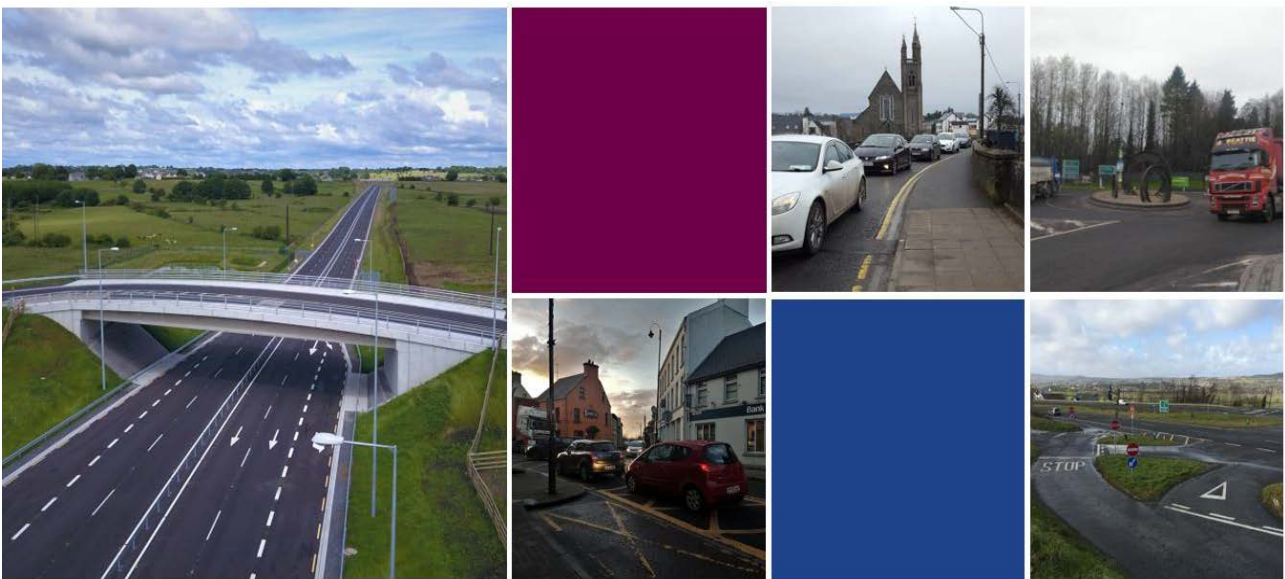


ENVIRONMENTAL IMPACT ASSESSMENT REPORT

TEN-T Priority Route Improvement Project, Donegal

Chapter 1: Introduction



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EIAR

March 2026

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List of Abbreviations

The following is a list of abbreviations used within this chapter of the Environmental Impact Assessment Report (EIAR).

List of Abbreviations	
A5 WTC	A5 Western Transport Corridor
AA	Appropriate Assessment
AEC	Atlantic Economic Corridor
CAF	Common Appraisal Framework
DCC	Donegal County Council
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EPA	Environmental Protection Agency
EU	European Union
FRA	Flood Risk Assessment
MCA	Multi-Criteria Analysis
NIFTI	National Investment Framework for Transport in Ireland
NIS	Natura Impact Statement
NPF	National Planning Framework
NTS	Non-Technical Summary
OPW	Office of Public Works
PMG	Project Management Guidelines
PRIPD	Priority Route Improvement Project, Donegal
PSC	Public Spending Code
TAF	Transport Appraisal Framework
TEN-T	Trans-European Network, Transport
TII	Transport Infrastructure Ireland
WFD	Water Framework Directive

Glossary

Terms and Definitions Used to Describe Environmental Effects

The following terms and definitions are adopted from the Environmental Protection Agency (EPA) document, *Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EIAR)* (May 2022).

Unless otherwise stated in chapters, these terms are used in this EIAR to describe environmental effects.

TEN-T EIAR Environmental Effects Glossary

Glossary	
Quality of Effects	
Positive	A change which improves the quality of the environment.
Negative	A change which reduces the quality of the environment. Also referred to as an Adverse Effect.
Neutral	No effects or effects that are imperceptible within normal bounds of variation or within the margin of forecasting error.
Significance of Effects	
Imperceptible	An effect capable of measurement but without significant consequences.
Not significant	An effect which causes notable changes in the character of the environment but without significant consequences.
Slight	An effect which causes noticeable changes in the character of the environmental without affecting its sensitivities.
Moderate	An effect that alters the character of the environmental in a manner that is consistent with the existing and emerging baseline trends.
Significant	An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment.
Very Significant	An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.
Profound	An effect which obliterates sensitive characteristics.
Extent and Content of Effects	
Context	Describe whether the extent, duration, or frequency will conform or contract with established (baseline) conditions.
Extent	Describe the size of the area, the number of sites and the proportion of a population affected by an effect.
Probability of Effects	
Likely	The effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented
Unlikely	The effects that can reasonably be expected not to occur because of the planned project if all mitigation measures are properly implemented.

Glossary	
Duration and Frequency of Effects	
Frequency	Description of how often the effect will occur. (Once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly, annually).
Momentary	Effects lasting from seconds to minutes.
Brief	Effects lasting less than a day.
Temporary	Effects lasting less than a year.
Short-term	Effects lasting one to seven years.
Medium-term	Effects lasting seven to fifteen years.
Long-term	Effects lasting fifteen to sixty years.
Permanent	Effects lasting over sixty years.
Reversible	Effects that can be undone, for example through remediation or restoration.
Type of Effects	
Indirect	Secondary effects that are not directly related to the project.
Cumulative	The addition of effects (minor and/or significant) that create a larger, more significant effect.
Do-Nothing	Effects that arise if the project does not proceed.
Worse case	The situation that will arise if the project's mitigation measures substantially fail.
Indeterminable	Where the full impact of the changes in the environment cannot be determined.
Irreversible	The permanent loss of an attribute of the environment.
Residual	Effects that remain following the implementation of mitigation measures.
Synergistic	Where the combined effect of multiple effects is greater than the sum of the constituent parts.

1 INTRODUCTION

This Environmental Impact Assessment Report (EIAR) is for the proposed TEN-T Priority Route Improvement Project, Donegal, hereafter referred to as the 'TEN-T PRIPD' or 'Proposed Development' or 'Project'. This report is a compilation of the inputs provided by the various competent experts listed in Section 1.6 of this chapter. The EIAR describes the likely significant effects on the environment as a consequence of the construction and operation of the Proposed Development.

This document will be submitted as the required Environmental Impact Assessment Report in support of the application to An Coimisiún Pleanála (hereinafter referred to as the "Commission") for approval under Section 51 of the Roads Act 1993 (as amended).

The EIAR is presented in the following volumes:

- **Volume A – Non-Technical Summary**
- **Volume B – EIAR Main Report**
- **Volume C – EIAR Technical Appendices**
- **Volume D – Book of Drawings**

The EIAR presents information on a wide range of environmental factors (including all environmental factors set out in the EIA Directive). For ease of reference a summary of the structure of the EIAR is presented in Table 1-1. The EIAR is to be considered as the totality of the information both within this main report together with all appendices and other supporting documents included in the application to the Commission.

Table 1-1: Structure of the EIAR

Volume	Chapter No.	Title
Volume A:	-	Non-Technical Summary
Volume B: Environmental Impact Assessment Report	Chapter 1	Introduction
	Chapter 2	Background and Need for the Proposed Development
	Chapter 3	Planning & Policy
	Chapter 4	Project Description
	Chapter 5	Assessment of Reasonable Alternatives
	Chapter 6	Traffic & Transportation Assessment
	Chapter 7	Population
	Chapter 8	Human Health
	Chapter 9a	Biodiversity – Terrestrial Ecology
	Chapter 9b	Biodiversity – Aquatic Ecology
	Chapter 10	Land, Soil & Hydrogeology
	Chapter 11	Water
	Chapter 12	Air Quality
	Chapter 13	Climate
	Chapter 14	Noise & Vibration
	Chapter 15	Material Assets: Agriculture
Chapter 16	Material Assets: Non-Agriculture	

Volume	Chapter No.	Title
	Chapter 17	Cultural Heritage
	Chapter 18	Landscape & Visual
	Chapter 19	Interactions & Cumulative Effects
	Chapter 20	Risk of Major Accidents and Disasters Assessment
	Chapter 21	Schedule of Environmental Commitments
Volume C:	Technical Appendices	
Volume D:	Book of Drawings	

1.1 Context of the Proposed Development

1.1.1 General

Geographical and political boundaries make County Donegal one of the most disconnected and peripheral regions, not only in Ireland but in Europe. Donegal also lacks basic connectivity to and within the northwest region of the country. Donegal is reliant on the road network for all private, public and freight transport. There are no active railway lines in the county. Any proposed future rail provision is likely to be limited in scale and service and will not replace existing principal transport modes for at least a generation. Any future envisaged service is restricted to passenger only (no freight) and it is acknowledged as a long-term aspiration only and unlikely to be delivered before 2040. (All Island Strategic Rail Review, Department of Transport and Department for Infrastructure, July 2024).

