



Donegal County Council



**Donegal County Council**

**Planning and Development Regulations 2001 (as amended)**

Nature and Extent of a proposed development in accordance with Part VIII of the  
above

**Countywide Active Travel Project  
Coopers Road, Milford**



**PROJECT NAME: Donegal Countywide Active Travel Projects**

**REPORT NAME: Scheme 3 – Coopers Road, Milford, Part 8 Planning Report**

Document Control Sheet	
Document Reference	P8PR02
Report Status	Final
Report Date	July 2023
Current Revision	Rev A
Client:	Donegal County Council
Client Address:	County House, Lifford, County Donegal.
Project Number	11493

Galway Office Fairgreen House, Fairgreen Road, Galway, H91 AXK8, Ireland.  Tel: +353 (0)91 565 211	Dublin Office Block 10-4, Blanchardstown Corporate Park, Dublin 15, D15 X98N, Ireland. Tel: +353 (0)1 803 0406	Castlebar Office Market Square, Castlebar, Mayo, F23 Y427, Ireland.  Tel: +353 (0)94 902 1401
---	--	--

Revision	Description	Author:	Date	Reviewed By:	Date	Authorised by:	Date
A	Issue	RF	20/07/2023	JOF	25/0/2023	MMcD	25/07/2023

**TOBIN Consulting Engineers**

**Disclaimer**  
This Document is Copyright of TOBIN Consulting Engineers Limited. This document and its contents have been prepared for the sole use of our Client. No liability is accepted by TOBIN Consulting Engineers Limited for the use of this report, or its contents for any other use than for which it was prepared.



## Table of Contents

1.0	Executive Summary .....	1
2.0	Introduction .....	2
2.1	PROJECT BACKGROUND AND NEED FOR THE PROJECT .....	2
2.2	PROJECT SPECIFIC AIMS AND OBJECTIVES .....	3
3.0	Planning Policy Documents, Guidelines and Legislation .....	4
3.1	EUROPEAN POLICY AND GUIDELINES .....	4
3.1.1	<i>Europe 2020 – A Strategy for Smart, Sustainable and Inclusive Growth .....</i>	<i>4</i>
3.2	NATIONAL AND REGIONAL POLICY DOCUMENTS .....	4
3.2.1	<i>Project Ireland 2040 National Planning Framework and National Development Plan 2018-2027.....</i>	<i>4</i>
3.2.2	<i>National Planning Framework to 2040.....</i>	<i>4</i>
3.2.3	<i>National Development Plan 2018 – 2027.....</i>	<i>5</i>
3.2.4	<i>Regional Planning Guidelines .....</i>	<i>5</i>
3.3	LOCAL POLICY DOCUMENTS .....	5
3.3.1	<i>Donegal County Council Development Plan 2018 – 2024.....</i>	<i>5</i>
3.3.2	<i>The Donegal Local Economic &amp; Community Plan 2016 – 2022.....</i>	<i>5</i>
3.4	RELEVANT LEGISLATION .....	6
4.0	Proposed Scheme.....	6
4.1	DESCRIPTION OF EXISTING INFRASTRUCTURE .....	6
4.1.1	<i>Carriageways .....</i>	<i>6</i>
4.1.2	<i>Footpaths .....</i>	<i>7</i>
4.1.3	<i>Crossing points.....</i>	<i>8</i>
4.1.4	<i>Public Transport.....</i>	<i>8</i>
4.1.5	<i>Lighting.....</i>	<i>8</i>
4.1.6	<i>Drainage.....</i>	<i>8</i>
4.1.7	<i>Landscaping.....</i>	<i>9</i>
4.2	NATURE AND EXTENT OF THE PROPOSED DEVELOPMENT .....	9
4.2.1	<i>Carriageways .....</i>	<i>9</i>
4.2.2	<i>Footpaths .....</i>	<i>9</i>
4.2.3	<i>Public Transport.....</i>	<i>9</i>
4.2.4	<i>Lighting.....</i>	<i>9</i>
4.2.5	<i>Drainage.....</i>	<i>10</i>
4.2.6	<i>Landscaping.....</i>	<i>10</i>
4.2.7	<i>Road markings .....</i>	<i>10</i>
4.2.8	<i>Signage .....</i>	<i>10</i>
4.2.9	<i>Services.....</i>	<i>10</i>



4.3	DETAILS OF THE PROPOSED DEVELOPMENT.....	10
4.3.1	<i>Drawings</i> .....	10
4.3.2	<i>Road Safety Audit</i> .....	11
4.4	ENVIRONMENTAL ASSESSMENT .....	11
4.5	CONSTRUCTION.....	11
4.6	CONCLUSION .....	11

## Appendices

Appendix A – Drawings

Appendix B – Stage 1 Road Safety Audit

Appendix C – EIA Screening Report

Appendix D – Appropriate Assessment Screening Report

Appendix E – Planning Notice



## 1.0 EXECUTIVE SUMMARY

This report relates to the proposed provision of approximately 150m of footpath along the Coopers Road, Milford.

The report provides a background to the proposed development, the nature and extent of the works being proposed and key features of the project.

The report is prepared in accordance with Part 8 of the Planning & Development Regulations 2001 (as amended).

## 2.0 INTRODUCTION

### 2.1 PROJECT BACKGROUND AND NEED FOR THE PROJECT

Donegal County Council proposes to provide new/improved pedestrian facilities on Coopers Road, Milford. The proposal seeks to improve infrastructure and connectivity to provide secure active travel linkages. The Projects promote the 10-minute active travel journey from residential areas to key education, employment, commercial, recreational, retail and tourist destinations within Milford Town that works for all members of the community and promote modal shift.

The objectives of this project are as follows:

- It is an objective of Donegal County Council to directly enhance permeability for communities to access key education, employment, commercial, recreational, retail and tourist destinations within Milford Town and throughout County Donegal.
- It is an objective of Donegal County Council, to promote the 10-minute town active travel concept through the provision of a high-quality urban environment for people along the route.
- It is an objective of Donegal County Council, to promote the creation of 'active environments' is implemented across all areas of Milford Town, resulting in safe, accessible and sustainable movement and travel for all social groups which will help improve health outcomes and reduce inequalities.
- It is an objective of Donegal County Council that the new structural infrastructure conforms to design standards as defined by the Design Manual for Urban Roads and Streets (DMURS) .
- It is an objective of Donegal County Council that the new road realignment meets minimum design standards for the appropriate Design Speed and supports sustainable transport systems as far as is practicable.
- It is an objective of Donegal County Council, that the integrity of Special Areas of Conversations and associated bay be maintained and if possible improved by the works methods, designs and technology that will represent the best value for money.

## 2.2 PROJECT SPECIFIC AIMS AND OBJECTIVES

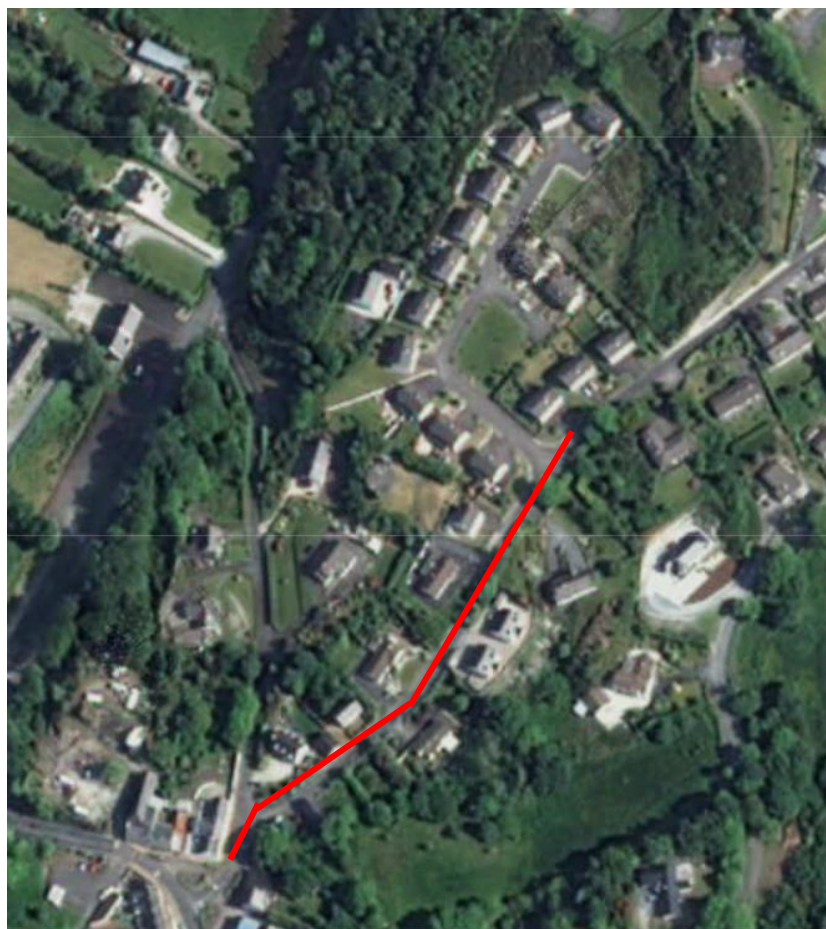
The L-1252 Cooper's Road is off the Market Square on the R245 in Milford town. The proposed scheme will include a 150m of new/upgrade footpath from the Market Square to the Foxes Glen estate. The scheme aims to provide pedestrian connections from existing housing estates and community facilities to the town centre.

The Design Manual for Urban Roads and Streets (DMURS) is the reference document for road design in Ireland where a speed limit of 60Kph or less applies. The philosophy of DMURS is to encourage walking and cycling within town centres and outlying centres of population.

There are a few issues with the current situation at this location that are in contravention of DMURS:

- There is no continuity of footpath provision along this road.
- Pedestrian footways fail to comply with DMURS requirements.
- There are several unsightly overhead services.
- Lack of footpath in some places

Figure 2-1 Site Extents and Location shows the extents of the proposed works to address the issues identified and bring the study area into compliance with DMURS.



*Figure 2-1 Site Extents and Location*



## 3.0 PLANNING POLICY DOCUMENTS, GUIDELINES AND LEGISLATION

The following sections describe a non-exhaustive list of European, National, Regional and Local Policy Documents and Guidelines which contain clear policy objectives to promote and develop sustainable transport and vulnerable road user provision.

### 3.1 EUROPEAN POLICY AND GUIDELINES

#### *3.1.1 Europe 2020 – A Strategy for Smart, Sustainable and Inclusive Growth*

This document puts forward three mutually reinforcing priorities for smart, sustainable, and inclusive growth. Sustainable transport strategy is set out under the “sustainable growth” priority, through flagship Initiative: “Resource efficient Europe,” which supports a shift towards a resource efficient and low carbon economy.

### 3.2 NATIONAL AND REGIONAL POLICY DOCUMENTS

#### *3.2.1 Project Ireland 2040 National Planning Framework and National Development Plan 2018-2027*

Project Ireland 2040 is the Irish Governments overarching policy initiative for the long-term planning of the State. It is informed by the Programme for a Partnership Government 2016, which recognises that economic and social progress go hand in hand and is made up of the “National Planning Framework to 2040” and the “National Development Plan 2018-2027”.

#### *3.2.2 National Planning Framework to 2040*

This is the Government’s high-level strategic plan for shaping the future growth and development of the country out to the year 2040. It seeks to achieve ten strategic outcomes including the following which are relevant to the Lifford:

- *National Strategic Outcome 4: Sustainable Mobility* including an objective to “Develop a comprehensive network of safe cycling routes in metropolitan areas to address travel needs and to provide similar facilities in towns and villages where appropriate.”
- National Strategic Outcome 8: Transition to a Low-Carbon and Climate-Resilient Society including developing metropolitan cycling and walking networks and Greenways.
- National Policy Objective 46 includes the enhancement of “transport connectivity between Ireland and Northern Ireland, to include cross-border road and rail, cycling and walking routes, as well as blueways, Greenways and peatways.”

### ***3.2.3 National Development Plan 2018 – 2027***

The National Development Plan 2018–2027 is the most recent in the series of Government Capital plans adopted since 1988 and identifies the strategic priorities for public capital investment for all sectors to meet the strategic outcomes of the National Planning Framework.

It includes for investment in sustainable travel measures, including comprehensive Cycling and Walking Networks for metropolitan areas in delivering a transition to a Low-Carbon society.

### ***3.2.4 Regional Planning Guidelines***

The Regional Spatial and Economic Strategy produced by the Northern and Western Regional Assembly will support further investment in sustainable transport measures under its ‘Connected Ambition’ heading.

## **3.3 LOCAL POLICY DOCUMENTS**

### ***3.3.1 Donegal County Council Development Plan 2018 – 2024***

- Transportation Objective T-O-13: To support the development of new walkways, walking routes, trains, greenways, and cycleways that maximise the potential for local, regional and all-island walking and cycling networks.
- Transportation Policy T-P-3: It is a policy of the Council to work in partnership with the Northern Ireland authorities to strengthen and improve existing cross border transportation links (including walking and cycling routes) to enable the targeted spatial and economic development of the Northwest City Region.
- Transportation Policy T-P-11: It is a policy of the Council to facilitate the appropriate development of affordable, multi-modal transport solutions that offer communities and future generations real transport choices such as park and ride; pedestrian and cycling; bus and taxi services; and ancillary infrastructure.
- Transportation Policy T-P-36: It is a policy of the Council to support and facilitate the maintenance, enhancement and expansion of the National Cycle Network.
- TOU-O-9: To support the development of new, and protect the functionality of existing, Greenways, walking and cycling routes as key components of an overall green tourism infrastructure and as standalone tourism products.

### ***3.3.2 The Donegal Local Economic & Community Plan 2016 – 2022***

- Section 1.9.3: To identify a programme of walkways, cycleways and Greenways within towns and their hinterland, to enhance town centre connectivity, support regeneration of town centres and improve health and recreation opportunities.
- Section 4.4.16: To maximise health and wellbeing outcomes for communities in the proposed development of the Northwest Greenway and other initiatives involving outdoorspaces.

### 3.4 RELEVANT LEGISLATION

Statutory approval for the scheme will be in accordance with the procedures identified in Part 8 of:

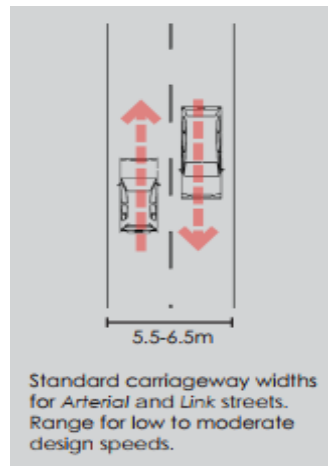
- The Planning and Development Act, 2000 (as amended).
- The Planning and Development Regulations, 2001 (as amended).

### 4.0 PROPOSED SCHEME

#### 4.1 DESCRIPTION OF EXISTING INFRASTRUCTURE

##### 4.1.1 Carriageways

The existing carriageway varies in width between 5.5m and 6.7m. The appropriate width band in DMURS is shown in Figure 4-1 Arterial and Link Street widths from DMURS.



*Figure 4-1 Arterial and Link Street widths from DMURS*



*Figure 4-2 Existing Carriageway Width*

### 4.1.2 Footpaths

Footpaths exist at Market Square from the town of Milford but end at the beginning of Cooper's road.



*Figure 4-3 Existing Footpath at Market Square*

There is a continuous footpath on the L-1252 road from Foxes Glen estate to Coopers Crest estate.



*Figure 4-4 Existing Footpath*

A 150m of footpath would need to be constructed to link both footpaths and allow safe pedestrian access to the town for the residents on this road.



*Figure 4-5 Lack of Footpath Provision*

#### ***4.1.3 Crossing points***

There are currently no crossing points provided on Cooper's Road. A substandard crossing point is located on Market Square.

#### ***4.1.4 Public Transport***

There are no Bus Stop facilities within the study area.

#### ***4.1.5 Lighting***

Some public lighting exists at the Market Square end of the study area.

#### ***4.1.6 Drainage***

There appears to be drainage in the area on the northern side of the road from Fox's Glen estate towards the town of Milford. However, the road falls away in front of the housing estates and drainage will have to be considered in the proposed development.



