

Robin Craig

[REDACTED]

[REDACTED]

[REDACTED]

8 April 2021

James McMullin

c/o TEN-T Land Liaison Office

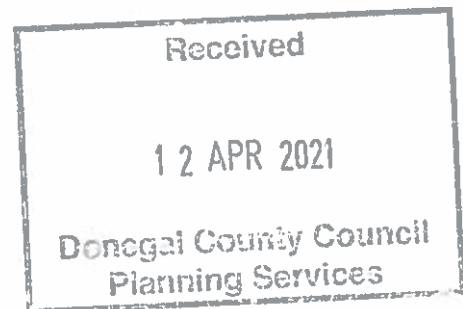
Donegal Public Services Centre

Drumlonagher,

Donegal Town

By post and by E-mail: [tentcdpvariation@donegalcoco.ie](mailto:tentcdpvariation@donegalcoco.ie)

Contact number: 074 9725315



Re: Ten-T Priority Routes Section 3 Manorcunningham - Lifford

Greetings James McMullin,

Your contact details were received via a response dated 11 March 2021, obtained from a Brian Reid acting as Land Liaison Manager for Donegal National Roads Authority (DNRO), whom may have been contacted by a Aine McHugh acting as Senior Executive Engineer, DNRO, on or about the 5<sup>th</sup> March 2021, whom may have in turn been contacted by a John McFeely acting as A/Executive Planner Ten-T Priority Route Improvement Project on or about the 5<sup>th</sup> March 2021, following e-mails sent to [tentcdpvariation@donegalcoco.ie](mailto:tentcdpvariation@donegalcoco.ie) dating from 2<sup>nd</sup> March 2021, as there was no acknowledgement or response to the original e-mail sent to [donegalten-t@rpsgroup.com](mailto:donegalten-t@rpsgroup.com) dated 16<sup>th</sup> February 2021, as per e-mail address that is displayed and given on the Public Consultation brochure dated April 2018.

It does appear that those involved will make it as difficult as possible to get responses to relevant questions, queries and concerns raised by people that are actually concerned with the proposed development as above and the effect this will have regarding their private properties and businesses including the environmental impact and destruction this will have also. It is not that we are against progress and development but that these must be sustainable and sensible. James McMullin we do not know your role in this project and would firstly appreciate you confirming your role, responsibilities and duties. Please also confirm who is ultimately responsible for this project and the chain of command to include yourself and those named above, so that all relevant personnel can be copied in on this correspondence as I fear this is not happening. Please also include e-mail addresses for same.

Now regarding the queries raised (1 to 5) and thanks to Brian Reid for responding with some detail to same, however he has gone beyond the section of proposed road that is of particular concern to me and others. I can only treat this as an attempt to avoid answering the specific queries I have raised especially as in 2, 4 and 5. The specific section I refer to is as per attached so as to be 100% clear. The broken section indicating proposed roadway here (G01, G02) has now become part of the

Preferred Selection Route for reasons unknown and for reasons unexplained and for reasons yet unexplained. Therefore I go through the queries once again with reference to responses obtained:

**Query 1:** What feedback is currently being considered as is stated, regarding the section of proposed road being queried here? Note I request and require copies of all feedback being considered for this section of proposed roadway.

**Query 2:** As in query 2, can you confirm immediately the valid reason(s) for the actual need for this variation compared to the proposed main route in same colours (B04) from the 2018 publication as per attached? Note I am not interested in all the proposed routes or options, only the information that effects this section of proposed roadway (B04 and G01,G02).

**Query 3:** Can you confirm that the dates demonstrated on the attached screenshot taken on the 2 March 2021 from Donegal County Council website as displayed are correct regarding said Public Consultation matter?

**Query 4:** As in query 4, can you also confirm by listing the additional extra works and constraints involved that will be required with this variation option as selected, compared to the original proposed route?

From what I can assess of the proposal and I remind you that I am not as qualified as you possibly are but I will use my degrees of common sense. It appears that the proposed roadway is increasing in length by possibly 200m and the curvature on the road is also more severe. As the average cost of this scheme is in the order of €9,000 per meter then this would add circa €1.8million to the proposal or even if half of this is construction costs, that is €1million.

Increased curvature reduces road safety in my opinion and where the plan is to keep roads as straight and direct as possible where this is possible, this is a bit contradictive especially where options are available.

