

**TUAIRISC CHUIG CRUINNIÚ NA COMHAIRLE A REÁCHTÁLADH AR
AN:**

REPORT TO COUNCIL MEETING HELD ON:

18th July, 2022

UIMHIR NA MÍRE AR AN CHLÁR / AGENDA ITEM NO: _____

ACHOIMRE AR AN TUAIRISC / SUMMARY OF REPORT

Donegal County Council proposes to construct a shared use pedestrian and cyclist facility (Greenway), including all associated drainage, earthworks, lining, signing, accommodation works and utility diversions. The purpose of this scheme is to provide cyclist and pedestrian facilities segregated from traffic for the local community and tourists.

The project will be carried out in accordance with the drawings and will include:

- a) Construction of a 3m wide greenway facility.
- b) Upgrade to existing drainage regime.
- c) Improvement in agricultural accesses.
- d) Provision of accommodation works.

CINNEADH ATÁ DE DHÍTH / DECISION REQUIRED

Donegal County Council now seeks Part 8 approval for the proposed project in accordance with the documents published and the recommendations as set out in the Part 8 Report – Lifford to Castlefin Greenway Project.

STIÚRTHÓIR SEIRBHÍSE
DIRECTOR OF SERVICE

DÁTA
DATE

Donegal County Council



Planning and Development Act 2000 (as amended)

PLANNING AND DEVELOPMENT REGULATIONS 2001 (as amended)

Report in accordance with Part XI, Section 179, of the above Act following public consultation, in respect of the development below, by Donegal County Council

Lifford to Castlefin Greenway

Donegal County Council
CTS Division
Date: July 2022

TABLE OF CONTENTS

INTRODUCTION.....	3
LIST OF SCHEMES.....	4
SCOPE OF THE PROPOSED WORK.....	4
CONSIDERATIONS.....	5
SUBMISSIONS/OBSERVATIONS RECEIVED.....	6
RECOMMENDATIONS.....	9
APPENDIX A – NEWSPAPER NOTICE	
APPENDIX B – DESCRIPTION OF PROPOSED DEVELOPMENT	
APPENDIX C – SITE NOTICE	
APPENDIX D – SCHEME DRAWINGS	
APPENDIX E – PLANNERS REPORT	
APPENDIX F – M – FULL COPIES OF SUBMISSIONS RECEIVED	

INTRODUCTION

This report is prepared in compliance with, Section 179 of the Planning and Development Act 2000 (as amended). It is to be submitted to the elected members of Donegal County Council for their consideration as to whether the proposed works as described below should proceed, purely from the point of view of proper planning and control of the area in which the works are to be located.

Part 8 Article 81, of the Planning and Development Regulations, 2001 (as amended) outlines:

- 1.) *A local Authority shall, in accordance with this article,*
 - (a) *give notice of proposed development in an approved newspaper, and*
 - (b) *erect or fix a site notice or site notices on the land on which the proposed development would be situated.*

- 2.) *A notice referred to in sub-article (1) shall state that the local authority proposes to carry out development and –*
 - (a) *indicate the location, townland or postal address of the proposed development (as may be appropriate),*
 - (b) *indicate the nature and extent of the proposed development,*
 - (c) *where the proposed development consists of or comprises the carrying out of works-*
 - (i) *which would materially affect the character of a protected structure or a proposed protected structure,*
 - (ii) *to the exterior of a structure which is located within an architectural conservation area in a draft of a proposed development plan or a proposed variation of a development plan, and the development would materially affect the character of the area concerned,**indicate this fact, and*
 - (d) *state that -*
 - (i) *plans & particulars of the proposed development will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy, during office hours at the offices of the local authority for a specified period (which shall be not less than 6 weeks beginning on the day of publication of the notice in a newspaper in accordance with sub-article (1)(a)).*
 - (ii) *Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made in writing to the local authority before a specified date (which shall be not less than two weeks after the end of the period for inspection of plans and particulars specified pursuant to sub-paragraph (i)).*

A notice pursuant to Article 81 1(a) and relating to this project was published in the DERRY PEOPLE / DONEGAL NEWS (Thursday edition) dated 31st March 2022 and is included in **Appendix A**

LIST OF SCHEMES

This report relates to the following scheme: **Lifford to Castlefin Greenway**

SCOPE OF THE PROPOSED WORKS

Donegal County Council (DCC) proposes to carry out new infrastructure works within the N15 National Road corridor in the Stranorlar Municipal District in the townlands of Coneyburrow, Curraghlane, Leggandorragh, Portinure, Wood, Haw, Unshinnagh Lower, Churchtown, Ballybogan, Ballylast, Cloughfin, Magherareagh, Tawnacrom, Stranamuck, Knockrawer, Castlefin, which are located between Lifford and Castlefin.

The proposed Lifford to Castlefin Greenway is located adjacent to the existing N15 road development. The scheme is approximately 7.5km in length and extends from Lifford urban environs (at the existing 60kph speed limit) to the Castlefin Partnership Initiative (CPI) Centre.

The proposed works will provide segregated cycling and walking facilities making the roadway a safer and more comfortable route for all road users.

The scheme also seeks to improve road drainage infrastructure, signage, road restraint systems, earthworks and landscaping.

The proposed roadway cross-section is detailed in Table 1 below, travelling south from Lifford:

LHS Travelling South			RHS Travelling South		
Verge	Carriageway	Carriageway	Existing Verge		
			Grass Separation Distance	Bituminous Greenway	Grass Lateral Clearance
Existing to be retained	Existing to be retained	Existing to be retained	2.0m	3.0m	1.0m

Table 1 – Typical Cross Section of Facility

The proposed scheme is in proximity to the River Finn Special Area of Conservation (SAC) and a Stage 1 appropriate assessment (screening report) in accordance with the Habitats Directive was prepared which concluded the proposed development, on its own, or in cumulation with other projects, will not have a significant effect on European sites.

It is the intention of the scheme that the proposals remain primarily within the confines of the existing road corridor, although there will be a requirement for minimal land acquisition to facilitate provision of the scheme.

A more detailed description of the proposed works is given in **Appendix B**.

CONSIDERATIONS

The proposed scheme has been designed in accordance with relevant design criteria applicable to the proposed works. The scheme drawings (**Appendix D**) include design criteria based on the following documents:

- DN-GEO-03031 Rural Road Link Design,
- DN-GEO-03047 Rural Cycle Design (Offline),
- DN-GEO-03036 Cross Sections and Head Room,
- TII Specification for Road Works, and
- Design Manual for Roads and Bridges (DMRB).
- National Cycle Manual

CONSULTATIONS WITH PUBLIC AND STATUTORY BODIES

The plans and particulars were available for public display in DCC's Offices, County House, Lifford and also available online. Site Notices pursuant to Article 81 1(b) were erected at 8no. locations along the length of the scheme. (Copy of Site Notice in **Appendix C**).

Copies of the proposals have been sent to the following bodies:

- An Taisce – The National Trust for Ireland
- Chief Fire Officer
- CIE Transport
- DCC - Stranorlar Municipal District Water
- DCC – Laboratory
- DCC - Stranorlar Municipal District Roads Office
- Development Applications Unit
- Eir
- ESB Networks
- Failte Ireland
- Garda Commissioner
- Heritage Council
- Inland Fisheries Ireland
- Irish Water
- Loughs Agency
- Minister for Communications
- National Ambulance Service
- National Parks and Wildlife Service
- Office of Public Works
- Transport Infrastructure Ireland

Consultations have taken place with the Planning Office of the Donegal County Council regarding the proposed development. A copy of the Planners Report is included in Appendix E.

SUBMISSIONS / OBSERVATIONS RECEIVED

Summary of Submission “A” by: Donegal County Council Planning Office

(Full Copy included in Appendix E)

Consultations have taken place with the Planning Office of Donegal County Council regarding the proposed development. The planning office does not object to the proposed development subject to 10 conditions.

DCC Response: *Donegal County Council will carry out works in accordance with the conditions outlined by the Planning Office of Donegal County Council.*

Summary of Submission “B” by: Transport Infrastructure Ireland (TII)

(Full Copy included in Appendix F)

‘TII recommends DCC has regard to requirements of TII Publications and DoECLG’s Spatial Planning and National Roads Guidelines, in particular:

- Prepare a Design Report, in accordance with the TII Standard, ‘Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes’
- Carry out a Road Safety Audit to inform the design response to road safety issues.’

DCC Response: *DCC have submitted a Design Report to TII outlining that the Safety Audit Process has been completed and the proposed scheme complies with TII Publications (Technical Standards) in the interests of road user safety.*

Summary of Submission “C” by: National Roads Office (NRO)

(Full Copy included in Appendix G)

‘Incorporate the design requirements of TEN-T PRIPD N15 tie-in and associated works’.

DCC Response: *Donegal County Council will incorporate design requirements of TEN-T PRIPDN15 tie-in and associated works.*

Summary of Submission “D” by: ██████████ Architecture & Building Surveying (on behalf of Ballylast National School)

(Full Copy included in Appendix H)

‘Seeking further consultation with Donegal County Council and the relevant Engineer's to provide a viable solution for all parties and especially the safe use of all pupils, staff and visitors of Ballylast National School.’

DCC Response: Donegal County Council will consult with the Board of Management at Detailed Design Stage to review the proposed scheme layout at Ballylast National School in regard to their safety concerns.

Summary of Submission “E” by: Ballylast National School

(Full Copy included in Appendix I)

‘Concerned with safety in regard to proposed road crossing, staff parking, children entering the school gates.’

DCC Response: Donegal County Council will consult with the Board of Management at Detailed Design Stage to review the proposed scheme layout at Ballylast National School in regard to their safety concerns.

Summary of Submission “F”, by: Member of the Public

(Full Copy included in Appendix J)

‘General concerns regarding the standard and level of information within the Part VIII Drawings; unable to make a submission by email; no indication if CPO is involved;’

DCC Response: Donegal County Council have complied in full with the statutory requirements for Part VIII process as required by planning legislation.

Summary of Submission “G”, by: Member of the Public

(Full Copy included in Appendix K)

‘Strenuously Objecting’ – Concerns regarding:

- Embarking on their property.
- Impact to driveway and piers.
- Impact on privacy.
- Impact to health of occupants due to proposals.

General concerns

- Drainage in their property.
- Presently no road marking on the road approaching their home
- Excessive speeding and near collisions on N15.

DCC Response: Donegal County Council will review the proposed scheme layout at Detailed Design Stage with a view to mitigating impacts on private property whilst complying with TII Technical Standards in the interests of road user safety.

Summary of Submission “H”, by: Member of the Public

(Full Copy included in Appendix L)

Concerns regarding:

- loss of parking along road verge for carers and family members visiting her parents.
- School bus utilising the road verge in front of her parents house.

DCC Response: Donegal County Council note the construction of the Greenway in the existing road verge will impact informal parking along the verge. As part of the proposed scheme, private parking for homeowners has been provided where no alternative private parking is presently available.

Summary of Submission “I”, by: Member of the Public

(Full Copy included in Appendix M)

Concerns regarding:

- Retention of local road access onto N15
- An ‘illegal’ field gate
- Loss of space for family members and visitors to park at his mothers house

DCC Response:

1. The current proposals of the scheme include retention of both entrances of the L-23345 onto the N15. Both entrances will be realigned to improve safety under the proposed scheme.
 2. DCC will refer the matter regarding the agricultural entrance to planning enforcement.
 3. DCC note the construction of the Greenway in the existing road verge will impact informal parking along the verge. As part of the proposed scheme, private parking for homeowners has been provided where no alternative private parking is presently available.
-

No submissions / observations were received from the following public bodies during the public consultation period,

- An Taisce – The National Trust for Ireland
- Chief Fire Officer
- CIE Transport
- DCC - Stranorlar Municipal District Water
- DCC – Laboratory
- DCC - Stranorlar Municipal District Roads Office
- Development Applications Unit
- Eir
- ESB Networks
- Failte Ireland
- Garda Commissioner
- Heritage Council
- Inland Fisheries Ireland
- Irish Water
- Loughs Agency

- Minister for Communications
- National Ambulance Service
- National Parks and Wildlife Service
- Office of Public Works

RECOMMENDATION

Having noted the recommendations of the Planning Department relating to orderly and sustainable development, it is herein recommended that the proposed development proceed in accordance with the published documents incorporating in full the conditions of the planning department.

APPENDIX A (Newspaper Notice)

**PLANNING AND DEVELOPMENT ACT 2000 (as amended)
PLANNING AND DEVELOPMENT REGULATIONS 2001 (as amended)
ARTICLE 81**

NOTICE PURSUANT TO ARTICLE 81, PART 8 OF THE ABOVE REGULATIONS, RELATING TO A PROPOSED DEVELOPMENT BY DONEGAL COUNTY COUNCIL

TAKE NOTICE that Donegal County Council proposes to carry out a development between the towns of Lifford and Castlefin, in the Stranorlar Municipal District of County Donegal as described in the schedule below.
Lifford to Castlefin Greenway

SCHEDULE OF PROPOSED WORK

No.	Title	Townlands	Local Authority Offices For Viewing Plans / Online Viewing
1	Lifford to Castlefin Greenway	Coneyburrow, Curraghiane, Leggandorragh, Portinure, Wood, Haw, Unshinnagh Lower, Churchtown, Ballybogan, Ballylast, Cloughfin, Magherareagh, Tawnacrom, Stranamuck, Knockraver, Castlefin.	www.donegalcoco.ie Services > Roads Service > Roads Service Public Consultation. County House Lifford.
Description and Extents			
Donegal County Council proposes to provide a greenway adjacent to the existing N15 national primary road between the towns of Lifford and Castlefin in County Donegal in accordance with the drawings and documents associated with the Part 8 application.			
The project will include:			
<ul style="list-style-type: none"> a) Construction of a 3m wide Greenway facility (exclusive of grass separation verges) in the existing northern grass verge of the N15. b) Construction of appropriate earthworks c) Culvert extensions with all associated ancillary works. d) Provision of new roadside drainage and connection to existing drainage networks. e) Erection of appropriate warning and regulatory signage. f) Provision of 3no. crossing points on the N15 adjacent to Castlefin Community Resource Centre; Ballylast National School, and within Lifford 60kph speed limit zone. g) Installation of all appropriate road restraint systems for the project. h) Provision of new and revised road markings. i) Completion of appropriate landscaping and agreed accommodation works. 			

The plans and particulars for this proposed development will be available for inspection at the following locations:

- Donegal County Council, County House, Lifford, F93 Y622
- Plans and particulars for this proposed development will also be available for inspection or download at www.donegalcoco.ie under section "Services > Roads Service > Roads Service Public Consultation".

The proposals will be available for inspection from Thursday 31st March 2022 to Friday 29th April 2022.

Submissions and observations with respect to the proposed development, dealing with the proper planning and 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, before 4.00pm on Wednesday 18th May 2022.

Note that in accordance with Article 120(1)(b)(i) of the Planning and Development Regulations 2001 (as amended) Donegal County Council has concluded, based on a preliminary examination of the nature, size and location of the development, that an Environmental Impact Assessment (EIA) is not required.

Please mark the front of the envelope with the project name as per the above Schedule Title

Signed:
Brendan O'Donnell, Director of Service
Roads & Transportation, Donegal County Council, County House, Lifford.

As Advertised in the DERRY PEOPLE / DONEGAL NEWS (Thursday edition) 31st March 2022

APPENDIX B
(Description of Proposed Development)

0 EXECUTIVE SUMMARY

This report relates to the proposed construction of new shared walking and cycling facilities for approximately 7.5km alongside the N15 National road between Lifford and Castlefin.

Works will take place in the townlands of Coneyburrow, Curraghlane, Leggandorragh, Portinure, Wood, Haw, Unshinnagh Lower, Churchtown, Ballybogan, Ballylast, Cloughfin, Magherareagh, Tawnacrom, Stranamuck, Knockrawer, Castlefin in the Lifford-Stranorlar Municipal District of Co. Donegal.

This report provides a background to the proposed development, the nature and extent of the works being proposed and key features of the project.

The report is prepared in accordance with Part 8 of the Planning & Development Regulations 2001 (as amended).

1 INTRODUCTION

1.1 Project Background and Need for the Project

In December 2016 Derry and Strabane District Council, Donegal County Council, the Department for Infrastructure (NI) and Sustrans (the UK-based cycling and walking charity), were awarded funding from the EU's INTERREG programme, administered by the Special EU Programmes Body (SEUPB), to construct over 40 kilometres of cross-border greenway. Match-funding has been provided by the Department for Infrastructure in Northern Ireland and the Department of Transport, Tourism and Sport in Ireland.

These routes link Derry to Buncrana via Bridgend; Muff to Derry via Culmore; and Lifford to Strabane. Once completed, this will result in a greenway network of approximately 120km in the North West, of which much will be classified as high-quality greenway.

