

**From:** Daniel Francis Collins [REDACTED]  
**Sent:** 09 April 2021 15:25  
**To:** tentcdpvariation  
**Subject:** Ten T Project ;Section 3 Manorcunningham to Lifford/Strabane/A5 Link

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Dear Sir,

I am disappointed that Donegal County Council have rejected my request for funding to engage our own independent experts to examine and study and interpret the copious documentation and advise us on the far-reaching consequences of the contents of same and of such a major proposal. I have no doubt that this decision is wrong and will raise it's head again as it puts us at severe prejudice and serious disadvantage and I reserve our right to challenge this erroneous determination.

In the absence of such expert advice I feel ill equipped to make meaningful submissions but I do wish to place on record the following concerns/ submissions/ observations inter alia;

- 1) There has been a lack of proper and meaningful consultation with me so that I still do not know how exactly the farm will be affected.
- 2) Whether a dual carriageway is warranted, necessary or feasible at present time given that there is likely to be less traffic on roads and whether road safety concerns can be met by an upgrade of the existing road to satisfy objectives with less burden on an already overstretched economy. Considerable money has been spent on this section of roadway in the last 12 months and I understand that the Council has plans to remove the bends at Tullywrap. Has account been taken of the growing practice of people working from home? Has proper and due consideration been given to the need for an alternative transportation strategy?
- 3) Whether the presently proposed route is the shortest and therefore presumably the cheapest and least intrusive on the environment, flora and fauna and have least impact on a considerable area of prime agricultural land and be less likely to divide families, communities and farms. What other routes exactly were considered and individually why specifically were they rejected?
- 4) The damage to the local economy resulting from the loss of a large swathe of some of the best agricultural land in Donegal.
- 5) The devastation and destruction to the environment, a peaceful country landscape, woodland and wildlife such as the foxes on our lands (from which the townland derives it's name 'Carn na Sionnaigh') and the large number of swans that winter there annually. What amount of hedges and hedgerows, woodland, vegetation, waterways and other landscape features will be destroyed as a result of this project, at a time when landowners and farmers are being asked to make huge sacrifices to protect the environment and indeed suffer stiff penalties if they fail to do so. Environmental protection should be a priority for everyone and every organisation and body and not just farmers.
- 6) We will be subjected to increased levels of noise, vibration and emissions and air quality will suffer, adversely affecting humans, livestock and crops. Have increased and potential flooding risks been properly assessed? What impact does a scheme of this size have on climate? Is the project compatible with the recently published Climate Action Bill? Is the project compatible and compliant with all Irish Law and EEC Law and EEC directives especially on the Environment, Climate, Flooding and Habitats? I am not an expert on climate change but it seems to me that this project will have a large adverse effect on climate change and commitments to decarbonise, reduce global greenhouse gas and emissions to limit global [temperature](#). As I understand it, Ireland has commitments with regard to climate change as it is a party to The Paris Agreement and The United Nations Framework Convention on climate change.
- 7) Are our Constitutional and Human Rights being protected and preserved?
- 8) How much has been spent on this project over the past 30 + years and what are the estimated individual costs going forward? Has funding been secured and in place, and if so from what sources, to bring this project to final conclusion? If a new bridge is envisaged at Strabane whether NI agreement and funding is in place for that? If project dependent on A5 being a dual carriageway and if not, whether a bottleneck will be

created at Lifford negating any saving on journey time? What is the effect on this project, if as now seems likely, the A5 proposal for a dual carriageway does not materialise ?

9) Whether this project is included in the present programme for government? Does the present Minister for Transport, Mr. Ryan, support the project?

10) I reserve the right to make further observations when more information on the proposed project is forthcoming.

Please acknowledge receipt.

Frank Collins.