*Figure 4-6 Surface water gulleys at Cooper's Crest Estate*

#### **4.1.7 Landscaping**

Some landscaping within the study area at the Market Square end .

## **4.2 NATURE AND EXTENT OF THE PROPOSED DEVELOPMENT**

The principal feature of the proposed development is the provision of pedestrian facilities along the Coopers Road. Drawings in Appendix 1 provide the scheme layout. Details are as follows:

#### **4.2.1 Carriageways**

The carriageway width will be 6m in accordance with DMURS.

#### **4.2.2 Footpaths**

A new 2.5m wide footpath will be provided on the West side of the L1252 from its junction with Market Square. This will connect the town to the housing estates on Cooper's Road.

#### **4.2.3 Public Transport**

This is not a bus route so there are no Bus Stop provisions proposed.

#### **4.2.4 Lighting**

As part of the detailed design, a new public lighting system will be designed to ensure adequate provision.

#### 4.2.5 Drainage

A formalised drainage design in accordance with Sustainable Urban Drainage Systems will be conducted as part of the detailed design process.

#### 4.2.6 Landscaping

Minimal landscaping will be required. Focus will be on the retention of the existing landscaping at Market Square.

#### 4.2.7 Road markings

Appropriate road markings in accordance with the Traffic Signs Manual will be used throughout the scheme where required to clearly identify carriageways, priorities and turning movements.

#### 4.2.8 Signage

Where required, existing mainline directional and route confirmatory signage will be relocated or altered to accommodate the required footpath width. In accordance with DMURS, signage will be kept to a minimum and it is not proposed to introduce further signage other than advanced warning of the pedestrian crossings.

#### 4.2.9 Services

Localised relocation of service poles or pillars will be required where these are located along the route of the proposed footpath. All works will be agreed and conducted in accordance with the requirements of the appropriate utility providers. Overhead cables will also be undergrounded subject to agreement with the service providers.

### 4.3 DETAILS OF THE PROPOSED DEVELOPMENT

#### 4.3.1 Drawings

The following Part VIII drawings of the proposed development are included in Appendix A.

Contents	
Drawing Number	Drawing Title
11493-03-02	Site Location
11493-03-003	Existing Layout
11493-03-004	Proposed Layout
11493-03-005	Details

*Table 4-1 List of Drawings*

### **4.3.2 Road Safety Audit**

As per TII publication TII-GE-STY-01024 (Road Safety Audit), a Stage 1 Safety Audit has been completed as part of this Report and is included in Appendix B. The Road Safety Audit was conducted by a qualified team of auditors to look at all aspects of road safety. All appropriate recommendations made by the audit team have been accepted by the designer and will be incorporated into the design for construction documents. The audit team is completely independent of the design process. A Stage 2 Safety Audit will then be conducted prior to the project advancing to tender award / construction.

## **4.4 ENVIRONMENTAL ASSESSMENT**

An EIA screening exercise was undertaken to determine if EIA is required for the proposed development as set out in the mandatory and discretionary provisions of the Planning and Development Act 2000, as amended (the Act) and as set out in Schedule 5 of the Planning and Development Regulations, 2001 as amended (the Regulations). The proposed development consists of road construction works which do not exceed the threshold for Environmental Impact Assessment set out in Schedule 5 of the Regulations. In accordance with Article 120(1)(b)(i) of those regulations, based on environmental assessments conducted and considering the nature, size and location of the development it is concluded that an EIA for the proposed development is not required as there is no potential for significant effects, including cumulative effects, on the environment. The EIA screening report is contained in Appendix C.

An Appropriate Assessment Screening Report was undertaken (on behalf of the respective Authorities) in accordance with the requirements of Article 6(3) and Article 6(4) of the EU Habitats Directive (92/43/EEC). The constraints study area along with a preliminary design was provided to an Environmental Consultant to inform the process. The Screening Report concluded the proposed development on its own, or in cumulation with other projects, will not have a significant effect on European sites. The AA Screening Report is contained in Appendix D.

## **4.5 CONSTRUCTION**

The construction of the project is likely to take approximately 6 months. Traffic management will be required.

## **4.6 CONCLUSION**

The information contained in this report together with the drawings provided describe the nature, extents and principal features of the proposed works as required under Part 8 of the Planning & Development Regulations 2001 (as amended).

The background of the proposed project and its associated aims and objectives have been identified in section 1.0 of this report. It has been outlined in Section 2.0 that the proposed scheme is consistent with European, National, Regional and Local Policy objectives. The potential environmental impacts arising from the works have been considered and it is concluded that construction works associated with the scheme will have no significant impact on the receiving environment if constructed in accordance with the proposed design and good practice.

It is therefore concluded that the proposed development of the Active Travel Scheme on the Coopers Road is in line with proper planning and sustainable development of the area in which the project is proposed.



Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made in writing to The County Secretariat, Donegal County Council, Lifford, County Donegal, F93 Y622, or emailed to [activetravel@donegalcoco.ie](mailto:activetravel@donegalcoco.ie) before 4:00pm on Thursday 21<sup>st</sup> September, 2023, as outlined in the public notices.

---

## Appendix A – Drawings

# Detailed Design Application For Cooper's Road Active Travel Scheme July 2023

Date: July 2023

Issue: Preliminary Design

Revision: A

**Employer:**

Donegal County Council  
County House,  
Lifford,  
County Donegal,  
F93 Y622

Phone: (074) 91 53900

Email: [info@donegalcoco.ie](mailto:info@donegalcoco.ie)

**Prepared By:**

TOBIN Consulting Engineers  
Fairgreen House  
Fairgreen Road  
Galway  
H91 AXK8

Phone: (091) 565 211

Email: [galway@tobin.ie](mailto:galway@tobin.ie)

---

**TOBIN**  
CONSULTING ENGINEERS

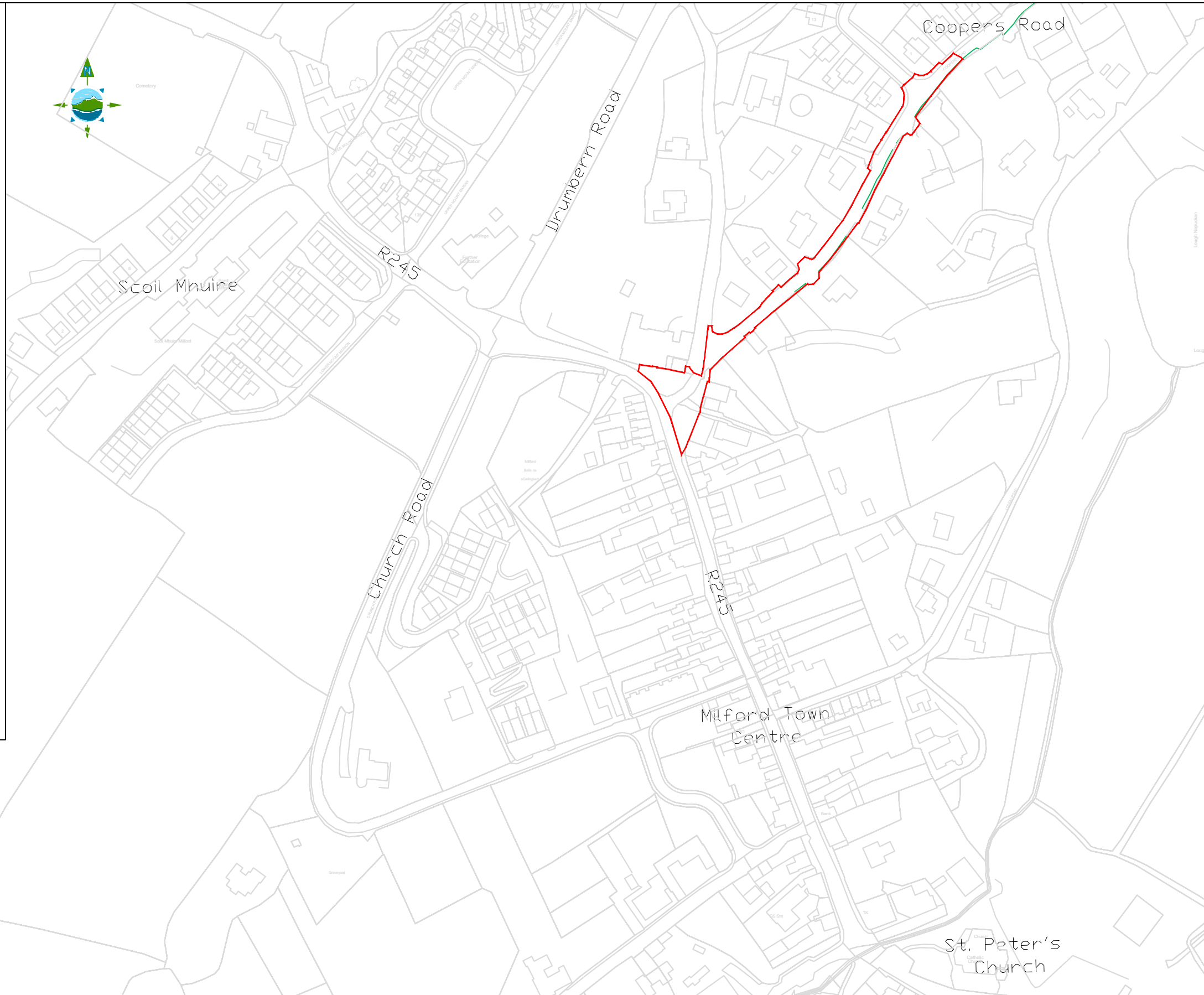
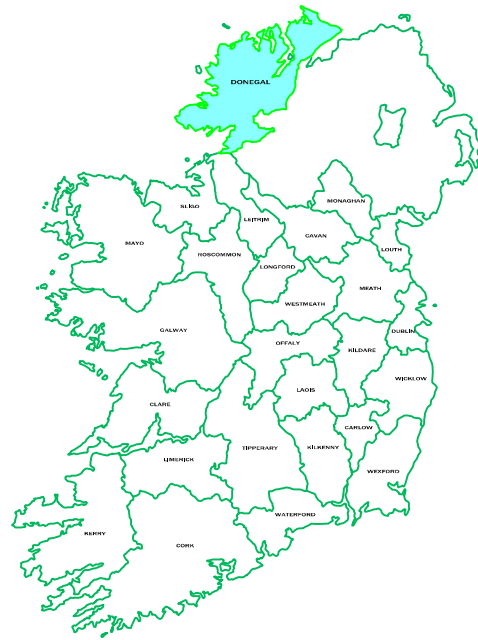
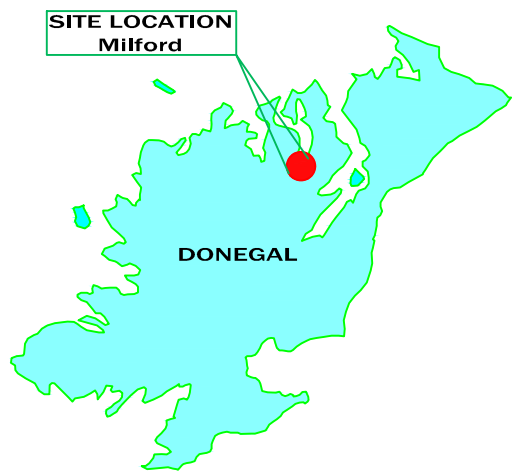


An Roinn Iompair  
Department of Transport

# Detailed Design Application For Cooper's Road Active Travel Scheme July 2023


## Schedule of Drawings

<u>DRAWING NO.</u>	<u>TITLE</u>	<u>REVISION NO.</u>
11493-03-002	Site Location	A
11493-03-003	Existing Layout	A
11493-03-004	Proposed Layout	A
11493-03-005	Preliminary Design Details	A



- LEGEND:**
- Scheme Extents
  - Background Mapping
  - Survey

Rev	Date	Description	By	Chkd.

Client:   
**Donegal County Council**

Project: **Countywide Active Travel**  
**L-1253 Coopers Road, Milford**

Title: **Preliminary Design**  
**Site Location Map**

Prepared by: **CQ**

Checked: **RF**

Date: **July 2023**

Project Director:  
**John O'Flaherty**

Drawing Status:  
**Planning**

Scale @ A1:  
**1:2500**

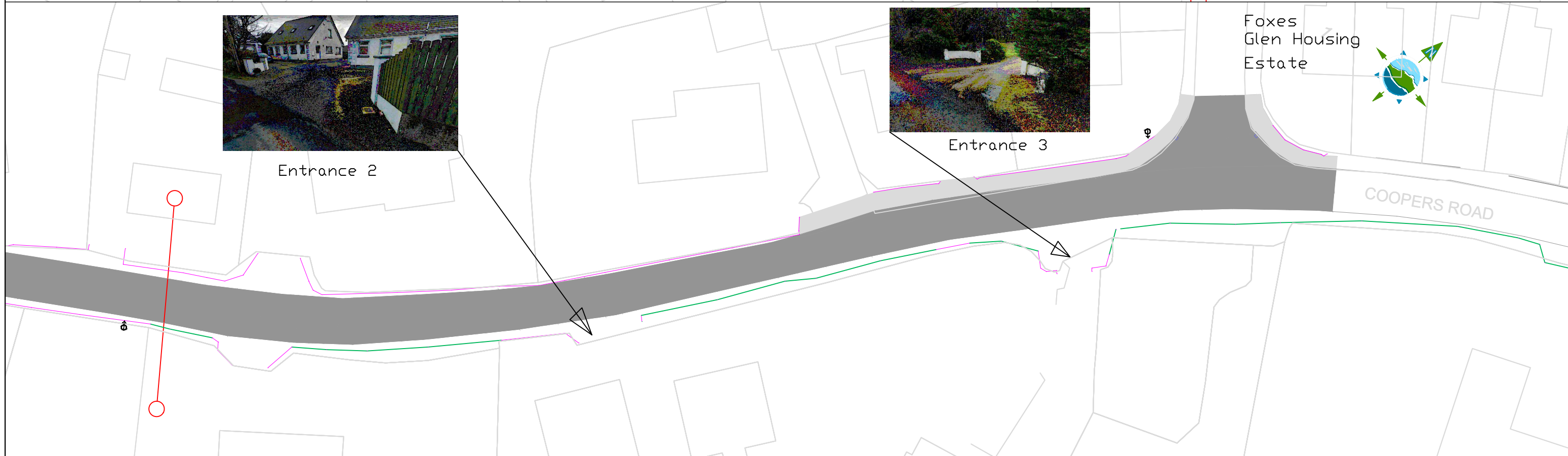
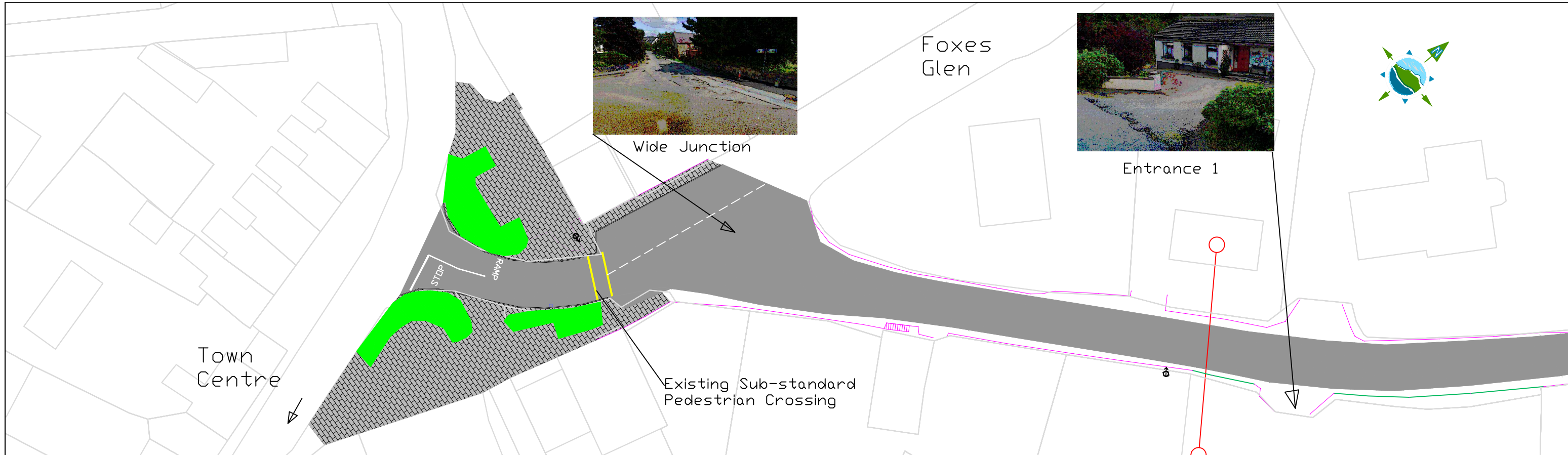
**TOBIN**  
 CONSULTING ENGINEERS

TOBIN Consulting Engineers,  
 Market Square, Castlebar,  
 Co. Mayo, Ireland.  
 tel: +353-(0)94-9021401  
 fax: +353-(0)94-9021534  
 e-mail: castlebar@tobin.ie  
 www.tobin.ie

TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was originally prepared and provided. Except where specifically and explicitly agreed in writing by TOBIN Consulting Engineers, as copyright holder, no part of this document may be reproduced or transmitted in any form and this document shall not be relied upon by any third party for any purpose.