The purpose of developing a cross border network of greenways is to:

- Bring social, economic, and environmental well-being to all
- Construct significant stretches of greenway and cycling/walking routes
- Encourage more people to walk and cycle as part of their daily routine (non-commute)
- Invest in the wider economic and social infrastructure in the North West Region
- Adoption and compliance with policies such as Active Travel etc
- Improve safety for vulnerable road users and reduce their interaction with vehicular traffic

The aim of the project is to develop an extension to the Lifford to Strabane Greenway, linking the population centre of Castlefin and surrounding environs to the wider Northwest Greenway Network (NWGN), thereby supporting and enhancing the achievement of the NWGN objectives.

Donegal County Council therefore proposes to develop the works as described in this report to form part of the North West Greenway Network and to support the objectives of the North West Greenways Plan, the Donegal Local Economic & Community Plan 2016 – 2022 and the Donegal County Development Plan by providing a cyclist and pedestrian link between the settlements of Lifford and Castlefin.

The location of the proposed project (refer to Fig 1.1 below) is from the urban environs of the N15 in Lifford (specifically at the end of the 60kph speed limit zone) to the Community Resource Centre in Castlefin. The route is approximately 7.5 kilometres in length and comprises of a mainly rural setting with predominately agricultural land use and some residential and business use.

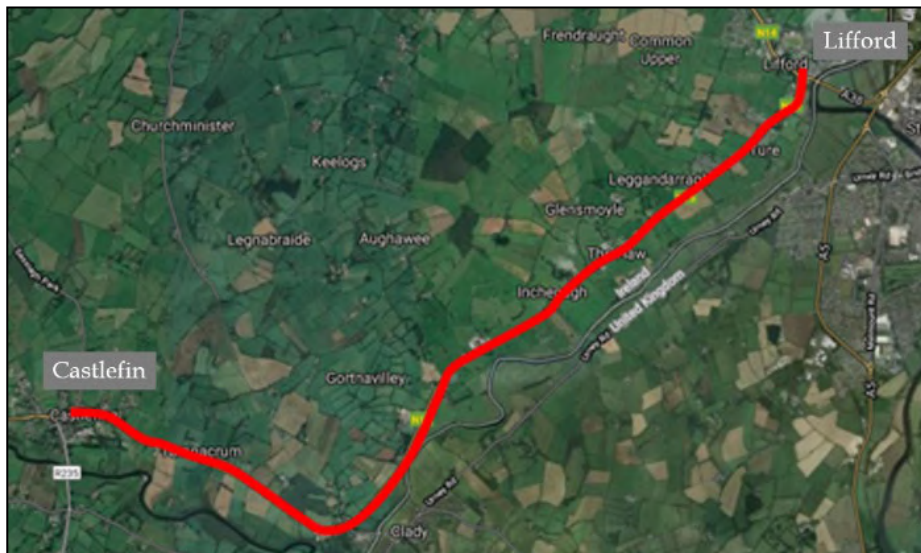


Figure 1.1 – Aerial view of location

1.2 Project Specific Aims and Objectives

The existing road network (N15) between Lifford and Castlefin has no widely available facilities for vulnerable road users to travel safely with adequate and appropriate separation from vehicular traffic. Any facilities that do exist are confined to the urban environs of Lifford and Castlefin and an existing footway to Robert Emmets GAA grounds in the Castlefin 80kph zone. The lack of facilities for vulnerable road users reduces social inclusion and the means of safer access between the two urban areas of Lifford and Castlefin and their surrounding rural communities. Investment in suitable facilities would play a strong role in improving living conditions in this area for vulnerable road users including people who suffer from mobility and sensory deprivation, connecting non-motorised users (NMU's) to services, businesses, education and work opportunities.

Transportation Policy T-P-11 of the County Development Plan outlines that the appropriate development of affordable, multi-modal transport solutions that offer communities and future generations real transport choices such as park and ride; pedestrian and cycling; bus and taxi services; and ancillary infrastructure should be provided.

As a National Primary route, the N15 between Lifford and Castlefin experiences significant volumes of traffic with a high number of HGV journeys. There have been several recorded instances of accidents involving pedestrians in collision with vehicles. A review of RSA's Collision Statistics identifies three minor injury accidents in 2006, 2010 and 2011 involving pedestrians being in collision with a vehicle. There is one serious injury collision involving a pedestrian in 2012. These are depicted in Figure 1.2.1. Overall collision statistics are depicted in Figure 1.2.2 and table 1.2.1.

There is however anecdotal evidence to suggest that there have been further collisions on this stretch of road in addition to numerous near misses. In addition, many collisions (minor / no injury) involving pedestrians and cyclists remain unreported to Gardai. There are also unverified collisions between 2016 & 2021 including fatalities.

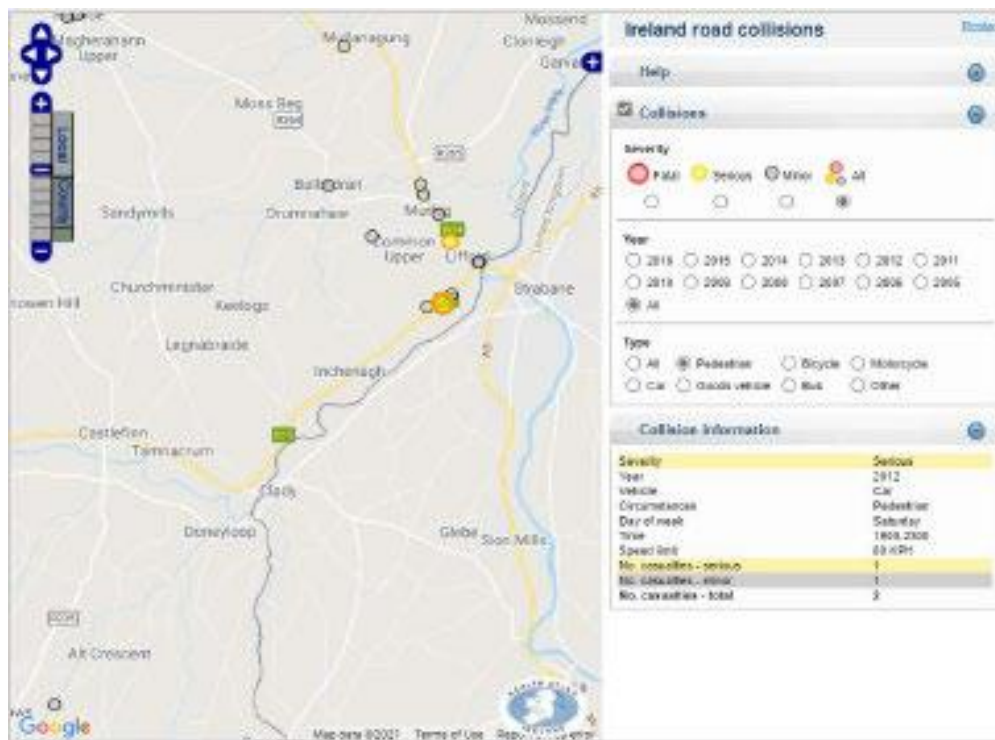


Figure 1.2.1 – Verified RSA Collision Statistics for Pedestrians between 2005 & 2016

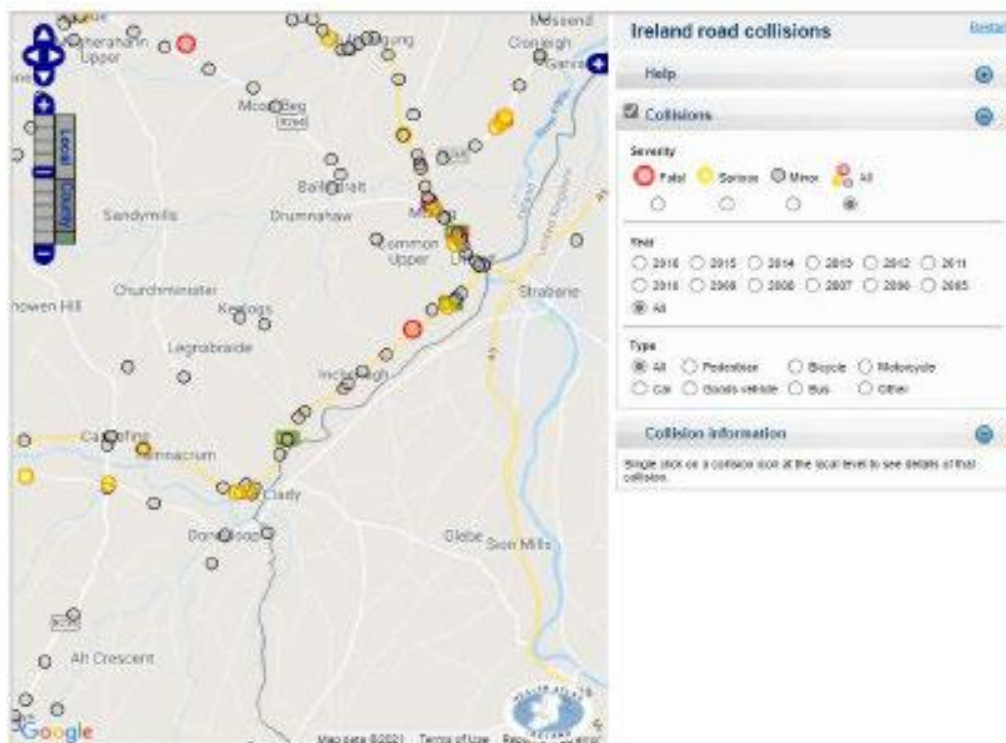


Figure 1.2.2 – Verified RSA Collision Statistics for all road users between 2005 & 2016

Year	Fatal	Serious	Minor
2005			2
2006		1	2
2007			1
2008			6
2009	1		
2010		1	4
2011			5
2012		1	2
2013			1
2014			1
2015		1	1
2016			

Table 1.2.1 - Verified RSA Collision Statistics for all road users between 2005 & 2016

As the Lifford to Strabane Greenway is recently completed as part of the Northwest Greenway Network, this project forms a natural extension of same to provide a broader scope for recreational and commuter use in this region. The project specific objectives include those listed in paragraph 1.1 and below:

- To further develop a cross border network of greenways that link people with places locally,
- A reduction in CO2 emissions through reduced number of vehicle journeys
- Widespread behavioural and attitudinal change in all targeted beneficiaries.

2.0 PLANNING POLICY DOCUMENTS, GUIDELINES AND LEGISLATION

The following sections describe a non-exhaustive list of European, National, Regional and Local Policy Documents and Guidelines which contain clear policy objectives to promote and develop sustainable transport and cycling initiatives which directly support the development of Greenways and cycling / walking infrastructure projects such as the development described in this report.

2.1 European Policy and Guidelines

'Europe 2020 – A Strategy for Smart, Sustainable and Inclusive Growth' puts forward three mutually reinforcing priorities for smart, sustainable and inclusive growth. Sustainable transport strategy is set out under the "sustainable growth" priority, through flagship Initiative: "Resource efficient Europe", which supports a shift towards a resource efficient and low carbon economy.

European Cyclists' Federation's EU Cycling Strategy: Recommendations for Delivering Green Growth and an Effective Mobility in 2030 is the result of a systematic review of all EU policies related to cycling. The central objectives of the plan are as follows:

- Cycling should be an equal partner in the mobility system
- Grow cycle use in the EU by 50% at an average in 2019/2020-2030
- Cut rates of cyclists killed and seriously injured by half (in km cycled) in 2019/2020-2030
- Raise EU investment in cycling to €3bn in 2021-27; and €6bn from 2028-34.

2.2 National Policy and Guidelines

2.2.1 National and Regional Policy Documents

Project Ireland 2040 National Planning Framework and National Development Plan 2018-2027

Project Ireland 2040 is the Irish Government's overarching policy initiative for the long-term planning of the State. It is informed by the Programme for a Partnership Government 2016, which recognises that economic and social progress go hand in hand and is made up of the "National Planning Framework to 2040" and the "National Development Plan 2018-2027".

National Planning Framework to 2040

This is the Government's high-level strategic plan for shaping the future growth and development of the country out to the year 2040. It seeks to achieve ten strategic outcomes including the following which are relevant to the Lifford:

- *National Strategic Outcome 4: Sustainable Mobility* including an objective to "Develop a comprehensive network of safe cycling routes in metropolitan areas to address travel needs and to provide similar facilities in towns and villages where appropriate."

- National Strategic Outcome 8: Transition to a Low-Carbon and Climate-Resilient Society including developing metropolitan cycling and walking networks and Greenways.
- National Policy Objective #46 includes the enhancement of “transport connectivity between Ireland and Northern Ireland, to include cross-border road and rail, cycling and walking routes, as well as blueways, Greenways and peatways.”

National Development Plan 2018 – 2027

The National Development Plan 2018–2027 is the most recent in the series of Government Capital plans adopted since 1988 and identifies the strategic priorities for public capital investment for all sectors to meet the strategic outcomes of the National Planning Framework.

It includes as a “Priority Investment Action” the facilitation of Cross Border Sustainable Transport with the North West Greenway Network listed as a specific action. Investment in sustainable travel measures, including comprehensive Cycling and Walking Networks for metropolitan areas, and expanded Greenways is also identified as a priority in delivering a transition to a Low-Carbon society.

Dept. for Transport, Tourism and Sport’s: “Strategy for the Future Development of National and Regional Greenways”

Developed following an extensive national consultation process, this Strategy outlines the Irish Government’s objective to assist in the strategic development of Greenways to an appropriate standard in order to deliver a quality experience for Greenway users. The Strategy lists a number of National and Regional Greenway projects, including the North West Greenway Network, identified as the initial priorities for development.

National Cycle Policy Framework 2009

Ireland’s first National Cycle Policy Framework was launched in April 2009. It outlines 19 specific objectives, and details the 109 individual but integrated actions, aimed at ensuring that a cycling culture is developed in Ireland to the extent that, by 2020, 10% of all journeys will be by bike. The NWGN supports the overall aims and objectives of the plan

Regional Planning Guidelines (2010-2022)

The Guidelines acknowledge that current cycling infrastructure in border regions is currently limited but outlines an aim to encourage greater shift to cycling/ walking by the promotions of the strategies outlined in the Smarter Travel Policy and the National Cycling Policy Framework as referenced above.

The NWGN will support specific cycling and walking Policy INFP13 of the Guidelines which seeks to ‘Promote and support cycling and walking within the Region, particularly within urban centres.’

Tourism focused publications.

There are a number of tourism focused publications related to greenways, but it is considered that Lifford to Castlefin Greenway will focus primarily on the provision of local amenity and Modal shift rather than an overall tourism offering. However, the provision of a high-quality walking and cycling link between Lifford to Castlefin will provide potential

connectivity to wider future rural Greenways with potential to provide enhanced tourism and recreational amenity.

Some of the tourism related publications are:

- People, Place and Policy – Growing Tourism to 2025 (March 2015)
- Fáilte Ireland Strategy for Development of Irish Cycle Tourism 2007
- Fáilte Ireland Cycling and Activities Research, 2013
- Realising our Rural Potential – Action Plan for Rural Development (2017)

2.3 Local Policy Documents

Donegal County Council Development Plan 2018 – 2024:

Chapter 5 – Infrastructure, Section 5.1, Transportation:

- Transportation Objective T-O-13: To support the development of new walkways, walking routes, trains, greenways, and cycleways that maximise the potential for local, regional and all-island walking and cycling networks.
- Transportation Policy T-P-3: It is a policy of the Council to work in partnership with the Northern Ireland authorities to strengthen and improve existing cross border transportation links (including walking and cycling routes) to enable the targeted spatial and economic development of the North West City Region.
- Transportation Policy T-P-11: It is a policy of the Council to facilitate the appropriate development of affordable, multi-modal transport solutions that offer communities and future generations real transport choices such as park and ride; pedestrian and cycling; bus and taxi services; and ancillary infrastructure.
- Transportation Policy T-P-24: It is a policy of the Council to protect established/historic railway corridors throughout the County primarily for strategic infrastructure provision (such as rail/road projects) and secondly for recreational development. Along these corridors other uses shall not be considered. Where these corridors have already been compromised by development, adjacent lands which could provide opportunities to bypass such an impediment and reconnect these routes for amenity purposes (walking/cycling) shall be protected for this purpose. However, in all instances, the over-riding objective shall be the provision of strategic infrastructure.
- Transportation Policy T-P-35: It is a policy of the Council to encourage and facilitate joined up long distance walking and cycling routes and greenways for recreation and as alternatives to the car, particularly in rural areas, between settlements. Adequate car parking facilities shall be provided, where required, in association with any such developments.

- Transportation Policy T-P-36: It is a policy of the Council to support and facilitate the maintenance, enhancement and expansion of the National Cycle Network.

Chapter 9 – Tourism:

Section 9.1.2, Objectives:

- TOU-O-9: To support the development of new, and protect the functionality of existing, Greenways, walking and cycling routes as key components of an overall green tourism infrastructure and as standalone tourism products in their own right.

