



Leitrim County Council

**Planning & Development Acts 2000 (as amended)
PART XI**

**Planning & Development Regulations 2001 (as amended)
PART 8**

Planning Register Ref. No. 24-C-009

PROPOSED DROMOD – ROOSKEY GREYWAY

AUGUST 2024

1.0 Introduction and Scheme Overview

Leitrim County Council is proposing the construction of a greyway / footpath between the villages of Dromod and Rooskey on the L-1601 in the townland of Drumod More, Dromod and the townland of Killinaker, Rooskey, County Leitrim. The route of the proposed greyway will follow the line of the local road. The approximate length of the proposed greyway is 2km. The proposed greyway / footpath will provide a scenic recreational route for use by locals and visitors to both villages and connect housing developments on the Rooskey side to the train station in Dromod from an active travel perspective. The location of the proposed works is outlined in red on the OSI Discovery Series Map below:

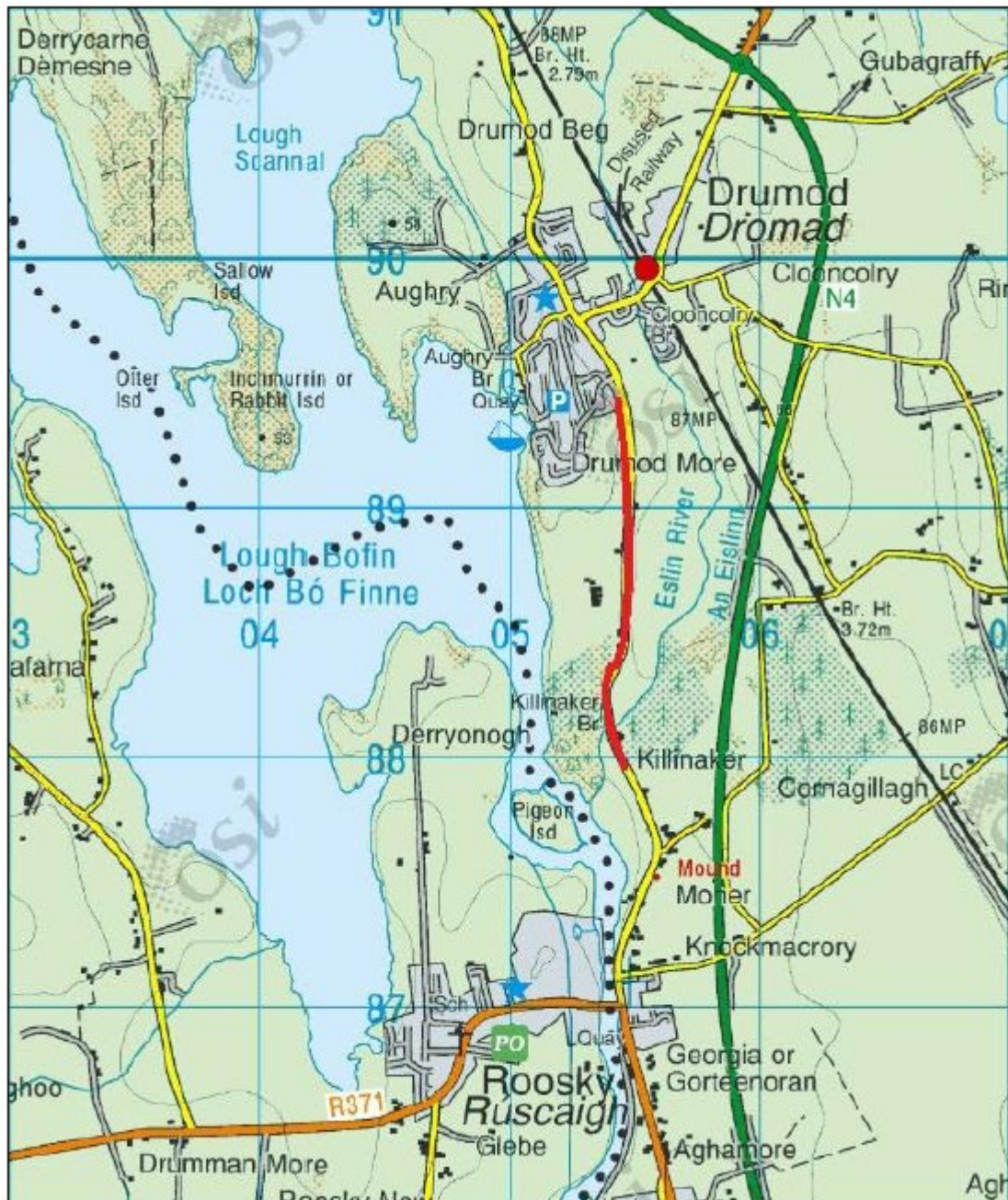


Figure 1: Location of Proposed Development – section of proposed greyway outlined in red

The proposed greyway will predominantly be constructed at a width of 2m, with an additional grass separation zone of 1m on the roadside of the path. The exceptions to this are inside the 60km/h speed limit on the Dromod side where no separation zone is required and where the greyway crosses Killinaker

Bridge. At this location, the path will reduce to 1.5m with a 0.6m separation zone. The path will be relatively flat with only 12m approximate fall over the approximate 2km total length.

Drainage of the greyway will vary along the route depending on whether it is running along a raised section of embankment or down into a cutting. In areas where the greyway is running along an embankment, drainage from the road gullies will enter linear drainage that was previously installed for the former National Road (now the L-1601). In areas where the trail is running through a cutting, drainage will consist of gullies that run into the land drains. Safety fences will be erected along the route and shall comprise of 1.2m to 1.4m high stock-proof or timber post and rail fencing.

The majority of the greyway can be accommodated on the road verge without the need to acquire land from six local landowners, however near Dromod village and all of the Rooskey side of Killinaker Bridge land acquisition is required due to a narrow road verge in situ at these locations. Discussions have taken place with these landowners, and they have agreed in principle with the proposed development with agreements to follow should the Part 8 proposal be approved.

2.0 Public Consultation Process

The project was formally advertised for public consultation between the 14th of June 2024 to the 12th of July 2024. Details of the proposed works were available for inspection during normal office hours at the office of the Planning Authority and also on the Council website. The closing date for submissions was the 26th of July 2024.