Drawing No.: **11493-03-002**

Revision:  
**REV A**



- LEGEND:**
- Existing Footpath
  - Pavement Main Road
  - Existing Decorative Pavement
  - Road Edge
  - Existing Planters
  - Walls
  - Background Mapping
  - Existing Lighting
  - Fence / Ditch

Rev	Date	Description	By	Chkd.

Client: Donegal County Council

Project: Countywide Active Travel  
L-1253 Coopers Road, Milford

Title: Preliminary Design  
Existing Layout

Prepared by: CQ

Checked: RF

Date: July 2023

Project Director: John O'Flaherty

Drawing Status: Planning

Scale @ A1: 1:1000

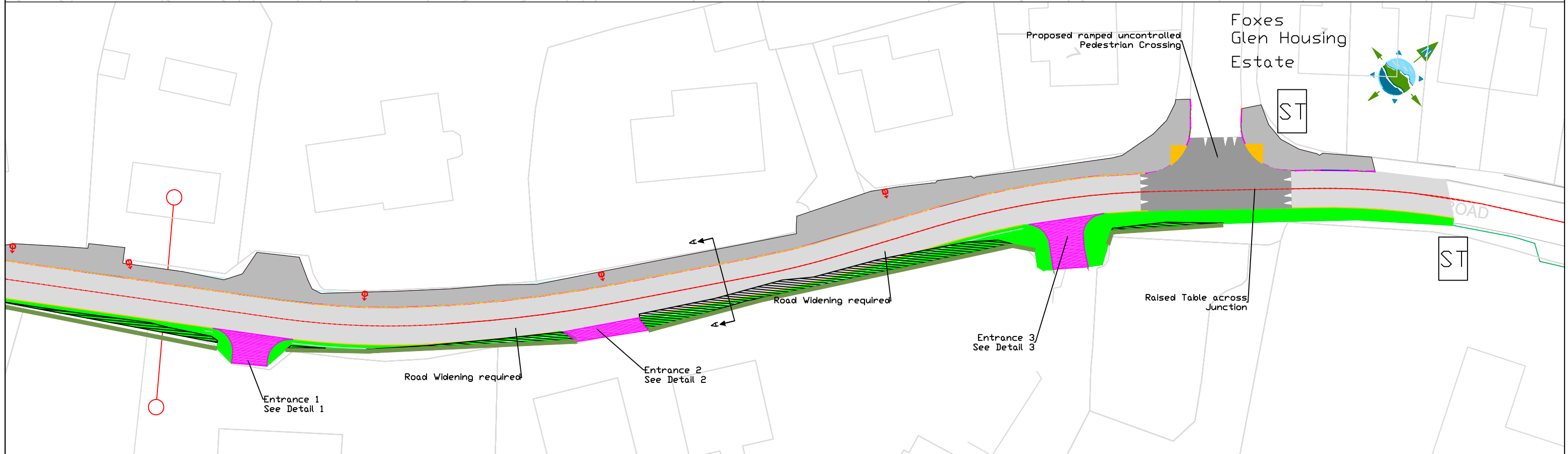
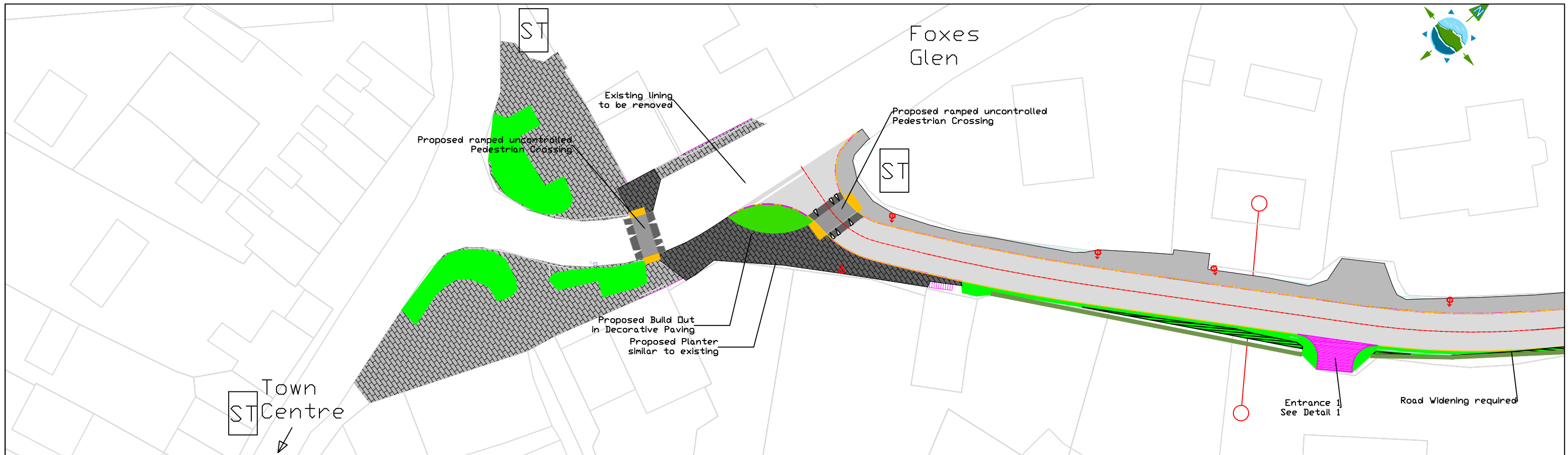
**TOBIN**  
CONSULTING ENGINEERS

TOBIN Consulting Engineers,  
Market Square, Castlebar,  
Co. Mayo, Ireland.  
tel: +353-(0)94-9021401  
fax: +353-(0)94-9021534  
e-mail: castlebar@tobin.ie  
www.tobin.ie

TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was originally prepared and provided. Except where specifically and explicitly agreed in writing by TOBIN Consulting Engineers, as copyright holder, no part of this document may be reproduced or transmitted in any form and this document shall not be relied upon by any third party for any purpose.

Drawing No.: **11493-03-003**

Revision: **REV A**



- LEGEND:**
- Proposed Concrete Footpath
  - Proposed Decorative Paving Footpath
  - Pavement main road
  - Proposed Grass Verge
  - Proposed Land Take
  - Proposed Accommodation Works
  - Proposed Public Lighting Column
  - Site Notice
  - Proposed Wall
  - Proposed Kerb - Full Height 125mm
  - Proposed Kerb - Drop Kerb
  - Proposed Tactile Paving
  - Road Marking - Line
  - Background Mapping
  - Topographical Survey

Rev	Date	Description	By	Chkd.

Client: Donegal County Council

Project: Countywide Active Travel  
L-1253 Coopers Road, Milford

Title: Preliminary Design  
Proposed Layout

Prepared by: CQ

Checked: RF

Date: July 2023

Project Director: John O'Flaherty

Drawing Status: Planning

Scale @ A1: 1:1000

**TOBIN**  
CONSULTING ENGINEERS

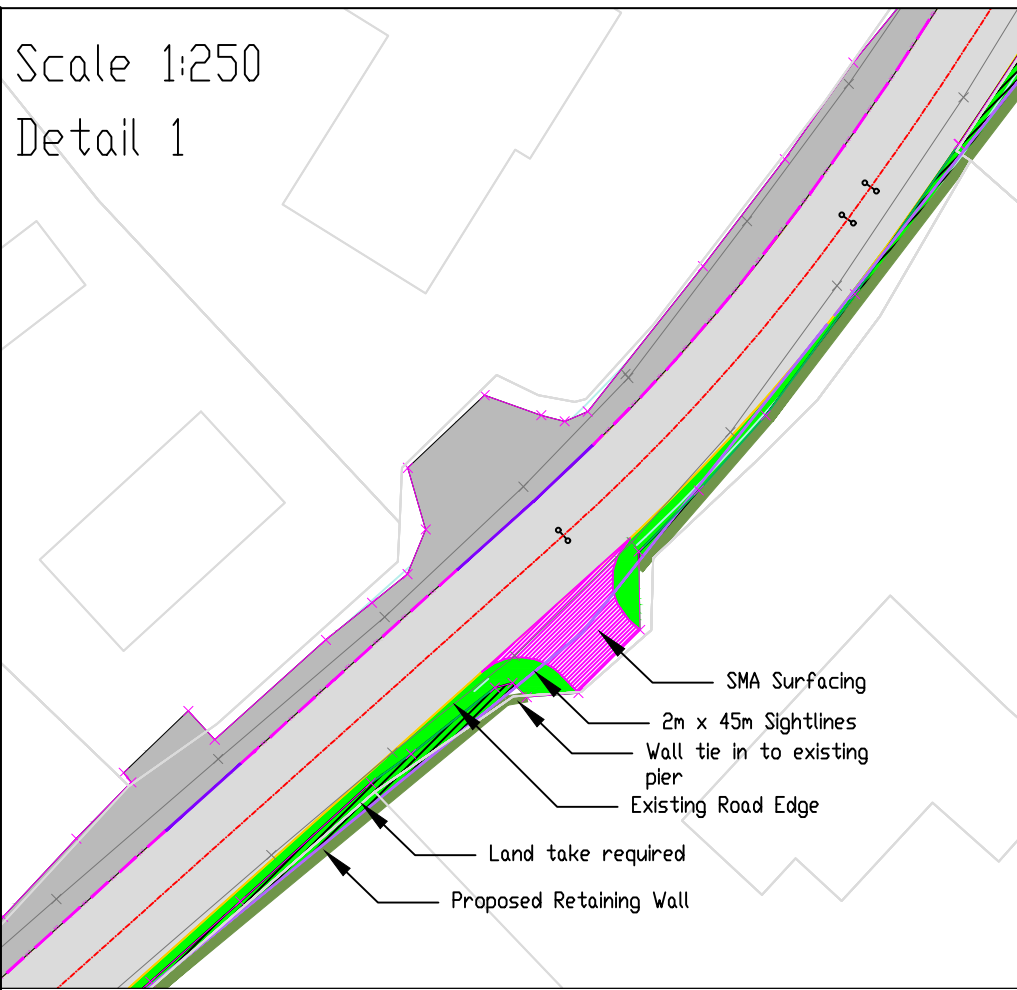
TOBIN Consulting Engineers,  
Market Square, Castlebar,  
Co. Mayo, Ireland.  
tel: +353-(0)94-9021401  
fax: +353-(0)94-9021534  
e-mail: castlebar@tobin.ie  
www.tobin.ie

TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was originally prepared and provided. Except where specifically and explicitly agreed in writing by TOBIN Consulting Engineers, as copyright holder, no part of this document may be reproduced or transmitted in any form and this document shall not be relied upon by any third party for any purpose.

Drawing No.: **11493-03-004**

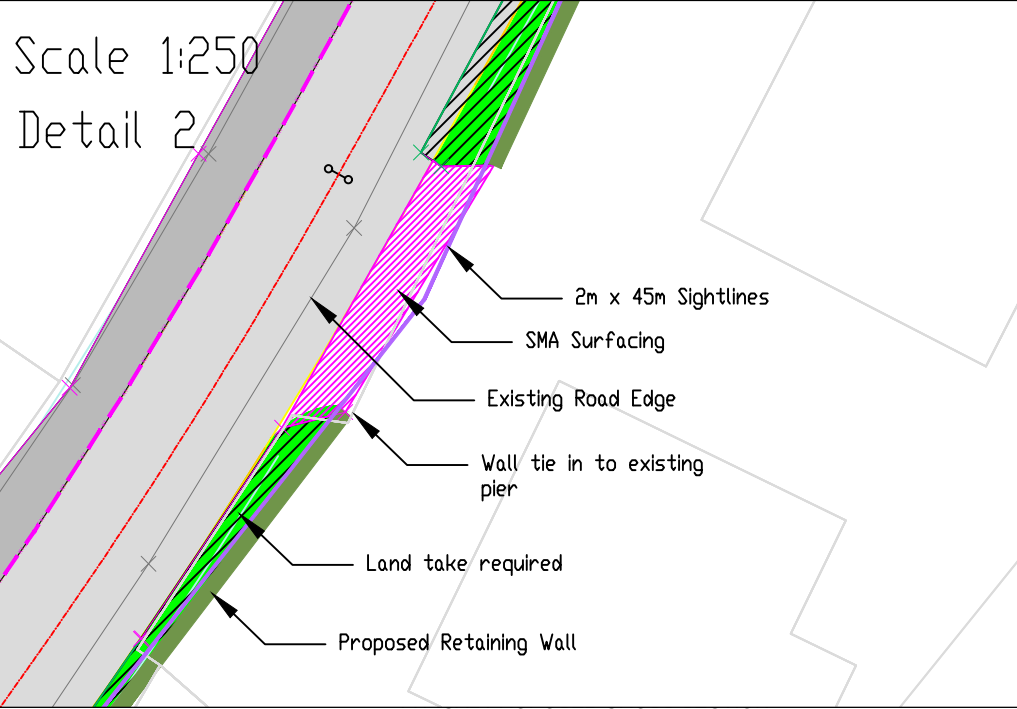
Revision: **REV A**

Scale 1:250  
Detail 1

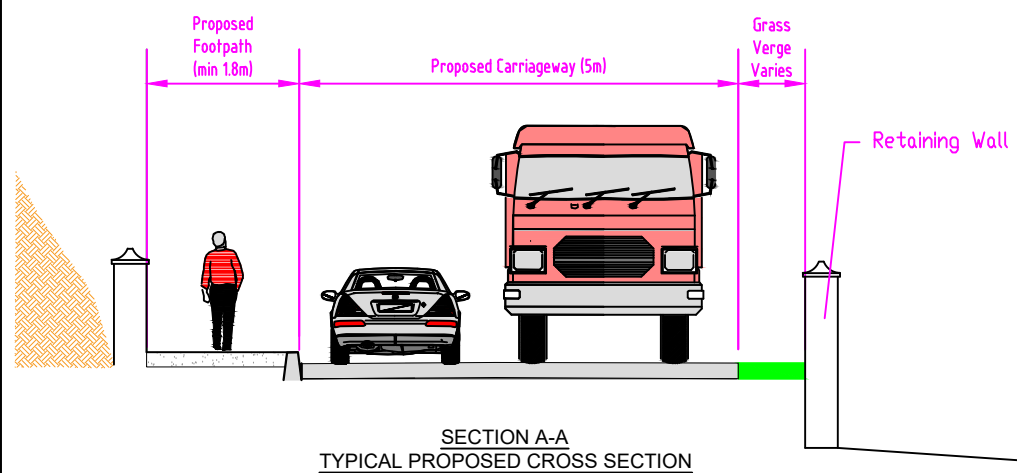


- LEGEND:
- Proposed Concrete Footpath
  - Proposed Decorative Paving Footpath
  - Pavement main road
  - Proposed Grass Verge
  - Proposed Land Take
  - Proposed Accommodation Works
  - Proposed Wall
  - Proposed Kerb - Full Height 125mm
  - Proposed Kerb - Drop Kerb
  - Proposed Tactile Paving
  - Road Marking - Line
  - Background Mapping
  - Topographical Survey

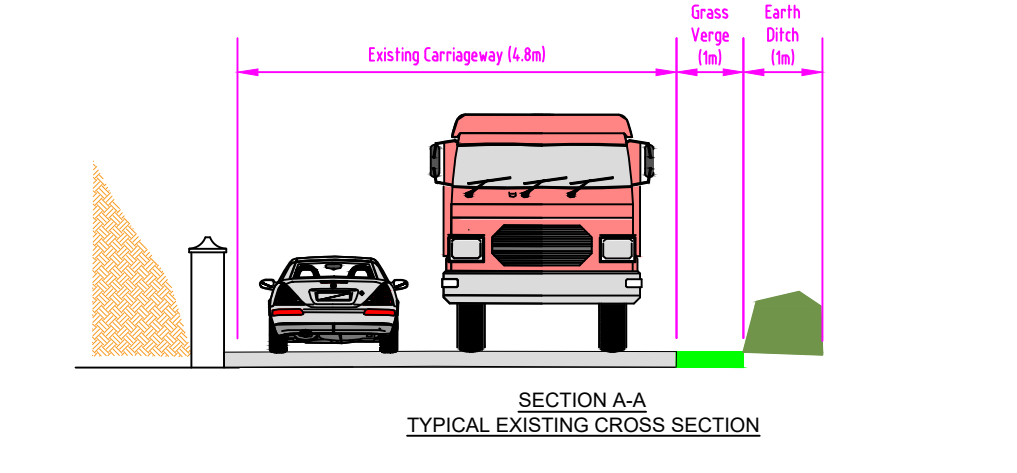
Scale 1:250  
Detail 2



Scale 1:250  
Detail 3



NTS



NTS



NTS

Rev	Date	Description	By	Chkd.