The Donegal Local Economic & Community Plan 2016 – 2022:

Volume 1 identifies 'To develop Donegal as a Connected Place' as a priority goal.

Volume 2 sets out the Action Areas of the Plan and notes the following actions:

- Section 1.9.1: To develop an integrated North West Greenway
- Section 1.9.3: To identify a programme of walkways, cycleways and Greenways within towns and their hinterland, to enhance town centre connectivity, support regeneration of town centres and improve health and recreation opportunities.
- Section 2.4.5: To develop an integrated North West Greenway (Walking, Trails, Cycling) as a key tourism project on a cross-border basis.
- Section 4.4.16: To maximise health and wellbeing outcomes for communities in the proposed development of the North West Greenway and other initiatives involving outdoor spaces.

2.4 Relevant Legislation

Statutory approval for the scheme will be in accordance with the procedures identified in Part 8 of:

- The Planning and Development Act, 2000 (as amended).
- The Planning and Development Regulations, 2001 (as amended).

3 PROPOSED SCHEME

3.1 Description of Existing Infrastructure

These existing roads are active public highways. A brief overview of existing infrastructure and provision is as follows:

Carriageways:

All carriageways are fully paved with regulatory and warning signage throughout with existing road markings to the N15 and all side roads. The surface type of the roads vary between HRA, SMA and surface dressing. Residential accesses and agricultural entrances are predominantly asphaltic concrete and unbound stone respectively. The main N15 has wide grass verges running for the majority of the route.

Footpaths:

The N15 is provided with footpaths to both sides within the urban area of Lifford terminating at the 60/100kph speed limit. In Castlefin, a footpath is provided on the southern verge which terminates at the Community Resource Centre entrance. A footpath on the northern verge extends from beyond the Community Resource Centre as far as the junction to Robert Emmet GAA grounds, which is shortly before the 80/100kph limit. The existing northern and southern footpaths are not effectively linked. There are no other existing pedestrian / cyclist facilities along the route.

Crossing points:

There are no formal crossing facilities along the route at present.

Public Transport:

There is no formal bus stop on the N15 within the area under consideration, however the Local Link bus route 288 from Ballybofey to Magee Campus (Derry) stops at the River Club, Cloughfin once in the morning and once in the evening. No bus stop signage or bus shelters are currently provided at the location.

Lighting:

There is existing public lighting within the two urban areas and in the 80kph zone out as far as Robert Emmets GAA grounds. Lighting is provided in the main by dedicated public lighting columns and by lighting standards co-located with electrical network poles.

Drainage:

Existing road drainage is provided along the extents of the N15 within the area of the proposed works via over the edge drainage method and dissipation into the adjacent verge and embankments. Drainage from the adjacent properties is mainly via road gullies feeding into a public carrier drainage system with discharge into existing watercourses. Other local access roads are free draining to road edges.

Landscaping:

Existing landscaping along the N15 and local connector roads consists of grass verges of varying widths. The boundaries consist of timber fence, stock-proof fence, stone walls, mature hedging, and open non-bounded areas.

3.2 Nature and Extent of the Proposed development

The works proposed within the site extents will generally consist of utilising the grass verge area, embankments and some narrow strips of agricultural lands and business properties to accommodate a separation area, safety barrier, greenway and comfort verge to provide a minimum 3m wide shared-use path, with a bituminous surface to provide a high-quality finish for cyclists and pedestrians.

The designs have been prepared with reference to relevant design standards and guidance documents, including the following:

Title	Published By
National Cycle Manual	National Transport Authority
Rural Road Link Design TII, DN-GEO-03031	Transport Infrastructure Ireland
Cross Sections and Headroom TII, DN-GEO-03036	Transport Infrastructure Ireland
Subways for Pedestrians and Pedal Cyclists TII, DN-GEO-03040	Transport Infrastructure Ireland
Rural Cycleway Design (Offline) TII, DN-GEO-03047	Transport Infrastructure Ireland
Geometric Design of Junctions TII, DN-GEO-03060	Transport Infrastructure Ireland
Design Manual for Urban Roads and Streets	Department of Tourism, Transport and Sport
TII Pedestrian Crossing Specification and Guidance	Transport Infrastructure Ireland (TII)
Local Transport Note 2/95 The Design of Pedestrian Crossings	Department for Transport (UK)
Traffic Signs Manual	Department for Transport, Tourism and Sport, latest editions of relevant chapters
Bus Stop Design Guide	Roads Service UK
Strategy for the Future Development of National and Regional Greenways	Department of Tourism, Transport and Sport

1.3 Principal Features of the project

The principle features of the proposed scheme are as follows:

Carriageways:

The existing carriageways of the N15 and side roads will remain unchanged in terms of width and layout apart from some minor realignment of local road access points required to ensure appropriate geometry is achieved. The northern grass verge will be utilised for provision of the greenway. Kerbing will be provided along the northbound lane of the N15 to delineate road edge and the start of the grass separation strip of the greenway.

Footpaths:

The existing connectivity to Robert Emmets GAA grounds is being upgraded. Any existing residential pedestrian facilities that access the existing N15 directly will be accommodated. There are 4 No. 1-way shared use facilities that will tie into the 2-way cycleway at each terminus point. Advisory cycle lanes at each terminus will facilitate access to on-road cyclists. Any existing footways will be tied into with appropriate vertical

and horizontal transitions to ensure a smooth movement from one facility to the other with adequate signage and tactile paving alerting the users of the change in use.

Crossing points:

There are 3no. new mainline crossing points of the N15 proposed as part of this project. Two of these crossing points will be located at either end of the greenway, at Castlefin Community Resource Centre and within Lifford 60kph speed limit zone. These crossing points will be controlled Toucan crossings with all appropriate Push Button Units, aspects, signage and associated road markings. These crossing points will serve as safe access to cross the existing N15 and for onward journeys and appropriate termination points of the scheme. A third crossing point will be located at Ballylast National School to provide a safe means of crossing the N15 from the greenway to the local school on the southern side of the national road. This will be an uncontrolled crossing.

Crossings of side roads, private properties and commercial premises will be provided. Crossings of side roads (Local Roads), where possible, will be by way of a bend out facility for which the vehicular traffic will have the priority and will have sufficient stacking to access the N15. Consistent surface profile will be provided for pedestrians/cyclists and to highlight the crossing effectively to all users.

Public Transport:

A dedicated bus stop will be provided on the Lifford side of the River Club at Cloughfin to facilitate the Local Link 288 Bus Route travelling from Ballybofey to Magee Campus in Derry.

Lighting:

Existing public lighting along the N15 will be assessed for current and proposed needs in terms of compliance with safety standards. New lighting will be provided with the appropriate approvals to the termination points of the greenway, at all crossing locations that traverse the N15 and at any parking facilities for road safety reasons.

Drainage:

The existing carriageway drainage will be upgraded to ensure that surface water will not discharge onto the road from the greenway or adjacent properties and surface water from the road will be diverted away from properties. This will be achieved by a combination of kerbs and gullies, slotted kerbs, filter drains, swails, slotted drainage kerbs and carrier drains with appropriate sizing. Inspection chambers for maintenance will also be provided at appropriate spacings. Open drainage will be relocated or piped to an appropriate position to suit the proposed development and landowners. The existing and proposed drainage will be enhanced with provision of petrol interceptors at the main drainage discharge points on the upstream side of the existing N15.

Culvert extensions will be required to ensure enough width is achieved for both construction of the proposed facility and for vision lines. Where appropriate, Section 50 applications will be submitted to the OPW for assessment and approval in advance of any works being carried out. All culverts and pipes will be appropriately sized.

Road markings:

Appropriate road and cycleway markings in accordance with the Traffic Signs Manual will be used throughout the scheme where required to clearly identify carriageways, priorities and turning movements. Junction road markings will be upgraded to reflect the change in layout.

Signage:

Where required, existing mainline directional and route confirmatory signage will be relocated or altered to accommodate the required cycleway width. New signage provided will consist of directional, warning and regulatory signage to give a clear understanding of cycleway and road layouts, crossing points and prevailing speed limits and user expectations. The sizing of all signage will be appropriate to the target road user.

Landscaping:

Grass buffers ranging from 1.0m to 2.0m width will be provided to the segregated cycleway.

Some removal of hedgerows, small trees, vegetation and lower branches may be required along the route but replanting of native hedgerows and foliage will be undertaken where required at new boundary interfaces (subject to agreed accommodation works and land agreements).

As many existing mature trees as possible are to be retained.

Details of proposed planting/landscaping scheme will be developed and agreed with Donegal County Council Roads Department in conjunction with landowner agreements, accommodation works and NPWS.

Walls and Structures:

Parapet walls will have to be set back or reconstructed as part of the culvert extension works. Any walls removed to facilitate the greenway will be replaced on a like for like basis. No new walls will be provided where none currently exist. All new precast headwalls will be protected by passive safe boundary treatment. A low-level retaining structure will be constructed adjacent to the local road at Ballylast between Ch 3700 & Ch 3790 to provide appropriate vertical separation to split level infrastructure links.

The project will include removal of agricultural sheds / other structures within the footprint of the greenway as may be required to facilitate its construction.

Services:

Localised relocation of service poles or pillars may be required where these are located along the route of the proposed greenway. All works will be agreed and carried out in accordance with the requirements of the appropriate utility providers.

APPENDIX C
(Site Notice)

SITE NOTICE

PLANNING AND DEVELOPMENT ACT 2000 (as amended)
PLANNING AND DEVELOPMENT REGULATIONS 2001 (as amended)
ARTICLE 81

NOTICE PURSUANT TO ARTICLE 81, PART 8 OF THE ABOVE REGULATIONS, RELATING TO A PROPOSED DEVELOPMENT BY DONEGAL COUNTY COUNCIL

TAKE NOTICE that Donegal County Council proposes to carry out a development between the towns of Lifford and Castlefin, in the Stranorlar Municipal District of County Donegal as described in the schedule below.

Lifford to Castlefin Greenway

SCHEDULE OF PROPOSED WORK

No.	Title	Townlands	For Viewing Plans Online Only at
1	Lifford to Castlefin Greenway	Coneyburrow, Curraghlane, Leggandorragh, Portinure, Wood, Haw, Unshinnagh Lower, Churchtown, Ballybogan, Ballylast, Cloughfin, Magherareagh, Tawnacrom, Stranamuck, Knockrawer, Castlefin.	www.donegalcoco.ie Services > Roads Service > Roads Service Public Consultation. County House Lifford.

Description and Extents

Donegal County Council proposes to provide a greenway adjacent to the existing N15 national primary road between the towns of Lifford and Castlefin in County Donegal in accordance with the drawings and documents associated with the Part 8 application.

The project will include:

- Construction of a 3m wide Greenway facility (exclusive of grass separation verges) in the existing northern grass verge of the N15.
- Construction of appropriate earthworks
- Culvert extensions with all associated ancillary works.
- Provision of new roadside drainage and connection to existing drainage networks.
- Erection of appropriate warning and regulatory signage.
- Provision of 3no. crossing points on the N15 adjacent to Castlefin Community Resource Centre; Ballylast National School; and within Lifford 60kph speed limit zone.
- Installation of all appropriate road restraint systems for the project.
- Provision of new and revised road markings.
- Completion of appropriate landscaping and agreed accommodation works.

The plans and particulars for this proposed development will be available for inspection at the following locations:

- Donegal County Council, County House, Lifford, F93 Y622
- Plans and particulars for this proposed development will also be available for inspection or download at www.donegalcoco.ie under section "[Services > Roads Service > Roads Service Public Consultation](#)".

The proposals will be available for inspection from Thursday 31st March 2022 to Friday 29th April 2022.

Submissions and observations with respect to the proposed development, dealing with the proper planning and 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, before 4.00pm on Wednesday 18th May 2022.

Note that in accordance with Article 120(1)(b)(i) of the Planning and Development Regulations 2001 (as amended) Donegal County Council has concluded, based on a preliminary examination of the nature, size and location of the development, that an Environmental Impact Assessment (EIA) is not required.

Please mark the front of the envelope with the project name as per the above Schedule Title

Signed: Brendan O'Donnell, Director of Service.

Roads & Transportation, Donegal County Council, County House, Lifford.

APPENDIX D
(Drawings)



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

LIFFORD TO CASTLEFIN GREENWAY

PART 8 DRAWINGS

LIFFORD TO CASTLEFIN GREENWAY LIST OF PART VIII DRAWINGS

DRAWING TITLE	DRAWING SERIES	DRAWING NUMBERS
LIST OF CONTRACT DRAWINGS _____	DRAWING SERIES 000 _____	P8-000
PROJECT LOCATION & EXTENTS _____	DRAWING SERIES 001 _____	P8-LOC
PROPOSED WORKS (LAYOUT, ROAD MARKING & SIGNS) _____	DRAWING SERIES SP _____	P8-01 TO P8-11
PROPOSED WORKS (TYPICAL CROSS SECTIONS) _____	DRAWING SERIES SP _____	P8-12



Rev	By	Date	Description

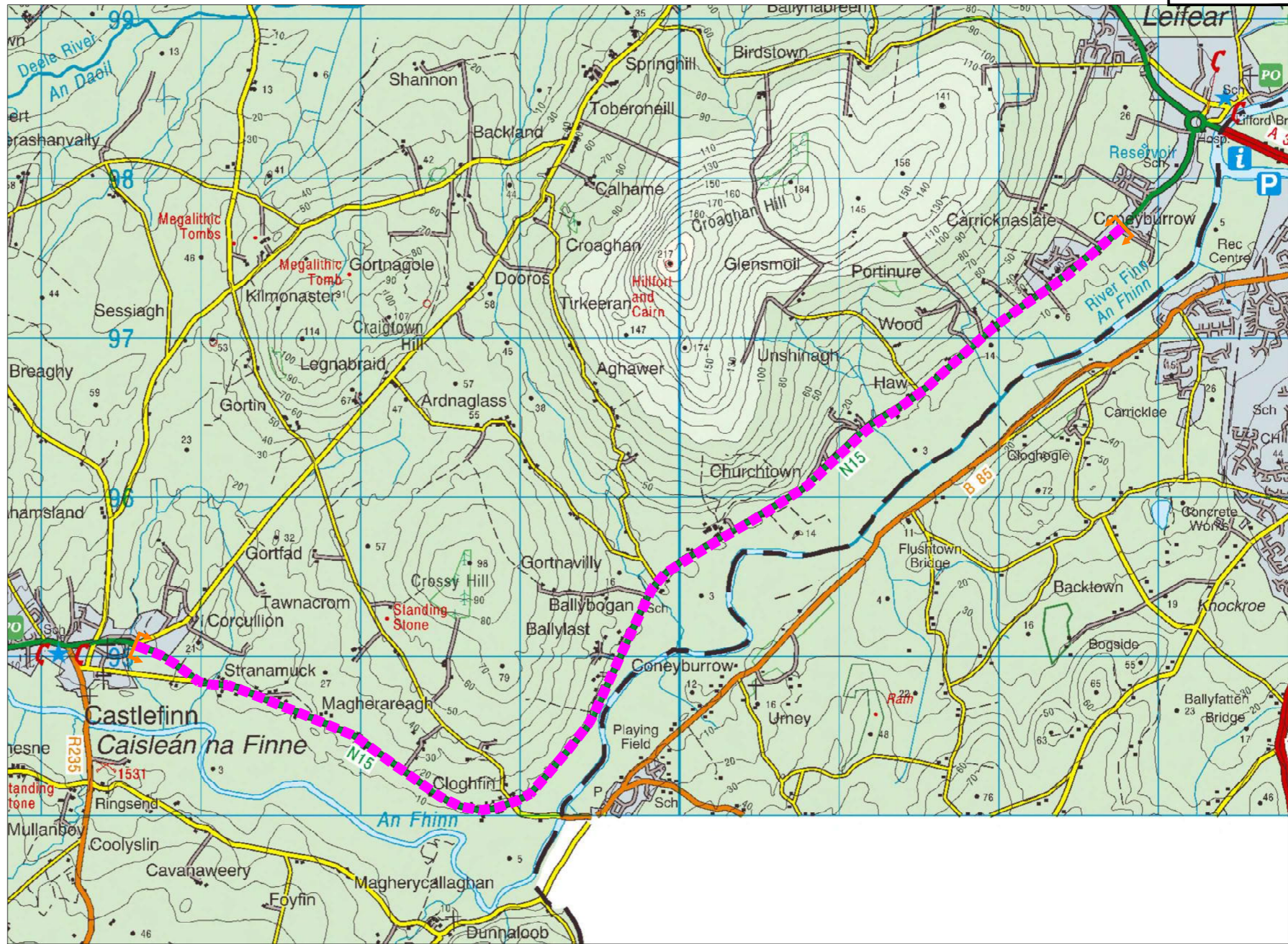
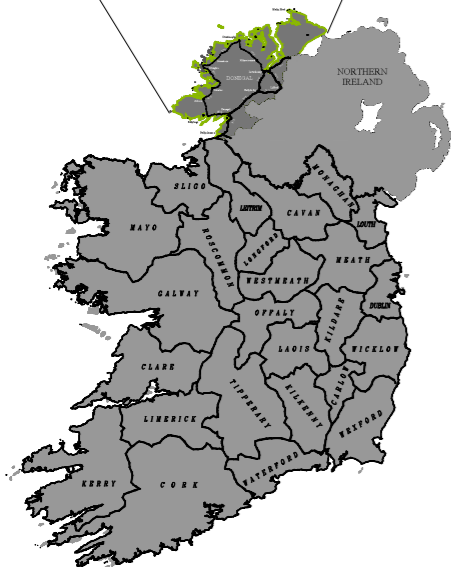
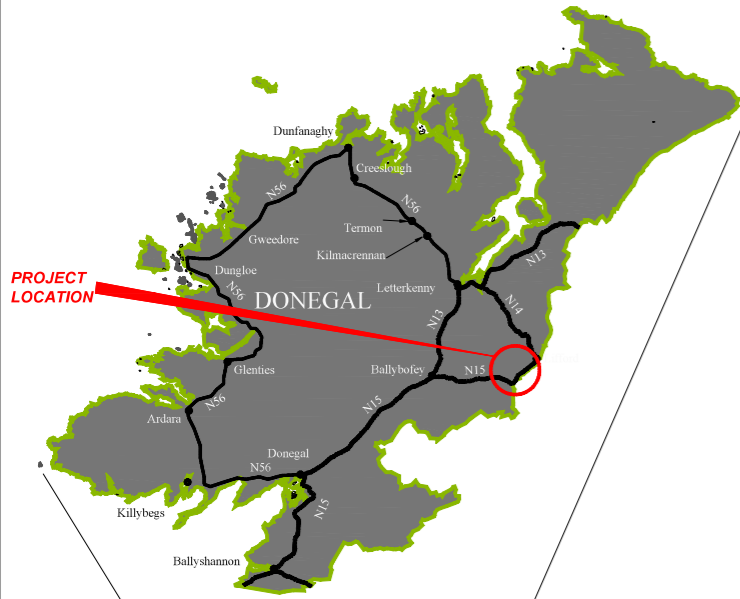
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Checked: DK	Date: March 2022
Approved: CC	Date: March 2022