The existing road transport network is the only feasible and operating mass transport mode in the county. While some sections of the existing road network continue to be improved, significant legacy sections are recognised to be in a poor condition. Improvement of the entire network in one phase is not possible given the extent and scale of works required. Letterkenny, Donegal's most populated town and regional centre, is served by only one connection of scale to the entire National Primary Road Network. This N56 connection is a lifeline route and is functioning at or above capacity. Its resilience to any disruption or incident is poor. Other settlements of scale in Donegal on the National Primary Road Network are stymied by traffic congestion and continue to suffer consequential development restrictions as well as health and safety issues.

This TEN-T PRIPD has taken forward three sections of the existing TEN-T road network in most need of improvement.

1.1.2 TEN-T Route Corridor Needs Study

Across Ireland, specific sections of the national primary road network have a special identified importance under the TEN-T Regulations – Regulation (EU) No. 2024/1679. This regulation has a target completion of the Comprehensive TEN-T Network Europe wide by 2050. The TEN-T Comprehensive network is a selection of strategic transport corridors throughout the European Union (EU) that have been identified to play a key role in the mobility of goods and passengers. Its primary stated goals include providing missing links particularly at cross border sections, to resolve infrastructural disparities, and improve insufficient and enable new multimodal connections.

The N13, N14 and part of the N15 form part of the TEN-T Comprehensive network in Co. Donegal and are the main transport corridors in the northwest of Ireland. The TEN-T Comprehensive road network forms the main links between the County and the rest of Ireland; the N15 to the south-west (Sligo, Galway, Limerick); the N13 to Northern Ireland (Derry, Belfast); and the N14 to the south-east of Ireland. The N14 connects with Northern Ireland, where it continues as the A5 from Strabane until the border is crossed again at Aughnacloy where it becomes the N2 which connects to Dublin and its wider transport network.

Much of the TEN-T road network in Donegal does not meet the current design standards for a National Primary road in terms of, for example, cross-section, horizontal and vertical alignments, junctions, overtaking opportunities, and drainage, etc. Some sections run through built up urban zones resulting in conflict between strategic, heavy goods and local traffic with associated capacity, health and safety issues. Given the strategic importance of the N13, N14 and N15 routes to Donegal as the county's designated TEN-T routes providing essential connectivity to the rest of the island, a study into the condition of the existing infrastructure was undertaken in 2015 as part of the Trans-European Transport Network Corridor Needs Study, Donegal. This study reviewed the TEN-T network in Donegal, assessing the network against various technical, non-technical, economic, traffic and safety criteria.

Six sections of the existing TEN-T network were identified and ranked in order of intervention priority due to critical deficiencies in the existing infrastructure provision. Three sections were identified as the highest priority sections requiring intervention and together form the TEN-T PRIPD being the Proposed Development or Project. They are:

- **Section 1** – N15/N13 Ballybofey/ Stranorlar Urban Region
- **Section 2** – N56/N13 Letterkenny to Manorcunningham
- **Section 3** – N14 Manorcunningham to Lifford / Strabane/ A5 Link

These three sections are illustrated in Figure 1-1.

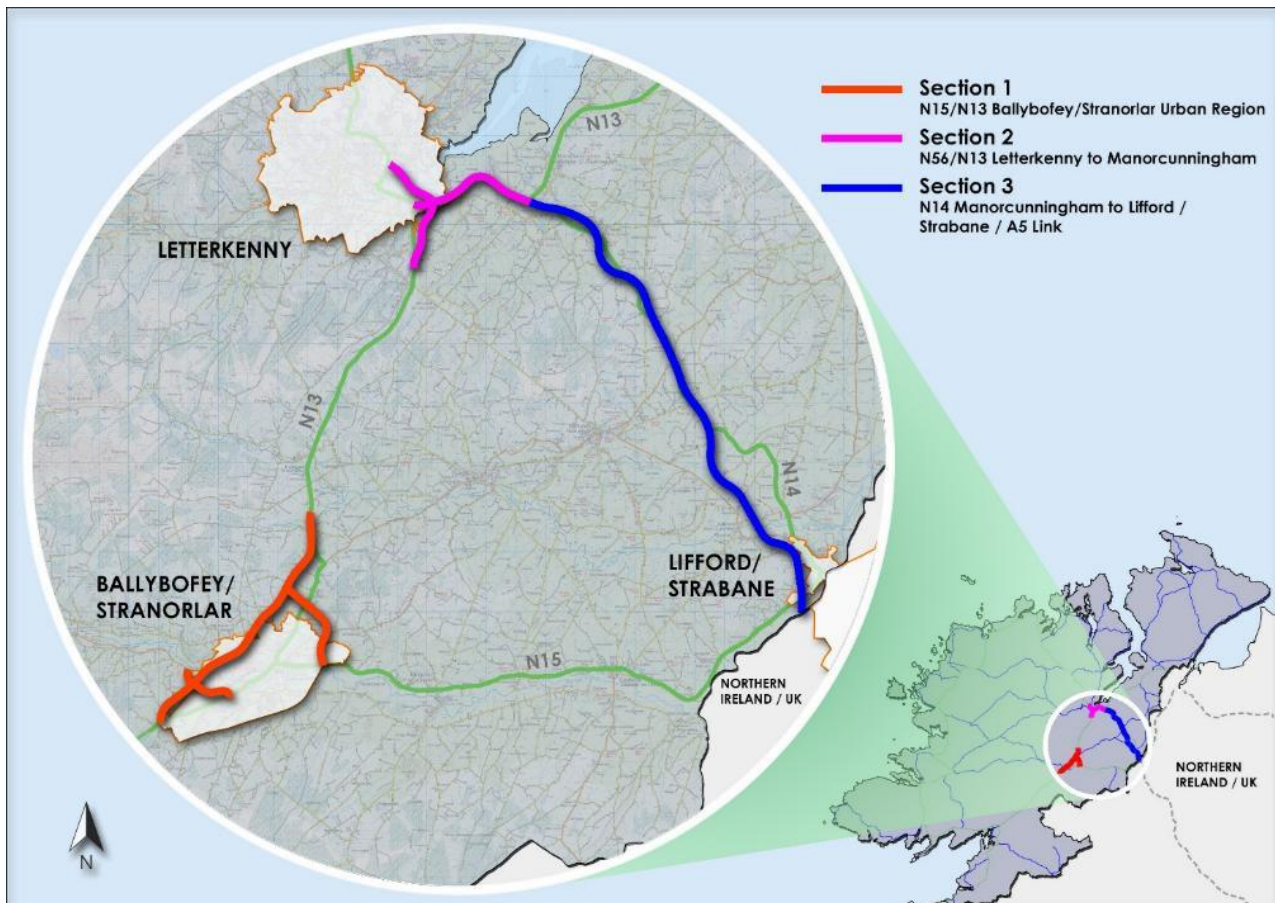


Figure 1-1: Three Targeted Sections of the TEN-T Network in County Donegal

The findings of the TEN-T Corridor Needs Study, Donegal in 2015 remains valid. The core objectives of the new TEN-T Regulation (EU) No. 2024/1679 are to build a high quality, seamless, and sustainable transport network across Europe, closing gaps, removing bottlenecks, and strengthening connectivity as well as promoting modal shift and increasing network resilience against disasters. Assessing the objectives of the new TEN-T Regulation (EU) No. 2024/1679 to those set out in Regulation (EU) No. 1315/2013 it is clear that sections of the N13, N14 and N15 in Donegal remain priority TEN-T Routes for improvement and that the

three sections identified within the TEN-T PRIPD are the priority sections to be actioned first for improvement as a matter of urgency.