3.0 Planning Policy Context

The Leitrim County Development Plan 2023-2029 is the statutory land use plan against which the proposed development shall be assessed against. All relevant policies and objectives which relate to the proposed development are outlined under the heading 'Planning Policy Context' of the Briefing Document which accompanies the proposal documentation.

Aside from the initial tie-in to the existing footpath at the entrance to the Shannon Haven residential area in Dromod, the proposed scheme lies outside the development envelopes of the Dromod and Rooskey settlements as defined by their respective Land Use Zoning and Objectives Map presented in Volume III of the Leitrim County Development Plan 2023-2029. The following content, policies and objectives from the Leitrim County Development Plan 2023-2029 are relevant in the consideration of the proposed scheme:

Chapter 2: Core Strategy

CS OBJ 4 *To promote the integration of land use and transportation policies and to prioritise provision for cycling and walking travel modes and the strengthening of public transport with particular emphasis on the bus for inter urban centre travel.*

CS OBJ 19 *To ensure that development is promoted, supported or facilitated through the County Development Plan that provides for climate action including that related to the increased risk of flooding and the promotion of sustainable transport options and renewable energy where possible to achieve a successful transition to a low carbon economy.*

Chapter 5: Tourism

Section 5.2.10 of the County Development Plan deals with Leitrim Recreation Strategy. The Recreation Strategy sets out a roadmap for the further development of recreation amenities in the county in the interest of both residents and tourism.

Section 5.5 of the County Development Plan deals with Greenways, Cycling and Walking. It states that Leitrim County Council is 'strongly committed to developing further walking and cycling tracks,

recognising the benefits not only for the local community but also for generating tourism activity and the resulting economic impacts.'

In accordance with the principles of sustainable development, the basis of the Council's transportation policies includes the encouragement of walking and cycling as a recreational activity and a healthy exercise.

Chapter 8: Transport

Section 8.7 of the Leitrim County Development Plan 2023-2029 aims at promoting sustainable mobility. Sustainable mobility is about the movement of people and goods in a manner that engenders quality of life and ease of access for all and seeks to encourage a modal shift in favour of public transport and other active modes. Achieving significant modal shift and delivering a more sustainable mobility model is dependent on a wide range of factors including government investment in public transport and active travel.