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Vertical Scale: N/A
File no: P1628

Project: Lifford to Castlefin Greenway
Location: Lifford / Stranorlar MD
Dwg Title: List Of Part 8 Drawings

Rev: - - -
Drawing no.: P8-000

Extent Of Proposed Development



Rev	By	Date	Description

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Checked: DK	Date: March 2022
Approved: CC	Date: March 2022

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File no: P1628

Project: Lifford to Castlefin Greenway

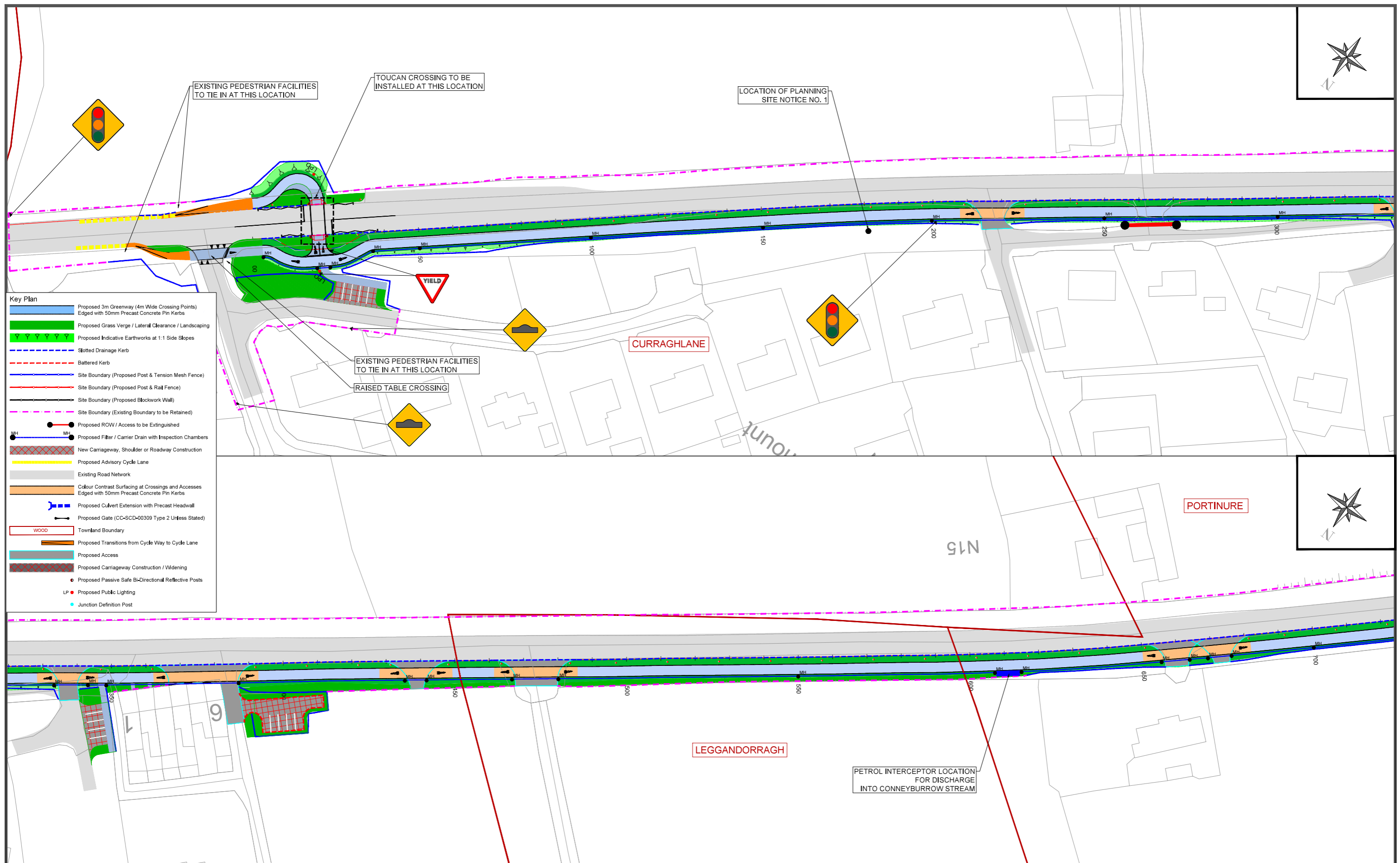
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Dwg Title: Project Location And Extents

Rev: ---

Drawing no.:

P8-LOC



- Key Plan**
- Proposed 3m Greenway (4m Wide Crossing Points) Edged with 50mm Precast Concrete Pin Kerbs
 - Proposed Grass Verge / Lateral Clearance / Landscaping
 - Proposed Indicative Earthworks at 1:1 Side Slopes
 - Slotted Drainage Kerb
 - Battered Kerb
 - Site Boundary (Proposed Post & Tension Mesh Fence)
 - Site Boundary (Proposed Post & Rail Fence)
 - Site Boundary (Proposed Blockwork Wall)
 - Site Boundary (Existing Boundary to be Retained)
 - Proposed ROW / Access to be Extinguished
 - Proposed Filter / Carrier Drain with Inspection Chambers
 - New Carriageway, Shoulder or Roadway Construction
 - Proposed Advisory Cycle Lane
 - Existing Road Network
 - Colour Contrast Surfacing at Crossings and Accesses Edged with 50mm Precast Concrete Pin Kerbs
 - Proposed Culvert Extension with Precast Headwall
 - Proposed Gate (CC-SCD-00309 Type 2 Unless Stated)
 - Townland Boundary
 - Proposed Transitions from Cycle Way to Cycle Lane
 - Proposed Access
 - Proposed Carriageway Construction / Widening
 - Proposed Passive Safe Bi-Directional Reflective Posts
 - Proposed Public Lighting
 - Junction Definition Post

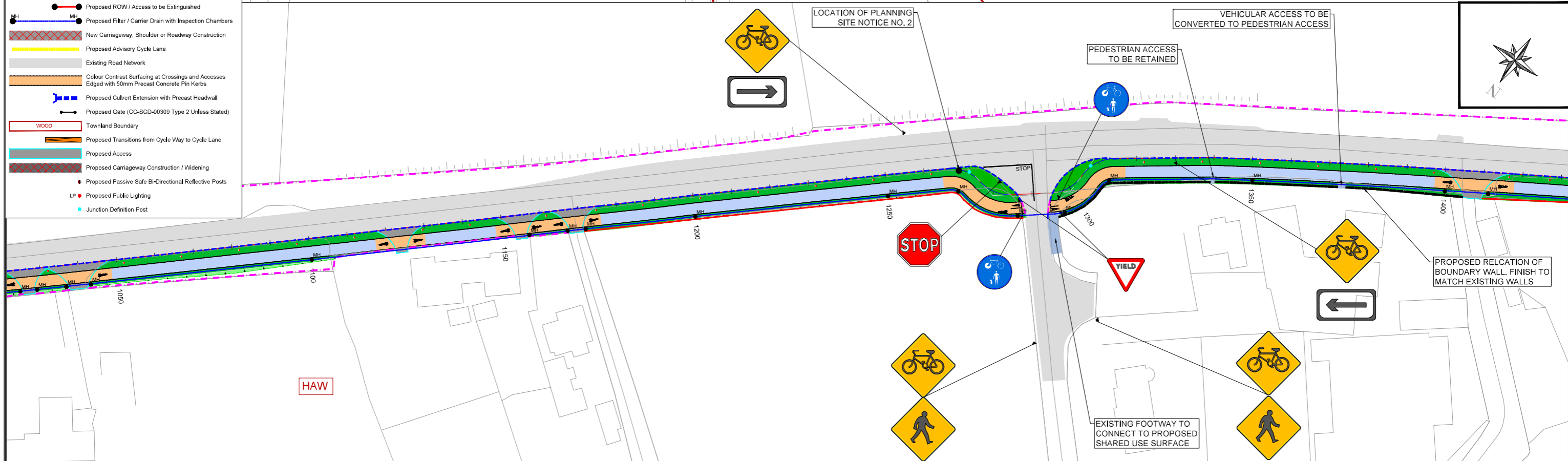
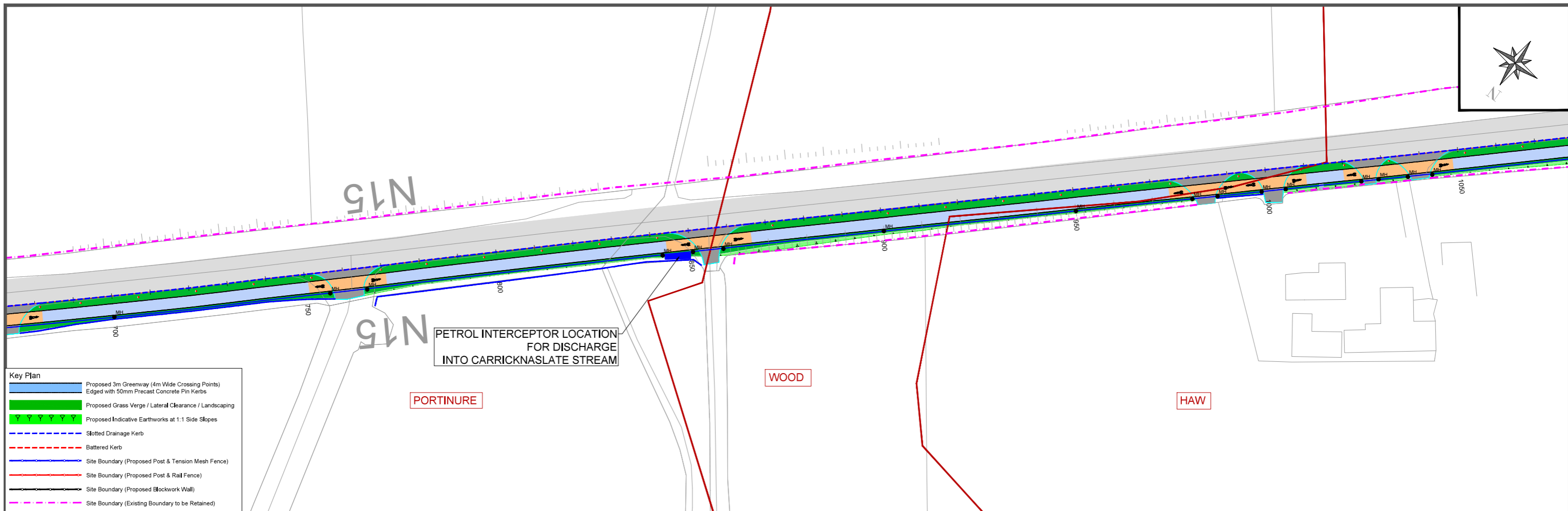
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- Checked: D Kerrane
- Approved: C Campbell
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- Date: March 2022
- Date: March 2022
- Date: March 2022
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- Land Reg
- Construction
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Project: Lifford to Castlefin Greenway
 Location: Lifford / Stranorlar MD
 Dwg Title: Part VIII Drawings

Rev: --
 Drawing no.: 1628-P8-01



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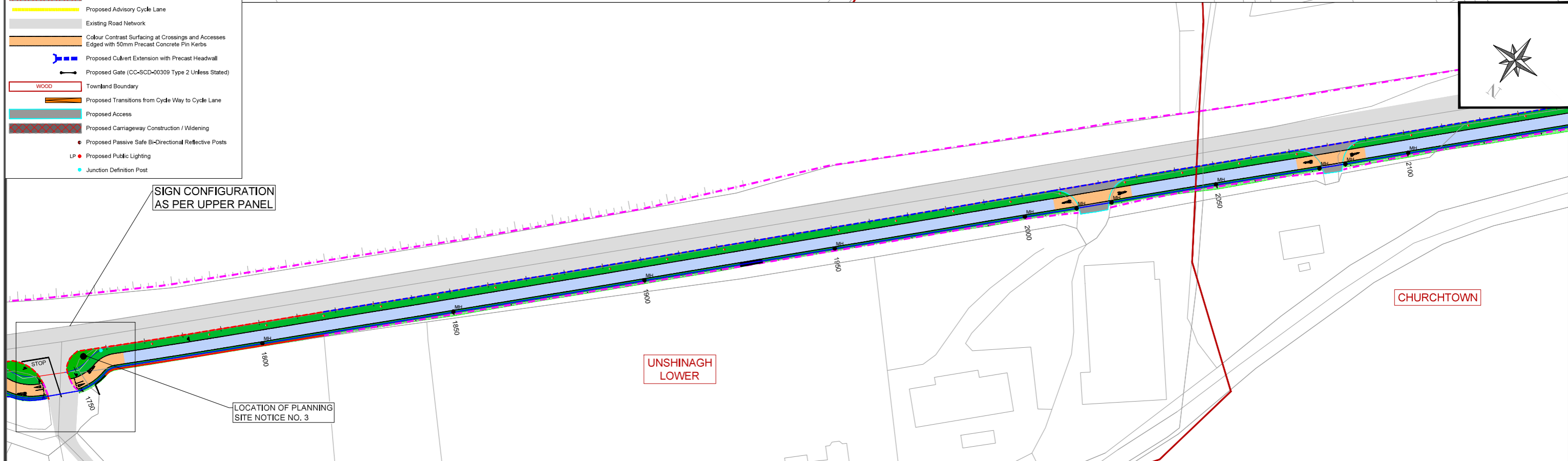
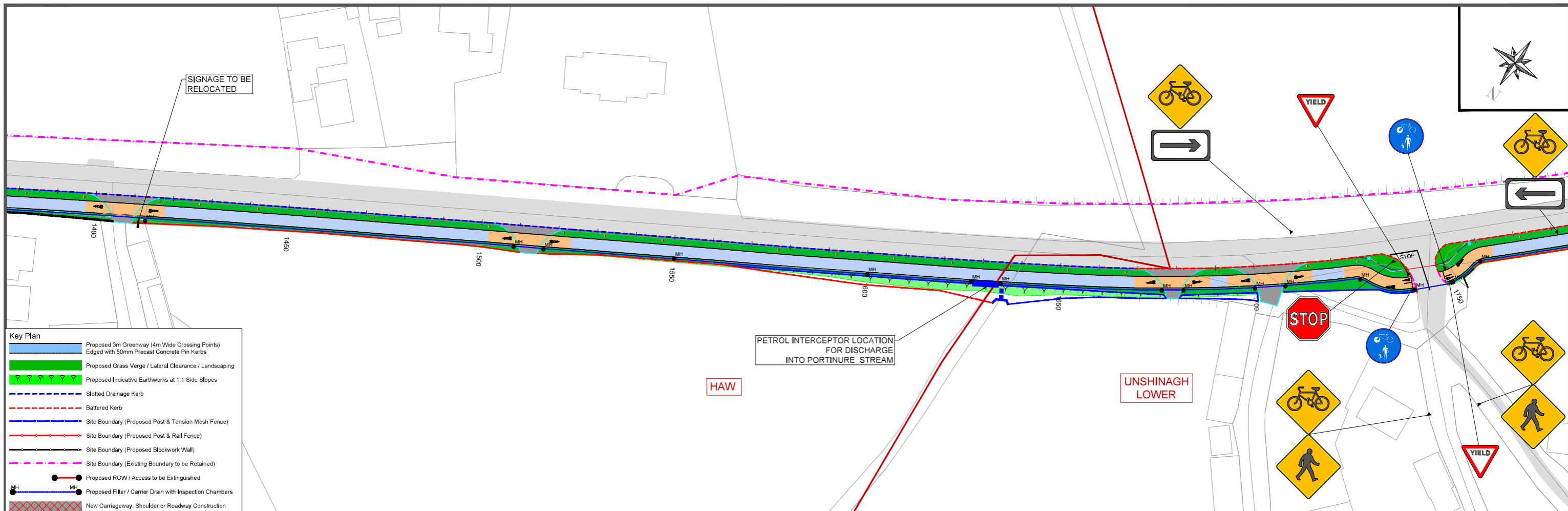
Project: Lifford to Castlefin Greenway