Client: Donegal County Council

Project: Countywide Active Travel  
L-1253 Coopers Road, Milford

Title: Preliminary Design  
Details

Prepared by: CQ

Checked: RF

Date: July 2023

Project Director: John O'Flaherty

Drawing Status: Planning

Scale @ A1: As Shown

**TOBIN**  
CONSULTING ENGINEERS

TOBIN Consulting Engineers,  
Market Square, Castlebar,  
Co. Mayo, Ireland.  
tel: +353-(0)94-9021401  
fax: +353-(0)94-9021534  
e-mail: castlebar@tobin.ie  
www.tobin.ie

TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was originally prepared and provided. Except where specifically and explicitly agreed in writing by TOBIN Consulting Engineers, as copyright holder, no part of this document may be reproduced or transmitted in any form and this document shall not be relied upon by any third party for any purpose.

Drawing No.: **11493-03-005**

Revision: **REV A**



---

## Appendix B – Stage 1 Road Safety Audit

Donegal County Council



**DONEGAL COUNTY COUNCIL**  
**MILFORD ACTIVE TRAVEL SCHEMES**  
**SCHEME 3: L1253 COOPERS ROAD**  
**STAGE 1 ROAD SAFETY AUDIT**



# Milford Active Travel Schemes – Scheme 3: L1253 Coopers Road

## STAGE 1 ROAD SAFETY AUDIT

Document Control Sheet	
Document Reference	11493 TR03 RSA
Report Status	Issue
Report Date	13 <sup>th</sup> December 2022
Current Revision	A
Client:	Donegal County Council
Client Address:	Drumlonagher, Donegal Town, County Donegal.
Project Number	11493

<p>Sligo Office Fairgreen House, Fairgreen Road, Sligo, H91 AXK8, Ireland.</p> <p>Tel: +353 (0)91 565 211</p>	<p>Dublin Office Block 10-4, Blanchardstown Corporate Park, Dublin 15, D15 X98N, Ireland. Tel: +353 (0)1 803 0406</p>	<p>Castlebar Office Market Square, Castlebar, Mayo, F23 Y427, Ireland.</p> <p>Tel: +353 (0)94 902 1401</p>
---	---	--

Revision	Description	Author:	Date	Reviewed By:	Date	Authorised by:	Date
D01	Draft	RM	14/02/2022	LG	19/12/2022	LG	19/12/2022
A	Issue	RM	16/02/2023	LG	16/02/2023	LG	16/02/2023

**TOBIN Consulting Engineers**

**Disclaimer**  
This Document is Copyright of TOBIN Consulting Engineers Limited. This document and its contents have been prepared for the sole use of our client. No liability is accepted by TOBIN Consulting Engineers Limited for the use of this report, or its contents for any other use than for which it was prepared.



## Table of Contents

1.0	INTRODUCTION .....	1
1.1	EXISTING ENVIRONMENT .....	1
1.1.1	<i>Scheme 3 – L1253 Coopers Road</i> .....	1
1.2	PROPOSED SCHEME .....	1
1.3	COLLISION DATA .....	2
1.3.1	<i>Road Safety Authority Database</i> .....	2
1.4	AUDIT DETAILS .....	2
2.0	ITEMS RESULTING FROM THIS ROAD SAFETY AUDIT .....	3
2.1	GENERAL ITEMS.....	3
2.1.1	<i>PROBLEM 1</i> .....	3
2.1.2	<i>PROBLEM 2</i> .....	3
2.1.3	<i>PROBLEM 3</i> .....	3
2.1.4	<i>PROBLEM 4</i> .....	4
2.1.5	<i>PROBLEM 5</i> .....	5
2.1.6	<i>PROBLEM 6</i> .....	5
2.1.7	<i>PROBLEM 7</i> .....	6
2.1.8	<i>PROBLEM 8</i> .....	6
2.1.9	<i>PROBLEM 9</i> .....	7
2.1.10	<i>PROBLEM 10</i> .....	7
3.0	AUDIT TEAM STATEMENT .....	9

## Table of Figures

<i>Figure 1-1 Scheme Location Map (© Google Maps)</i> .....	1
<i>Figure 2-1 Constrained footpath width at existing/ proposed raised crossing point</i> .....	4
<i>Figure 2-2 Existing On Street Parking</i> .....	4
<i>Figure 2-3 Existing Utilities within Carriageway</i> .....	5
<i>Figure 2-4: Potential visibility issues at Foxes Glen / Coopers Road (Dwg No. 11493-03-004)</i> .....	5
<i>Figure 2-5: Existing Sign provision and proposed layout drawing (Dwg No. 11493-03-004)</i> .....	6
<i>Figure 2-5 Termination detail at footway (Dwg Nos. 11493-03-004)</i> .....	6
<i>Figure 2-7 Level Difference along proposed footpath and existing properties</i> .....	7
<i>Figure 2-7: Steep existing gradients at the entrance to Foxes Glen housing development</i> .....	8

## Appendices

- Appendix A – List of Documents Examined
- Appendix B– Problem Map
- Appendix C – Road Safety Audit Feedback Form

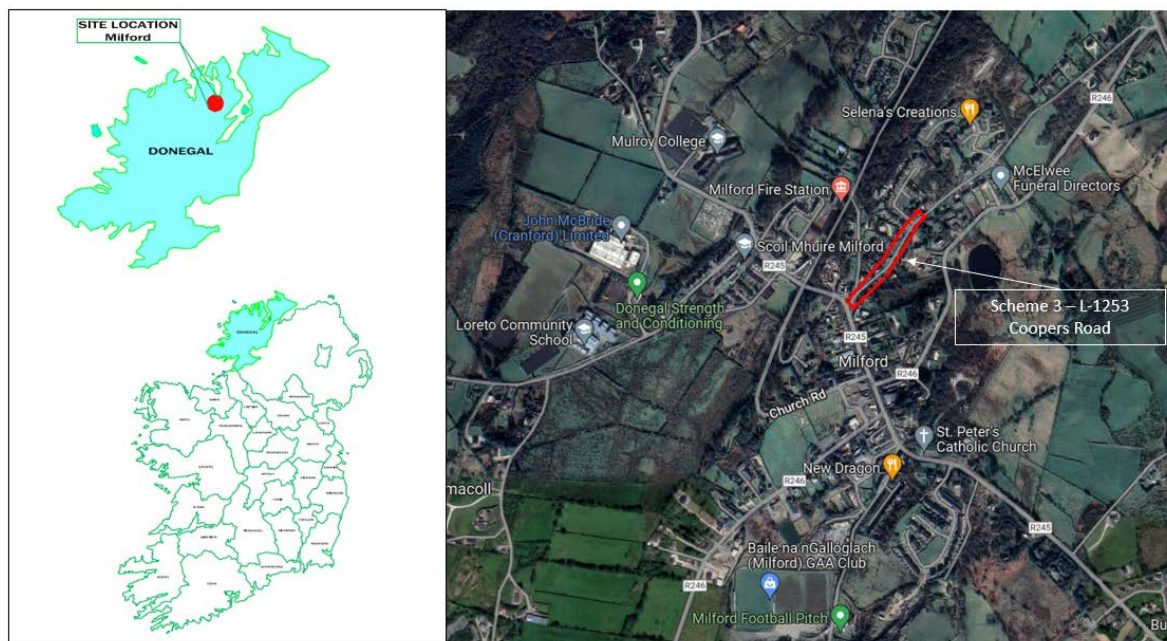


## 1.0 INTRODUCTION

This report describes the Stage 1 Road Safety Audit carried out for proposed active travel upgrade works within the urban area of Milford, County Donegal.

- Scheme 3 – L1253 Coopers Road

The scheme location is shown in Figure 1-1 below.



*Figure 1-1 Scheme Location Map (© Google Maps)*

## 1.1 EXISTING ENVIRONMENT

### 1.1.1 Scheme 3 – L1253 Coopers Road

The L1253 Coopers Road is situated on the northeast side of the town of Milford, Co. Donegal. The scheme is located within the urban 50kph speed limit, commencing at the junction with Foxes Glen Road and continuing towards the Foxes Glen housing estate. The L1253 is a single carriageway road with pedestrian facilities currently provided within 50m of the Foxes Glen housing estate only along the roads northern side. There are no cycle facilities present with ribbon development along both sides of the road.

## 1.2 PROPOSED SCHEME

The principal feature of the proposed scheme along the L1253 is the provision of pedestrian facilities in line with the Design Manual for Urban Roads and Streets (DMURS) standards. Details are as follows:

- (i) Provision of pedestrian facilities along the northbound edge of carriageway.
- (ii) Junction upgrades at Coopers Road / The Square.
- (iii) Drainage amendments for surface water.
- (iv) Minor road widening, verge clearance and boundary treatments.
- (v) Provision of new public lighting.
- (vi) Road surfacing works including lining and signs as required.

## 1.3 COLLISION DATA

### 1.3.1 Road Safety Authority Database

Collision data has not been supplied with this scheme.

Road Collision Data is not currently available on the Road Safety Authority Database, and therefore the audit team has no access to the historical collision information for this site and / or adjacent roads.

## 1.4 AUDIT DETAILS

The audit took place in TOBIN Offices in December 2022. The audit comprised an examination of the documents provided by the Design Team and listed in Appendix A. A site visit was carried out on Tuesday, the 13<sup>th</sup> of December 2022 between the hours of 11:15-11:45. During the site visit the weather was dry with freezing conditions and the road surface was relatively dry with localised patches of frost.

The Audit Team note that no information was provided on the following:

- Departures to Standards.
- Vertical / Longitudinal Profiles of the carriageway are existing and have not been assessed as part of this RSA. The existing road is a legacy road with steep gradient observed and sub-standard direct accesses. The active travel infrastructure has been assessed taking cognisance of the constraint onsite.
- Preliminary design elements – (Ancillary highway drawings including drainage, site clearance, public lighting details, geometry, pedestrian and vehicular restraints, pavement, KFP, TSRM, etc.).

The audit team members were as follows:

#### Audit Team Leader

- Laura Gaffney – MSc. Env. Eng., BEng (Hons) Civil Eng., CEng., MIEI. Senior Engineer for Roads & Transportation, TOBIN Consulting Engineers – TII Reference LG3386505

#### Audit Team Members

- Ronan Murtagh – B.A. B.A.I, CEng, MIEI. Design Engineer for Roads & Transportation, TOBIN Consulting Engineers. – TII Reference RM3414512

This Stage 1 Audit has been carried out in accordance with the relevant sections of Transport Infrastructure Ireland Publication (Standards) “Road Safety Audit” GE-STY-01024 (December 2017). The team have examined and reported only on the road safety implications of the design submitted and has not examined or verified the compliance of the design to any other criteria. However, to clearly explain a problem or a recommendation, it may be necessary to refer to another Standard or Advice Note, but such reference will not conflict with the requirements of the above Terms of Reference.

**The Design Team and Employer (Client) is reminded that the Road Safety Audit Feedback Form, in Appendix C, shall be completed and returned to the Road Safety Audit Team Leader for sign off.**

---

## 2.0 ITEMS RESULTING FROM THIS ROAD SAFETY AUDIT

### 2.1 GENERAL ITEMS

#### *2.1.1 PROBLEM 1*

##### **General Item – Visibility Splays**

The Road Safety Audit Team note that visibility splays for the proposed works have not been provided to the Audit Team and as such no safety assessment has been carried out. Inadequate visibility at junctions / amended entrances will lead to vehicles edging into the carriageway and risk being struck by passing vehicles.

##### **Recommendation**

The Design Team should demonstrate that adequate visibility is being provided at all junctions / vehicle entrance points.

#### *2.1.2 PROBLEM 2*

##### **Vehicle Swept Paths – General Item**

The Road Safety Audit Team note that vehicle swept paths for the proposed upgrades have not been provided to the Audit Team and as such no safety assessment has been carried out. Inadequate vehicle turning movements along an amended carriageway / entrances could lead to angle collisions between vehicles waiting to manoeuvre between roads.

##### **Recommendation**

The Design Team should demonstrate that adequate swept paths are being provided for vehicles at all access points and bends where the carriageway is being altered to ensure vehicles remaining within their lanes.

#### *2.1.3 PROBLEM 3*

##### **Constrained pedestrian footpath width at ramped crossing point**

The Road Safety Audit Team note that at the current location of the pedestrian crossing there is a constrained footpath width. This constrained width could result in pedestrians having to walk in the carriageway to pass each other leading to collisions with vehicles.



Figure 2-1 Constrained footpath width at existing/proposed raised crossing point

### Recommendation

The Design Team should ensure minimum pedestrian footpath widths in accordance with DMURS are provided across the scheme.

### 2.1.4 PROBLEM 4

#### Edge of carriageway markings for parallel parking

The Road Safety Audit Team noted the presence of parallel parking bays along the Foxes Glen Road in front of the junction with Coopers Road. No existing line markings are present or proposed for the works. Lack of a defined parking bay could result in cars parking in the driven carriageway, blocking oncoming traffic or creating pinch points



Figure 2-2 Existing On Street Parking

### Recommendation

The Design Team should at detailed design provide suitable road markings.



### 2.1.5 PROBLEM 5

#### Existing Utility Covers

The Road Safety Audit Team noted the presence of existing utility chambers, frames and surrounds within the scheme. The Audit Team are concerned the existing utilities are located within the two-way wheel path of vehicles.



Figure 2-3 Existing Utilities within Carriageway

#### Recommendation

The Design Team should at detailed design relocated the existing utility chambers, frames and surrounds outside of the wheel tracks or replaced those damaged with suitable trafficable chambers.

### 2.1.6 PROBLEM 6

#### Pedestrian visibility at proposed crossing point

The Audit Team note the proposal to provide a raised uncontrolled crossing along Coopers Road. No visibility splays have been provided for pedestrians or oncoming traffic. The audit team note the potential for a car turning left onto Coopers Road from Foxes Glen to be unaware of pedestrians crossing which could result in collisions.