MSSM POL 1 *To support sustainable mobility, enhanced regional accessibility and connectivity within Co. Leitrim in accordance with the National Policy Outcomes of the National Planning Framework 2040 and the National Development Plan.*

MSSM POL 5 *To encourage better integration of transport services with the aim of reducing car trips by encouraging and fostering improved consultation and co-operation between both public and private providers of transport services operating in the county and wider region, including all providers of bus and rail services.*

Section 8.8 of the County Development Plan deals specifically with Walking and Cycling. A number of long-distance walking and cycling tourist routes have been laid out and signposted throughout the County. The Council will facilitate the maintenance of existing routes and further expansion of these networks in co-operation with local community groups and the Regional Tourism Authority. These routes will be appropriately signposted to facilitate tourists and warn motorists.

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 6 *To require adequate filtered permeability solutions in relation to large-scale residential, commercial or mixed-use development proposals (both in terms of new development and retrofitting into existing built-up areas) to facilitate active travel, accessibility and connectivity in settlements.*

Chapter 7: Sustainable Communities

Section 7.8.5 of the County Development Plan deals with 'Healthy Communities'. The Council is aware that the tourism and exploration potential of its trails and amenities has not yet been fully developed and will facilitate, and where necessary become directly involved in, the promotion and development of walking and cycling trails.

HC POL 3 *To facilitate the provision of appropriate high quality recreational and amenity facilities within the county.*

The Settlement Plans for both Dromod and Rooskey, presented in Volume II – *Settlement Plans* of the Leitrim County Development Plan 2023-2029, both contain specific policy provisions pertaining to the provision of a 'greyway' type development linking the two villages such as that proposed under this Part 8 scheme:

Dromod Development Objective

DD4 *Seek to advance the development of a 'greyway' (unlit walkway trail/cycleway) linking the villages of Dromod to Rooskey.*

Rooskey Development Objective

RY5 *Seek to advance the development of a 'greyway' (unlit walkway trail/cycleway) linking the villages of Dromod to Rooskey.*

In light of the above specific policies and objectives, it is considered that the proposed development is consistent with the proper planning and sustainable development of the area and is appropriate to the area.

4.0 Submissions/Observations and Responses**4.1 Internal & External Bodies**

The proposal was referred to the following internal sections:

- South Leitrim District Engineer
- Road Design

The proposal was referred to the following external bodies:

- An Comhairle Ealaíonn
- Fáilte Ireland
- An Taisce

No submissions or observations have been received from the above internal and external bodies.

4.2 Submissions from the General Public

2 no. submissions were received from the general public with regard to this proposed development from the following persons:

- Michael and Geraldine Reidy
- Tom McHugh

Summary of Issues Raised:

In respect of the submission received from Michael and Geraldine Reidy, the following items are raised:

- Queries what measures are being proposed to reduce the speed of traffic, including cyclists, coming around the dangerous bends from the Rooskey side to ensure safe access and egress from their property.
- Seeks clarification as to what measures are being put in place to adjust the camber on the road to stop flooding that currently occurs into the drives of the property and drainage measures in general for the locality.
- Queries whether the proposed height and layout of the kerbing at the entrance to their property is capable of allowing vehicles to enter and access.
- Concerns raised regarding overlooking of property from proposed roadside development and questions what measures are going to be put in place to safeguard privacy from passing traffic.
- Considers that the proposed development has merit but wishes to ensure that the proposed development will not exacerbate the above referenced issues.

In respect of the submission received from Tom McHugh, the following items are raised:

- Supports the proposed development.
- Considers that the proposed development would provide an enormous improvement to facilities for pedestrians on the road given the current conditions and having regard to the fast-moving traffic.
- Hopes that the proposed development is built as soon as possible.

Responses:

The issues raised in the submissions were forwarded on to the Capital Projects Section of Leitrim County Council, for their response as the sponsoring section of the proposed development.