Location: Lifford / Stranorlar MD

Dwg Title: Part VIII Drawings

Rev: --

Drawing no.: 1628-P8-02



Key Plan

- Proposed 3m Greenway (4m Wide Crossing Points) Edged with 50mm Precast Concrete Pin Kerbs
- Proposed Grass Verge / Lateral Clearance / Landscaping
- Proposed Indicative Earthworks at 1:1 Side Slopes
- Slotted Drainage Kerb
- Battered Kerb
- Site Boundary (Proposed Post & Tension Mesh Fence)
- Site Boundary (Proposed Post & Rail Fence)
- Site Boundary (Proposed Blockwork Wall)
- Site Boundary (Existing Boundary to be Retained)
- Proposed ROW / Access to be Extinguished
- Proposed Filter / Carrier Drain with Inspection Chambers
- New Carriageway, Shoulder or Roadway Construction
- Proposed Advisory Cycle Lane
- Existing Road Network
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- Proposed Culvert Extension with Precast Headwall
- Proposed Gate (CC-SCD-00309 Type 2 Unless Stated)
- Townland Boundary
- Proposed Transitions from Cycle Way to Cycle Lane
- Proposed Access
- Proposed Carriageway Construction / Widening
- Proposed Passive Safe Bi-Directional Reflective Posts
- LP Proposed Public Lighting
- Junction Definition Post

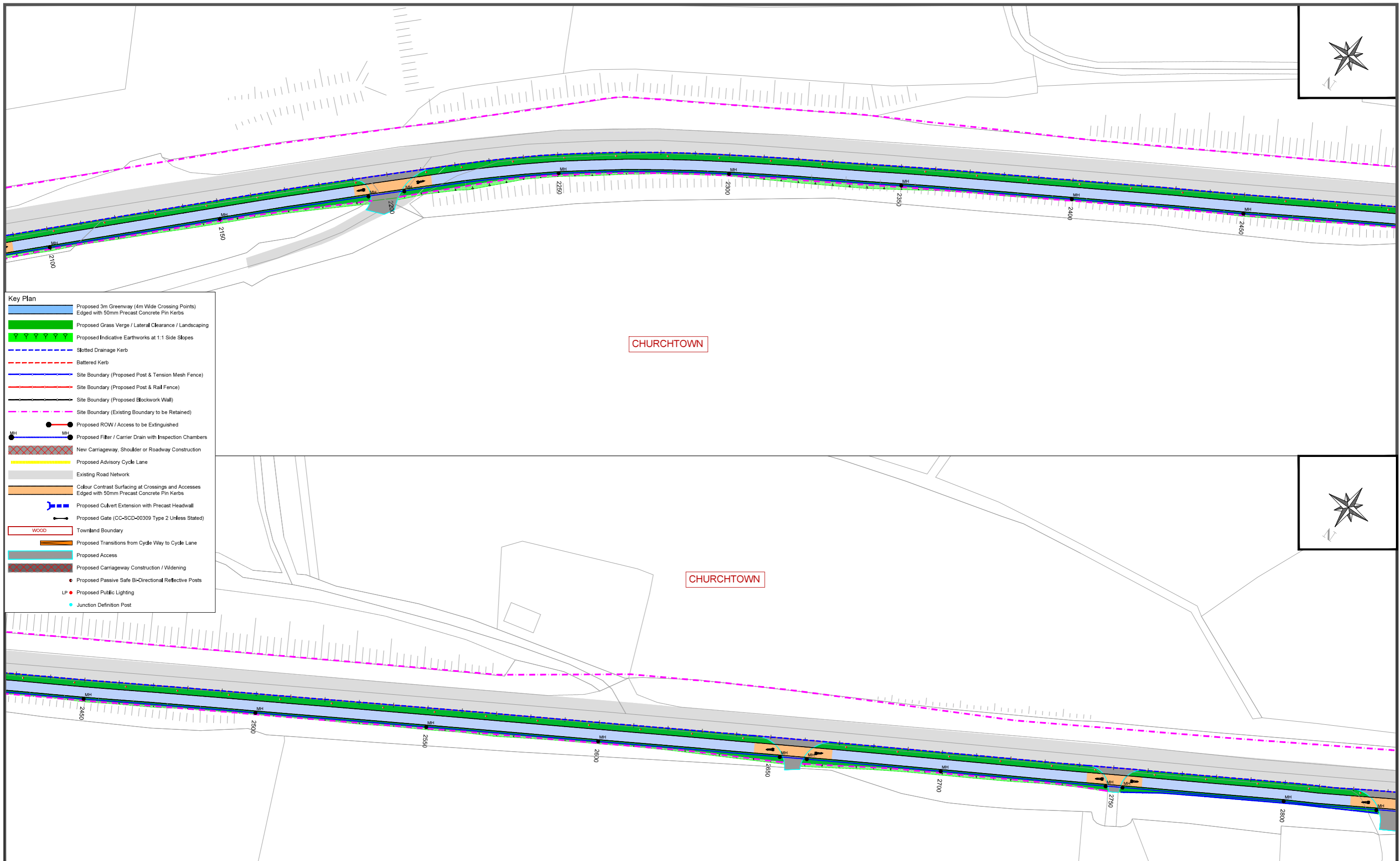
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Project: Lifford to Castlefin Greenway	Rev: --
Location: Lifford / Stranorlar MD	Drawing no.: 1628-P8-03
Dwg Title: Part VIII Drawings	





- Key Plan**
- Proposed 3m Greenway (4m Wide Crossing Points) Edged with 50mm Precast Concrete Pin Kerbs
 - Proposed Grass Verge / Lateral Clearance / Landscaping
 - Proposed Indicative Earthworks at 1:1 Side Slopes
 - Slotted Drainage Kerb
 - Battered Kerb
 - Site Boundary (Proposed Post & Tension Mesh Fence)
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 - Proposed Passive Safe Bi-Directional Reflective Posts
 - LP Proposed Public Lighting
 - Junction Definition Post



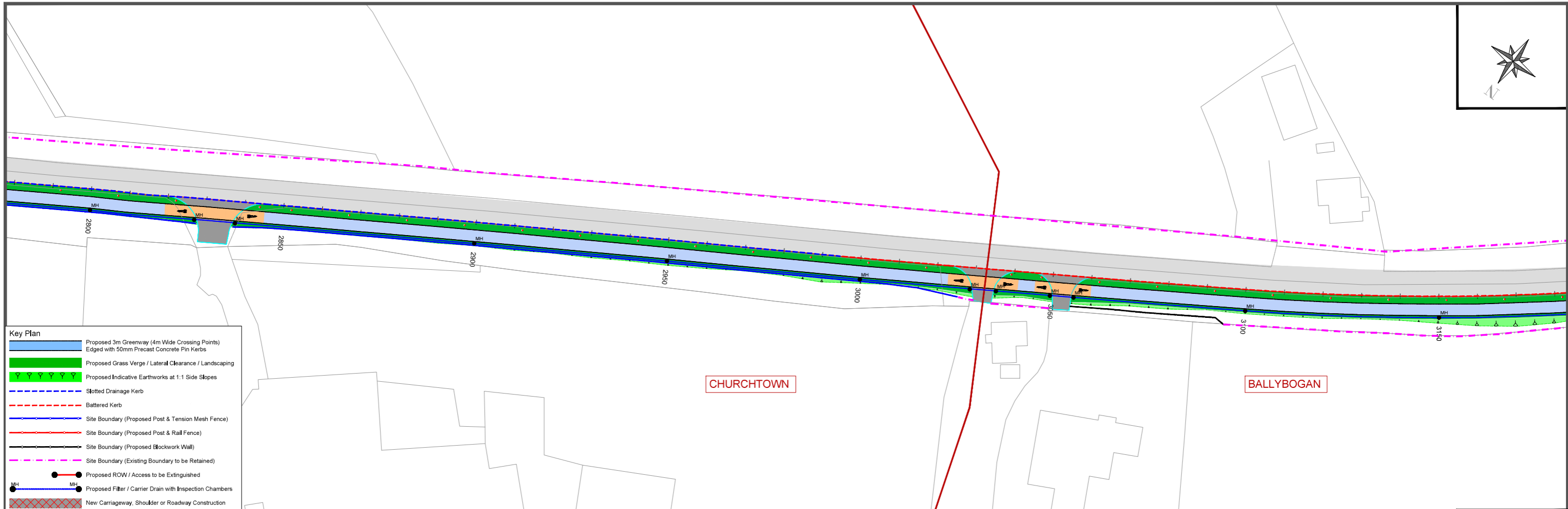
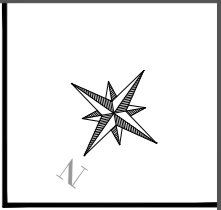
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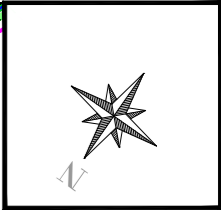
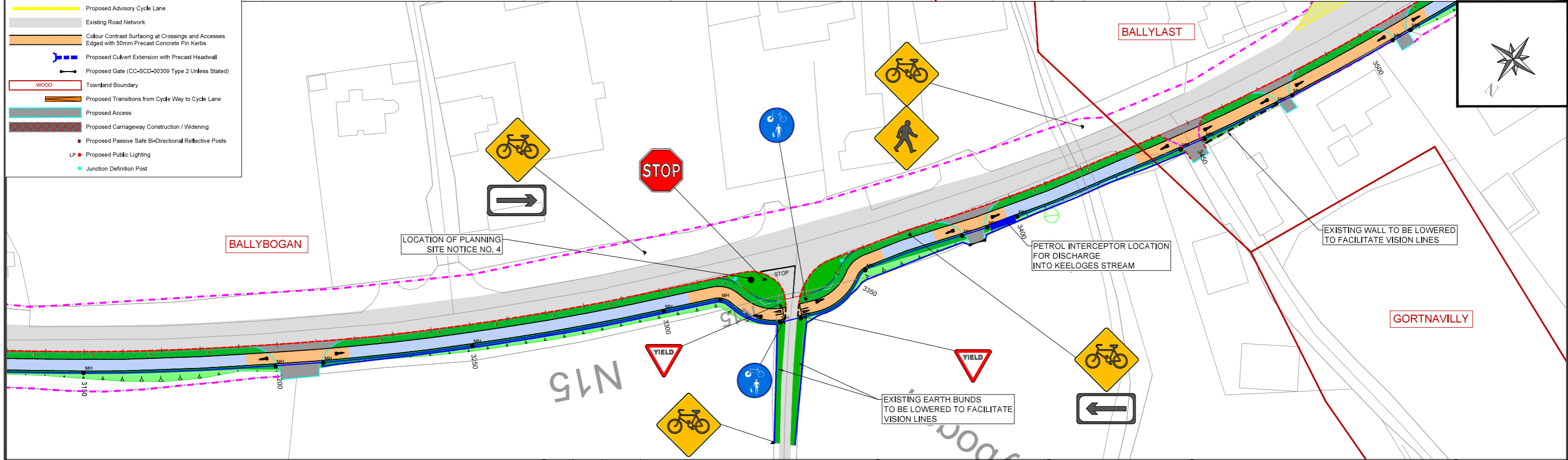
Project: Lifford to Castlefin Greenway
Location: Lifford / Stranorlar MD
Dwg Title: Part VIII Drawings

Rev: --
Drawing no.: 1628-P8-04



Key Plan

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- Proposed Grass Verge / Lateral Clearance / Landscaping
- Proposed Indicative Earthworks at 1:1 Side Slopes
- Slotted Drainage Kerb
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- Proposed Carriageway Construction / Widening
- Proposed Passive Safe Bi-Directional Reflective Posts
- LP Proposed Public Lighting
- Junction Definition Post

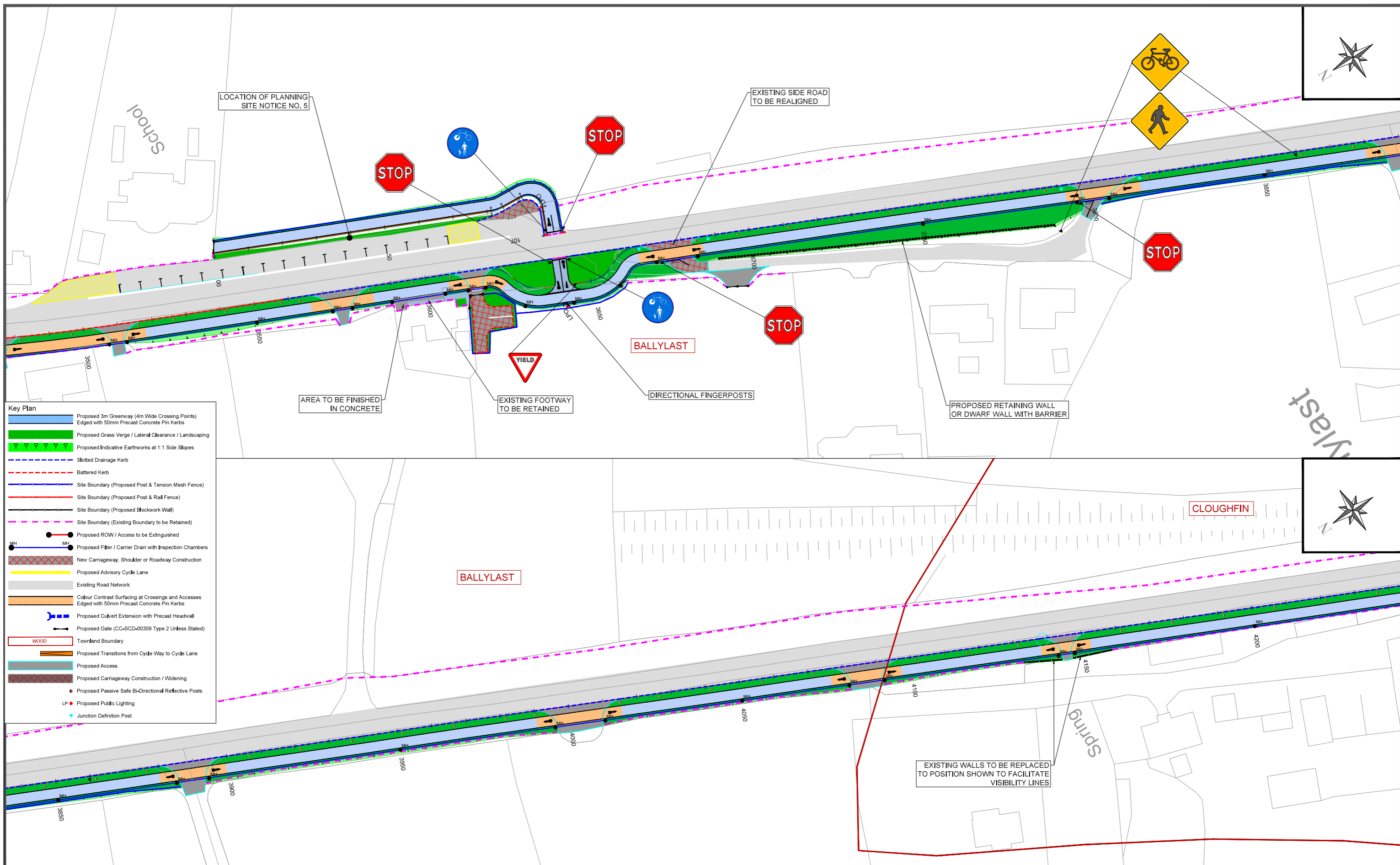


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Project: Lifford to Castlefin Greenway	Rev: --
Location: Lifford / Stranorlar MD	Drawing no.: 1628-P8-05
Dwg Title: Part VIII Drawings	