Details on how the Proposed Development delivers the objectives of Regulation TEN-T are set out in Chapter 3 Planning and Policy of this EIAR.

1.2 Project Objectives and Outcomes

1.2.1 Overall Project Objectives and Outcomes

The aims and objectives of the Project are to provide a targeted improvement on the TEN-T Road network in Donegal to deliver safety, capacity and journey time reliability on the network as well as maximising its climate action credentials through design focused on modal connectivity and carbon efficiency.

The Proposed Development will transform the core transport network in Donegal by improving over 42 km of national primary roadway. This includes bypasses and congestion relief of four urban centres: Ballybofey, Stranorlar, Letterkenny and Lifford, and by doing so will enable sustainable compact growth.

The Proposed Development will deliver significant modal shift infrastructure through approximately 63 km of safe and segregated walking and cycling facilities. It will include eight modal hub sites to seamlessly and efficiently integrate active travel, public transport and private vehicles modes for greater multimodal choice. This will encourage clean and low carbon interurban travel and low or decarbonised options as well as enabling low carbon fuel infrastructure.

Full details of these elements of the Proposed Development are contained in Chapter 4 Project Description.

The Project will address chronic operational, capacity and safety deficiencies, reduce congestion, and improve efficiency along the existing network.

Completion of the Project allows Donegal and the Northwest to be connected, not only to the rest of Ireland, but to Europe and across EU/Non-EU boundaries a core objective of Regulation (EU) No. 2024/1679.

The overarching Project objectives are summarised as follows:

- To delivery key objectives of Regulation (EU) No. 2024/1679.
- To enhance regional accessibility and geographic integration to and within the Northwest.
- To facilitate sustainable compact growth in Letterkenny designated a Regional Centre in the National Planning Framework (NPF) (Government of Ireland, 2025) and key towns.
- To enhance all-island connectivity within the Northwest and Northwest City Region (Letterkenny-Derry-Strabane).
- To contribute to climate action goals through improved sustainable travel and facilitating modal shift.
- To provide a safe and efficient transport network in the Northwest for all users in accordance with the Road Safety Strategy.

The Project aligns with the TEN-T Regulation objectives as well as with national, regional and local policies by delivering the most climate effective and carbon efficient multimodal project possible.

The Project's clear alignment and delivery on policy and established strategic outcomes and goals at all levels is set out in Chapter 3 Planning and Policy.

While all sections of the Project achieve the overarching strategic goals, each section has its own distinct need and benefits as described below:

1.2.2 Specific Objectives Section 1 N15/N13 Ballybofey / Stranorlar Urban Region

The twin towns of Ballybofey / Stranorlar are the most significant bottleneck along the Atlantic Economic Corridor (AEC) travelling north from Limerick and Galway. This Project will remove strategic traffic from these town centres to enhance accessibility and connectivity along the AEC and to/within the Northwest.

1.2.3 Specific Objectives Section 2 – N56/N13 Letterkenny to Manorcunningham

Letterkenny is Donegal's largest town and designated as a Regional Centre (Government of Ireland, 2025). The existing transport network is at capacity. Section 2 provides strategic relief to Letterkenny as well as addressing safety and legacy road issues. This intervention will allow Letterkenny to grow, sustainably, as envisaged in the NPF.

1.2.4 Specific Objectives Section 3 – N14 Manorcunningham to Lifford / Strabane / A5 Link

The N14 is the key access to Donegal from Northern Ireland, Dublin and the South. The existing network is of exceptionally poor standard. Section 3 provides the necessary enhanced regional accessibility and improves cross border connectivity to Northern Ireland.

1.3 Project Development

1.3.1 Proposed Development Presentation

The Proposed Development for the purposes of this EIAR, and which is to be the subject of the Environment Impact Assessment (EIA) to be carried out by the Commission, comprises the entirety of Sections 1, 2 and 3 together and as more fully described in Chapter 4 Project Description.

It is entirely appropriate that there are three sections of the Proposed Development as they have geographical and functional connections and overlapping environment impacts.

The Proposed Development (comprising the three sections) is considered and assessed in this EIAR.

1.3.2 Project Development Process

The TEN-T PRIPD has been developed over more than 10 years. In that time, the Project has progressed through many changes in policy as well as amendments to appraisal guidance.

The Project was established to address TEN-T Regulation requirements and obligations in Ireland in respect to the TEN-T road network as well as evolving policy commitments in respect to generational underinvestment in regional connectivity, regional development and regional deprivation as well as chronic road safety issues.

The TII Project Management Guidelines set out a phased approach to project development, appraisal and consideration of alternatives, leading to the statutory planning process. There are four phases for the project up to the completion of the statutory processes:

- Phase 1 Concept and Feasibility
- Phase 2 Option Selection
- Phase 3 Design and Environmental Evaluation
- Phase 4 Statutory Process

The Project has been delivered in accordance with the latest Government and TII Guidelines as it has advanced through the various phases.

1.3.2.1 Phase 1 Concept and Feasibility

The Proposed Development received approval and closeout of Phase 0: Scope and Pre-appraisal / Phase 1: Concept Feasibility in October 2017. This approval predated the Public Spending Code (PSC) Strategic Assessment Report requirement in the PSC (2013) update December 2019.

1.3.2.2 Phase 2 Option Selection

From 2017 to 2019 the Project completed Phase 2 Options Selection. Approving Authority (TII) approval was obtained in December 2019. Appraisal was carried out in accordance with Common Appraisal Framework (CAF) (2016).

1.3.2.3 Phase 3 Design and Environmental Evaluation

During Phase 3, given the scale of the Project, Irish Cabinet consent was required alongside Approving Authority approval for the purposes of the Project Appraisal. The Preliminary Business Case was submitted to the Department of Transport in May 2023 seeking Gate 1 Preliminary Business Case Approval.

In June 2023, CAF was replaced by the Transport Appraisal Framework (TAF). The TAF builds on the guidance available in the Public Spending Code (PSC) of December 2019. It gives guidance on assessment of scheme alignment with National Investment Framework for Transport in Ireland (NIFTI) Investment Priorities and Modal & Intervention Hierarchies. The PSC itself was 'refreshed' again with the publication of the Infrastructure Guidelines in December 2023. Mainly to ensure alignment with the Infrastructure Guidelines, TAF was updated in July 2024.

The Department of Transport's Guidance on TAF is that: *'for transport investment proposals which are already progressing through the project expenditure lifecycle, Sponsoring Agencies and Approving Authorities should ensure that these comply with the requirements in the updated guidance as they move forward and in particular as they reach the next relevant Decision Gate'*.

To this end as part of the Gate 1 Preliminary Business Case approval process, the Project was reviewed in respect to NIFTI Hierarchy and other elements of the new TAF requirements were addressed as requested and/or deemed applicable/feasible. This review included external independent audit through the Government's Major Projects Advisory Group. The Project received Approval Gate 1 from the Approving Authority in July 2024.

In accordance with the Department's guidance on TAF, all new matters arising in respect to the Project post June 2023 are in accordance with TAF and post December 2023, the Infrastructure Guidelines as /if applicable. The completion of the EIAR since Approval Gate 1 has been focused on finalising documents and recommendations/amendments arising out of the Department of Public Expenditure, Infrastructure, Public Service Reform and Digitalisation review as well as new standards and policy requirements from July 2024.

Notwithstanding the requirements of project appraisal in respect to CAF/TAF, all environmental assessments have been carried out in accordance with the requirements of Directive 2011/92EU (as amended by Directive 2014/52EU) (the "EIA Directive"), as demonstrated in Table 1-2 below.