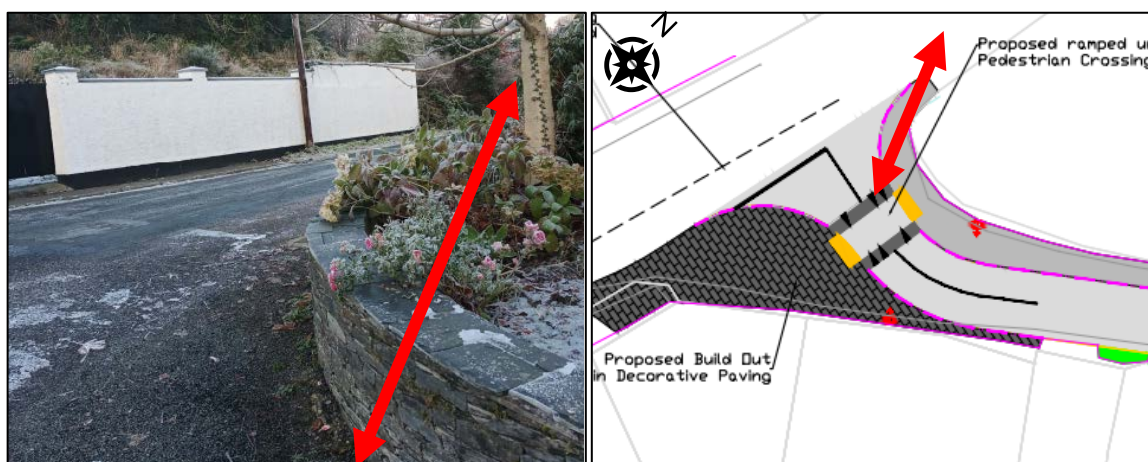


Figure 2-4: Potential visibility issues at Foxes Glen / Coopers Road (Dwg No. 11493-03-004)

#### Recommendation

The Design Team should provide suitable visibility at the crossing points for pedestrians and drivers at detailed design.

### 2.1.7 PROBLEM 7

#### Lack of Junction warning for approaching drivers

On the westbound approach to the town centre, signage provided does not identify the upcoming junction ahead. This lack of information could result in driver confusion and lead to collisions with vehicles overrunning the stop line.



Figure 2-5: Existing Sign provision and proposed layout drawing (Dwg No. 11493-03-004)

#### Recommendation

The Design Team should at detailed design provide junction warning signage.

### 2.1.8 PROBLEM 8

#### End of footpath transition

Drawing 11493-03-004 shows the proposed alignment of the footpath ending on Foxes Glen Road. The lack of a transition or termination detail could present a trip hazard to visually impaired road users or could result in a loss of control collision with driver who fail to notice the footway terminating and drive onto the footway.

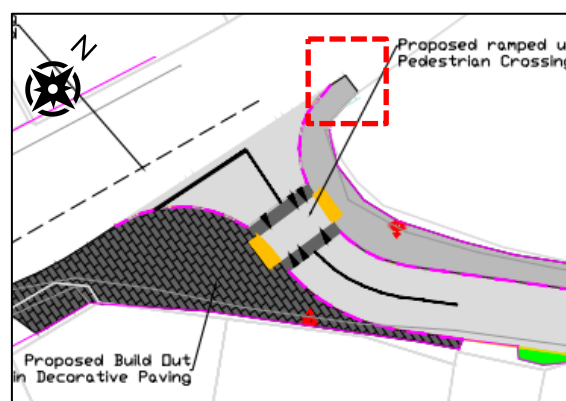


Figure 2-6 Termination detail at footway (Dwg Nos. 11493-03-004)

#### Recommendation

The Design Team should provide suitable termination to footway at tie-ins (i.e. a taper / and with advance warning to visually impaired road users).

### 2.1.9 PROBLEM 9

#### Severe gradients into adjoining properties

The Audit Team note that the proposed footway is to run across a number of individual properties along the northbound side of the road, that have existing severe gradients adjacent to the carriageway. These gradients could result in vehicles colliding with pedestrians using the proposed footways.



*Figure 2-7 Level Difference along proposed footpath and existing properties*

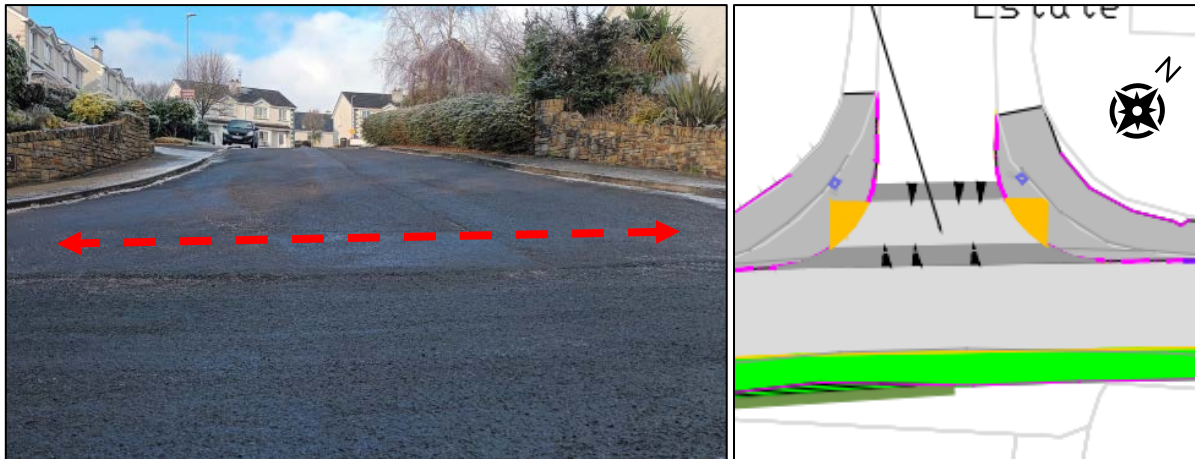
#### Recommendation

The Design Team should provide cross-sections indicating the available gradient at these locations and where feasible at detailed design minimise severity of the existing gradients where they cross the proposed pedestrian facilities.

### 2.1.10 PROBLEM 10

#### Proposed ramp at Foxes Glen housing estate

The Road Safety Audit Team note the proposal to narrow the junction width and provide a raised pedestrian crossing at the entrance to the Foxes Glen housing development. Incorporation of a raised pedestrian crossing where steep existing gradients are present could steepen the dwell area approach to the stop line and increase the risk of a vehicle failing to stop colliding with pedestrians crossing.



*Figure 2-8: Steep existing gradients at the entrance to Foxes Glen housing development*

### Recommendation

The Design Team should provide suitable dwell areas on approach to junctions and create a profile of the ramp down from the pedestrian crossing on the raised table to the existing road level and determine if the gradient is suitable for a ramp.

### 3.0 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and other information listed in Appendix A and visited the site during the day of the 13<sup>th</sup> of December 2022. We further certify that we are independent from the design team for the scheme. This examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme. The problems that we have identified have been noted in the report, together with suggestions for improvement that in our opinion should be studied for implementation.

#### AUDIT TEAM LEADER

Name: Laura Gaffney

Signed: 

TII Reference: LG3386505

Date: 16/02/2023

Position: Senior Engineer

Organisation: TOBIN Consulting Engineers

Address: Fairgreen House,  
Fairgreen Road  
Galway,

#### AUDIT TEAM MEMBER

Name: Ronan Murtagh

Signed: 

TII Reference: RM3414512

Date: 16/02/2023

Position: Senior Engineer

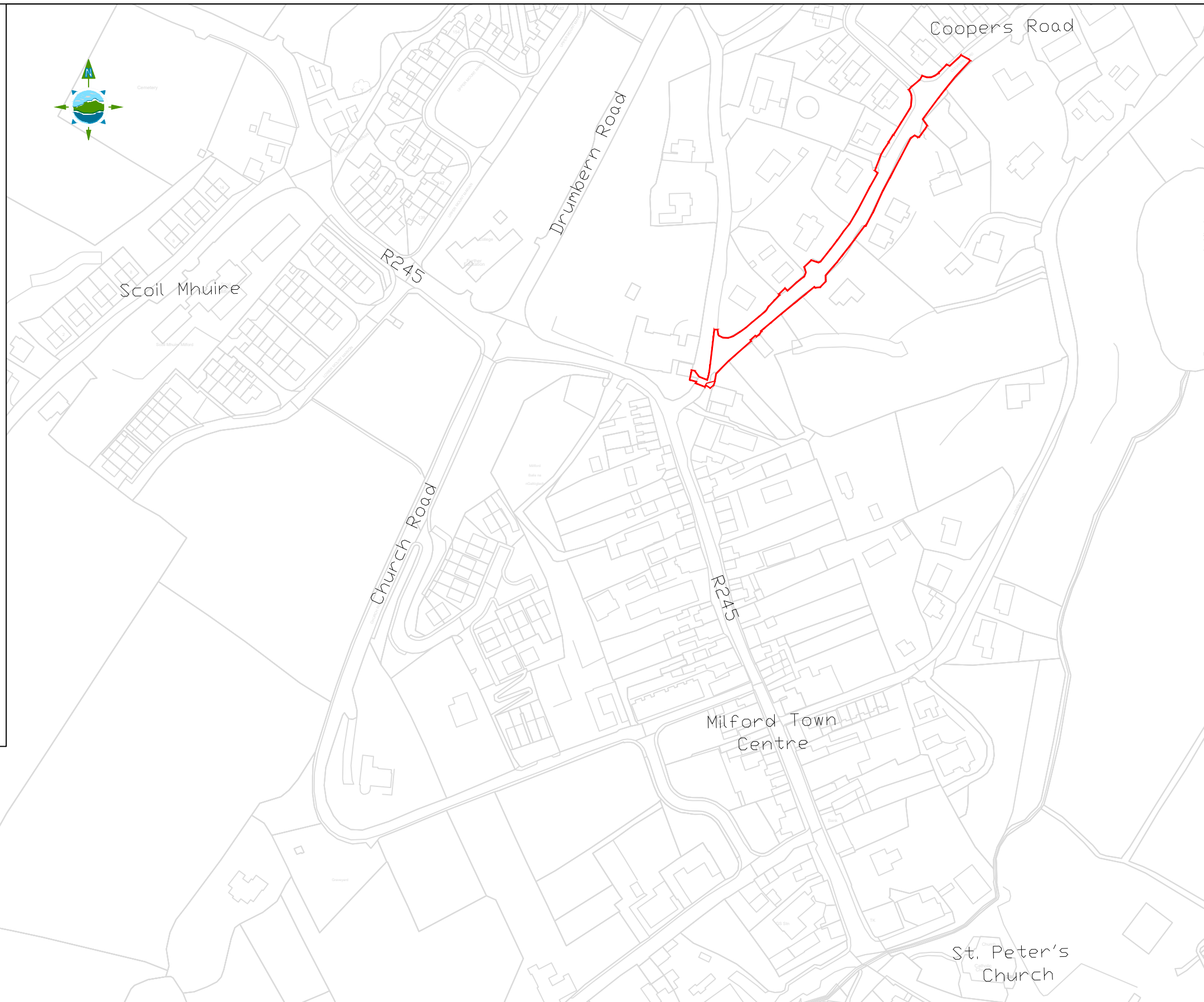
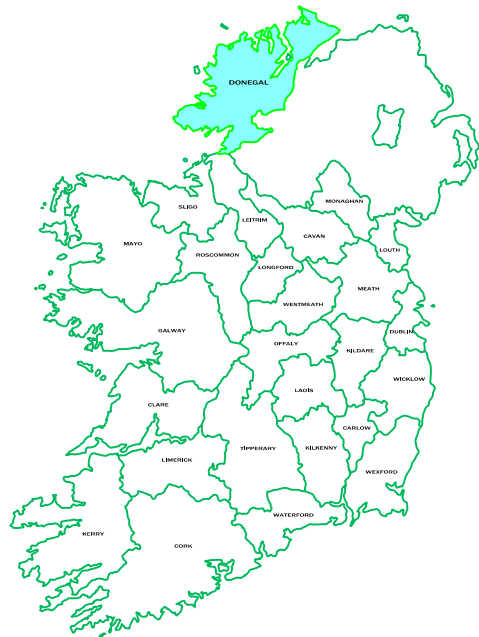
Organisation: TOBIN Consulting Engineers

Address: Block 10-4,  
Blanchardstown Corporate Park,  
Dublin 15

## Appendix A – List of Documents Examined

- Drawings
  - 11493-03-002 Site Location Map
  - 11493-03-003 Existing Layout
  - 11493-03-004 Proposed Layout
  - 11493-03-005 Preliminary Design Details

**SITE LOCATION**  
Milford



**LEGEND:**

- Scheme Extents
- Background Mapping
- Survey

Rev	Date	Description	By	Chkd.
D02	01.11.22	Draft	KP	JOF
D01	10.10.22	Draft	KP	JOF

Client:

Donegal County Council

Project:

Countywide Active Travel  
L-1253 Coopers Road, Milford

Title:

Preliminary Design  
Site Location Map

Prepared by:

KP

Checked:

JOF

Date:

November 2022

Project Director:

Michael McDonnell

Drawing Status:

Preliminary Design

Scale @ A1:

1:2500



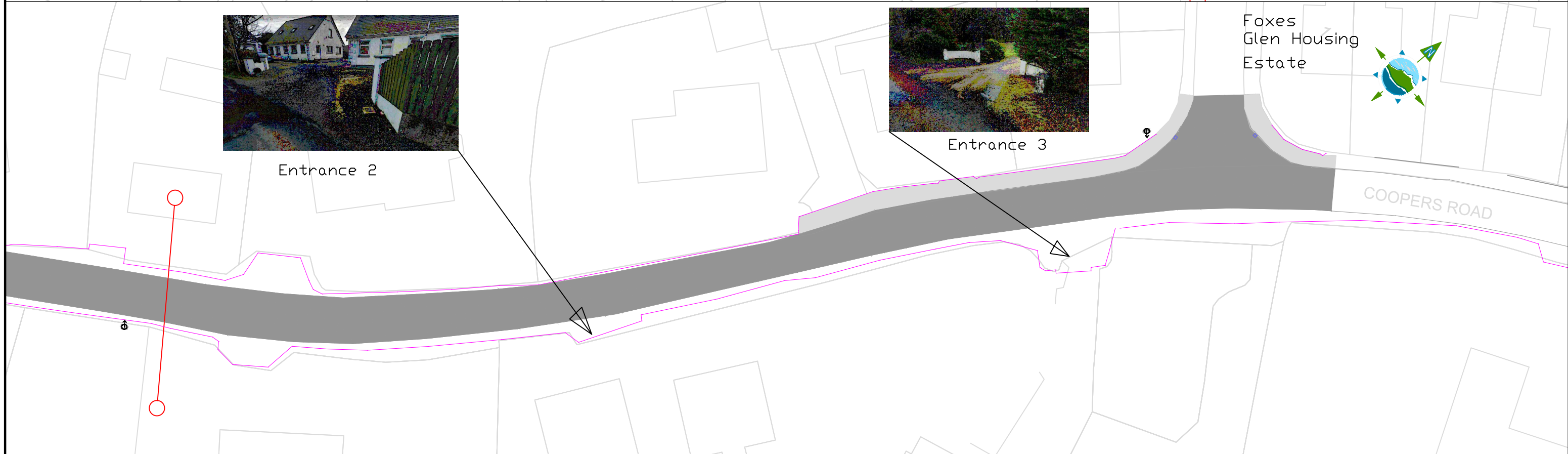
TOBIN Consulting Engineers,  
Market Square, Castlebar,  
Co. Mayo, Ireland.  
tel: +353-(0)94-9021401  
fax: +353-(0)94-9021534  
e-mail: castlebar@tobin.ie  
www.tobin.ie

TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was originally prepared and provided. Except where specifically and explicitly agreed in writing by TOBIN Consulting Engineers, as copyright holder, no part of this document may be reproduced or transmitted in any form and this document shall not be relied upon by any third party for any purpose.