Key Plan

- Proposed 3m Greenway (4m Wide Crossing Points) Edged with 50mm Precast Concrete Pin Kerbs
- Proposed Grass Verge / Lateral Clearance / Landscaping
- Proposed Indicative Earthworks at 1:1 Side Slopes
- Slotted Drainage Kerb
- Battered Kerb
- Site Boundary (Proposed Post & Tension Mesh Fence)
- Site Boundary (Proposed Post & Rail Fence)
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- Site Boundary (Existing Boundary to be Retained)
- Proposed ROW / Access to be Extinguished
- Proposed Filter / Carrier Drain with Inspection Chambers
- New Carriageway, Shoulder or Roadway Construction
- Proposed Advisory Cycle Lane
- Existing Road Network
- Colour Contrast Surfacing at Crossings and Accesses Edged with 50mm Precast Concrete Pin Kerbs
- Proposed Culvert Extension with Precast Headwall
- Proposed Gate (CC-SCD-00309 Type 2 Unless Stated)
- Townland Boundary
- Proposed Transitions from Cycle Way to Cycle Lane
- Proposed Access
- Proposed Carriageway Construction / Widening
- Proposed Passive Safe Bi-Directional Reflective Posts
- LP - Proposed Public Lighting
- Junction Definition Post



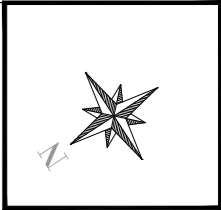
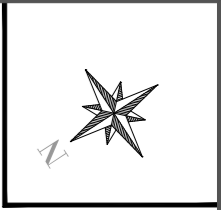
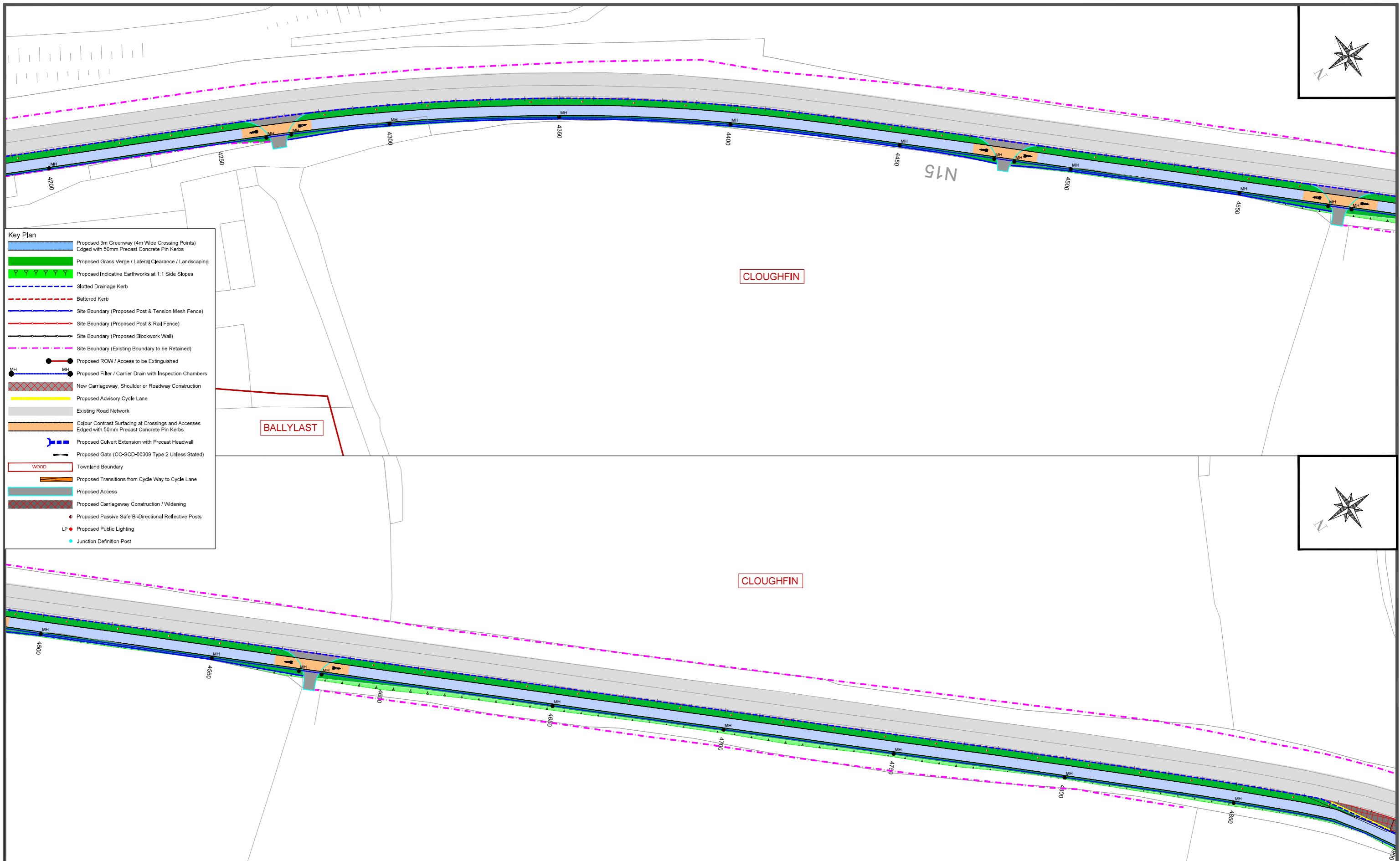
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Project: Lifford to Castlefin Greenway
 Location: Lifford / Stranorlar MD
 Dwg Title: Part VIII Drawings

Rev: --
 Drawing no.: 1628-P8-06



Key Plan

- Proposed 3m Greenway (4m Wide Crossing Points) Edged with 50mm Precast Concrete Pin Kerbs
- Proposed Grass Verge / Lateral Clearance / Landscaping
- Proposed Indicative Earthworks at 1:1 Side Slopes
- Slotted Drainage Kerb
- Battered Kerb
- Site Boundary (Proposed Post & Tension Mesh Fence)
- Site Boundary (Proposed Post & Rail Fence)
- Site Boundary (Proposed Blockwork Wall)
- Site Boundary (Existing Boundary to be Retained)
- Proposed ROW / Access to be Extinguished
- Proposed Filter / Carrier Drain with Inspection Chambers
- New Carriageway, Shoulder or Roadway Construction
- Proposed Advisory Cycle Lane
- Existing Road Network
- Colour Contrast Surfing at Crossings and Accesses Edged with 50mm Precast Concrete Pin Kerbs
- Proposed Culvert Extension with Precast Headwall
- Proposed Gate (CC-SCD-00309 Type 2 Unless Stated)
- Townland Boundary
- Proposed Transitions from Cycle Way to Cycle Lane
- Proposed Access
- Proposed Carriageway Construction / Widening
- Proposed Passive Safe Bi-Directional Reflective Posts
- Proposed Public Lighting
- Junction Definition Post



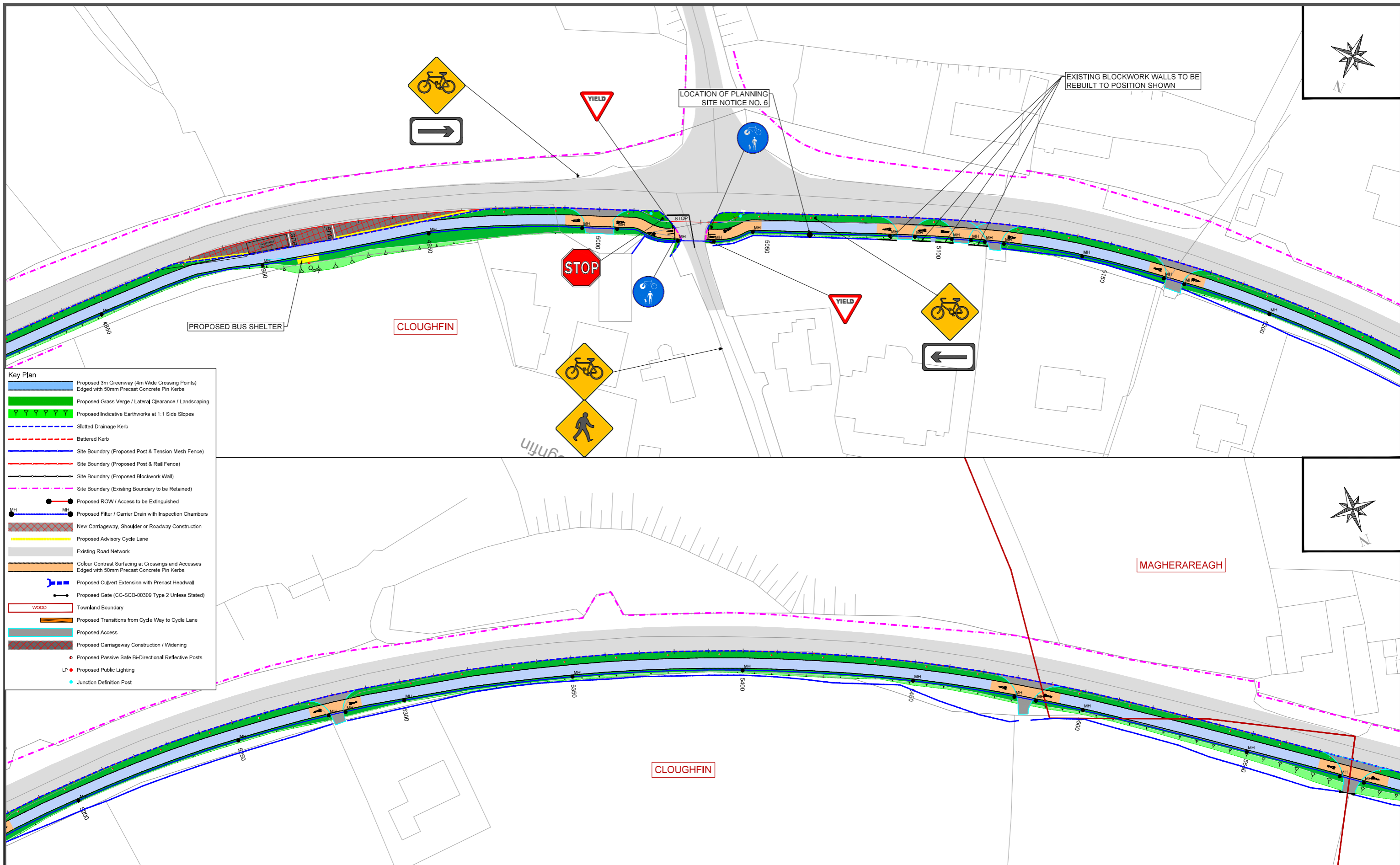
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Prepared: J Curran	Date: March 2022	
Checked: D Kerrane	Date: March 2022	
Approved: C Campbell	Date: March 2022	

Hor. Scale: 1:500 @ A1
Vert. Scale: N/A
File no: P1628

Project: Lifford to Castlefin Greenway
Location: Lifford / Stranorlar MD
Dwg Title: Part VIII Drawings

Rev: --
Drawing no.: 1628-P8-07



- Key Plan**
- Proposed 3m Greenway (4m Wide Crossing Points) Edged with 50mm Precast Concrete Pin Kerbs
 - Proposed Grass Verge / Lateral Clearance / Landscaping
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 - Slotted Drainage Kerb
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 - Proposed Access
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 - Proposed Passive Safe Bi-Directional Reflective Posts
 - LP Proposed Public Lighting
 - Junction Definition Post



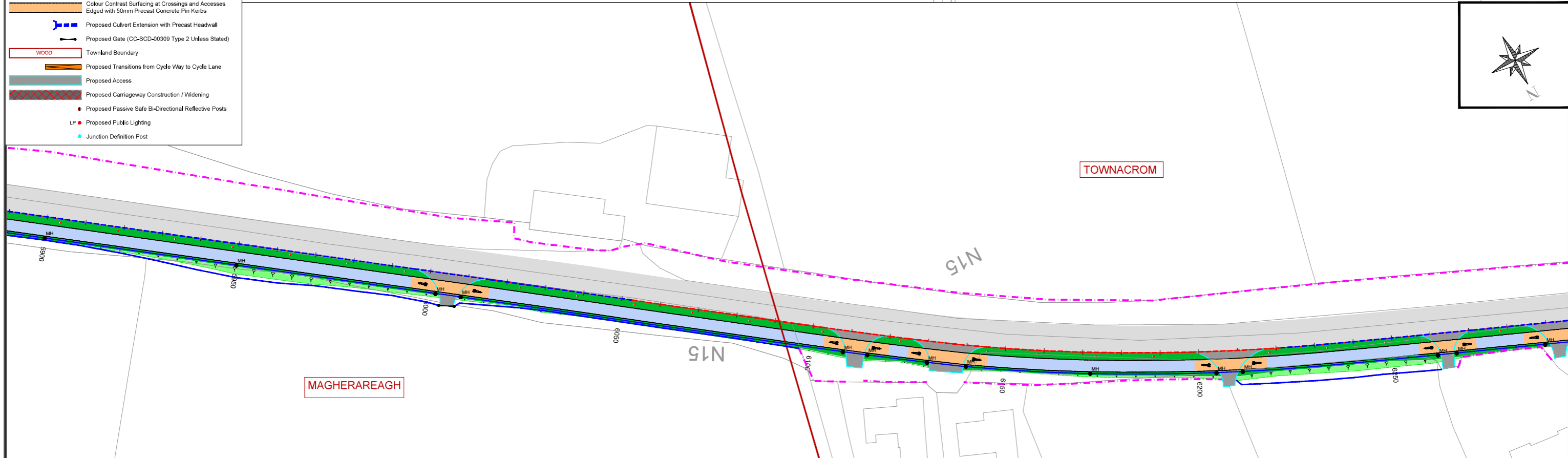
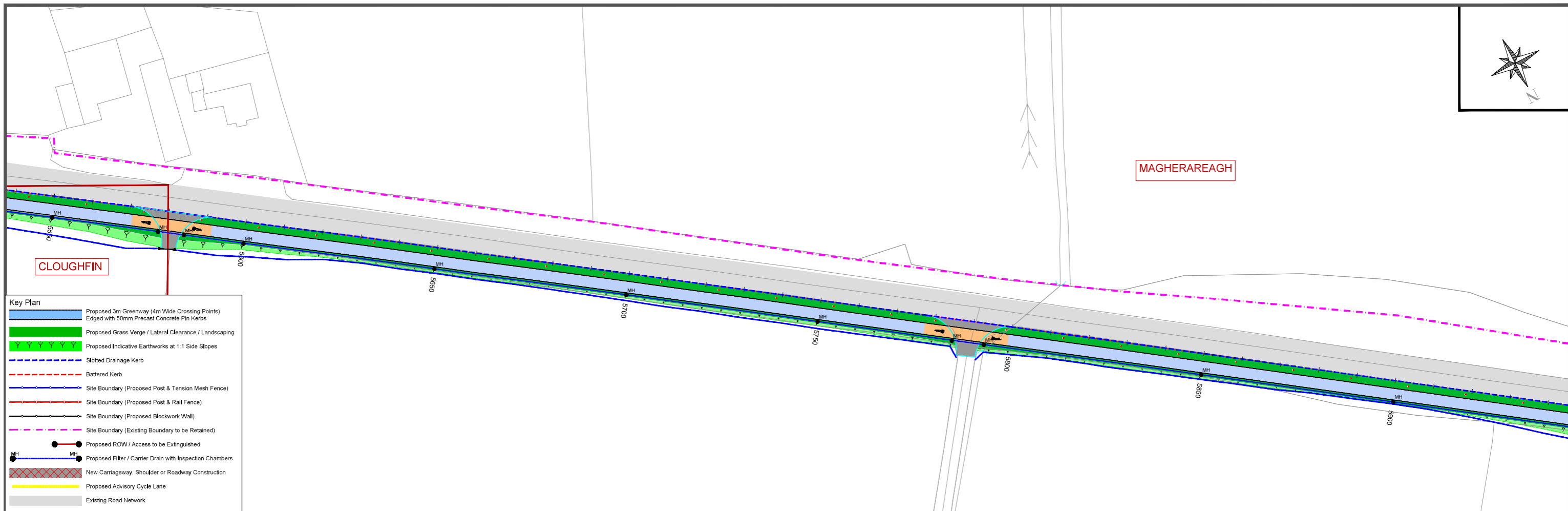
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Prepared: J Curran	Date: March 2022	
Checked: D Kerrane	Date: March 2022	
Approved: C Campbell	Date: March 2022	

Hor. Scale: 1:500 @ A1
Vert. Scale: N/A
File no: P1628

Project: Lifford to Castlefin Greenway
Location: Lifford / Stranorlar MD
Dwg Title: Part VIII Drawings