Table 1-2: Proposed Development Assessment Criteria Applied Relative to CAF, TAF and EIA Directive

Environmental Criteria	CAF Environmental Criteria	TAF Environmental Criteria	EIA Directive Criteria	Proposed Development Criteria Assessed
Population & Human Health	✓ Considered under Air Quality & Climate, Noise, Material Assets (Non-agricultural) and within the engineering criteria of safety, physical activity, accessibility & social inclusion, and integration in MCA under CAF.	✓ Considered under Transport User Benefits & Other Economic Impacts, Accessibility & Safety criteria in TAF.	✓	✓
Biodiversity	✓	✓	✓	✓
Land	✓ Considered under Soils, Geology and Hydrogeology, Material Assets – Agricultural, and Material Assets - Non-agricultural in MCA under CAF.	✓ Considered under Land Use Impacts and Transport User Benefits and Other Economic Impacts criteria in TAF	✓	✓
Soils	✓	✓	✓	✓
Water	✓	✓	✓	✓
Air	✓	✓	✓	✓
Climate	✓	✓	✓	✓
Landscape & Visual	✓	✓	✓	✓
Material Assets	✓	✓ Considered under Local Environmental Impacts, Land Use Impacts and Transport User Benefits and Other Economic Impacts criteria in TAF.	✓	✓
Cultural Heritage	✓	✓	✓	✓
Waste	✓	✓ Considered under Local Environmental Impacts criteria in TAF.	✓	✓
Noise & Vibration	✓	✓	✓	✓

Table 1-2 demonstrates how the Proposed Development has been assessed under all environmental criteria within CAF, TAF but more particularly in accordance with the EIA Directive as the Proposed Development has advanced through the various project phases, including the consideration of alternatives.

1.4 Purpose of this Report

The purpose of the EIAR is to present the environmental information which has been gathered in order to carry out an assessment of the likely significant environmental effects of the Proposed Development on the receiving environment. The EIAR specifically:

- Provides the public as well as statutory and non-statutory consultees with information to enable an understanding of the Proposed Development;
- Provides a description of the reasonable alternatives studied which are relevant to the Proposed Development and its specific characteristics and an indication of the main reasons for the option chosen taking into account the effects of the Proposed Development on the environment;
- Presents the existing environmental baseline information, established from desktop studies, and site-specific surveys;
- Indicates any limitations encountered during the compilation of the environmental information, including the acknowledgement of any data gaps or deficiencies and confidence in the information gathered;
- Describes the methodology used within the Environmental Impact Assessment (EIA) process;
- Presents the likely significant environmental effects arising from the Proposed Development, based upon the baseline information and data gathered, and the analysis and impact assessments completed in accordance with best practice;
- Proposes mitigation measures to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, proposes monitoring arrangements. Where mitigation measures have been identified, the residual significance of effect has also been identified.

It is intended that the EIAR is read alongside the EIAR Non-Technical Summary (NTS) (Volume A), which provides a brief non-technical overview of the information presented in the EIAR (Volume B), EIAR Technical Appendices (Volume C), and Technical and Design Drawings (Volume D).

1.5 Environmental Impact Assessment Methodology

1.5.1 Environmental Impact Assessment (EIA) Process

EIA is the process by which the likely significant effects on the environment (positive and negative) of the proposed development are assessed by the Commission.

Article 1(2)(g) of Directive 2011/92/EU as amended by Directive 2014/52/EU (the “EIA Directive”) defines EIA as follows:

“(g) ‘environmental impact assessment’ means a process consisting of,

- (i) the preparation of an environmental impact assessment report by the developer, as referred to in Article 5(1) and (2);
- (ii) the carrying out of consultations as referred to in Article 6 and, where relevant, Article 7;
- (iii) the examination by the competent authority of the information presented in the environmental impact assessment report and any supplementary information provided, where necessary, by the developer in accordance with Article 5(3), and any relevant information received through the consultations under Articles 6 and 7;
- (iv) the reasoned conclusion by the competent authority on the significant effects of the project on the environment, taking into account the results of the examination referred to in point (iii) and, where appropriate, its own supplementary examination; and
- (v) the integration of the competent authority’s reasoned conclusion into any of the decisions referred to in Article 8a.”

The EIA Directive, in relation to road developments, has been transposed into Irish Legislation by the Roads Act, 1993 (as amended). Section 50(2) of that Act includes the following:

50(2) The road authority or the Authority, as the case may be, shall ensure that an environmental impact assessment report referred to in subsection (1B):

- (a) is prepared by competent experts,
 - (b) subject to subsection (3), contains the following information:
 - i. a description of the proposed road development comprising information on the site, design, size and other relevant features of the development,
 - ii. a description of the likely significant effects of the proposed road development on the environment;
 - iii. a description of any features of the proposed road development and of any measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment;
 - iv. a description of the reasonable alternatives studied by the road authority or the Authority, as the case may be, which are relevant to the proposed road development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the proposed road development on the environment;
 - v. a non-technical summary of the information referred to in subparagraph (i) to (iv);
 - vi. any additional information specified in Annex IV that is relevant to the specific characteristics of the particular proposed road development or type of proposed road development and to the environmental features likely to be affected
- and
- (c) takes into account the available results of other relevant assessments carried out pursuant to any Act of the Oireachtas or under European Union legislation with a view to avoiding duplication of assessments.

The reference to Annex IV contained in Section 50(2)(b)vi is a reference to Annex IV of the EIA Directive itself as amended and thus the requirements of same have been directly applied to the preparation of the EIAR herein (the road development comprising a proposed road development within the meaning of Section 2 of the Roads Act, 1993).

In relation to the material to be contained in an EIAR, Annex IV Information Referred to in Article 5(1) (Information for the Environmental Impact Assessment Report) of the EIA Directive as amended, provides as follows:

1. *Description of the project, including in particular:*
 - (a) a description of the location of the project
 - (b) a description of the physical characteristics of the whole project, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases;
 - (c) a description of the main characteristics of the operational phase of the project (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used;
 - (d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation) and quantities and types of waste produced during the construction and operation phases.
2. *A description of the reasonable alternatives (for example in terms of project design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.*
3. *A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the project as far as*

natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.

4. A description of the factors specified in Article 3(1) likely to be significantly affected by the project: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.
5. A description of the likely significant effects of the project on the environment resulting from, inter alia:
 - (a) the construction and existence of the project, including, where relevant, demolition works;
 - (b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;
 - (c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;
 - (d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);
 - (e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;
 - (f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change;
 - (g) the technologies and the substances used.

The description of the likely significant effects on the factors specified in Article 3(1) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the project. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project.

6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.
7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.
8. A description of the expected significant adverse effects of the project on the environment deriving from the vulnerability of the project to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to Union legislation such as Directive 2012/18/EU of the European Parliament and of the Council or Council Directive 2009/71/Euratom or relevant assessments carried out pursuant to national legislation may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.
9. A non-technical summary of the information provided under points 1 to 8.
10. A reference list detailing the sources used for the descriptions and assessments included in the report.”

In line with current guidance, the environmental evaluation for the Proposed Development commenced during the project design stages. In particular, environment considerations have been taken into account during the selection of a preferred option during Phase 2 Option Selection, and throughout Phase 3: Design and Environmental Evaluation.

Figure 1-2 outlines the overall EIA process and the position of the EIAR within the process (EPA, 2022).

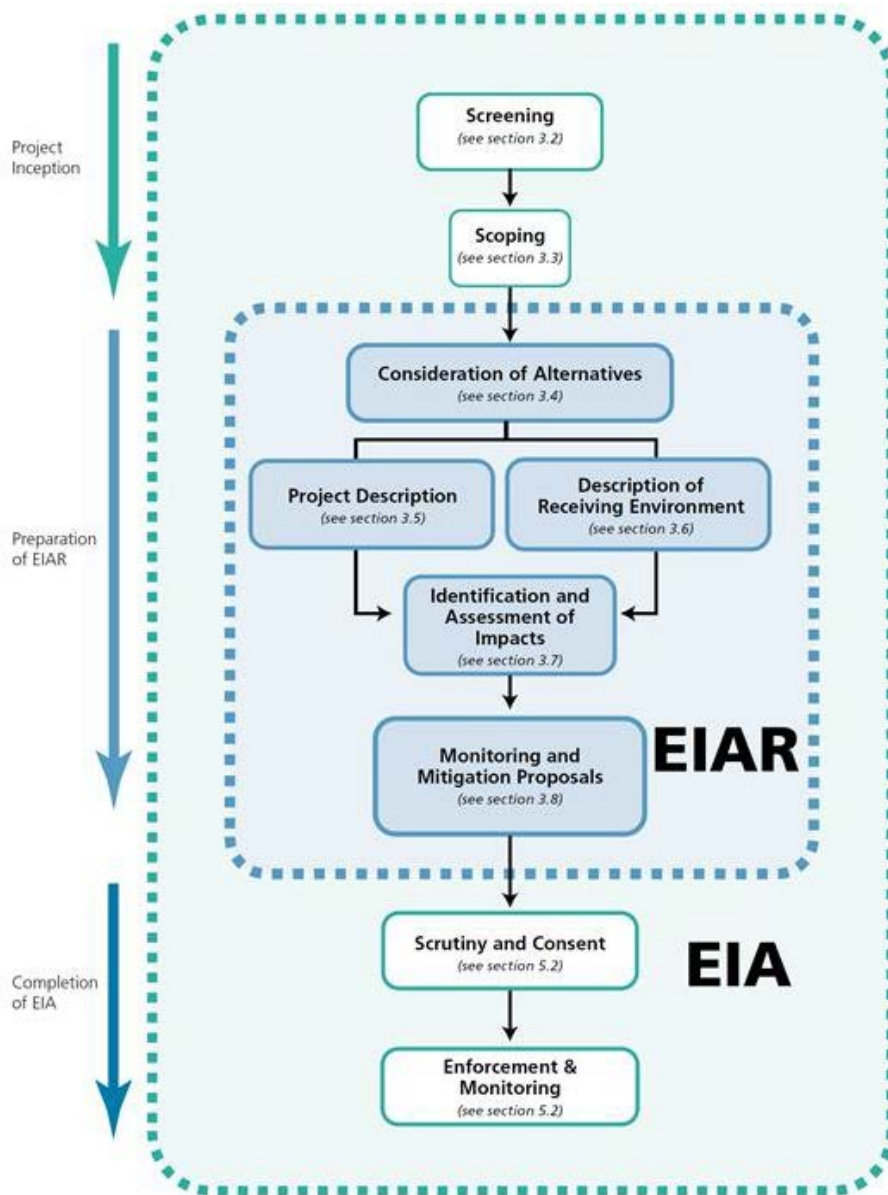


Figure 1-2: The EIA Process (Source: EPA, 2022)

1.5.1.1 Environmental Factors

As stated in Article 3 of the EIA Directive:

1. *The environmental impact assessment shall identify, describe, and assess in an appropriate manner, in the light of each individual case, the direct and indirect significant effects of a project on the following factors:*
 - (a) *population and human health,*

- (b) *biodiversity, with particular attention to species and habitats projected under Directive 92/43/EEC and Directive 2009/147/EC,*
 - (c) *land, soil, water, air and climate,*
 - (d) *material assets, cultural heritage and the landscape,*
 - (e) *the interaction between the factors referred to in points (a) to (d),*
2. *The effects referred to in paragraph 1 on the factors set out therein shall include the expected effects deriving from the vulnerability of the project to risks of major accidents and/or disasters that are relevant to the project concerned.*

The environmental factors to be included in the EIAR and their corresponding locations in this EIAR are further detailed in Section 1.5.5.

1.5.2 Legislation and Guidance

The European and national legislation and guidance that underpins the assessment of the effects of certain public and private projects on the environment are as follows:

1.5.2.1 Legislation

- Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014 (as amended by Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024)
- Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013.
- Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment, as amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014.
- European Communities (Birds and Natural Habitats) Regulations 2011 (as amended).
- Roads Act, 1993 (as amended).
- Roads Regulations, 1994 (as amended).
- Planning and Development Act, 2000 (as amended).
- Planning and Development Act, 2024 (as amended) (insofar as has been commenced, and is relevant to this application).
- Planning and Development Regulations, 2001 (as amended).
- Maritime Area Planning Act, 2021 (as amended).

1.5.2.2 Guidance

- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, Department of Housing, Planning and Local Government (Government of Ireland, 2018).
- Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA, 2022).
- Advice Notes on Current Practice in the Preparation of Environmental Impact Statements (EPA, 2003).
- Environmental Impact Assessment of Projects Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU) (European Commission, 2017).
- Environmental Impact Assessment of Projects Guidance on Scoping (Directive 2011/92/EU as amended by 2014/52/EU) (European Commission, 2017).
- Guidance on Integrating Climate Change and Biodiversity into Environmental Impact Assessment (European Commission 2013).

- Environmental Impact Assessment of Projects Guidance on the Preparation of the Environmental Impact Assessment Report (Directive 2011/92/EU as amended by 2014/52/EU) (European Commission, 2017).
- Environmental Impact of National Road Schemes – A Practical Guide (Revision 1, November 2008). (National Roads Authority, 2008).
- Project Management Guidelines PE-PMG-02041 (TII, 2025).

1.5.3 Other Relevant Requirements to inform the Application

1.5.3.1 Habitats Directive 92/43/EEC

This EIAR is based on a coordinated approach in order to facilitate the Commission carrying out a coordinated assessment with the Appropriate Assessment under the Habitats Directive (Council Directive 92/43/EEC of 21 May 1992). In order to ensure the protection of European sites in the context of land use planning and development, Article 6(3)¹ of the Habitats Directive provides for the assessment of the implications of plans and projects for European sites, as follows:

“Any plan or project not directly connected with or necessary to the management of the site² but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public.”

The requirements arising out of Article 6(3) are transposed into Irish law by Part XAB of the Planning and Development Act, 2000 (as amended) and by the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No.477 of 2011) as amended (herein referred to as ‘the Birds and Natural Habitats Regulations’), including Part 5 thereof.

The assessment associated with Article 6(3) of the Directive, as transposed is referred to as an “Appropriate Assessment” (AA). This is a separate process to EIA, with its own distinct tests for compliance but it is nonetheless inter-related. The determination of whether or not a plan or project requires AA is referred to as ‘Stage 1’ or ‘AA Screening’. Donegal County Council appointed RPS and Barry Transportation to prepare an Information for Screening for Appropriate Assessment report to consider whether the Proposed Development, individually or in combination with other plans or projects, is likely to have a significant effect on any European site(s). This report, dated December 2025, concluded that it cannot be excluded on the basis of objective information that the Proposed Development, individually or in combination with other plans or projects, will have a likely significant effect on a European Site. Donegal County Council has received and read the Information for Screening for Appropriate Assessment report and has considered its content and its conclusions and recommendation. Donegal County Council agrees with the conclusions and recommendations made in the report and determined that an Appropriate Assessment of the Proposed Development is required. The AA screening determination by Donegal County Council is available on its website: <https://www.donegalcoco.ie/media/e1pnngm3/ten-t-priority-route-improvement-project-donegal-appropriate-assessment-screening-determination.pdf>.

The NIS accompanying the application for development consent contains an examination of the implications of the Proposed Development, on its own or in combination with other plans or projects, for European sites. It has been prepared in accordance with the provisions of the Habitats Directive and transposing national legislation, to facilitate the carrying out of an AA by the competent authority, which in this case is the Commission. The Stage 2 AA ‘Natura Impact Statement’ (NIS) is a separate document to this EIAR.

¹ Article 7 of the Habitats Directive provides that the provisions of, inter alia, Article 6(3) are to also apply to Special Protection Areas (SPA) under Directive 2009/147/EC (the “Birds Directive”).

² Including, where applicable, ‘sites’.

1.5.3.2 Water Framework Directive 2000/60/EC

The Water Framework Directive (WFD) (2000/60/EC) of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy came into force in December 2000 and establishes a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater. The directive has been transposed into Irish Law principally by the European Communities (Water Policy) Regulations 2003 (S.I. No. 722 of 2003), as amended. Ireland is required to comply with four main obligations under the environmental objectives of the WFD, namely to:

- Prevent deterioration of the status of all bodies of surface water and groundwater;
- Protect, enhance and restore all bodies of surface water and groundwater with the aim of achieving good status by the end of 2027;
- Protect and enhance all artificial and heavily modified bodies of water, with the aim of achieving good ecological potential and good surface water chemical status; and
- Achieve compliance with the requirements for designated protected areas.

Any works which could affect the biological, physiochemical or hydromorphological quality of a water body requires an assessment in line with the WFD to demonstrate how the proposed works will not lead to a degradation in status and where possible, enhance water body status in order to achieve the required “at least Good status” target as set out in the directive. The likely impacts to various hydrological and hydrogeological parameters and how these affect WFD status are assessed in this EIAR, in Chapter 9b: Biodiversity: Aquatic Ecology and Chapter 11: Water along with the accompanying Appendix C11.04 Water Framework Directive Compliance Report in Volume C: Technical Appendices.

1.5.3.3 The Planning System and Flood Risk Management Guidelines for Planning Authorities (S. 28 Guidelines)

In accordance with the requirements of The Planning System and Flood Risk Management, Guidelines for Planning Authorities and associated Technical Appendices (Office of Public Works [OPW], November 2009), a separate Flood Risk Assessment (FRA) has been carried out. The Guidelines outline the key principles that should be considered when assessing flood risk to proposed sites. It recommends a staged approach to the assessment of flood risk. The FRA may conclude at any stage if criteria are not met to progress to the next stage. The stages are listed below:

- Stage 1 Flood Risk Identification: To identify whether there may be any flooding or surface water management issues.
- Stage 2 Initial Flood Risk Assessment: To confirm sources of flooding that may affect an area or proposed development, to appraise the adequacy of existing information and to scope the extent of the risk of flooding which may involve preparing indicative flood zone maps.
- Stage 3 Detailed Flood Risk Assessment: To assess flood risk issues in sufficient detail and to provide a quantitative appraisal of potential flood risk to a proposed or existing development or land to be zoned, of its potential impact on flood risk elsewhere and of the effectiveness of any proposed mitigation measures.

The FRA is intended to be read alongside, and to support, the main EIAR for the Proposed Development, including Chapter 11: Water which addresses the Proposed Development’s potential effects on the surface water environment. A separate FRA has been prepared for each section of the TEN-T PRIPD and they are included in Appendix C11.01 (Section 1), C11.02 (Section 2) and C11.03 (Section 3) in Volume C: Technical Appendices.

1.5.3.4 Climate Action and Low Carbon Development Act 2015 and Amendment Act 2021

Section 15 of the Climate Action and Low Carbon Action 2015, as amended provides as follows:

15 (1) A relevant body shall, in so far as practicable, perform its functions in a manner consistent with—

- (a) the most recent approved climate action plan,*
- (b) the most recent approved national long term climate action strategy,*
- (c) the most recent approved national adaptation framework and approved sectoral adaptation plans*
- (d) the furtherance of the national climate objective, and*
- (e) the objective of mitigating greenhouse gas emissions and adapting to the effects of climate change in the State*

Each of the plans, strategies and objectives listed in Section 15(1) is described in Section 13.3.2 with further detail in Section 13.8.6 of Chapter 13: Climate, with specific reference to the transport and other sectors which are relevant to the assessment of the Proposed Development. Chapter 13: Climate considers how the Proposed Development aligns with these matters, and provides the information necessary for the Commission to be satisfied that, by granting approval for the Proposed Development, it would be performing its functions insofar as practicable in a manner consistent with each of the plans, strategies and objectives referred to in Section 15(1) of the 2015 Act.

Other legislation, guidelines from TII and other bodies have also been considered and are detailed in the relevant technical assessment chapters of this EIAR. Each environmental factor assessed in this EIAR sets out the legislative context, policy context and guidance relevant to that environmental factor. In addition to the applicable EIA legislation and guidance, relevant EU Directives and national legislation relating to the specialist areas have also been considered as part of the process and are addressed in each of the relevant assessment chapters contained in this EIAR.

1.5.4 EIA Screening

The purpose of screening as set out in the European Commission's Guidance on Screening (European Commission, 2017b) is to determine whether or not an EIA is required for a particular project.

The characteristics of the Proposed Development meet the legislative requirements for an EIA, specifically the definition of prescribed types of proposed development under Regulation 8(a) of the Roads Regulations, 1994, (as amended), and section 50(1)(a)(iv) of the Roads Act, 1993, (as amended). The legislative requirements for EIA are further detailed below. As a prescribed road development as described in Section 50 of the Roads Act, 1993 (as amended), the carrying out of an EIA is mandatory and same requires the submission of this EIAR.

1.5.4.1 Legislative Requirement for EIA

The requirement for EIA is imposed by the EIA Directive. The provisions of the EIA Directive have been transposed into Irish law by various pieces of legislation including the provisions of the Roads Act 1993 (as amended).

The requirement for EIA, in the context of this Proposed Development, are set out in Part IV of the Roads Act, 1993 (as amended) and in particular sections 50 and 51 thereof, and Part V of the Roads Regulations, 1994, (as amended).

Section 50(1)(a) of the Roads Act 1993 (as amended) sets out the categories of road development required to be the subject of an environmental impact assessment.

Section 50(1)(a) A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:

- (i) the construction of a motorway,*
- (ii) the construction of a busway,*
- (iii) the construction of a service area,*
- (iv) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road.*

The Proposed Development is a prescribed type of road development requiring an EIA in light of Regulation 8 of the Roads Regulations 1994 (as amended) which provides as follows:

8. The prescribed types of proposed road development for the purpose of subsection (1)(a)(iv) of section 50 of the Act shall be—

- (a) the construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area,*
- (b) the construction of a new bridge or tunnel which would be 100 metres or more in length.*

Each section of the Proposed Development as well as the overall Project (i.e. all three sections together) exceeds the minimum criteria for a prescribed type of proposed road development as set out in Regulation 8 of the Roads Regulations, 1994, as amended, and therefore an EIA is mandatory. Specific characteristics are summarised below:

- Section 1 Ballybofey/ Stranorlar includes a mainline section of dual carriageway which is four lanes wide and is approximately 9.7 km in length. Section 1 also includes the construction of a new bridge over the River Finn approximately 360 m in length.
- Section 2 Letterkenny/ Manorcunningham includes a mainline section of dual carriageway which is four lanes wide as well as a mainline section of realigned and improved dual carriageway which is four lanes wide over a total length of approximately 8.8 km in length. Section 2 also includes the construction of a new bridge over the River Swilly approximately 234 m in length.
- Section 3 Manorcunningham to Lifford includes a mainline section of dual carriageway which is four lanes wide and is approximately 17.5 km in length. Section 3 also includes the construction of a new bridge over the River Finn approximately 260 m in length.
- All three Sections include the construction of a new road of four or more lanes and/or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be greater than 8 km in length in a rural area and/ or 500 m in length in an urban area.
- All three Sections include the construction of a new bridge, each over 100 m in length.

The Proposed Development therefore meets the requirements for an EIA under Regulation 8 of the Roads Regulations 1994, as amended, and section 50 (1)(a)(iv) of the Roads Act 1993, as amended, and thus complies with the definition for the purposes of the Roads Act 1993, as amended, of a proposed road development being a road development for which an EIA is required (as defined in Section 2 of the Roads Act 1993, as amended). The Proposed Development requires approval under section 51 of the Roads Act 1993, as amended, as well as the submission of an EIAR:

Section 51 (1) A proposed road development shall not be carried out unless An Bord Pleanála has approved it or approved it with modifications.

(2) The road authority concerned or the Authority, as the case may be, shall apply to An Bord Pleanála for the approval referred to in subsection (1) in relation to a proposed road development it proposes and shall submit to An Bord Pleanála the environmental impact assessment report prepared in respect of the development.

References to An Bord Pleanála in section 51 of the Roads Act 1993 (set out above) are to be read as references to the Commission (section 495(3) of the Planning and Development Act 2024, as amended, (commenced on 18 June 2025 by SI No 256 of 2025)).

1.5.5 Non-Statutory EIA Scoping

Scoping is an integral part of the EIA process, the aim of which is to identify matters that should be covered in the EIAR. It is defined in the EPA Guidelines (2022) as:

“Identifying the significant issues which should be addressed by a particular Impact Assessment, as well as the means or methods of carrying out the assessment”.

Taking into account the nature, size and location of the Proposed Development (see Chapter 4: Project Description), the topics outlined in Table 1-3 have been identified as requiring consideration within this EIAR.

The topics have been aligned to refer to the factors outlined by Article 3(1) and 3(2) of the EIA Directive (detailed in Section 1.5.2) and information specified in Section 50(2) of the Roads Act 1993, as amended.

Table 1-3: Factors to be Included in the EIAR

Information Required in the EIAR	Where Addressed in the EIAR
Article 3 EIA Directive – Environmental Factors	
1(a): Population and human health	Chapter 7: Population Chapter 8: Human Health
1(b): Biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC and Directive 2009/147/EC	Chapter 9a: Biodiversity Terrestrial Ecology Chapter 9b: Biodiversity Aquatic Ecology
1(c): Land, soil, water, air and climate	Chapter 10: Land, Soil & Hydrogeology Chapter 11: Water Chapter 12: Air Quality Chapter 13: Climate Chapter 14: Noise & Vibration Chapter 15: Material Assets: Agricultural Chapter 16: Material Assets: Non-agricultural
1(d): Material assets, cultural heritage and the landscape	Chapter 15: Material Assets: Agricultural Chapter 16: Material Assets: Non-agricultural Chapter 17: Cultural Heritage Chapter 18: Landscape & Visual
1(e): The interaction between the factors referred to in points (a) to (d).	Chapter 19: Interactions & Cumulative Effects
2: The effects referred to in paragraph 1 on the factors set out therein shall include the expected effects deriving from the vulnerability of the project to risks of major accidents and/or disasters that are relevant to the project concerned	Chapter 20: Risk of Major Accidents & Disasters Assessment
Roads Act Section 50(2) – Required Information	
2(a): Is prepared by competent experts.	Section 1.6 of this Chapter 1 with further details at the start of each topic chapter.
2(b)(i): A description of the proposed development comprising information on the site, design, and size of the proposed development.	Chapter 4: Project Description
2(b)(ii): A description of the likely significant effects of the proposed development on the environment	Chapters 7-20 and Chapter 21: Schedule of Environmental Commitments

Information Required in the EIAR	Where Addressed in the EIAR
2(b)(iii): A description of any features of the proposed development and of any measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment	Chapter 4: Project Description Chapters 6-20 and Chapter 21: Schedule of Environmental Commitments
2(b)(iv): A description of the reasonable alternatives studied by the road authority or the Authority, as the case may be, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the proposed development on the environment	Chapter 5: Assessment of Reasonable Alternatives
2(b)(v): A non-technical summary of the information referred to in subparagraph (i) to (iv)	Volume A: Non-Technical Summary
2(b)(vi). Any additional information specified in Annex IV that is relevant to the specific characteristics of the particular proposed development or type of proposed development and to the environmental features likely to be affected,	Chapter 6: Traffic & Transportation Assessment Chapter 19: Interactions & Cumulative Effects
Annex IV (EIA Directive) - Information for the Environmental Impact Assessment Report	
1. Description of the project, including in particular:	
1(a) a description of the location of the project.	Chapter 1: Introduction Chapter 2: Background and Need for the Proposed Development Chapter 4: Project Description
1(b) a description of the physical characteristics of the whole project, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases.	Chapter 4: Project Description Chapter 15: Material Assets: Agricultural Chapter 16: Material Assets: Non-agricultural
1(c) a description of the main characteristics of the operational phase of the project (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used.	Chapter 4: Project Description Chapter 9: Biodiversity Chapter 10: Land, Soil & Hydrogeology Chapter 11: Water Chapter 12: Air Quality Chapter 13: Climate Chapter 14: Noise & Vibration Chapter 15: Material Assets: Agricultural Chapter 16: Material Assets: Non-agricultural
1(d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation) and quantities and types of waste produced during the construction and operation phases.	Chapter 4: Project Description Chapter 10: Land, Soil & Hydrogeology Chapter 11: Water Chapter 12: Air Quality Chapter 13: Climate Chapter 14: Noise & Vibration Chapter 16: Material Assets: Non-agricultural
2. A description of the reasonable alternatives (for example in terms of project design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.	Chapter 5: Assessment of Reasonable Alternatives

Information Required in the EIAR	Where Addressed in the EIAR
3. A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the project as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.	Chapter 4: Project Description Chapters 6 - 18
4. A description of the factors specified in Article 3(1) likely to be significantly affected by the project: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.	Chapters 7 - 18
5. A description of the likely significant effects of the project on the environment resulting from, inter alia:	
(a) the construction and existence of the project, including, where relevant, demolition works;	Chapters 6 - 18
(b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;	Chapters 9 - 16
(c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste	Chapters 9 - 16
(d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);	Chapter 8: Human Health Chapter 17: Cultural Heritage Chapter 20: Risk of Major Accidents & Disasters Assessment
(e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;	Chapter 19: Interactions & Cumulative Effects
(f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change;	Chapter 13: Climate
(g) the technologies and the substances used.	Chapter 4: Project Description
The description of the likely significant effects on the factors specified in Article 3(1) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the project. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project.	Chapters 7 - 18
6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.	Chapters 6 - 18

Information Required in the EIAR	Where Addressed in the EIAR
7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.	Chapters 6 - 20
8. A description of the expected significant adverse effects of the project on the environment deriving from the vulnerability of the project to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to Union legislation such as Directive 2012/18/EU of the European Parliament and of the Council ³ or Council Directive 2009/71/Euratom ⁴ or relevant assessments carried out pursuant to national legislation may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.	Chapter 20: Risk of Major Accidents & Disasters Assessment
9. A non-technical summary of the information provided under points 1 to 8.	Volume A of the EIAR
10. A reference list detailing the sources used for the descriptions and assessments included in the report.	References are included in each Chapter of the EIAR.

1.6 Study Team

This EIAR has been prepared by competent experts. Table 1-4 outlines the key leaders of each relevant discipline, their main qualifications and level of experience.

³ Directive 2012/18/EU of the European Parliament and the Council of 4 July 2012 on the control of major-accident hazards involving dangerous substances, amending and subsequently repealing Council Directive 96/82/EC (OJ L 197, 24.7.2012, p. 1).

⁴ Council Directive 2009/71/Euratom of 25 June 2009 establishing a Community framework for the nuclear safety of nuclear installations (OJ L 172, 2.7.2009, p. 18)

Table 1-4: EIAR Team

Aspect	TEN-T Section	Name of Expert	Qualifications	Years' Experience
Project Management	1 + 2	Eamon Cox	Diploma in Project Management, Institute Commercial Management; BE (Hons) Civil & Environmental Engineering; Chartered Member of the Institution of Engineers of Ireland; Association of Consulting Engineers of Ireland Registered Professional Consulting Engineer; Member of Institution of Civil Engineers; Professional Engineer (Massachusetts).	31
	3	Eamon Daly	M.Eng.Sc (Transportation) Engineering; BE – Civil Engineering (Hons); Chartered Fellow of the Institution of Engineers of Ireland FIEI; FConsEI ACEI Fellow Professional Consulting Engineer.	30
Environmental Coordination & Chapter 1 Introduction	All	Gareth McElhinney	MBS in Business Practice; Postgraduate Diploma in Environmental Sustainability; BE Civil Engineering; Chartered Fellow of the Institution of Engineers of Ireland; Registered Professional Consulting Engineer, ACEI; Project Management Professional (PMP-PMI).	26
	All	Tatiana Kelley	HDip Engineering BIM Masters Water Resource Engineering BS Wildland Restoration Ecology Chartered Member of the Chartered Institution of Water and Environmental Management (MCIWEM) Member of Engineers Ireland	8
Chapter 2 Background and Need for the Proposed Development	1 + 2	Eamon Cox	As above.	
	3	Eamon Daly	As above.	
	All	Gareth McElhinney	As above.	
Chapter 3 Planning & Policy	All	John O'Malley	Masters in Regional and Urban Planning (MRUP); BE Civil Engineering Member of the Irish Planning Institute; Member of the Royal Town Planning institute.	31
Chapter 4 Project Description	1 + 2	Eamon Cox	As above.	
	3	Eamon Daly	As above.	
	All	Gareth McElhinney	As above.	
Chapter 5 Assessment of Reasonable Alternatives	1 + 2	Eamon Cox	As above.	
	3	Eamon Daly	As above.	
	All	Gareth McElhinney	As above.	
Chapter 6	All	Hariharan Thogulava	B. Arch; M. Planning (Transport);	24