In response to the query as to what measures are being proposed to reduce the speed of traffic, including cyclists, coming around the dangerous bends from the Rooskey side to ensure safe access and egress from properties, the Capital Projects Section has stated that bicycles will not be permitted on the greyway as it is designed for pedestrians only. Therefore, the entrance to the property shall remain similar to the current situation. The Capital Projects section has proposed cutting and or removing a section of the tall hedge for the property owners (Michael and Geraldine Reidy) to give them greater visibility if this is required and subject to their agreement.

In relation to the clarification sought as to what measures are being put in place to adjust the camber on the road to stop flooding, the response from the Capital Projects Section states that while the camber of the road will remain in its current state, to stop the flooding at the entrance to the property a kerb line will be introduced at the edge of the road. This kerb line will be raised from the road surface which will stop the rainwater entering into the property. There will be a gully drain system installed to deal with this water.

In relation to the query regarding the proposed height and layout of the kerbing at the entrance to the subject property of the Reidy submission, the Capital Projects section have clarified that the standard kerb height along the majority of the route will have 125mm showing, at property entrances there will be a drop kerb to allow traffic to enter and exit. The height of this drop kerb will be 15-25mm.

In response to concerns raised regarding overlooking of the Reidy property from the proposed roadside development, the Capital Projects Section has stated its willingness to liaise with the property owners and to work with them to resolve any issues pertaining to overlooking perceptions in this regard.

The Planning Authority considered that the responses received from the Capital Projects section to the items raised, principally in the Reidy submission, provide sufficient clarity regarding the nature of the proposed development and further scope to address any remaining concerns that the subject party may have in relation to the proposal.

5.0 Assessment

5.1 Policy Assessment

This report has outlined the principal relevant provisions of the Leitrim County Development Plan 2023-2029 as applicable to the consideration of this Part 8 proposal. On the basis of the proposal documentation which were prepared and formed part of the Part 8 application, the Planning Authority is satisfied that the proposed development adheres to and is consistent with the policy framework contained within the statutory development plan. Moreover, it is noted that the Settlement Plans for both Dromod and Rooskey, as contained within Volume II of the Leitrim County Development Plan 2023-2029, each contain a specific objective seeking the development of a greyway route linking the two settlements. Set within this context and having regard to the degree of conformity of the proposed development with other policies and objectives relating to sustainable communities, tourism, and

pedestrian mobility previously referenced, it is considered that the proposed development is in accordance with these specific policies and objectives.

5.2 Archaeological Assessment

The Planning Authority notes that the Part 8 proposal documentation is accompanied by an archaeology impact assessment (AIA) of the proposed development prepared by appointed archaeological consultants Fadó Archaeology. The AIA was informed by a site inspection over the extent of the proposed works area along the existing road, verges and field boundaries. No finds or features of archaeological significance were identified in the site investigation. A desktop study was also conducted as part of the AIA which comprised of an examination of all available archaeological, historical, and cartographic sources. These include National Monuments Service database, previous archaeological investigations documented in the www.excavations.ie database, the Leitrim County Development Plan 2023-2029, the National Inventory of Architectural Heritage (NIAH) and historic mapping datasets.

The submitted AIA report concludes by stating that the proposed development will have no direct or negative impact on any known recorded archaeological sites or monuments in the vicinity of the proposed new footpath. There will be no visual impact on the recorded archaeological sites or monuments in the vicinity of the proposed footpath.

The report does note that as the groundworks for the new footpath involve subsurface works, such as installing new drainage and ducting, and the clearance of grass verge, there is potential for the uncovering of previously unidentified archaeological material. Accordingly, the report recommends that groundworks should be subject to a programme of periodic archaeological monitoring conducted by a suitably qualified archaeologist, under license to the Planning and Heritage Section of the Department of Housing, Local Government and Heritage, with provisions being made for full recording, preservation in situ or excavation of any archaeological features or deposits which may be exposed.

The report also recommends that the built heritage feature comprising of the masonry bridge over the Eslin River be protected and preserved with any proposed works to the bridge subject to review by a conservation architect in line with current guidelines for the conservation of masonry features, to mitigate against any negative impacts on the bridge.

Having reviewed the submitted AIA report and having regard to the fact that there is no known recorded archaeological sites or monuments in the vicinity of the proposed new footpath, it is considered that the proposed development will not give rise to any adverse impacts on the built and archaeological heritage environment, subject to compliance with recommended archaeological and conservation monitoring measures contained within the submitted AIA report.

