

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



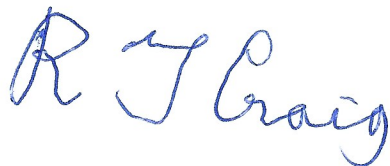
designing a building without considering ground conditions. Why would anyone press ahead with Compulsory Purchase Order documents if the Environmental Assessments did not take account of all relevant environmental factors. I require you to produce all the environmental factors considered that have been 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.

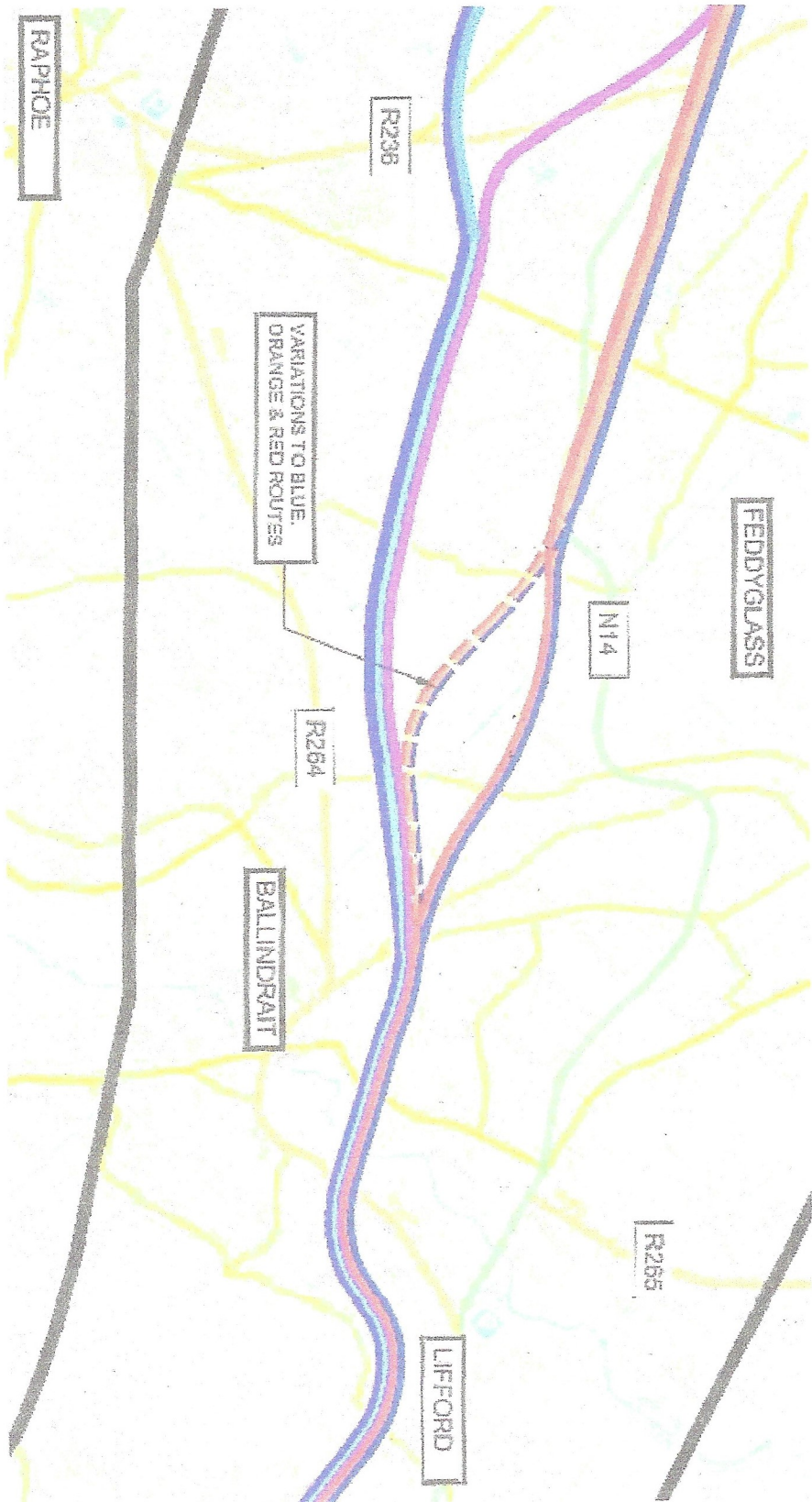
Yours sincerely,

Robin Craig



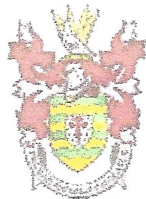
2

B04 and G01, G02



Screenshot DLCO.CO. www

donegalcoco.ie/yourcouncil/public%20consultation/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**

to the  
**County Development Plan 2018-2024**

in respect of the  
**TEN-T Priority Route Improvement Project, Donegal**



**Public Consultation**

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

**Have Your Say**



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: