



Leitrim County Council
Comhairle Chontae Liatroma

2023

DOWRA ROAD, DRUMSHANBO (R207) FOOTPATH

**REPORT TITLE: PLANNING APPLICATION
REPORT – PART 8**

**PROJECT DESCRIPTION: CONSTRUCTION OF
A 1.8/2METER WIDE FOOTPATH, PUBLIC
LIGHTING & ASSOCIATED SURFACE WATER
DRAINAGE ON THE R207 IN THE
TOWNLANDS OF CORLOUGH AND
CORRACHUILL, DRUMSHANBO, CO. LEITRIM**

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1 Introduction

Leitrim County Council proposes to construct a footpath along the Western side of the R207 in the townlands of Corlough and Corrachuill, Drumshanbo, Co. Leitrim.

The major benefits of this project is to provide safe pedestrian access where it does not exist at the moment. The development will also reduce the speed of the traffic.

This proposal is to provide walking infrastructure and enhance the safety of pedestrians commuting to/from Drumshanbo Town.

1.1 Timescale

It is expected that the project (if approved) will be constructed in Q4 of 2023.

2 Principal Features of the Scheme

The development will consist of the following elements:

1. Construction of a 1.8/2-meter-wide footway along the western side of the R207 in the townland of Corlough and Corrachuill, Drumshanbo, Co. Leitrim.
2. Provision of 14 No. 8 meter public lighting columns along the western side of the R207.
3. Associated drainage works.

3. Leitrim County Development Plan 2023-2029

This project is consistent with the vision and strategic aims contained within Leitrim County Council County Development Plan 2023-2029 *“To provide for sustainable transport infrastructure and connectivity including walking and cycling infrastructure and initiatives, and optimize the return of investment on infrastructure while preserving the natural and built heritage”*

Walking and Cycling

Walking and cycling are the most sustainable modes of transport and are key components to movement and accessibility in urban and inter-urban areas. Benefits accruing for both the environment and population, include reducing air and noise pollution and traffic congestion as well as contributing to healthy and more active lifestyles. Encouraging and promoting walking and cycling as a

sustainable mode of transport and moving away from reliance on the private car will depend on providing well connected and integrated pedestrian and cycling infrastructure. Pedestrian and cycle facilities will be most successful where they form a coherent network, place an emphasis on safety, and directly serve the main areas where people wish to travel.

Policies

WC POL 1 To promote walking and cycling as efficient, healthy and environmentally friendly modes of transport by securing the development of a network of direct, comfortable, convenient and safe cycle routes and footpaths, particularly in town centres and in the vicinity of schools.

WC POL 2 To work with all relevant stakeholders to seek to ensure a significant increase in walking in Co. Leitrim, by emphasising the quality of the pedestrian and street environment, promoting simplified streetscapes and ensuring access for all.

WC POL 3 To design pedestrian and cycling infrastructure in accordance with the principles, approaches and standards set out in the National Cycle Manual, the Design Manual for Urban Roads and Streets and international best practice.

WC POL 4 To require that consideration be given to sustainable transport movement at the earliest design stage of development proposals, to ensure accessibility by all modes of transport and all sections of society and promote the provision of parking space for bicycles in development schemes.

WC OBJ 3 To improve the streetscape environment for pedestrians, cyclists, and people with special mobility needs by providing facilities to enhance safety and convenience, including separation for pedestrian infrastructure from vehicular traffic.

4 Appropriate Assessment Screening Report

The Appropriate Assessment Screening Report can be found in Appendix B of this report and concludes that the project will have no significant impact on the conservation objectives of designated European sites.

In accordance with Article 120 (3) as amended by SI No 296 of 2018, a person may, within 4 weeks from the date of the site notice (5th May 2023)

apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment.

Such a submission should be addressed to the Secretary, An Bord Pleanála, 64 Marlborough Street, Dublin 1.

5 Environmental Impact Assessment Report

The Environmental Impact Assessment report can be found in Appendix C of this report and concludes that the scheme does not correspond to any project type in the relevant Roads or Planning and Development legislation. It can be considered not to comprise ‘*sub-threshold development*’ and it can be ‘*screened out*’ for Environmental Impact Assessment purposes on this basis.

For the avoidance of doubt, the scheme has nonetheless been reviewed against prescribed criteria for determining whether or not a sub-threshold development is required to be subject to EIA. It is concluded that there is no real likelihood of significant effects on the environment arising from the proposed scheme. It is considered that the project does not need to be subject to Environmental Impact Assessment and no Environmental Impact Assessment Report is required for it. This conclusion is based on an objective review of the Scheme, including its characteristics, location and the likelihood of it causing significant environmental impacts. The screening has followed the relevant legislation and has had regard to the relevant guidance.

6 Flood Risk

As per the Flood Risk Management Guidelines (2009), where flood risk may be an issue for any proposed development, a flood risk assessment (FRA) should be carried out that is appropriate to the scale and nature of the development and the risks arising. An FRA is intended to be sufficiently detailed to quantify the risks and effects of any flooding, necessary mitigation measures, together with recommendations on how to best manage any residual risks.

The following extracts show the site is outside the 10% AEP flood fluvial extent, there are no benefitting lands in the vicinity of the site and therefore an FRA is not required.

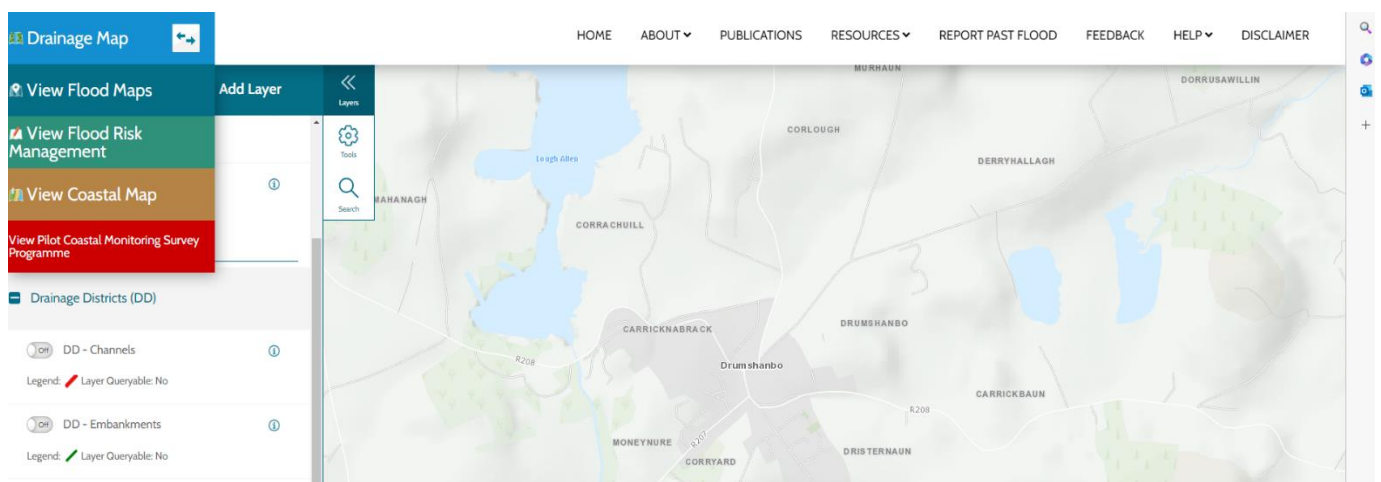


Figure 1: Benefiting Lands Map, Source: Flood Maps - Floodinfo.ie

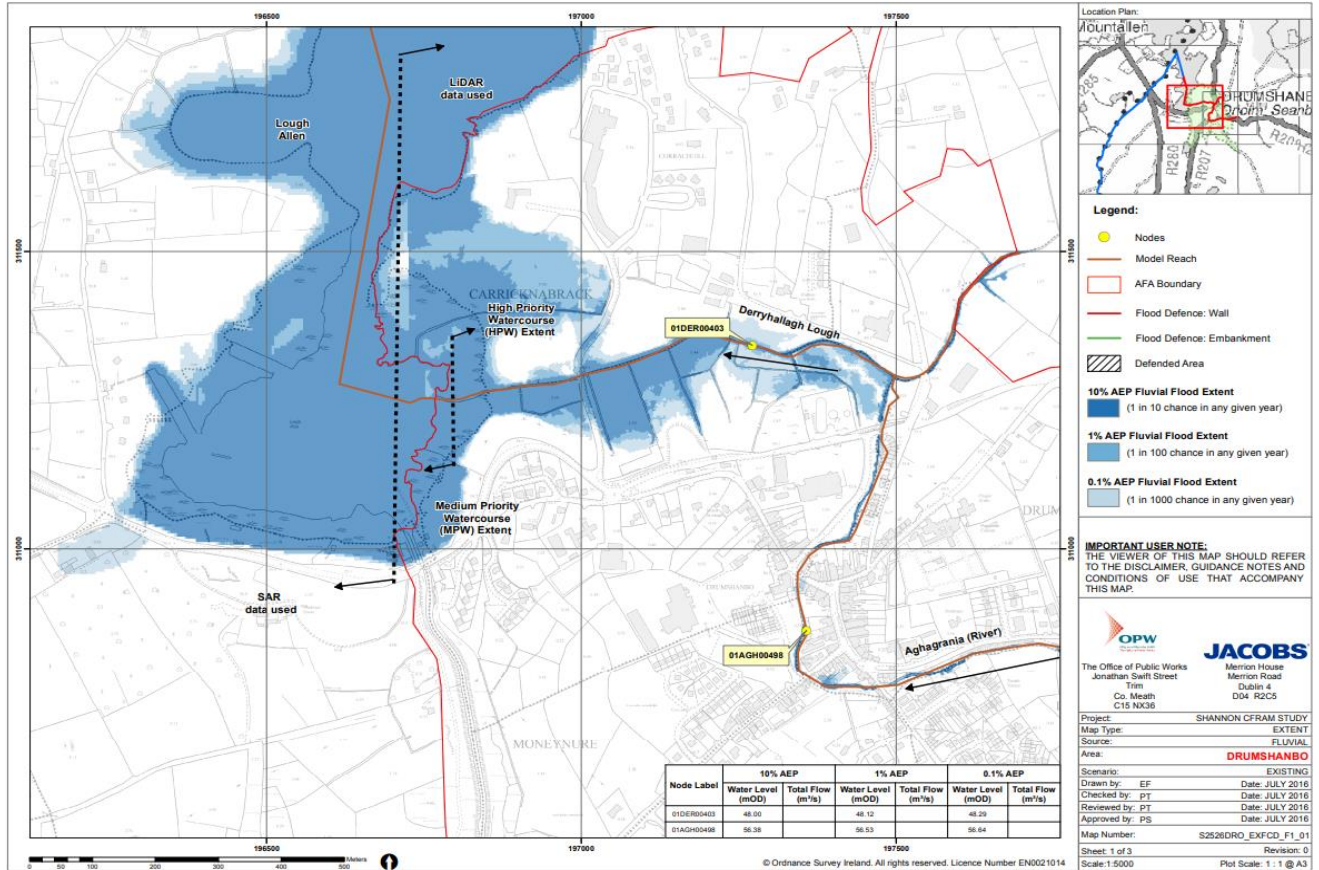


Figure 2: Fluvial Flooding Map, Source: Flood Maps - Floodinfo.ie

7 Archaeology Assessment

There are no recorded protected national monuments within the immediate project area which are of archaeological importance. See below extract from historic environment viewer.

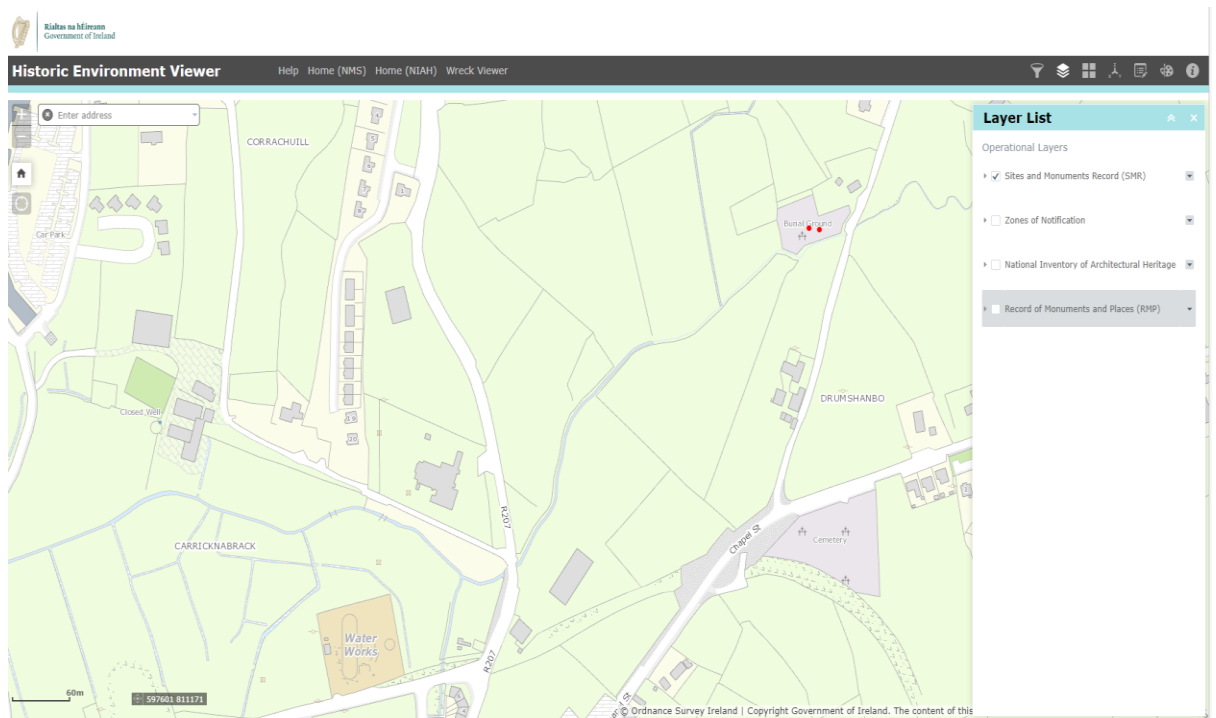


Figure 3: National Monuments Map, Source: Historic Environment Viewer (archaeology.ie)

8 Protected Structures

There are no protected structures within the immediate area of the proposed works. There is 1 no. protected structure located approximately 275 metres east of the scheme (Drumshanbo bridge) but the implementation of this project will not have any impact on it.

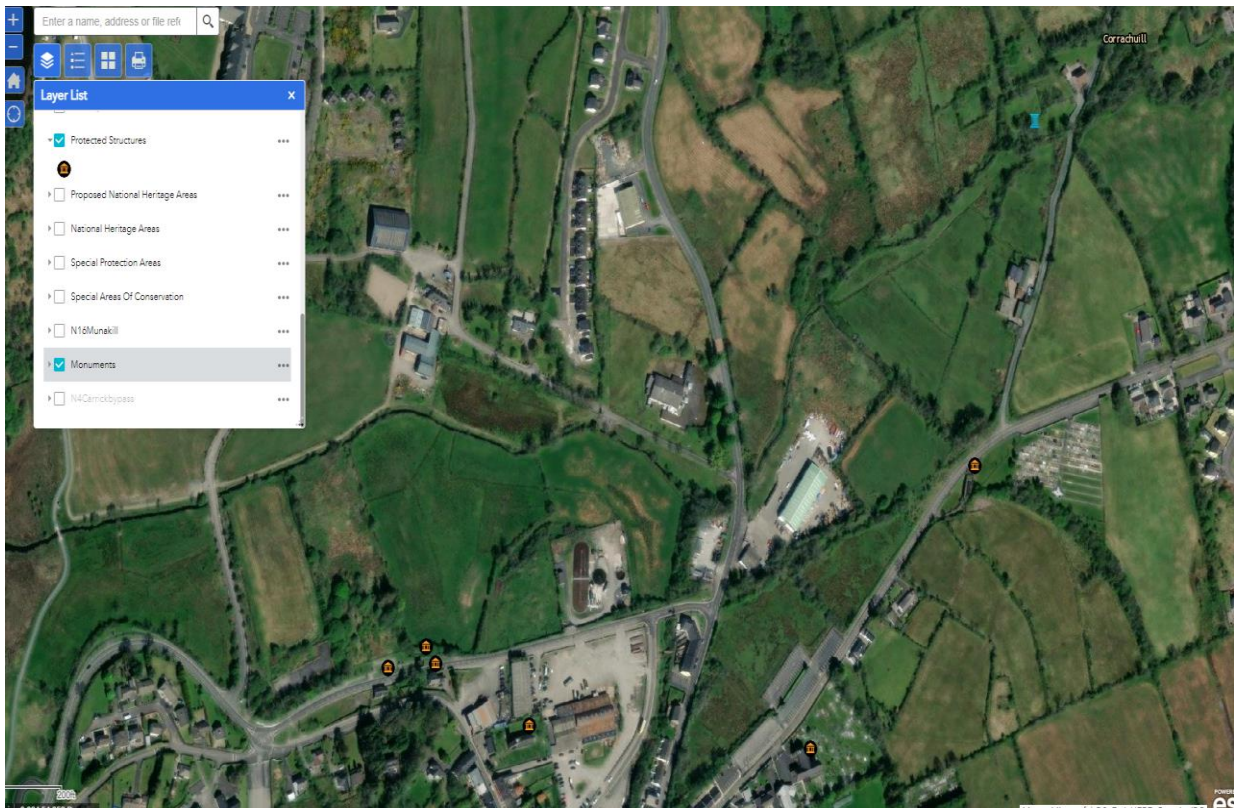


Figure 4: Protected Structures Map, Source: Leitrim Planning (arcgis.com)

9 Conclusion

The proposed works are consistent with proper planning and sustainable development in the area.

Leitrim County Council proposes to carry out these works to improve the approaches to the town centre and to encourage people to walk to local amenities.