Drawing No.: **11493-03-002**

Revision:

**D01**



- LEGEND:**
- Existing Footpath
  - Pavement Main Road
  - Existing Decorative Pavement
  - Road Edge
  - Walls / Boundaries
  - Background Mapping
  - Existing Lighting

Rev	Date	Description	By	Chkd.
D02	01.11.22	Draft	KP	JOF
D01	10.10.22	Draft	KP	JOF

Client: Donegal County Council

Project: Countywide Active Travel  
L-1253 Coopers Road, Milford

Title: Preliminary Design  
Existing Layout

Prepared by: KP

Checked: JOF

Date: November 2022

Project Director: Michael McDonnell

Drawing Status: Preliminary Design

Scale @ A1: 1:1000

**TOBIN**  
CONSULTING ENGINEERS

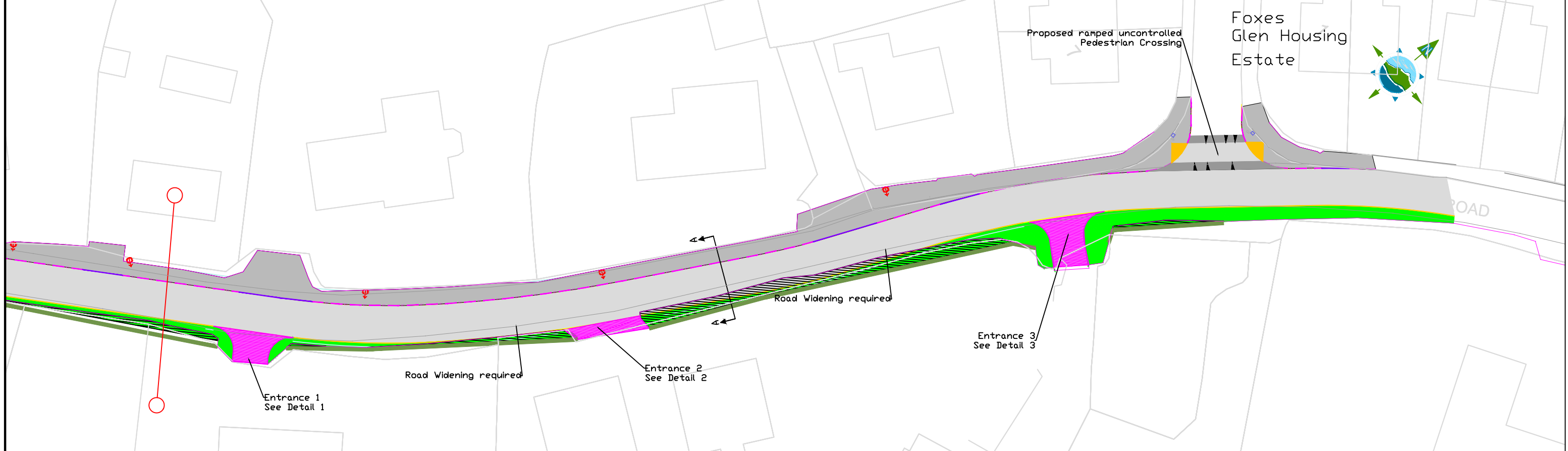
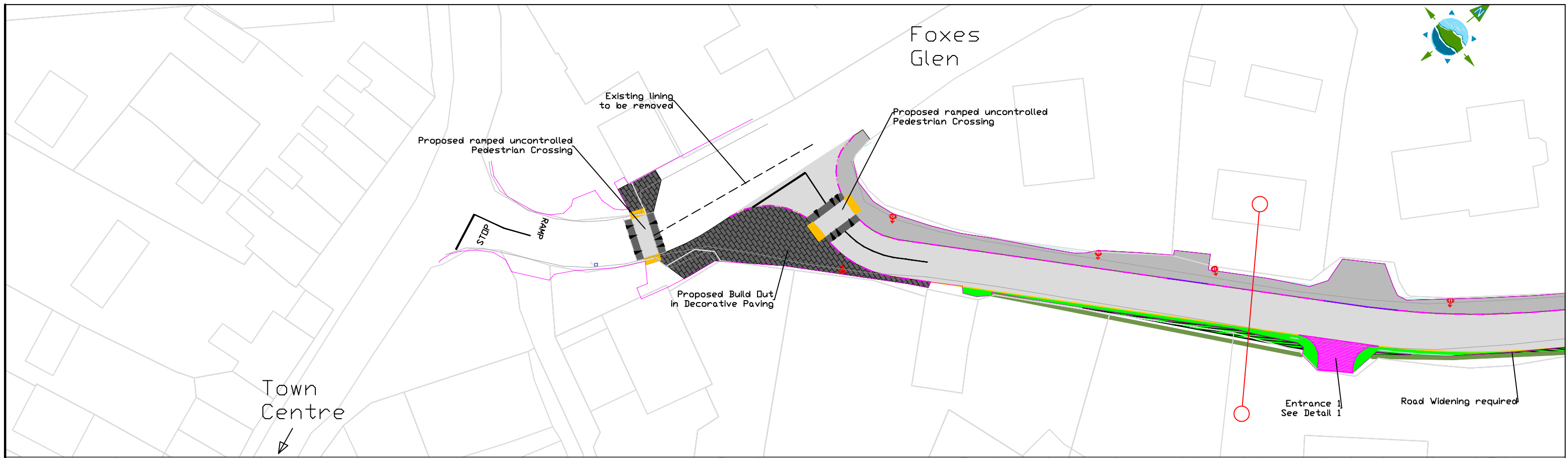
TOBIN Consulting Engineers,  
Market Square, Castlebar,  
Co. Mayo, Ireland.  
tel: +353-(0)94-9021401  
fax: +353-(0)94-9021534  
e-mail: castlebar@tobin.ie  
www.tobin.ie

TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was originally prepared and provided. Except where specifically and explicitly agreed in writing by TOBIN Consulting Engineers, as copyright holder, no part of this document may be reproduced or transmitted in any form and this document shall not be relied upon by any third party for any purpose.

Drawing No.: **11493-03-003**

Revision: **D01**





- LEGEND:**
- Proposed Concrete Footpath
  - Proposed Decorative Paving Footpath
  - Pavement main road
  - Proposed Grass Verge
  - Proposed Land Take
  - Proposed Accommodation Works
  - Proposed Public Lighting Column
  - Proposed Wall
  - Proposed Kerb - Full Height 125mm
  - Proposed Kerb - Drop Kerb
  - Proposed Tactile Paving
  - Road Marking - Line
  - Background Mapping
  - Topographical Survey

Rev	Date	Description	By	Chkd.
D02	01.11.22	Draft	KP	JOF
D01	10.10.22	Draft	KP	JOF

Client: Donegal County Council  
 Project: Countywide Active Travel  
 L-1253 Coopers Road, Milford  
 Title: Preliminary Design  
 Proposed Layout

Prepared by: KP  
 Checked: JOF  
 Date: November 2022  
 Project Director: Michael McDonnell  
 Drawing Status: Preliminary Design  
 Scale @ A1: 1:1000

**TOBIN**  
 CONSULTING ENGINEERS

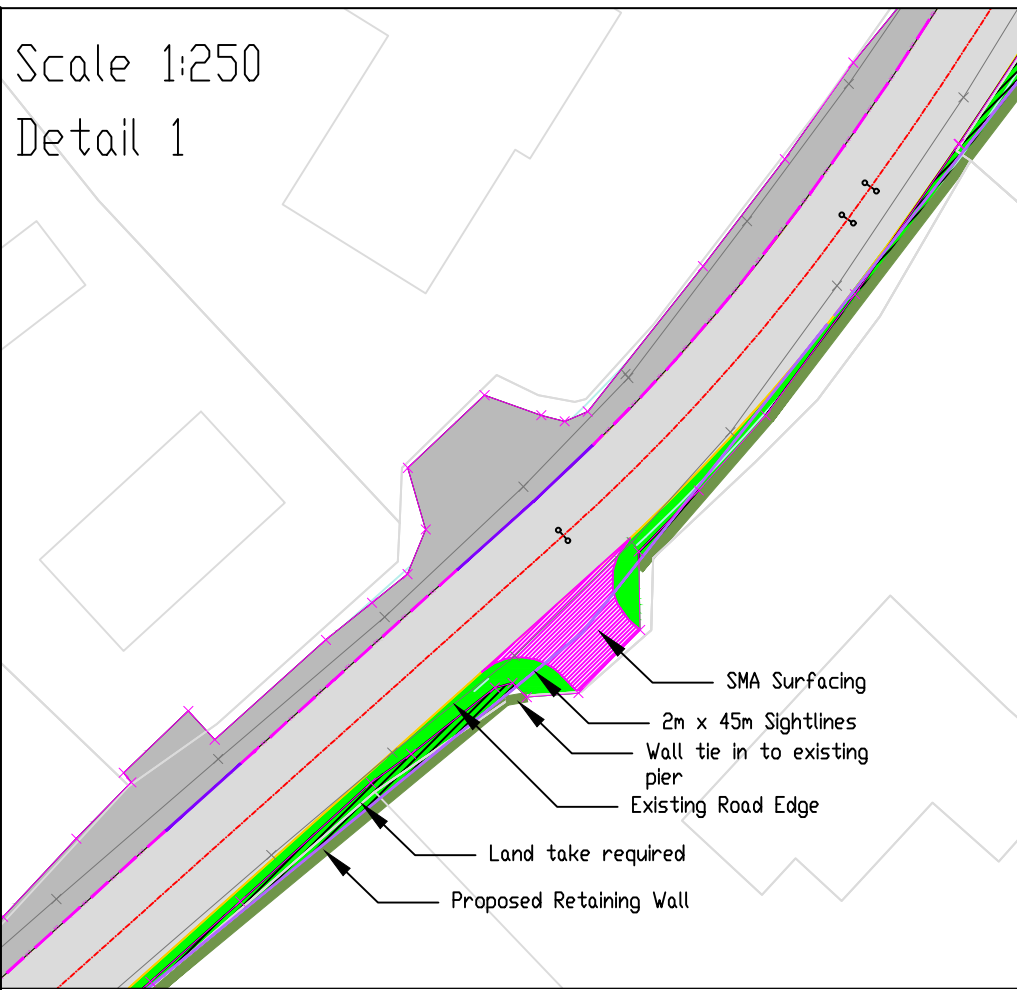
TOBIN Consulting Engineers,  
 Market Square, Castlebar,  
 Co. Mayo, Ireland.  
 tel: +353-(0)94-9021401  
 fax: +353-(0)94-9021534  
 e-mail: castlebar@tobin.ie  
 www.tobin.ie

TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was originally prepared and provided. Except where specifically and explicitly agreed in writing by TOBIN Consulting Engineers, as copyright holder, no part of this document may be reproduced or transmitted in any form and this document shall not be relied upon by any third party for any purpose.

Drawing No.: **11493-03-004**

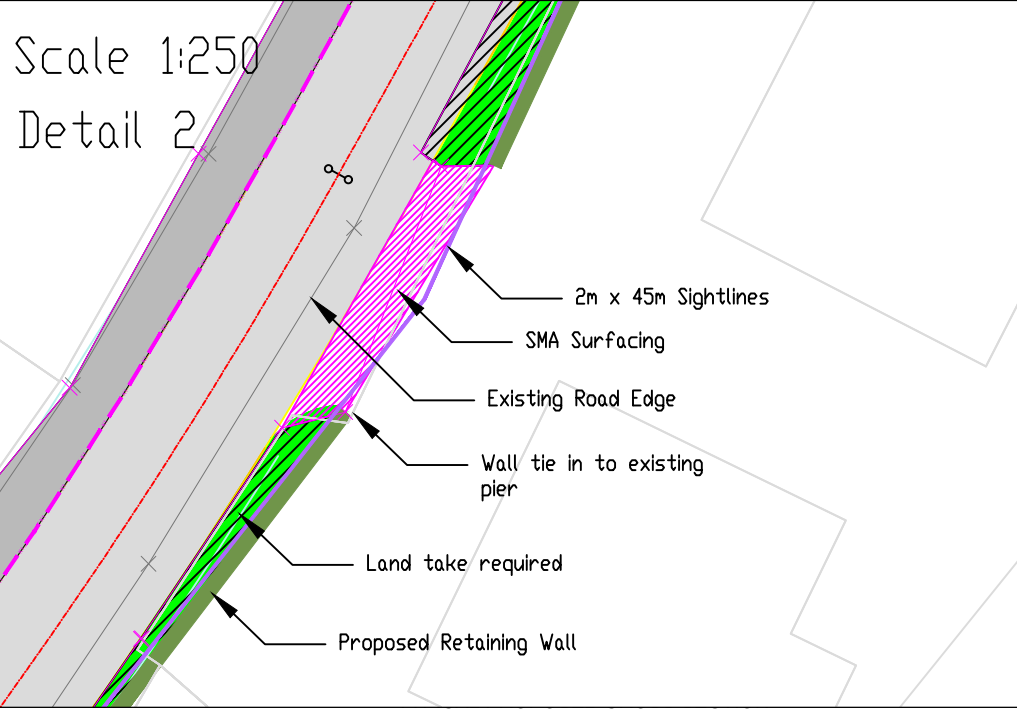
Revision: **D01**

Scale 1:250  
Detail 1

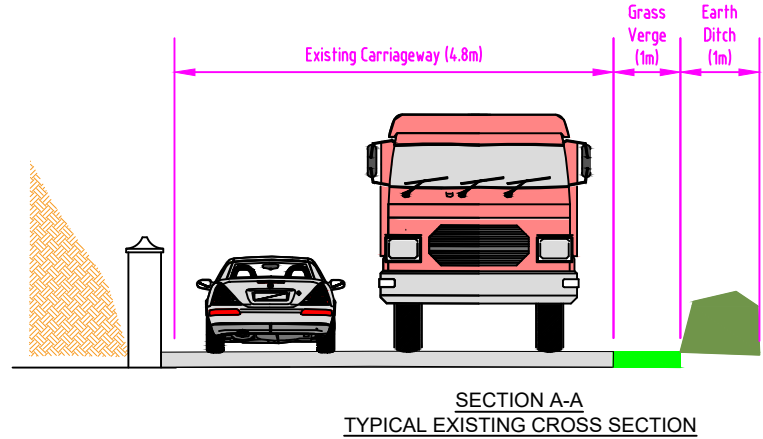
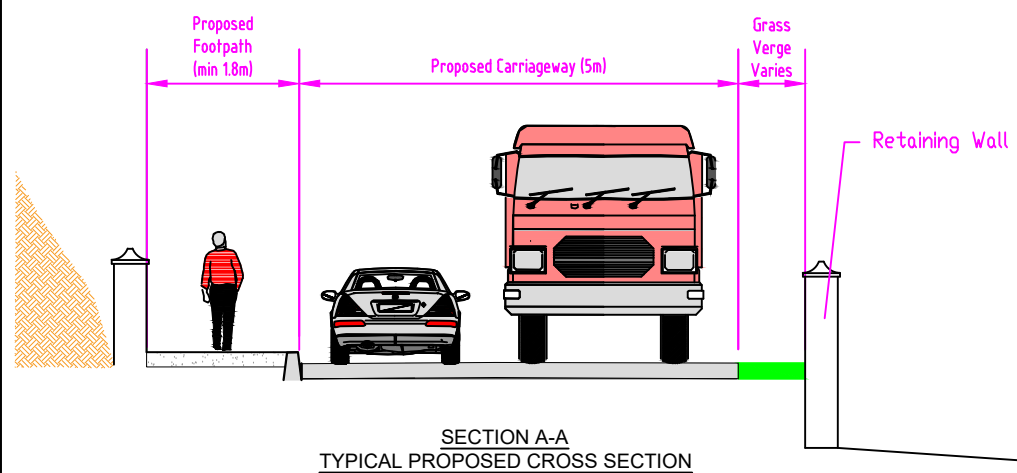


- LEGEND:
- Proposed Concrete Footpath
  - Proposed Decorative Paving Footpath
  - Pavement main road
  - Proposed Grass Verge
  - Proposed Land Take
  - Proposed Accommodation Works
  - Proposed Wall
  - Proposed Kerb - Full Height 125mm
  - Proposed Kerb - Drop Kerb
  - Proposed Tactile Paving
  - Road Marking - Line
  - Background Mapping
  - Topographical Survey

Scale 1:250  
Detail 2



Scale 1:250  
Detail 3



Rev	Date	Description	By	Chkd.
D02	01.11.22	Draft	KP	JOF
D01	10.10.22	Draft	KP	JOF

Client: Donegal County Council  
Project: Countywide Active Travel L-1253 Coopers Road, Milford  
Title: Preliminary Design Details

Prepared by: KP  
Checked: JOF  
Date: November 2022  
Project Director: Michael McDonnell  
Drawing Status: Preliminary Design  
Scale @ A1: 1:1000