Increasing distance even by 200m increases travel, emissions, environmental damage, carbon footprint, maintenance, etc., etc., which also contradicts sustainable and maximum environmentally friendly development. Therefore I would very much like the common sense answer in 'lay mans' terms to this ridiculous variation at this location from the professionals involved in engineering the solution for the Preferred Route Option and without further delay and without obfuscation. Please be aware that I and others will be objecting profusely to the rerouting of this section of proposed roadway and will be insisting that you and your colleagues return to the original plan at this location. Any allegations that this is solely to do with made up numbers of whooping swans at or near this area are rejected.

I remind you James McMullin that we are not opposed to sustainable and sensible development and road improvements as these are necessary in a progressive society but we are opposed to abuse of authority and professional standards by our servants as we have seen all too much of this to date. If you have or there is an ulterior motive for diverting from the original plan, we will leave no stone unturned to determine this. This is our experience and it would not be a first by our servants on behalf of Donegal county Council or any other institution on this corrupted island of ours.

**Query 5:** The response to this is utterly ridiculous. It would appear to me that you and your colleagues intend to bulldoze on with your plans and then do the Environmental Impact Statement afterwards or when it is too late or too expensive to consider alternative options. This is akin to

designing a building without considering ground conditions. Why would anyone press ahead with Compulsory Purchase Order documents if the Environmental Assessments did not take account of all relevant environmental factors. I require you to produce all the environmental factors considered that have been taken account of in the section of proposed roadway that I refer to here in my correspondence. If you have omitted critical matters in relation to environmental issues, then these can be brought to your attention once again thereafter. These important environmental matters will have to be mitigated and I require the proposals by the professionals involved in this project at this stage, not when you or your colleagues deem it too late to turn back.

Therefore I request, require and demand immediately how increasing unnecessarily the proposed road distance, curvature and in turn carbon emissions, carbon footprint, environmental damage, maintenance, etc., etc., will be explained for this section of proposed roadway versus the more sensible, economical and environmentally friendlier solution that is available as part of the new route, which in turn is also more suitable due to the natural boundaries that exist by virtue of the layout of land (fields) in this area.

I await your full and professional and urgent response to this matter.

Yours sincerely,

Robin Craig and concerned friends

*R J Craig*

Encl:

