohesion”.
- **National Planning Framework – Project Ireland 2040**
 - The county is identified as “spatially unique”.
 - National Strategic Outcome 2 – Enhanced Regional Accessibility
 - Improvement of average journey times and an average inter-urban speed of 90km/h
- **Project Ireland National Development Plan 2018 - 2027**
 - Supports the NPF and sets priorities for investment including the “N15 Ballybofey Bypass”, “N13/N14/N56 Letterkenny Bypass and Dual Carriageway to Manor Cunningham” and the “N14 Manor Cunningham to Lifford”.
- **North West Regional Spatial and Economic Strategy**
 - Policy 5.1, Investing in Transport Infrastructure, highlights the requirement to develop infrastructure for strategic connectivity, “with a particular emphasis on TEN-T routes”



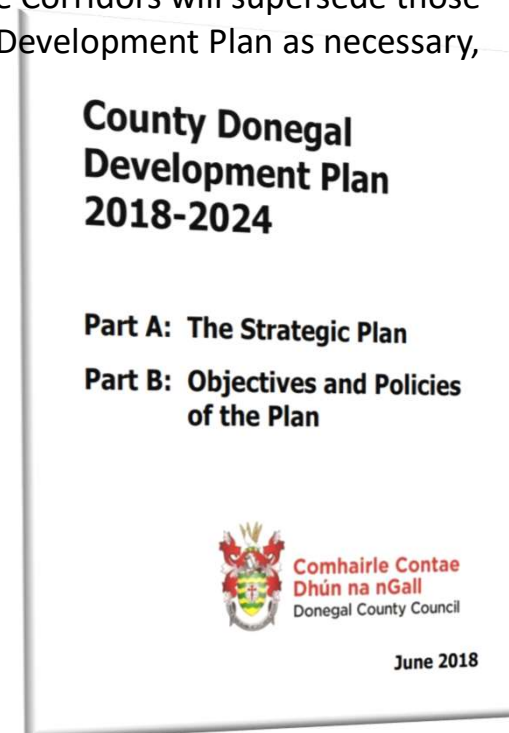
Policy and Planning – County Development Plan

- **Core strategy objectives**

- CS-O-9 To co-ordinate and promote the delivery of key roads and access infrastructure (including the A5 Western Transport Corridor and A6 road projects, the TEN-T Network, Letterkenny Relief Road and the N14 Letterkenny / Lifford Road

- **Strategic Roads Context**

- 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”



Policy and Planning

Proposed Variation to the County Donegal Development Plan 2018-2024 in respect of the TEN-T Priority Route Improvement Project, Donegal

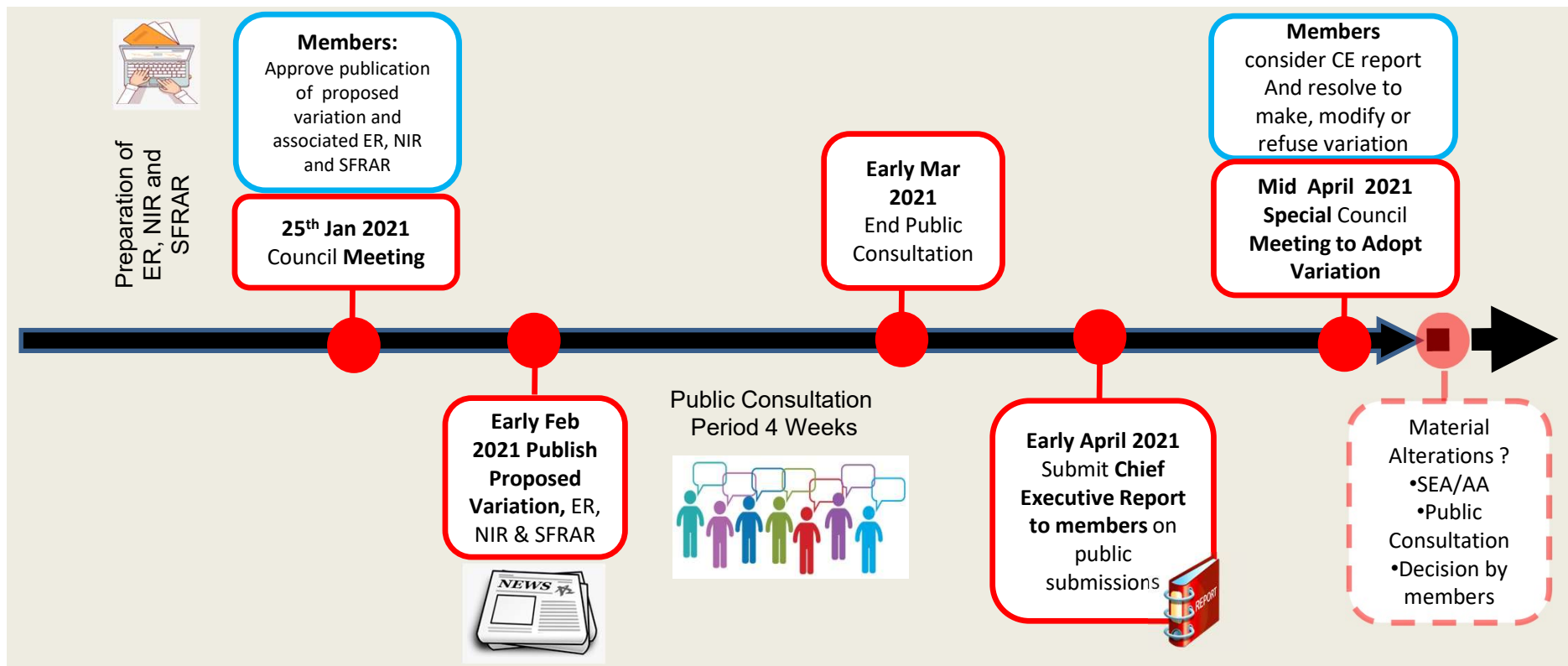
Key Messages:

- DCC has decided to vary the CDP 2018-2024 to create a spatial and policy planning framework to facilitate the TEN-T PRIPD.
- A Proposed Variation has been drafted and agreed by the elected members.
- The Environmental Report (to inform Member's SEA), Natura Impact Report (to inform Member's AA) and Strategic Flood Risk Assessment Report are now being finalised.
- The proposed variation and above reports will be published for **Public Consultation** in early **February 2021**.
- Following consideration of the CE Report it is hoped to **adopt** the variation in **Mid April 2021** (if there are no material alterations).



Policy and Planning

Indicative Steps/Timeline for Adoption of Proposed Variation



Proposed Variation to the County Donegal Development Plan 2018-2024 in respect of the TEN-T Priority Route Improvement Project, Donegal

What is in the Proposed Variation?

It will:

1. **Identify and protect the new preferred route corridors:** Inserting new maps and amending policies and objectives.
2. Provide **Strategic Support for the TEN-T PRIPD Project:** Inserting new, and amending existing, text, policies and objectives.
3. **Make the plan compatible with the project:** Amending existing, and inserting new, policies, objectives and zoning objectives.



**ANY FURTHER
MATTERS**