5.3 Ecological Impact Assessment

The Planning Authority notes that the Part 8 proposal documentation is accompanied by an ecological impact assessment (EcoIA) of the proposed development prepared by appointed environmental and ecology consultants JKW Environmental Ltd.

The purpose of the submitted EcoIA is to:

- Establish and evaluate the baseline ecological environment, as relevant to the proposed development;
- Identify, describe and assess all potentially significant ecological effects associated with the proposed development;
- Set out the mitigation measures required to address any potentially significant ecological effects and ensure compliance with relevant nature conservation legislation;
- Provide an assessment of the significance of any residual ecological effects; and

- Identify any appropriate compensation, enhancement or post-construction monitoring requirements.

The submitted EcoIA was informed by a desktop study which comprised of an examination of available environmental, ecological and biodiversity databases, cartographic sources, the Leitrim County Development Plan 2023-2029, County Leitrim Biodiversity Plan 2022-2027, Leitrim Heritage Plan 2020-2025, waterbodies data from the EPA and information on soils, geology and hydrogeology in the area available from the Geological Survey Ireland (GSI).

The submitted EcoIA was also informed by a series of ecological surveys within the study area of the proposed development. These included a habits and flora survey and fauna surveys on terrestrial mammals, bats, breeding birds, reptiles, amphibians and invertebrates.

The EcoIA determines that the proposed development will not give rise to any significant adverse impacts on any European or nationally designated sites. In terms of habitat loss, the EcoIA considers that the proposed development will result in relatively small areas of habitat lost and the proposed replacement of any removed hedgerow and concludes that this will not be significant at any geographic scale.

Similarly, it states that the proposed development does not have the potential to affect habitats indirectly as a result of non-native invasive species impacts due to the absence of non-native invasive species from the proposed development site, nor does it have the potential to result in significant negative effects on fauna at a local or any other geographic level.

Having reviewed the submitted EcoIA report and having regard to the low ecological impact arising from the proposed development in terms of impacts to designated sites or flora and fauna, it is considered that the proposed development will not give rise to any adverse impacts on sensitive ecological receptors, subject to compliance with recommended best practice mitigation measures contained within the submitted EcoIA report.

5.4 Appropriate Assessment

Natura 2000 sites are protected habitats for flora and fauna of European importance. They comprise Special Areas of Conservation (SACs), designated under the Habitats Directive and Special Protection Areas (SPAs), designated under the Birds Directive.

The proposal documentation is accompanied by an Appropriate Assessment Screening Report prepared by JKW Environmental Ltd. The submitted AA Screening Report has been prepared in line with best practice guidance and provides a description of the proposed development and an identification of the following European sites and a commentary on their likely Zone of Influence determination through the Source-Pathway-Receptor model:

Designated Site	Likely Zone of Influence Comments
Clooneen Bog SAC (Site Code: 002348)	<p>The proposed development is located outside the boundary of this SAC and there is no potential for direct effect.</p> <p>The SAC is located 3km south of the proposed Site. There is no hydrological pathway between the Site and the SAC. The proposed Site is located within a separate WFD sub-catchment to the SAC.</p> <p>The SAC is not designated for any mobile species, as such, there is no potential for any disturbance/displacement related effects.</p> <p>The proposed project is for the construction of a footpath and will not result in the any significant emissions to air.</p>

	<p>There is no source-pathway-receptor chain for effect between the Site and the SAC via surface water pathways.</p> <p>This site is not within the likely zone of influence and no further assessment is required.</p>
Lough Forbes Complex SAC (Site Code: 001818)	<p>The SAC is located c.5.5km from the proposed Site.</p> <p>The River Eslin provides a potential hydrological pathway between the Site and the SAC. The Eslin joins the River Shannon c.390m south of the Rooskey Eslin Bridge. The River Shannon flows into the Lough Forbes Complex SAC c. 6km south of the confluence of the Eslin and River Shannon. The in-stream distance between the Site and the SAC is c. 6.4km. The Site is located within a separate WFD sub-catchment to the SAC.</p> <p>The proposed works will be of a minor scale and will not involve the use of significant quantities of polluting material. Low volumes of surface water runoff will be generated at the project site during both the construction phase. The volumes of surface water runoff generated at the Site will be miniscule in the context of the overall runoff rates to the Eslin River and River Shannon.</p> <p>Due to the distance between the Site and the SAC, the location of the Site within a separate WFD sub-catchment to the SAC and the small scale nature of the proposed works, the proposed works will not have the potential to result in likely significant effects to the future conservation status of qualifying features of interests for which this European Site is designated and will not undermine the achievement of its site-specific conservation objectives.</p> <p>This site is not within the likely zone of influence and no further assessment is required.</p>
Annaghmore Lough SAC (Site Code: 001626)	<p>SAC is located c. 14.8km from the proposed Site.</p> <p>There are no hydrological connections linking the SAC and the proposed project. The SAC is located in a separate WFD sub catchment the Scramoge_SC_010, to the proposed Site.</p> <p>There is no source-pathway-receptor chain for effect between the Site and the SAC via surface water pathways.</p> <p>This site is not within the likely zone of influence and no further assessment is required.</p>
Brown Bog SAC (Site Code: 002034)	<p>The SAC is located c. 12km from the proposed development. There are no hydrological connections linking the SAC and the proposed project.</p> <p>There is no source-pathway-receptor chain for effect between the Site and the SAC via surface water pathways.</p> <p>This site is not within the likely zone of influence and no further assessment is required.</p>

Ballykenny-Fisherstown Bog SPA (Site Code: 004101)	<p>The River Eslin provides a potential hydrological pathway between the Site and the SPA. The Eslin joins the River Shannon c.390m south of the Rooskey Eslin Bridge. The River Shannon flows into Lough Forbes c. 6km south of the confluence of the Eslin and River Shannon. The in-stream distance between the Site and the SPA is c. 6.4km. The Site is located within a separate WFD sub-catchment to the SPA.</p> <p>The proposed works will be of a minor scale and will not involve the use of significant quantities of polluting material. Low volumes of surface water runoff will be generated at the project site during both the construction phase. The volumes of surface water runoff generated at the Site will be miniscule in the context of the overall runoff rates to the Eslin River and River Shannon.</p> <p>The Site is located within the core foraging range of 5-8km¹⁵ for Greenland White-fronted Goose (GWFG). However, the Site does not offer any suitable foraging habitat for GWFG and is subject to high degree of existing disturbance due to the road. In addition, the proposed works will not result in any barriers to migration for GWFG or result in the loss of any breeding or foraging habitat. As such there is no likelihood of disturbance/displacement related effects on the avian species associated with the SPA.</p> <p>Due to the distance between the Site and the SPA, the location of the Site within a separate WFD sub-catchment to the SPA and the small scale nature of the proposed works, the proposed works will not have the potential to result in likely significant effects to the future conservation status of the special conservation interests for which this European Site is designated and will not undermine the achievement of its site-specific conservation objectives.</p> <p>This site is not within the zone of influence and no further assessment is required.</p>
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The conclusion of the AA Screening Report is as follows:

“In accordance with Section 177U of the Planning and Development Act 2000 (as amended) and on the basis of the objective information provided in this report, it is concluded beyond reasonable scientific doubt that the proposed footpath, individually or in combination with other plans/projects are not likely to have a significant effect on a European site (Natura 2000 site). It is therefore considered that a Stage 2 Appropriate Assessment under Section 177V of the Planning and Development Act 2000 (as amended), is not required.

Based on the information set out in this report as well as the other document accompanying the planning application, we submit that the competent authority has sufficient information to allow them to determine, with reasonable scientific certainty, that the proposed development, individually or in combination with other plans or projects, will have no adverse effect on the integrity of any Natura 2000 sites.”

Leitrim County Council, as the competent authority in accordance with Article 6(3) of the EU Habitats Directive (Directive 92/43/EEC) and Regulation 42 (1) of the European Communities (Birds and Natural Habitats) Regulations 2011, as amended, has undertaken an Appropriate Assessment Screening on the proposed development.

The Appropriate Assessment Screening Report has assessed, in view of the best scientific knowledge and the conservation objectives of European Sites, if the proposed works, individually, and in combination with other plans and projects, are likely to have a significant effect on any European site (known as a Natura 2000 site). This report concluded that the works individually, and in combination with other plans and projects, are not likely to have a significant effect on any European site.