B04 and G01,G02 map ✓

Screenshot from Donegal County Council Website re Public Consultation ✓

Response from NRO Brian Reid dated 11 March 2021 (2pages) ✓

Original List of queries to RPSgroup dated 16 February 2021 (1page) ✓

*Joe Lay*

*9 Union*

*Joe Mc Ken*

*Rosalind McBrearty*

*Wm Ken*

*Derek Loney*

*Bob Heth*

*Robert C Conry*

*Robert M. Conry*

*Ed Conry*

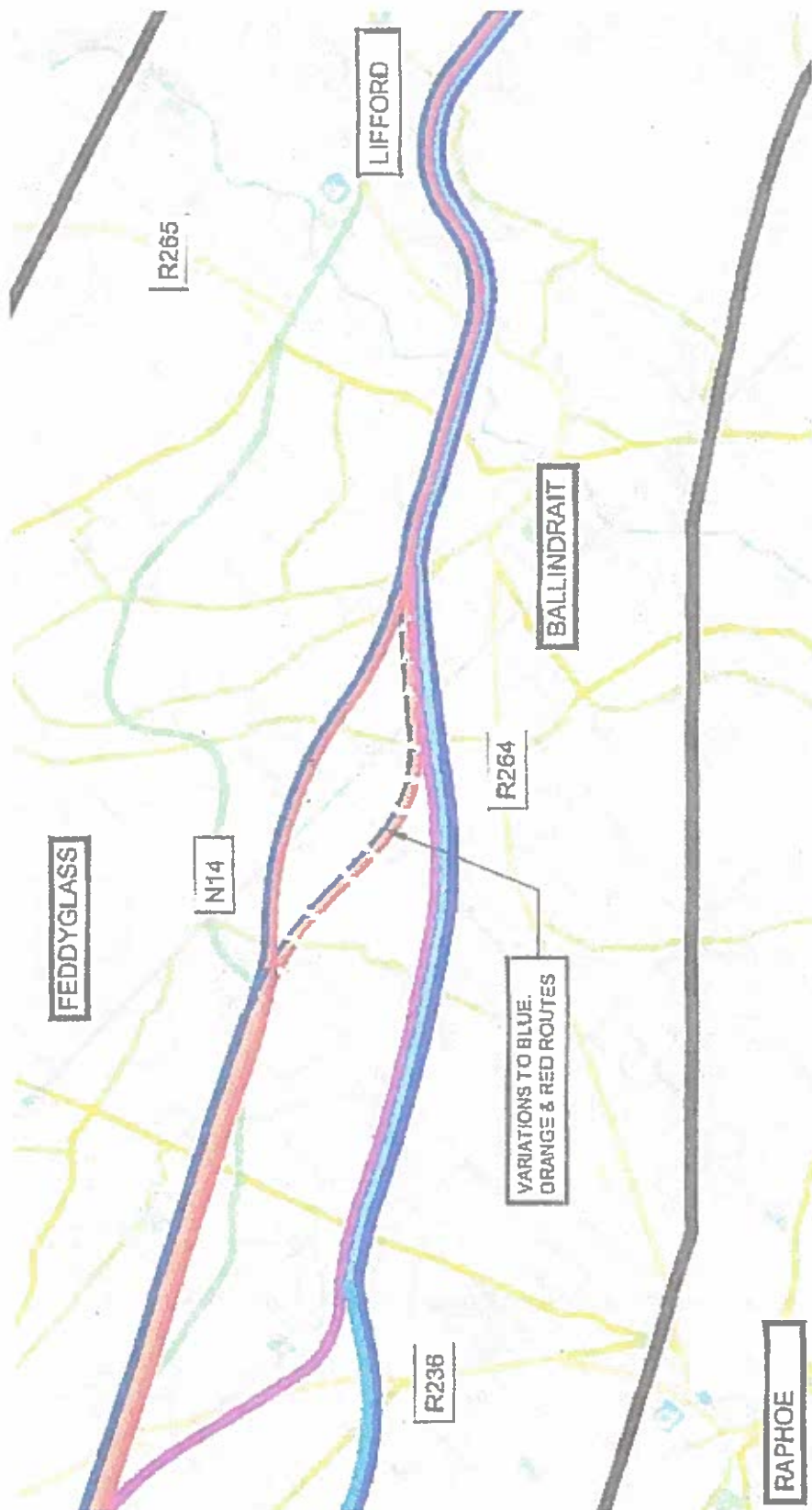
*for Macphail*

*9 M. Vean*

*Frank McBrearty Sr.*

B04 and G01, G02

24



Screenshot DLCCO. www

donegalcoco.ie/yourcouncil/publicconsultation/proposedvariationtothecdp2018-2024/



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## Proposed Variation to the CDP 2018-2024

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



### Proposed Variation

County Development Plan 2018-2024  
TEN-T Priority Route Improvement Project, Donegal



### Public Consultation

February 19<sup>th</sup> to March 19<sup>th</sup> 2021



Donegal County Council has prepared a Proposed Variation to the County Donegal Development Plan 2018-2024 in respect of the TEN-T Priority Route Improvement Project, Donegal (TEN-T PRIPD) in accordance with Section 13 of the Planning and Development Act 2000 (as amended).

### Background to the Proposed Variation

The TEN-T PRIPD is a proposed major strategic roads project and consists of and prioritises three Sections of the TEN-T road network for improvement namely:



Mr Robert Thomas Craig

Our Ref: 1036-2021-L-11100  
File Ref: S03-3065

11<sup>th</sup> March 2021

**RE: TEN-T Priority Route Improvement Donegal  
Section 3 – N14 Manorcunningham – Lifford/ Strabane Link**

Dear Mr. Craig,

Thank you for your submission to the National Roads Office in reference to the TEN-T Priority Route improvement Project Donegal (PRIPD) Section 3 – Manorcunningham to Lifford/Strabane/A5 link.

See responses to the items raised in your letter dated 16<sup>th</sup> February 2021 below:

- 1) The project development is carried out in accordance with National Government and TII (Transport Infrastructure Ireland) project management, appraisal and design standards. As part of the Phase 2 – Options Selection process, 9 No. option corridors were shortlisted for Stage 2 Assessment in accordance with the TII Option Selection guidelines. These options were displayed for public consultation in April and May 2018. Following a multi-criteria assessment of the 9 No. options, the Emerging Preferred Route was identified and individual meetings with landowners that were potentially impacted by the 300m corridor were undertaken. We have a record of your attendance at this meeting. Subsequently, a Public Consultation event took place in February 2019 where the Emerging Preferred Route (300m option corridor) was put on display. All of this information is contained within the Option Selection Report which is available to download free of charge via the Donegal TEN-T Website. Alternatively, a Pen drive containing the report can be purchased for €10. Following partial development of the scheme design, further individual consultation meetings were held with landowners that were potentially directly impacted from November and December 2020 in which the current draft design alignments were presented. We have a record of your attendance at this meeting. Feedback from each landowner was received, is currently being considered, and will inform the design were feasible. Following consideration of this feedback and further development of the scheme design, additional individual consultation meetings will be held with all affected landowners in the coming months.
- 2) The Emerging Preferred Option was identified after the completion of the Stage 2 Assessment of each shortlisted option as outlined in item 1 above. This was communicated to relevant landowners and the public in February 2019. The details of the 9 options assessed and the reasons for the choice of the Preferred Option Corridor are detailed in the Option Selection Report.
- 3) Following the Public Consultation of Emerging Preferred Option in February 2019, the Emerging Preferred Option was reviewed, refined and confirmed to establish the Preferred Option Corridor. The Preferred Option Corridor was put on display in all of the Donegal County Council Public Service Buildings and the County House in Lifford in January 2020 alongside the published Option Selection Report for a 6-week period. This was done in line with the TII Project Management Guidelines which