**TOBIN**  
CONSULTING ENGINEERS

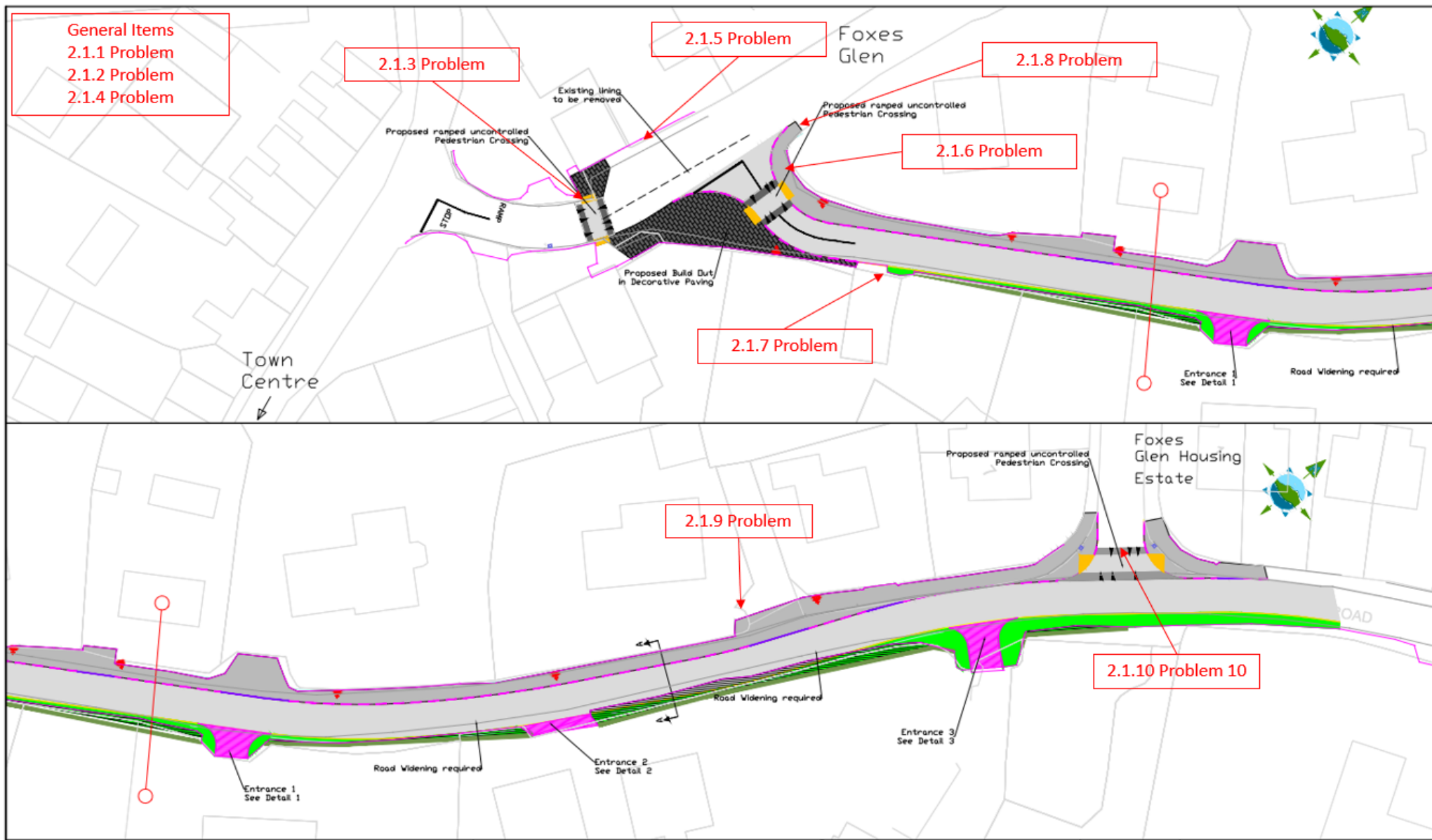
TOBIN Consulting Engineers,  
Market Square, Castlebar,  
Co. Mayo, Ireland.  
tel: +353-(0)94-9021401  
fax: +353-(0)94-9021534  
e-mail: castlebar@tobin.ie  
www.tobin.ie

TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was originally prepared and provided. Except where specifically and explicitly agreed in writing by TOBIN Consulting Engineers, as copyright holder, no part of this document may be reproduced or transmitted in any form and this document shall not be relied upon by any third party for any purpose.

Drawing No.: **11493-03-005**

Revision: **D01**

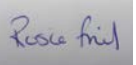
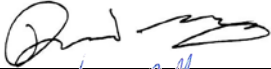

## Appendix B – Problem Map



## Appendix C – Road Safety Audit Feedback Form

Road Safety Audit Feedback Form		
Scheme: Donegal Countrywide Active Travel – Scheme 3: L1253 Coopers Road, Milford		
Audit Stage: 1	Route No.: L1253	Date of Audit: 13/12/2022

To be Completed by Designer				To Be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recommended Measures Accepted (yes/no)	Alternative Measures (describe). Give reason for not accepting recommended measure	Alternative Measures or reasons accepted by auditors(yes/no)
2.1.1	Y	Y		
2.1.2	Y	Y		
2.1.3	Y	Y		
2.1.4	Y	Y		
2.1.5	Y	Y		
2.1.6	Y	Y		
2.1.7	Y	Y		
2.1.8	Y	Y		
2.1.9	Y	Y		
2.1.10	Y	Y		

Signed:		Designer	Rosie Friel, Tobin Consulting Engineers	Date:	15.02.2023
Signed:		Client	David Murray, Donegal County Council	Date:	16.02.2023
Signed:		Audit Team Leader	Laura Gaffney, TOBIN Consulting Engineers	Date:	16.02.2023



[www.tobin.ie](http://www.tobin.ie)



TOBIN Consulting Engineers



@Tobinengineers

**Sligo**

Fairgreen House,  
Fairgreen Road,  
Sligo,  
H91 AXK8,  
Ireland.  
Tel: +353 (0)91 565 211

**Dublin**

Block 10-4,  
Blanchardstown Corporate Park,  
Dublin 15,  
D15 X98N,  
Ireland.  
Tel: +353 (0)1 803 0406

**Castlebar**

Market Square,  
Castlebar,  
Mayo,  
F23 Y427,  
Ireland.  
Tel: +353 (0)94 902 1401

## Appendix C – EIA Screening Report



# Donegal County Council



Roads & Transportation Directorate

PLANNING AND DEVELOPMENT REGULATIONS 2001  
(as amended)

Environmental Impact Assessment

Preliminary Examination

in accordance with Article 120 of the above regulations.

## Donegal Countywide Active Travel Projects Cooper's Road, Milford

Donegal County Council  
Road Design Office  
County House  
Lifford  
Co. Donegal  
Feb 2023

## STAGE 1.a – EIA PRE-SCREENING

<b>Case Ref:</b>	Cooper's Road, Milford Active Travel Projects		
<b>Development Summary</b>	<p>Donegal County Council propose the construction of a 150m of new/upgrade footpath from the Market Square to the Foxes Glen estate. The scheme aims to provide pedestrian connections from existing housing estates and community facilities to the town centre.</p> <p>The scheme aims to provide pedestrian connections from existing housing estates and community facilities to the town centre.</p> <p>The scheme proposes to provide a secure, connected active travel network that works for all members of the community that can be used safely and enjoyed by all.</p> <p>The project will involve:</p> <ul style="list-style-type: none"> <li>• Provisions of a minimum of 2m wide footpath, along the northern side of Cooper's Road to Foxes Glen estate.</li> <li>• Provision of 2 uncontrolled pedestrian crossings on Market Square and at the Western end of Cooper's Road</li> <li>• Provisions for undergrounding of utility services and installation of new public lighting.</li> <li>• Traffic calming measures: <ul style="list-style-type: none"> <li>○ The carriageway width will be 6m in accordance with DMURS</li> </ul> </li> <li>• New line markings, signage, drainage works, landscaping and accommodation works.</li> </ul>		
<b>Does the proposed development constitute an EIA project?</b> <i>(that is involving construction works or interventions in the natural surroundings)</i>		Yes	✓
		No	
<b>If YES, Does the proposed development fall within a class of development set out in Part 1 or Part 2, Schedule 5 of the Planning and Development Regulations, 2001 (as amended)?</b>			
Tick	Threshold	Comment	Result
Yes			
No	✓	Schedule 5, Part 2, Section 10 –below 2000m of roadway Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere	The proposals for pavement renewal, footpath construction and pedestrian facilities, falls below the respective thresholds.
			EIA Pre-screening is not required.
<b>CONCLUSION</b>			

Development is not within Part 1 or Part 2, Schedule 5. <b>No EIA/Screening is required.</b>	The proposed development is not of the type, size or nature of development listed in Schedule 5 Of the Planning and Development regulations, therefore an EIA is not required in this instance.
Development is within Part 1 or Part 2 and is greater than, equal to, or there is no threshold. <b>EIAR is required.</b>	
Development is within Part 1 or Part 2 but is less than threshold. <b>EIA Screening is Required.</b>	

EIA Pre-screening prepared by:

John O Flaherty BEng, M.Eng., C.Eng. M.I.E.I.  
TOBIN Consulting Engineers



Date:

13<sup>th</sup> February, 2023

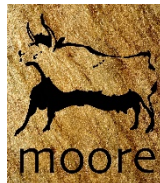
## Appendix D – Appropriate Assessment Screening Report

Report for the purposes of  
Appropriate Assessment Screening

Milford Active Travel Scheme 3  
Coopers Road

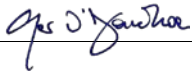
Prepared by: Moore Group – Environmental Services

1 February 2023



On behalf of Donegal County Council

<b>Project Proponent</b>	Donegal County Council
<b>Project</b>	Milford Active Travel Scheme 3 Coopers Road
<b>Title</b>	Report for the purposes of Appropriate Assessment Screening Milford Active Travel Scheme 3 Coopers Road

<b>Project Number</b>	23044	<b>Document Ref</b>	23044 S3 Coopers Rd AAS1 Rev0	
<b>Revision</b>	<b>Description</b>	<b>Author</b>	<b>Date</b>	
Rev0	Issued to Client	G. O'Donohoe		1 February 2023
<b>Moore Archaeological and Environmental Services Limited</b>				

## Table of Contents

<b>1. Introduction .....</b>	<b>1</b>
1.1. General Introduction.....	1
1.2. Legislative Background - The Habitats and Birds Directives .....	1
<b>2. Methodology.....</b>	<b>2</b>
2.1. Guidance .....	3
2.2. Data Sources .....	4
<b>3. Description of the Proposed Development.....</b>	<b>4</b>
<b>4. Identification of Natura 2000 Sites .....</b>	<b>9</b>
4.1. Description of Natura Sites Potentially Significantly Affected .....	9
4.2. Ecological Network Supporting Natura 2000 Sites.....	14
<b>5. Identification of Potential Impacts &amp; Assessment of Significance.....</b>	<b>14</b>
5.1. Assessment of Likely Significant Effects.....	14
5.2. Assessment of Potential In-Combination Effects.....	15
<b>6. Conclusion.....</b>	<b>18</b>
<b>7. References .....</b>	<b>18</b>

## Abbreviations

AA	Appropriate Assessment
EEC	European Economic Community
EPA	Environmental Protection Agency
EU	European Union
GIS	Geographical Information System
LAP	Local Area Plan
NHA	Natural Heritage Area
NIS	Natura Impact Statement
NPWS	National Parks and Wildlife Service
OSI	Ordnance Survey Ireland
pNHA	proposed Natural Heritage Area
SAC	Special Area of Conservation
SPA	Special Protection Area
SuDS	Sustainable Drainage System
WFD	Water Framework Directive



# 1. Introduction

## 1.1. General Introduction

This report for the purposes of Appropriate Assessment (AA) Screening has been prepared to support a Part 8 Planning Application for the Proposed Development (described in Section 3 below). This report contains information required for the competent authority to undertake screening for Appropriate Assessment (AA) in respect of the construction and operation of Milford Active Travel Scheme 3 Coopers Road (hereafter referred to as the Proposed Development) to determine whether it is likely individually or in combination with other plans and projects to have a significant effect on any European sites, in light of best scientific knowledge.

Having regard to the provisions of the Planning and Development Act 2000 – 2021 (the “Planning Acts”) (section 177U), the purpose of a screening exercise under section 177U of the PDA 2000 is to assess, in view of best scientific knowledge, if the proposed development, individually or in combination with another plan or project is likely to have a significant effect on a European site.

If 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 significant effect on a European site then it is necessary to carry out a Stage 2 appropriate assessment under section 177V of the Planning Acts.

When screening the project, there are two possible outcomes:

- the project poses no potential for a likely significant effect and as such requires no further assessment; and
- the project has potential to have likely significant effect (or this is uncertain) unless mitigation measures are applied, and therefore an AA of the project is necessary.

This report has been prepared by Moore Group - Environmental Services to enable the competent authority to carry out AA screening in relation to the Proposed Development. The report was compiled by Ger O’Donohoe B.Sc. Applied Aquatic Sciences (ATU Galway, 1993) & M.Sc. Environmental Sciences (TCD, 1999) who has 30 years’ experience in environmental impact assessment and has completed numerous Appropriate Assessment Screening Reports and Natura Impact Statements on terrestrial and aquatic habitats for various development types.

## 1.2. Legislative Background - The Habitats and Birds Directives

Article 6(3) and 6(4) of the Habitats Directive is transposed into Irish Law *inter alia* by the Part XAB of the Planning Acts (in particular section 177U and 177V) which governs the requirement to carry out appropriate assessment screening and appropriate assessment, where required, per Section 1.1 above.

The Habitats Directive (Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora) is the main legislative instrument for the protection and conservation of biodiversity in the European Union (EU). Under the Habitats Directive, Member States are obliged to designate Special Areas of Conservation (SACs) which contain habitats or species considered important for protection and conservation in a EU context.

The Birds Directive (Council Directive 2009/147/EC on the conservation of wild birds), transposed into Irish law by the Bird and Natural Habitats Regulations 2011 as amended, and the Wildlife Act 1976, as amended, is concerned with the long-term protection and management of all wild bird species and their habitats in the EU. Among other things, the Birds Directive requires that Special Protection Areas (SPAs) be established to protect migratory species and species which are rare, vulnerable, in danger of extinction, or otherwise require special attention.

SACs designated under the Habitats Directive and SPAs, designated under the Birds Directive, form a pan-European network of protected sites known as Natura 2000. The Habitats Directive sets out a unified system for the protection and management of SACs and SPAs. These sites are also referred to as European sites.

Articles 6(3) and 6(4) of the Habitats Directive set out the requirement for an assessment of proposed plans and projects likely to have a significant effect on Natura 2000 sites.

Article 6(3) establishes the requirement to screen all plans and projects and to carry out an appropriate assessment if required (Appropriate Assessment (AA)). Article 6(4) establishes requirements in cases of imperative reasons of overriding public interest:

**Article 6(3):** *“Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subjected to an appropriate assessment of its implications for the site in view of the site’s conservation objectives. In 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.”*

## 2. Methodology

The Commission’s methodological guidance (EC, 2002, 2018, 2021 see Section 2.1 below) promotes a four-stage process to complete the AA and outlines the issues and tests at each stage. An important aspect of the process is that the outcome at each successive stage determines whether a further stage in the process is required.

Stages 1 and 2 deal with the main requirements for assessment under Article 6(3). Stage 3 may be part of Article 6(3) or may be a necessary precursor to Stage 4. Stage 4 is the main derogation step of Article 6(4).

**Stage 1 Screening:** This stage examines the likely effects of a project either alone or in combination with other projects upon a Natura 2000 site and considers whether it can be objectively concluded that these effects will not be significant. In order to screen out a project, it must be excluded, on the basis of objective information, that the Proposed Development, individually or in combination with other plans or projects, will have a significant effect on a European site.

**Stage 2 Appropriate Assessment:** In this stage, there is a consideration of the impact of the project with a view to ascertain whether there will be any adverse effect on the integrity of the Natura 2000 site either alone or in combination with other projects or plans, with respect to the site's structure and function and its conservation objectives. Additionally, where there are predicted impacts, an assessment of the potential mitigation of those impacts is considered.

**Stage 3 Assessment of Alternative Solutions:** This stage examines alternative ways of implementing the project that, where possible, avoid any adverse impacts on the integrity of the Natura 2000 site.

**Stage 4 Assessment where no alternative solutions exist and where adverse impacts remain:** Where imperative reasons of overriding public interest (IROPI) exist, an assessment to consider whether compensatory measures will or will not effectively offset the damage to the sites will be necessary.

To ensure that the Proposed Development complies fully with the requirements of Article 6 of the Habitats Directive and all relevant Irish transposing legislation, Moore Group compiled this report to enable the competent authority to carry out AA screening in relation to the Proposed Development to determine whether the Proposed Development, individually or in combination with another plan or project will have a significant effect on a Natura 2000 site.