In accordance with Article 6(3) of the EU Habitats Directive (Directive 92/43/EEC) and Regulation 42 (1) of the European Communities (Birds and Natural Habitats) Regulations 2011, as amended, Leitrim County Council made a determination that Appropriate Assessment is not required for the proposed development.

5.3 Environmental Impact Assessment

An Environmental Impact Assessment Screening Report, prepared by JKW Environmental Ltd., accompanies the proposal documentation. The submitted Screening Report concludes as follows:

“Given the scale and nature of the project and taking account of all available information, the overall probability of impacts on the receiving environment arising from the proposed development is considered to be negligible.

The information provided in this EIA Screening Report can be used by the competent authority to conclude and determine that an EIA is not required for the proposed project as there will be no significant negative effects.

The overall conclusion for this screening appraisal is that having considered the appropriate criteria, Environmental Impact Assessment for the project is not required.”

Leitrim County Council, in accordance with the requirements of EIA Directive (Directive 2011/92/EU as amended by 2014/52/EU; the Planning and Development Act 2000, as amended; the Planning and Development Regulations 2001, as amended; and the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, undertook an Environmental Impact Assessment Screening in respect of the proposed development.

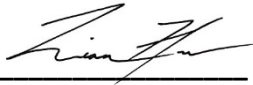
Leitrim County Council determined that the proposed scheme would not be likely to have any significant effects on the environment and, accordingly, that the preparation and submission of an Environmental Impact Assessment Report was not required.

6.0 Recommendation

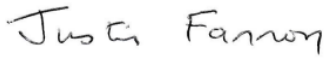
On the basis of the reports which were prepared and formed part of the Part 8 public consultation exercise, the Planning Authority is satisfied that the proposed development adheres to, and is consistent with, the policy framework contained with the statutory Leitrim County Development Plan 2023-2029. The Planning Authority is equally satisfied that the proposed works will not adversely impact upon the local receiving environment and that the development would accord with the proper planning and sustainable development of the area.

Section 179(3) of the Planning and Development Act 2000, as amended, requires the preparation of a report by the Chief Executive of the Local Authority following the placing of the Part 8 application on public display. This report shall culminate in a recommendation *whether or not the proposed development should be proceeded with as proposed, or as varied or modified as recommended in the report or should not be proceeded with, as the case may be.*

It is recommended that the proposed development be proceeded with as proposed, subject to the inclusion of the attached recommended conditions in Appendix 1.



Liam Flynn
A/Senior Executive Planner
Date: 28/08/2024



Justin Fannon
A/Director of Services
Date: 29/08/2024

Appendix 1 Schedule of Conditions

1. The development shall be executed generally in accordance with plans, particulars, details and specifications lodged as part of the Part 8 public consultation documentation, save, as is herein under otherwise required or as agreed in writing with the Planning Department prior to the commencement of development.
2. The groundworks associated with the development shall be monitored by a suitably qualified archaeologist. Should archaeological material be found during the course of monitoring, works on the subject site may pause pending a suitable course of action. The Department of Housing, Local Government and Heritage shall be furnished with a report describing the results of the monitoring.
3. Any proposed works to the Killinaker Bridge (over the Eslin River) shall be subject to review by a conservation architect in line with current guidelines for the conservation of masonry features, to mitigate against any negative impact on the bridge.
4. All excavated material shall be disposed of in a proper and environmentally friendly manner. Where appropriate, i.e., if works are being undertaken by an outside contractor, licenses for these works shall be obtained prior to commencement. Details of, and locations of, landfills or sites to be utilised for the disposition of excavated material, shall be submitted to, and agreed in writing, with the Planning Department, following consultation with the Environment Department of Leitrim County Council.
5. All works are to comply with the guidance contained in Book 1 of Building for Everyone: A Universal Design Approach, published by the National Disability Authority.
6. The proposed works shall be subject to the best practice and mitigation measures included in the submitted Ecological Impact Assessment Report and in the Environmental Impact Assessment Screening Report. The construction of the development shall also be managed in accordance with a Construction and Environmental Management Plan which shall provide details of intended construction practice for the development and environmental management, including, noise management measures and dust management measures during the construction phase.