Aspect	TEN-T Section	Name of Expert	Qualifications	Years' Experience
Traffic & Transportation Assessment			MSc Transport Engineering and Operations; Chartered Member Institute of Logistics and Transport (CMILT).	
	All	Dr. Paul Bradley	PhD, Chartered Mathematician (MIMA).	8
	All	Karan Monga	MSc Business and Information Technology; BA Economics (Hons); Member Institute of Economic Development.	24
	All	Munir Lalldin	MSc Economics; BA (Hons) Economics.	8
Chapter 7 Population	All	Michelle Bennett	Masters of Regional and Urban Planning (Hons); Bachelor of Social Science (Hons); Certificate in Local Government Studies (Hons); Member of the Irish Planning Institute (MIPI).	22
	All	Valerie Brennan	Master of Science Degree in Town and Country Planning; Higher Diploma in Education; BA International (Hons.) in Geography and French. Chartered Town Planner Chartered Member of the Royal Town Planning Institute (RTPI); Corporate Member of the IPI; Former Chair of RTPI Ireland	21
Chapter 8 Human Health	All	Dr. Katie Hirono	PhD; MPH; BA; Faculty of Public Health (FPH) – Registered Public Health Practitioner; Society of Practitioners of Health Impact Assessment – Past President; Scottish Health and Inequalities Impact Assessment Network (SHIAN).	14
	All	Senuri Mahamithawa	MSc (DIC) in Environmental Technology (specialising in Environmental Health and Epidemiology); BSc in Biology (Hons); Associate member of the Faculty of Public Health (AFPH); Associate member of ISEP (AISEP).	7
	All	Lisa Nelson	Master of Public Health (specialising in Epidemiology); BSc in Environmental Science and Health (Hons); Associate member of ISEP (AISEP).	3
	All	Ryngan Pyper	MA; BA in Biological Sciences (Hons.); PG Dip in Public Health (distinction); GDip in Law; PGDip in Legal Practice (distinction); CEnv MIEMA, member of the IEMA Impact Assessment Steering Group; Registered public health Practitioner with the Faculty of Public Health and member of the European Public Health Association;	18

Aspect	TEN-T Section	Name of Expert	Qualifications	Years' Experience
			Honorary Research Fellow and Member of the World Health Organization collaborating centre on health in impact assessment at the University of Liverpool.	
Chapter 9A Biodiversity (Terrestrial) and Chapter 9B Biodiversity (Aquatic)	1 + 2	Dr. Robert Rowlands	PhD; BSc (Hons) Environmental Biology Full Member of the Chartered Institute of Ecology and Environmental Management (MCIEEM); Chartered Environmentalist - Society for the Environment (CEnv).	24
	1 + 2	William Lishman	BSc Ecology Full Member of the Chartered Institute of Ecology and Environmental Management (MCIEEM)	18
	1 + 2	Michael Suttle	MSc in Applied Environmental Science BA in Plant Sciences	2
	All	Lauren Williams	PGDip Assessment, Monitoring and Environmental Engineering (Distinction); BSc (Zoology); Full Member of the Chartered Institute of Ecology and Environmental Management (MCIEEM).	25
	3	Paul Murphy	MSc in Environmental Science; Diploma in Aquatic Biology; Chartered Environmentalist (Society for the Environment), Member of the Chartered Institute of Ecology and Environmental Management (MIEEM); Member of the Institute of Fisheries Management.	30
Chapter 10 Land, Soils & Hydrogeology	1 + 2	Noreta Daly	MSc Applied Environmental Geology BSc Earth Science PGeo, Chartered Member of the Institute of Geologist of Ireland Member of the International Association of Hydrogeologists	12
	1 + 2	Kate Corcoran	MSc Water Resources Engineering Higher Diploma in Building Information Modelling (BIM) Postgraduate Certificate in Environmental Sustainability; BA Natural Science mod, Geology; Chartered Member of the Institution of Engineers of Ireland; PGeo Professional Geologist Institute of Geologists of Ireland RoGEP ICE Register of Ground Engineering Professionals	12

Aspect	TEN-T Section	Name of Expert	Qualifications	Years' Experience
	3	Dierdre O'Hara	MSc in Environmental and Geo-Resource Engineering; H Dip in Project Management; BSc Hons Degree in Science; Chartered Member of the Institution of Engineers of Ireland; PGeo – Professional Geologist; EurGeol – Member of the European Federation of Geologists.	28
	3	Kieran O'Dwyer	Bachelor of Engineering Degree Member of the Institution of Engineers of Ireland Member of the International Association of Hydrogeologists	44
Chapter 11 Water	1 + 2	PJ Griffin	Postgraduate Diploma in Management B.E. (Hons) in Civil Engineering New York State Registered Professional Engineer Chartered Member of the Institution of Engineers of Ireland Project Management Professional – PMP PMI	31
	3	Eamon Daly	As above.	30
	3	Sean O Leary	BEng Civil Engineering; National Diploma in Civil Engineering; National Certificate in Civil Engineering; Chartered Member of the Institution of Engineers of Ireland.	25
Chapter 12 Air Quality	All	Paul Chadwick	M. Phil. Atmospheric Chemistry; BA Chemistry (Hons); Associate Member of Institute of Environmental Management and Assessment.	26
	All	Clare Noone	PhD in Atmospheric Physics; BSc (Hons) Physics.	17
Chapter 13 Climate	All	Paul Chadwick	As above.	
	All	Clare Noone	As above.	
Chapter 14 Noise & Vibration	All	John Mahon	PhD Acoustics and Vibration; BA BAI (Hons) Mechanical Engineering; Chartered Member of the Institution of Engineers of Ireland; Member of the Institute of Acoustics;	22
Chapter 15 Material Assets: Agriculture	All	Conrad Wilson	BAgrSc (Hons) MIES, Honours Degree in Agriculture Farm Management Diploma Certificate in Farm Management National Certificate in Agriculture Member of the Agricultural Scientist Association Member of the Institute of Environmental Scientists	25
Chapter 16 Material Assets: Non-agriculture	All	Michelle Bennett	As above.	
	1 + 2	Eamon Cox	As above.	
	3	Eamon Daly	As above.	

Aspect	TEN-T Section	Name of Expert	Qualifications	Years' Experience
	All	Mirela Sava	MSc Water BSc (Hons) in Environmental Engineer; Member of the Institute of Environmental Science.	18
Chapter 17 Cultural Heritage	All	Kate Robb	MSc World Heritage Conservation; (currently enrolled study 2024-27) MA (Hons) Archaeology; PG Dip EIA/SEA Management; BA (Hons) Archaeology & English; MAI.	17
	All	John Cronin	Master of Urban & Building Conservation; Master of Regional & Urban Planning; PG Dip Geology; BA (Hons) Archaeology & Geography; MAI.	30
Chapter 18 Landscape and Visual	All	Raymond Holbeach	Masters Landscape Architecture; BSc Hon; Chartered Membership of the Landscape Institute (CMLI); Member of ILI	35
	All	Stuart Anderson	BSc Landscape Design and Plant Science (Hons), PG Dip Landscape Management; Dip. Forestry; Chartered Membership of the Landscape Institute (CMLI).	28
	All	Angela Assorto-McIlwaine	BSc Landscape Management (Hons.); Chartered Membership of the Landscape Institute (CMLI).	20
Chapter 19 Interactions and Cumulative Effects	All	Gareth McElhinney	As above.	
	All	Tatiana Kelley	As above.	
Chapter 20 Risks of Major Accidents and Disasters	All	Gareth McElhinney	As above.	
	All	Tatiana Kelley	As above.	
Chapter 21 Schedule of Environmental Commitments	All	Gareth McElhinney	As above.	
	All	Tatiana Kelley	As above.	

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