Rev: --
Drawing no.: 1628-P8-08







Comhairle Contae Dhún na nGall
 Donegal County Council

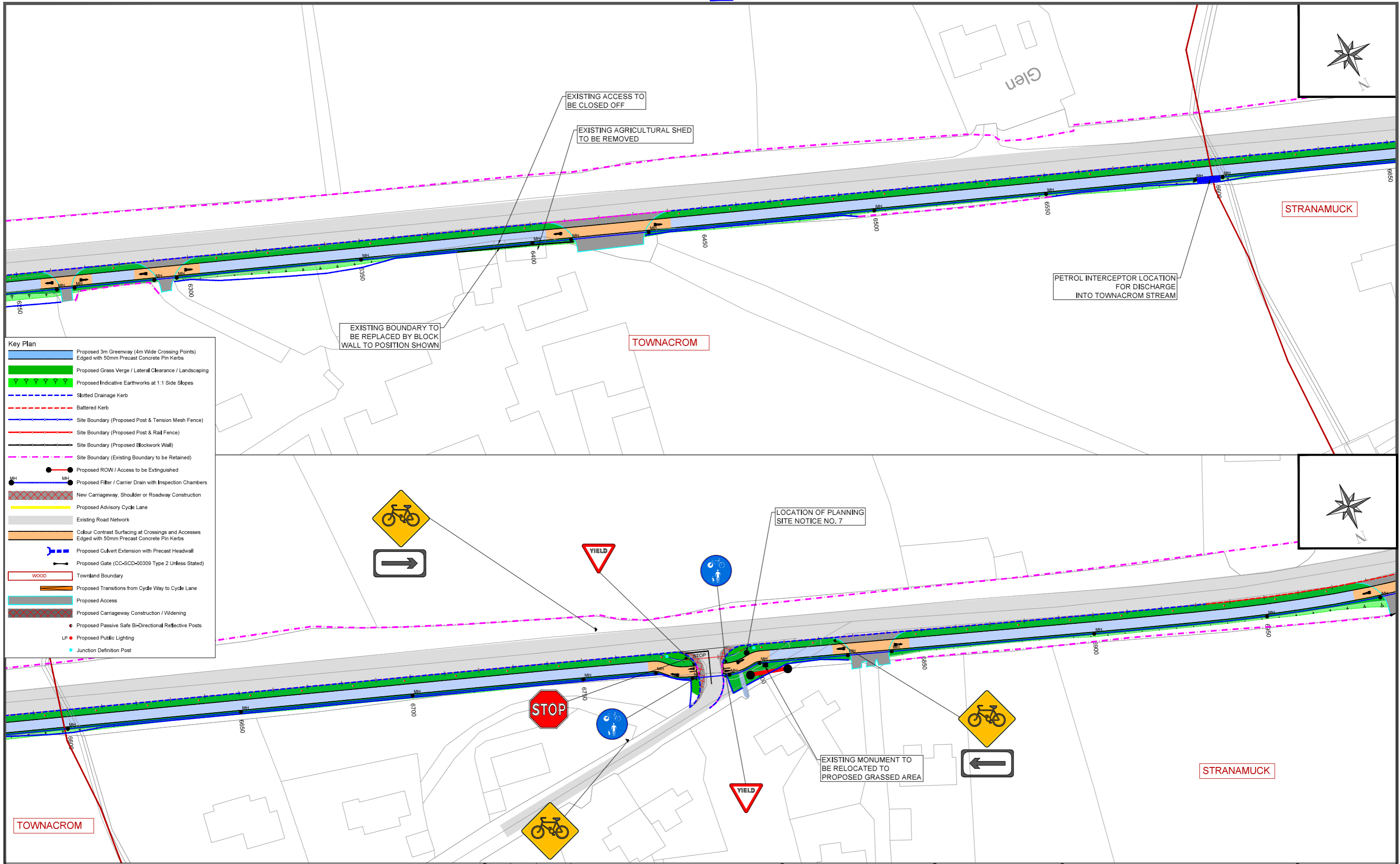
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Prepared: J Curran	Date: March 2022	
Checked: D Kerrane	Date: March 2022	
Approved: C Campbell	Date: March 2022	

Hor. Scale: 1:500 @ A1
 Vert. Scale: N/A
 File no: P1628

Project: Lifford to Castlefin Greenway
 Location: Lifford / Stranorlar MD
 Dwg Title: Part VIII Drawings

Rev: --
 Drawing no.: 1628-P8-09



Key Plan

- Proposed 3m Greenway (4m Wide Crossing Points) Edged with 50mm Precast Concrete Pin Kerbs
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- Proposed Indicative Earthworks at 1:1 Side Slopes
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Rev	By	Date	Description

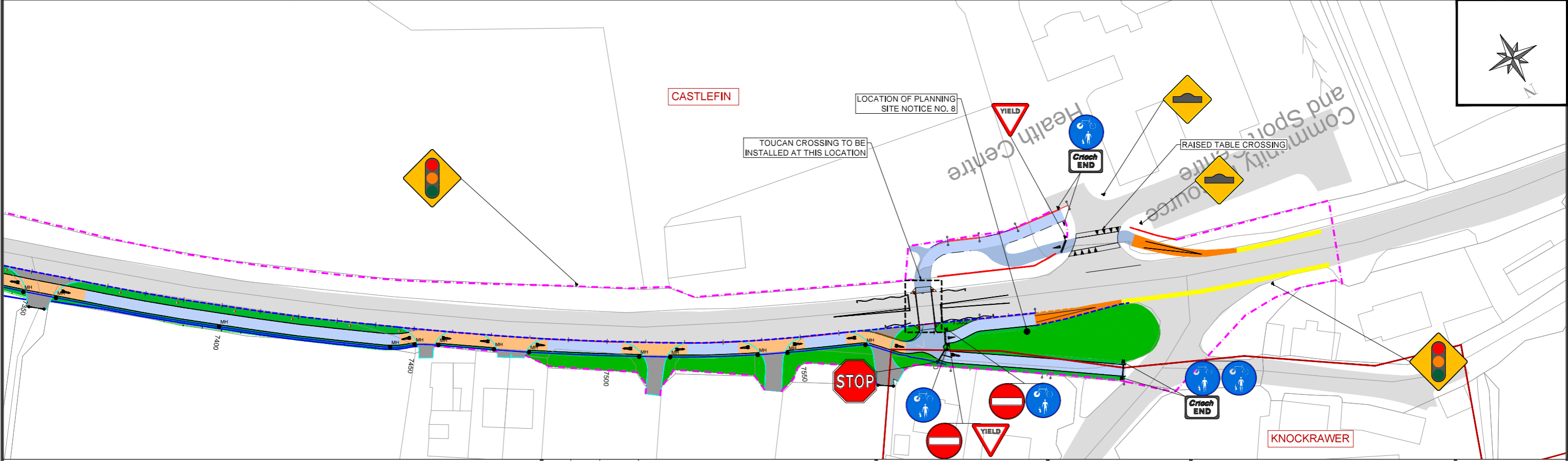
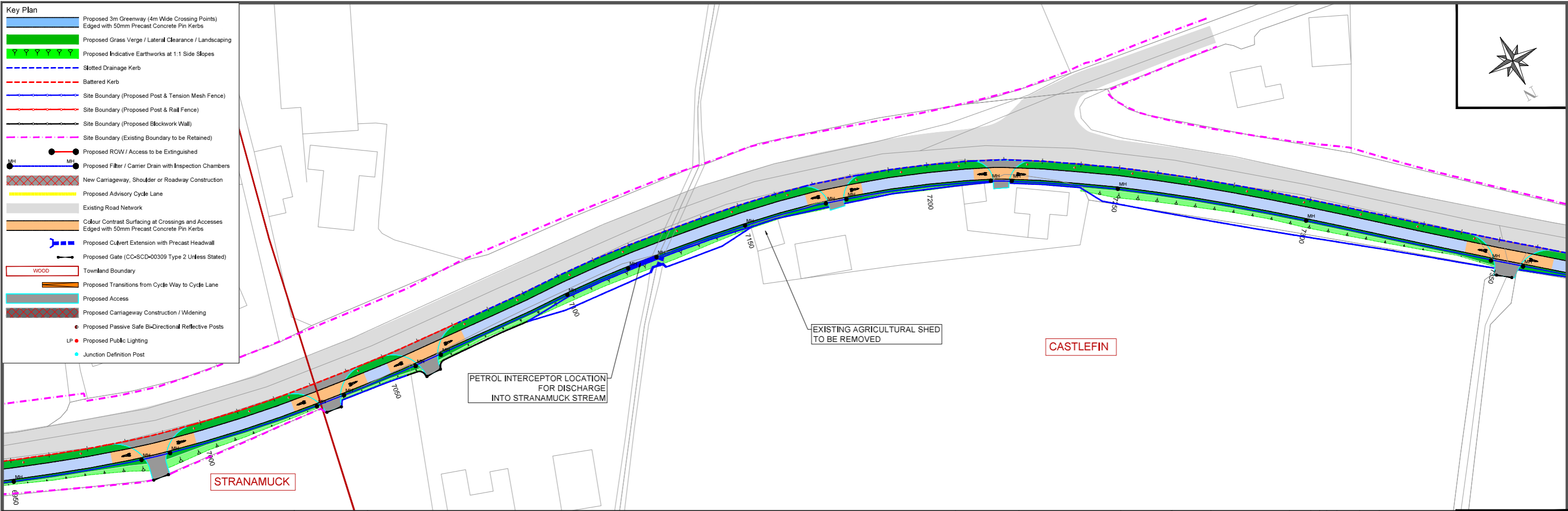
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Prepared: J Curran	Date: March 2022	
Checked: D Kerrane	Date: March 2022	
Approved: C Campbell	Date: March 2022	

Hor. Scale:	1:500 @ A1
Vert. Scale:	N/A
File no:	P1628

Project:	Lifford to Castlefin Greenway
Location:	Lifford / Stranorlar MD
Dwg Title:	Part VIII Drawings

Rev:	--
Drawing no.:	1628-P8-10

- Key Plan**
- Proposed 3m Greenway (4m Wide Crossing Points) Edged with 50mm Precast Concrete Pin Kerbs
 - Proposed Grass Verge / Lateral Clearance / Landscaping
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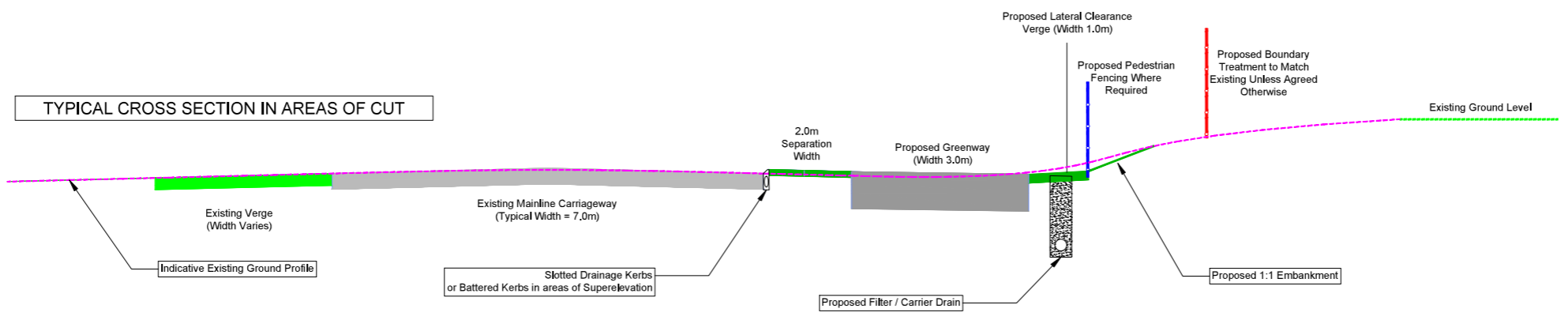
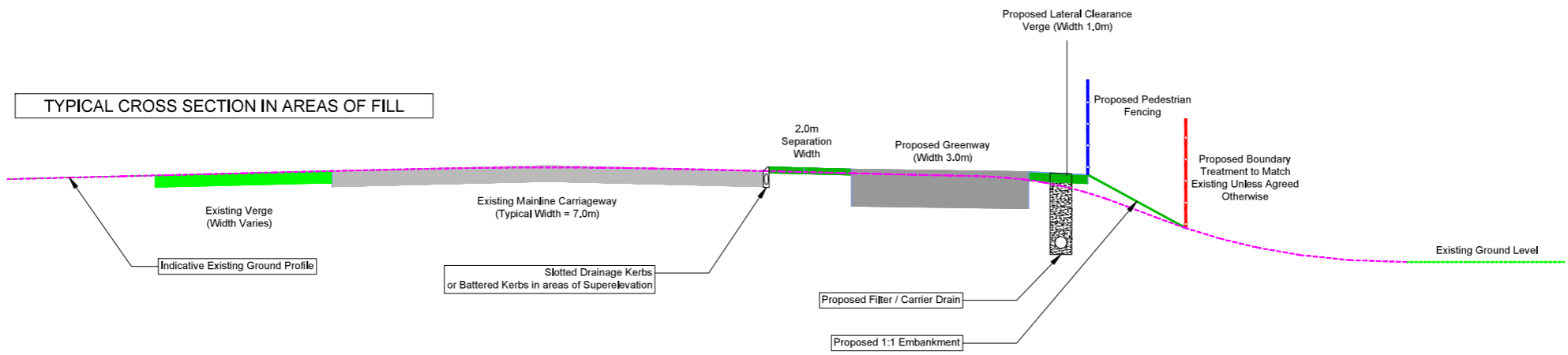
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- Constraints
- Information
- Part 8
- Tender Issue
- Prepared: J Curran
- Checked: D Kerrane
- Approved: C Campbell
- Route Select
- CPO
- Safety Design
- Consultation
- Date: March 2022
- Date: March 2022
- Date: March 2022
- Design Sketch
- Land Reg
- Construction
- Other

Hor. Scale: 1:500 @ A1
 Vert. Scale: N/A
 File no: P1628

Project: Lifford to Castlefin Greenway
 Location: Lifford / Stranorlar MD
 Dwg Title: Part VIII Drawings

Rev: --
 Drawing no.: 1628-P8-11



Rev	By	Date	Description

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Prepared: J Curran	Date: March 2022	
Checked: D Kerrane	Date: March 2022	
Approved: C Campbell	Date: March 2022	

Hor. Scale:	NTS @ A1
Vert. Scale:	N/A
File no:	P1628

Project:	Lifford to Castlefin Greenway
Location:	Lifford / Stranorlar MD
Dwg Title:	Part VIII Drawings - Typical Cross Sections

Rev:	--
Drawing no.:	1628-P8-12

**APPENDIX E
(Submission 'A')
PLANNING REPORT**



Part 8 – PG22/04

15th June, 2022

James Curran
Greenways Capital Projects
Donegal County Council
Lifford
Co Donegal

Re: Provision of a greenway adjacent to the existing N15 National Primary Road between the towns of Lifford & Castlefin to include:

- (a) Construction of a 3m wide Greenway facility (exclusive of grass separation verges),
- (b) Construction of appropriate earthworks,
- (c) Culvert extensions with all associated ancillary works,
- (d) Provision of new roadside drainage and connection to existing drainage networks,
- (e) Erection of appropriate warning and regulatory signage,
- (f) Provision of 3no. crossing points on the N15 adjacent to Castlefin Community Resource Centre, Ballylast National School and within Lifford 60kph speed limit zone,
- (g) Installation of all appropriate road restraint systems for the project,
- (h) Provision of new and revised road markings,
- (i) Completion of appropriate landscaping and agreed accommodation works,

At: Coneyburrow, Curraghlane, Leggandorrugh, Portinure, Wood, Haw, Unshinnagh Lower, Churchtown, Ballybogan, Ballylast, Cloughfin, Magherareagh, Tawnacrom, Stranamuck, Knockrawer and Castlefin

For: Donegal County Council

I wish to confirm that there is no objection to the proposed development from a planning point of view subject to the following 10 no. conditions:-

1. Development shall be carried out strictly in accordance with lodged plans and details, received on 31st March, 2022 save as hereinunder otherwise required.

Reason: To define the permission.

Part 8 – PG22/04 cont'd

2. The project shall be carried out to the satisfaction of and in consultation with the National Parks & Wildlife Services (NPWS).

Reason: To cater for orderly development and to ensure best practice.

3. (a) Site preparation and construction shall adhere to best practice and shall conform to the Inland Fisheries Ireland's *Requirements for the Protection of Fisheries Habitat during Construction and Development Works at River Sites* (www.fisheriesireland.ie, see section relating to Construction Stage).
(b) The use of concrete shall be carefully managed.
(c) Any storage areas for chemicals or other potentially deleterious substances associated with the development shall be properly banded.

Reason: To cater for orderly development.