Cuir freagra chuig: Oifis Boithre Náisiúnta Dhún na nGall, Ionad Seirbhíse Pobail, Droim Lonachair,  
Baile Dhún na nGall, Contae Dhún na nGall. F94 DK6C

Please reply to: National Roads Office, Public Service Centre, Drumlonagher, Donegal Town, Co. Donegal. F94 DK6C  
Guthán/Tel: 074 9724500 | Facs/Fax: 074 9172812 | Ríomhphost/Email: design@dnrdo.ie



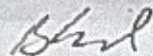


are the controlling governance documents for a project of this scale. At the same time, the Option Selection Report and Preferred Option Corridor were also available to view on the dedicated project website, [www.donegal-ten-t.ie](http://www.donegal-ten-t.ie). These, together with previous information provided during the above Public Consultation events continue to be available to view on the project website. The Land Liaison Office has also remained open for submission of concerns/queries on an ongoing basis and all communication with the Land Liaison team is recorded and considered.

- 4) All constraints and relevant criteria associated with the 9 No. options assessed during the Option Selection Process are available in the Option Selection Report.
- 5) The Environmental Impact Assessment Report and the scheme design are currently being developed to identify the land take requirements and to identify, assess and mitigate project impacts. This document will be available when it and the Compulsory Purchase Order documents are finalised and submitted to An Bord Pleanála. The Option Selection Report details the environmental assessments conducted for all route options as part of the option selection process.

Should you have any queries regarding this matter, please contact James McMullin at the TEN-T Land Liaison Office, Donegal Public Services Centre, Drumlonagher, Donegal Town (074 9725315).

Yours faithfully,



Brian Reid  
Land Liaison Manager  
Donegal National Roads Office

Robin Craig

16 February 2021

Donegal National Roads Office

Donegal County Council

Donegal Public Services Centre

Drumlonagher,

Donegal Town

By E-mail: [donegalten-t@rpsgroup.com](mailto:donegalten-t@rpsgroup.com)

Contact numbers: 087 3833556 / 086 1408416

*No acknowledgment of receipt or response to this.**Sent to kentcdp@rpsgroup.com @ Donegal County on 2nd March 2021 with response as attached 03/03/21*

Re: Ten-T Priority Routes Section 3 Manor Cunningham - Lifford

To whom it concerns,

I continue to be alarmed at the proposed variation route from one of the 5 proposed main routes for the Section 3 N14 Manor Cunningham to Lifford/Strabane of the Ten-T Priority Route Project. The variation is shown in a broken red, orange and blue line on the 2018 publication in which no further updates have been issued in the same manner. It appears now that this variation has been selected as final option sometime up to January 2020 and somewhat discreetly to the general public. I now require, as a very concerned land owner and farmer, an urgent response to the following:

1. Can you urgently forward to me the latest on this as to me this variation appears more difficult, most detrimental to the natural living environment, longer and therefore most likely expensive to the original proposed in the same colours. However I am not a qualified roads design engineer and therefore I am only applying simple logic and common sense.
2. Can you also confirm immediately the valid reason(s) for the actual need for this variation compared to the proposed main route in same colours from the 2018 publication.
3. Can you confirm why the presentation of 'Selection of Preferred Option' by means of a public event did not take place, following submissions requested by date of 15<sup>th</sup> March 2019 or why no further public consultations took place confirming final proposed route and to answer all concerned submissions.
4. Can you also confirm by listing the additional extra works and constraints involved that will be required with this variation option as selected compared to the original proposed route.
5. Can you also confirm availability of the environmental impact assessment for both the original proposed route in this location and the variation that appears to be the option decided for the actual new road construction.

Yours faithfully

Robin Craig