4. All waste associated with the development shall be disposed of in an environmentally friendly manner and off site at an authorised/licensed facility.

Reason: To ensure the integrity and preservation of Natura 2000 sites and their qualifying interests

5. Prior to the commencement of any development any invasive species located within the subject site shall be managed and treated in accordance with the Environment Agency Code of Practice on Managing Japanese Knotweed on development sites (version 3, amended in 2013), and overall best practice.

Reason: To cater for orderly development.

6. (a) Prior to the commencement of development a Stage 2 Road Safety Audit shall be carried out following the detailed design stage. This Road Safety Audit shall include all development accesses, all pedestrian crossing facilities and all other civil engineering works (including surfacing materials).
(b) All recommendations of the Road Safety Audit shall be implemented in full in the construction process.

Reason: In the interests of traffic safety and to cater for orderly development.

7. (a) Public lighting shall consist of low energy LED lights. Luminaries shall comply with I.S. EN 60598-2-3.
(b) Lighting shall be hooded and aligned so as to prevent spillage of light onto adjoining third party property/adjoining habitat.

Reason: To cater for orderly development and in the interests of public safety.

Part 8 – PG22/04 cont'd

8. Compensatory and additional landscaping and tree/shrub planting associated with the development, shall be with locally occurring native species.

Reason: To preserve the amenities of the area.

9. (a) Prior to commencement of development works a qualified Archaeologist shall be engaged to carry out an archaeological assessment of the development site. No sub-surface work shall be undertaken in the absence of the Archaeologist without his/her express consent.
- (b) The Archaeologist shall carry out any relevant documentary research and inspect the site. Test trenches may be excavated at locations chosen by the Archaeologist (licensed under the National Monuments Acts 1930-1994), having consulted the site drawings.
- (c) Having completed the work, the Archaeologist shall submit a written report to the Department of Housing, Local Government and Heritage. Where archaeological materials/features are shown to be present, preservation in situ, preservation by record (excavation) or monitoring may be required.

Reason: To ensure the continued preservation (either in situ or by record) of places, caves, sites, features or other objects of archaeological interest.

10. No surface water from site shall be permitted to discharge to public road and applicant shall take steps to ensure that no public road water discharges onto site.

Reason: To prevent flooding.

J. Bar - of

For A/Senior Ex. Planner
Planning Services

/mp

APPENDIX F
(Submission 'B')
(By: Transportation Infrastructure Ireland - TII)

From: INFO <Information@tii.ie>

Sent: Tuesday, May 17, 2022 2:24:14 PM

To: JAMES CURRAN <JAMES.CURRAN@Donegalcoco.ie>

Subject: TII Ref: TII22-118138 – Part VIII referral - proposed Greenway between Lifford and Caslefin, Co Donegal. Your Ref: P1628.

Dear Mr. Curran,

Thank you for your correspondence of 29 March 2022 regarding the above Part VIII referral. The position in relation to your enquiry is as follows.

In assessing the proposed Part VIII, Transport Infrastructure Ireland (TII) recommends the Council has regard to the requirements of TII Publications and the provisions of the DoECLG's Spatial Planning and National Roads Guidelines, in particular:

- It is noted that the Part VIII documentation drawings detail extensive works in the vicinity of the N15, national road. The N15, national primary road, is a strategic national road and carries significant volumes of traffic, including heavy commercial vehicles. It is critical that proposals are undertaken complementary to safeguarding the strategic function of the national road and importantly, address safety for all road users, including vulnerable road users.
- TII considers that the proposed works impacting the national road require a Design Report, in accordance with the TII Standard, 'Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes' (TII, 2021, DN-GEO-03030), in advance of any decision to progress proposals. The Design Report will assist in identifying and resolving road safety concerns for vulnerable road users.
- The works proposed should be subject to a Road Safety Audit, in accordance with the requirements of the TII Standard, 'Road Safety Audit' (TII, 2017, GE-STY-01024), to inform the design response to road safety issues.

TII considers that the foregoing matters require clarification and/or resolution prior to any decision to progress the Part VIII proposal, pending resolution of the foregoing:

- All works to the N15 national road shall comply with TII Publications (Technical Standards) in the interests of road user safety.
- All recommendations of the Road Safety Audit should be incorporated in final designs for construction.

It is requested that the foregoing observations are taken into consideration in the assessment and determination of the proposed Part VIII development, in the interests of safeguarding road user safety and the strategic function of the national road network in the area.

I hope that this information is of assistance to you.

Yours sincerely,

Alban Mills

Senior Regulatory and Administration Executive



TII
Donegal County Council
Transport Infrastructure Ireland



www.tii.ie



info@tii.ie



+353 (0)1 646 3600

APPENDIX G
(Submission 'C')
(By: *National Roads Office - NRO*)



Oifis Boithre Náisiúnta
National Roads Office

Our Reference: 1036-2022-L-11951

Your Reference:

File Reference: 1036-1-2-6

Date: 13th May, 2022

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

**RE: Part 8 - Lifford to Castlefinn Greenway
Interface with TEN-T Priority Route Improvement Project, Donegal**

Dear Sir/Madam,

Further to the publication of the Part 8 documentation in relation to the Lifford to Castlefinn Greenway on the 31st March 2022, Donegal National Roads Office confirm its support for the proposed greenway project, however requests the follow amendment be made to remove conflict with the proposed TEN-T Priority Route Improvement Project, Donegal:

Location	Description
Ch380 – 620 Approximately	Incorporate design requirements of TEN-T PRIPD N15 tie-in and associated works.

Donegal National Roads Office would also note that the Lifford to Castlefinn Greenway seamlessly integrates with sustainable travel measures proposed under the TEN-T Priority Route Improvement Project, Donegal, including direct connection to the Modal Shift Park and Share/Park and Cycle site (Lifford) as well as onward connection to the fully segregated Active Travel Network. As such, the proposed Lifford to Castlefinn Greenway is considered to contribute positively to the national, regional and local sustainable travel network, and taken in combination with the proposed TEN-T PRIP and other adjacent networks, provides a much broader, connected Greenway / Active Travel network and enhanced sustainable travel choice in the region.

Your sincerely,

Áine McHugh,
Senior Executive Engineer.



APPENDIX H
(Submission 'D')

(By: [REDACTED] *Architecture & Building Surveying*)

[REDACTED]

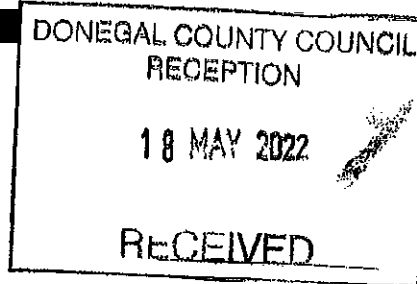
Architecture & Building Surveying

Mobile: ([REDACTED])

[REDACTED]
Co. Donegal

[REDACTED]

County Secretary
Donegal County Council
County House
The Diamond
Lifford
Co. Donegal
F93 Y622



18th May 2022

Re: 'Part 8 – Lifford to Castleflin Greenway' – Ballylast Townland and Ballylast National School, Lifford to Castleflin Greenway – Part VIII Drawings-Final, Drawing No: 1628-P8-06, dated March 2022.

Dear Sir/Madame,

I have been instructed by the Board of Management of Ballylast National School to submit an observation to the above proposed greenway project.

We would like to take this opportunity to welcome a project such as the 'Greenway Project' that will help develop and promote walking and cycling within the local area and increase the enjoyment and wellbeing of all users.

The main concerns the Management of the School have in regards to the 'Greenway Project' proposals are;

The National School is located approximately three and a half mile South/West from Lifford Town on the National N15 Road. The school currently has thirty two children from nineteen families and seven staff. This equates to twenty six vehicle visits to the school, twice a day on a daily basis. The existing school entrance and exit layout is extremely congested and requires extensive concentration from all users to pass to and from the school building in a safe and proper manner. The school also has regular visits from suppliers and representatives of educational companies every week and this gives rise to additional vehicle use and increased pressure on the parking facilities.

The proposed layout within the 'Greenway Project' drawings gives grave concern to the egress onto the Main National N15 Road from the National School setback and existing car parking and set down area. The required safe vision line distances cannot be achieved as the existing fence line is obstructing the eye view of the vehicle user and the concern would be that any driver would have to have the vehicle extended onto the national N15 road before a clear sight line can be realised before setting off and driving fully on the main road carriageway. This would be a very *dangerous and* unsafe manoeuvre for all road users.

The existing barrier fence and the components of the structure that make up the existing boundary between school and main road, the fence runs along and adjacent the N15 roadway, is constructed from inept and inadequate material to provide the proper safety measures to all patrons and car users that park on the inside of the fence for school use purposes. The boundary fence does not provide the necessary safety protection for all a car owners that park during school opening times.

It is the total and legal responsibility of the Board of Management of the School to provide a safe working environment for its entire staff, visitors and especially the pupils within the school. We believe that this current proposal for this area of the school, the circulation around the school, the existing boundary barrier, its construction, and the access and egress proposals onto the N15 road would jeopardise ^{the safety of} all persons who use this area and as a result will not provide the safe and proper use of the area.

We would welcome further consultation with the Donegal County Council and relevant Engineer's to provide a viable solution for all parties and especially the safe use of all pupils, staff and visitors of Ballylast National School.

We look forward to hearing from you soon in regards to our concerns.

Yours sincerely,



On behalf of Ballylast National School Board of Management.


Architecture & Building Surveying

Mob 

APPENDIX I
(Submission 'E')
(By: Ballylast National School)

[redacted] met with James Curran Donegal County Council on Tuesday 13th April. The meeting aimed to highlight the schools concerns regarding the proposed crossing for the Lifford to Castlefinn Greenway.

Concerns:

1. The crossing is uncontrolled. - The speed limit is currently 100km/hr. There are flashing lights positioned at both approaches to the school at present. It is our experience that road users do not reduce their speed approaching the school regardless of the flashing lights. Under current proposals there will be no additional signage, road markings nor traffic calming measures to indicate a crossing at the school. This is unacceptable as it is unsafe for pedestrians and places lives at risk.

2. Staff parking under new proposals. At present staff and visitors park along the wall and field adjacent to the school. Under the new proposal all cars will park at the fence running adjacent to the N15. This fence was constructed in July/ August 2019. The materials that were used to construct the fence were lightweight, flimsy, low grade and not fit for purpose i.e. wooden posts and agricultural wire. There have been two accidents since construction where the fence has been damaged and in one case a large section needed to be replaced. The suggested area for parking of cars presents a major hazard and the Board of Management will not accept this proposal in any circumstance.

3. Children entering school gates. The lane currently used for staff parking, under new proposals, would become a lane for moving vehicles. Children would be exiting their parent's vehicles and as they make their way to the school gates would be manoeuvring between moving oncoming school traffic. An accident waiting to happen and the Board will not tolerate this proposal in its current form.

APPENDIX J
(Submission 'F')
(By: Member of the Public)

From:
Sent: Tuesday 17 May 2022 20:36
To: BRYAN CANNON <BRYAN.CANNON@donegalcoco.ie>
Subject: Public Consultation Professionalism

CAUTION: This email originated from outside of Donegal County Council. Do not click links or open attachments unless you recognise the sender and are sure that the content is safe.

Dear Mr Cannon

Having consulted the Donegal County Council website, I am writing to you in your role as Acting Director of Services in Roads and Transportation for Donegal County Council, having recently replaced Mr Brendan O Donnell. My issue is related to the quality of the public consultations by Donegal County Council.

In general it is wonderful to see the work that Donegal is carrying out in the realm of active travel under the Council's brief, including the EU funded cross border greenway and the other various greenways and the Euro Velo project that are being progressed. But, unfortunately, as a Civil Engineer myself and a former public servant, with a strong interest in public works schemes, and how they are presented to the public, I despair at the level of presentation of public consultation schemes now under your supervision, and the lack of professionalism in some of those presentations, and the posted limited options for submissions..

This is particularly evident in the present Part 8 TII scheme on the Lifford to Castlefinn Greenway consultation now on the Council website. It has been exasperating trying to decipher how the scheme is laid out, what information is or is not actually available, and the general quality of the drawings

1 In the general text on the main consultation page no option is given to submit an opinion on the scheme other than to 'in writing' to the County Secretariat. Why is there no standard email address for this (and other) consultation? Email is the modern form of communication, and not hard copy letters?

2 I understand that the Consult.ie form of consultation has been taken up by Donegal County Council for its consultation on the Draft Development Plan. This modern, simple, and open consultative tool is being used by a number of Local Authorities for its public consultations. Why is it not being applied generally by Donegal?

3 The present consultation on the above Greenway project contains a series of drawings that orient the drawings in the opposite (S-N rather than N-S) direction to normal. On first viewing I was totally confused as to the orientation. No key diagram of drawing layouts is provided. It took me some time to realise that the drawings began in Lifford and NOT Castlefinn. This was further not helped by the 'upside down' orientation of the drawings as opposed to the conventional with the North to the bottom, as a result of which place names or features or other than Townland names are difficult to decipher.

4 No detailed cross sections are included, particularly in relation to the crossing of gateways/entrances and side roads. Only 2 'typical' cross sections are supplied.

5 There is no indication if CPO of private land is proposed, or if only public land is being employed?

6 No 'mock-ups' or illustrations are provided to help the general public in appraising the proposed scheme.

I say all of this while at the same time wanting to congratulate Donegal County Council on progressing this and other schemes. This 7.5km greenway is likely to encourage an increased level of safe active travel along this stretch. I would hope that you as the incoming Director might look to improve this level of engagement with the general public, and ensure that schemes are presented in a professional and clear manner, and that in future it will be made absolutely known that submissions can also be made online and not just 'in writing'.

I look forward to your response and wish you well in your new role.

Yours

APPENDIX K
(Submission 'G')
(By: Member of the Public)

Dear Sir,

Ref: Lifford - Castlefin Greenway

I am strenuously objecting to the roadway embarking on my property. I have lived in this area 25 years. Throughout this period the drainage in our property is beyond belief. Any problems we have had have been ignored even down to the fact that we have absolutely no road marking on the road approaching our home, we have had to endure excessive speeding and near collisions on numerous occasions. I bought this property for the privacy which you are now attempting to destroy. Also you wish to remove the piers into my property and erect a lesser driveway. Aesthically this will be unimaginable. I appreciate that you can perform a compulsory order on the property however I will advise you that my husband has recently suffered a stroke and any further pressure will have an adverse condition on his health.

[Redacted]

Lifford

[Redacted]

28/4/22

Donegal County Council
RECEIVED
- 6 MAY 2022
Road Design
Lifford

DONEGAL COUNTY COUNCIL
MILFORD PUBLIC SERVICE CENTRE

05 MAY 2022

CORPORATE SERVICES

APPENDIX L
(Submission 'H')
(By: Member of the Public)

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Hi Ronan

Do I have to put my concerns in writing and post it to you or is this email sufficient.
Please advise.

Regards

[Redacted]
000743718

From: [Redacted]
Sent: Thursday 21 April 2022 09:22
To: ronangallagher@donegalcoco.ie
Subject: Greenway project

Hi Ronan

Delighted that the Greenway project is being expanded to include the Lifford to Castlefin road.

Just to clarify though my parents [Redacted] have concerns about the parking at both their gates as they are elderly and have carers and family members coming several times a day will this be a problem or there will be no impact.

There is also something which may need to be sorted regarding a bus from the schools in Ballybofey who have decided to stop in front of the house which leads to a row of waiting parked cars for about 10 to 15 minutes each day depending perhaps this can be sorted as part of the Greenway Project. As it is only for 10 to 15 minutes which may not sound like a problem however there was an incident recently where my elderly mother was being left off and the car had to sit out with indicator on which lead to a build-up of cars behind . The build-up of cars decided to overtake on the inside while the parked cars ignored the situation. Perhaps the Road Safety Authority can sort something out. This bus originally stopped at the bottom of the Croaghan Road but have decided that this is a better option.

There is already a facility across the road at the National School which can be used for the drop off students and ample parking for these vehicles at this time.

Any assistance with this matter is greatly appreciated.

Kind Regards

[Redacted]
000743718

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APPENDIX M
(Submission 'I')
(By: Member of the Public)

27th April 2022,



Donegal County Council
28 APR 2022
Received
Council Secretariat

Lifford Castle Greenway.

I [redacted] would like to know if the road directly in front of my house. (old road) is it going to be kept open at both entrances?

Point 2'

I would also like to know if you are going to lower the path at Mr [redacted] agricultural entrance where he has put an illegal gate facing the main road, this entrance is Not on any maps!! We do not want to be hassled by having to object to this matter for the rest of our lives as this is not the first illegal gate he has put up!!

Point 3

Also at my mother's house Ballylast - Air Code [redacted] all family members and her visitors park in front of the house, where the cycle path passes can you clarify if there will be room for them to park?? Really as a family we think it should be on the other side of the road or made smaller

With Thanks

[redacted]