## 2.1. Guidance

This report has been compiled in accordance with guidance contained in the following documents:

- Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities. (Department of Environment, Heritage and Local Government, 2010 rev.)(soon to be superseded by EC Guidance in prep.).
- Appropriate Assessment under Article 6 of the Habitats Directive: Guidance for Planning Authorities. Circular NPWS 1/10 & PSSP 2/10.
- Managing Natura 2000 Sites: The Provisions of Article 6 of the Habitat's Directive 92/43/EEC (EC, 2018).
- Guidance document on the strict protection of animal species of Community interest under the Habitats Directive (EC, 2021).
- Assessment of plans and projects in relation to Natura 2000 sites - Methodological guidance on Article 6(3) and (4) of the Habitats Directive 92/43/EEC (EC, 2021).

- Office of the Planning Regulator (OPR) Practice Note PN01 Appropriate Assessment Screening for Development Management (OPR, 2021).

## 2.2. Data Sources

Sources of information that were used to collect data on the Natura 2000 network of sites, and the environment within which they are located, are listed below:

- The following mapping and Geographical Information Systems (GIS) data sources, as required:
  - National Parks & Wildlife (NPWS) protected site boundary data;
  - Ordnance Survey of Ireland (OSI) mapping and aerial photography;
  - OSI/Environmental Protection Agency (EPA) rivers and streams, and catchments;
  - Open Street Maps;
  - Digital Elevation Model over Europe (EU-DEM);
  - Google Earth and Bing aerial photography 1995-2023;
- Online data available on Natura 2000 sites as held by the National Parks and Wildlife Service (NPWS) from [www.npws.ie](http://www.npws.ie) including:
  - Natura 2000 - Standard Data Form;
  - Conservation Objectives;
  - Site Synopses;
- National Biodiversity Data Centre records;
  - Online database of rare, threatened and protected species;
  - Publicly accessible biodiversity datasets.
- Status of EU Protected Habitats in Ireland. (National Parks & Wildlife Service, 2019); and
- Relevant Development Plans;
  - Donegal County Development Plan 2018-2024

## 3. Description of the Proposed Development

The Proposed Development consists of the construction and operation of Milford Active Travel Scheme 2 Coopers Road. The Scheme involves minor upgrading of approximately 578m of the existing village footpath on the Coopers Road, Milford, Co. Donegal.

The principal feature of the proposed development is the provision of pedestrian facilities.

The carriageway width will be 6m in accordance with DMURS.

A new 2.5m wide footpath will be provided on the West side of the L1242 from its junction with the R245 (approx. 578m). This will connect recent footpath works on the R245 with the Grey Rock Housing Estate.

This is not a bus route so there are no Bus Stop provisions proposed.

As part of the detailed design, a new public lighting system will be designed to ensure adequate provision.

A formalised drainage design in accordance with Sustainable Urban Drainage Systems will be conducted as part of the detailed design process. As part of the widening, it will be necessary to pipe an existing stream for approximately 150m. As there is no treatment of runoff to this stream at the moment, the detail design will take cognisance of the protection of the stream and other water courses in the area.

Given the rural setting and the existing trees, minimal landscaping will be required. Focus will instead be on the retention of as much of the existing hedgerows and trees as possible.

Appropriate road markings in accordance with the Traffic Signs Manual will be used throughout the scheme where required to clearly identify carriageways, priorities and turning movements.

Where required, existing mainline directional and route confirmatory signage will be relocated or altered to accommodate the required footpath width. In accordance with DMURS, signage will be kept to a minimum and it is not proposed to introduce further signage other than advanced warning of the pedestrian crossings.

Localised relocation of service poles or pillars will be required where these are located along the route of the proposed footpath. All works will be agreed and conducted in accordance with the requirements of the appropriate utility providers. Overhead cables will also be undergrounded subject to agreement with the service providers.

Figure 1 shows the Proposed Development location and Figure 2 shows a detailed view of the Proposed Development boundary on recent aerial photography. Figure 3 shows a plan of the Proposed Development.

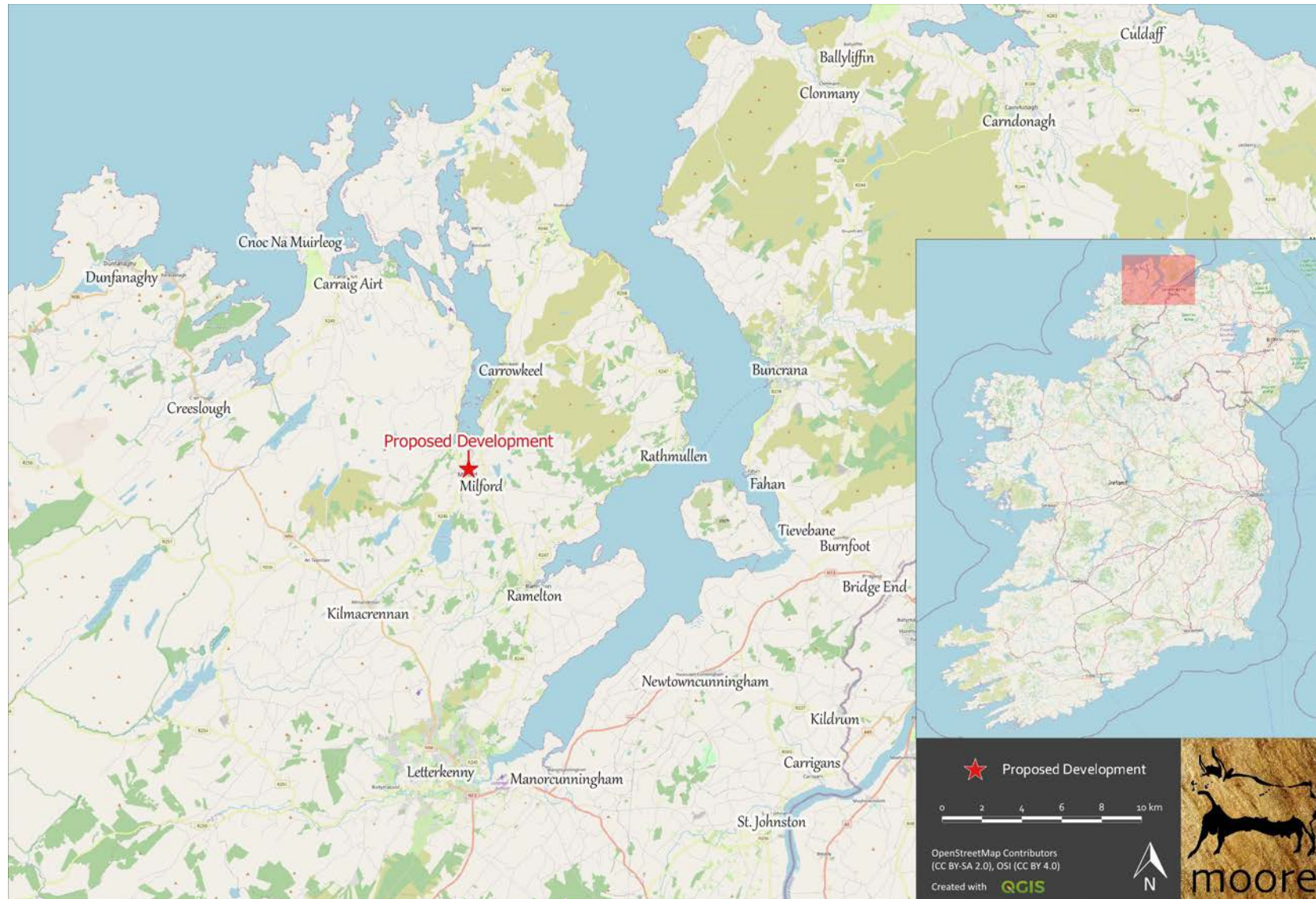


Figure 1. Showing the Proposed Development location at Milford, Co. Donegal.



Figure 2. Showing the overall site boundary on recent aerial photography.

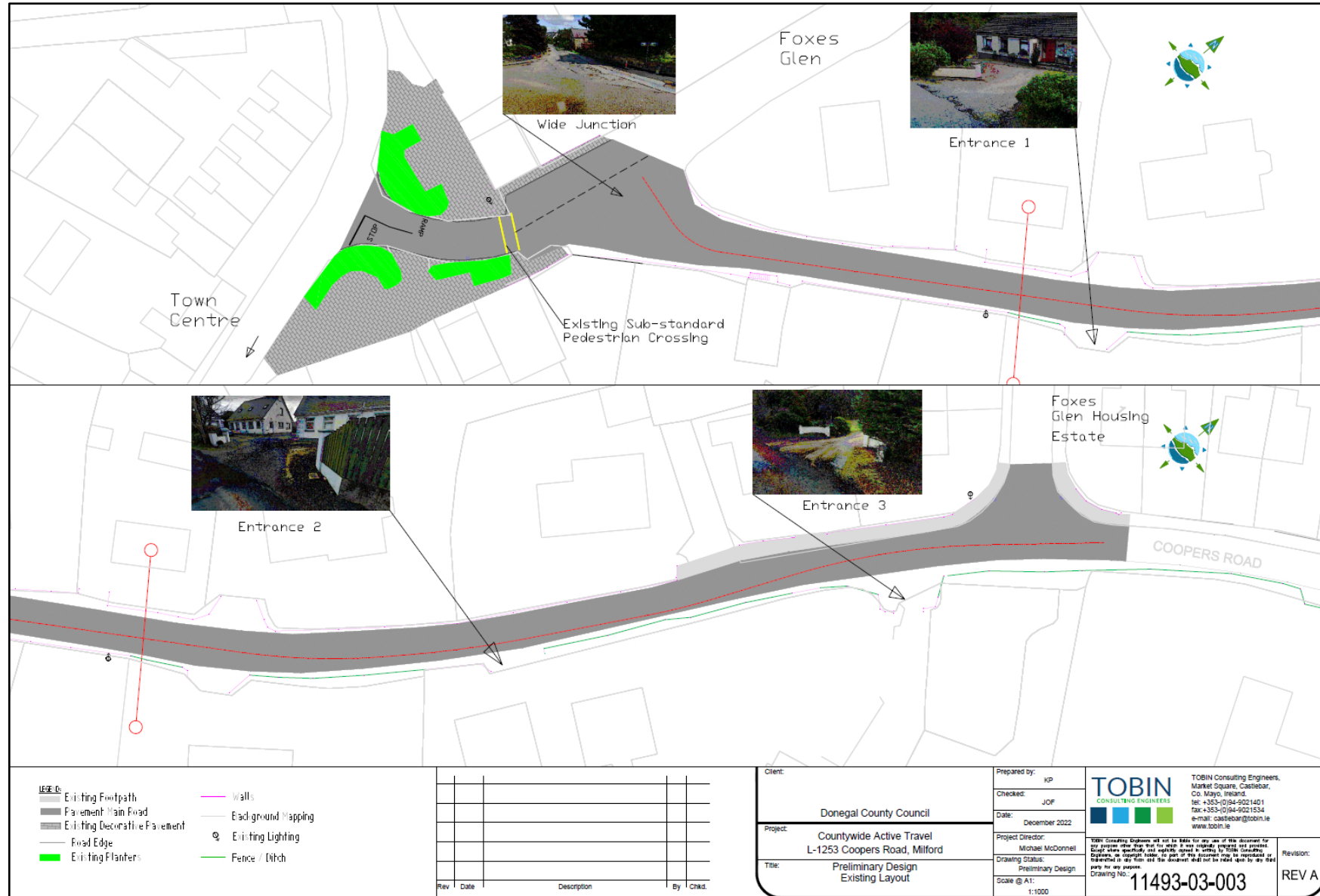


Figure 3. Plan of the Proposed Development.



## 4. Identification of Natura 2000 Sites

### 4.1. Description of Natura Sites Potentially Significantly Affected

A Zone of Influence (Zoi) of a proposed development is the geographical area over which it could affect the receiving environment in a way that could have significant effects on the Qualifying Interests of a European site. In accordance with the OPR Practice Note, PN01, the Zoi should be established on a case-by-case basis using the Source- Pathway-Receptor framework.

The European Commission's "Assessment of plans and projects in relation to Natura 2000 sites guidance on Article 6(3) and (4) of the Methodological Habitats Directive 92/43/EEC" published 28 September 2021 states at section 3.1.3:

*Identifying the Natura 2000 sites that may be affected should be done by taking into consideration all aspects of the plan or project that could have potential effects on any Natura 2000 sites located within the zone of influence of the plan or project. This should take into account all of the designating features (species, habitat types) that are significantly present on the sites and their conservation objectives. In particular, it should identify:*

- *any Natura 2000 sites geographically overlapping with any of the actions or aspects of the plan or project in any of its phases, or adjacent to them;*
- *any Natura 2000 sites within the likely zone of influence of the plan or project Natura 2000 sites located in the surroundings of the plan or project (or at some distance) that could still be indirectly affected by aspects of the project, including as regards the use of natural resources (e.g. water) and various types of waste, discharge or emissions of substances or energy;*
- *Natura 2000 sites in the surroundings of the plan or project (or at some distance) which host fauna that can move to the project area and then suffer mortality or other impacts (e.g. loss of feeding areas, reduction of home range);*
- *Natura 2000 sites whose connectivity or ecological continuity can be affected by the plan or project.*

*The range of Natura 2000 sites to be assessed, i.e. the zone in which impacts from the plan or project may arise, will depend on the nature of the plan or project and the distance at which effects may occur. For Natura 2000 sites located downstream along rivers or wetlands fed by aquifers, it may be that a plan or project can affect water flows, fish migration and so forth, even at a great distance. Emissions of pollutants may also have effects over a long distance. Some projects or plans that do not directly affect Natura 2000 sites may still have a significant impact on them if they cause a barrier effect or prevent ecological linkages. This may happen, for example, when plans affect features of the landscape that connect Natura 2000 sites or that may obstruct the*

*movements of species or disrupt the continuity of a fluvial or woodland ecosystem. To determine the possible effects of the plan or project on Natura 2000 sites, it is necessary to identify not only the relevant sites but also the habitats and species that are significantly present within them, as well as the site objectives.*

The Zone of Influence may be determined by considering the Proposed Development's potential connectivity with European sites, in terms of:

- Nature, scale, timing and duration of all aspects of the proposed works and possible impacts, including the nature and size of excavations, storage of materials, flat/sloping sites;
- Distance and nature of potential pathways (dilution and dispersion; intervening 'buffer' lands, roads etc.); and
- Location of ecological features and their sensitivity to the possible impacts.

The potential for source pathway receptor connectivity is firstly identified through GIS interrogation and detailed information is then provided on sites with connectivity. European sites that are located within a potential Zone of Influence of the Proposed Development are listed in Table 1 and presented in Figures 4 and 5, below. Spatial boundary data on the Natura 2000 network was extracted from the NPWS website ([www.npws.ie](http://www.npws.ie)) on 1 February 2023. This data was interrogated using GIS analysis to provide mapping, distances, locations and pathways to all sites of conservation concern including pNHAs, NHA and European sites.

*Table 1 European Sites located within the potential Zone of Influence<sup>1</sup> of the Proposed Development.*

Site Code	Site name	Distance (km) <sup>2</sup>
002159	Mulroy Bay SAC	0.81
002176	Leannan River SAC	1.90
004060	Lough Fern SPA	2.01

The Proposed Development is located in the centre of the village of Milford in north Co. Donegal. The Maggy's Burn Stream flows to the southeast of the village toward Lough Fern and the nearest European sites to the Proposed Development; the Leannan River SAC (Site Code 002176) and Lough Fern SPA (Site Code 004060), approximately 2km downstream. Existing surface water is collected in urban drainage systems and there will be no adverse emissions to this water course. There is an indirect pathway to Lough Fern but no connectivity to Mulroy Bay.

The Qualifying Interests (QIs) and Special Conservation Interests (SCIs) of the European sites in the Zone of influence of the Proposed Development are provided in Table 2 below.

<sup>1</sup> All European sites potentially connected irrespective of the nature or scale of the Proposed Development.

<sup>2</sup> Distances indicated are the closest geographical distance between the Proposed Development and the European site boundary, as made available by the NPWS.

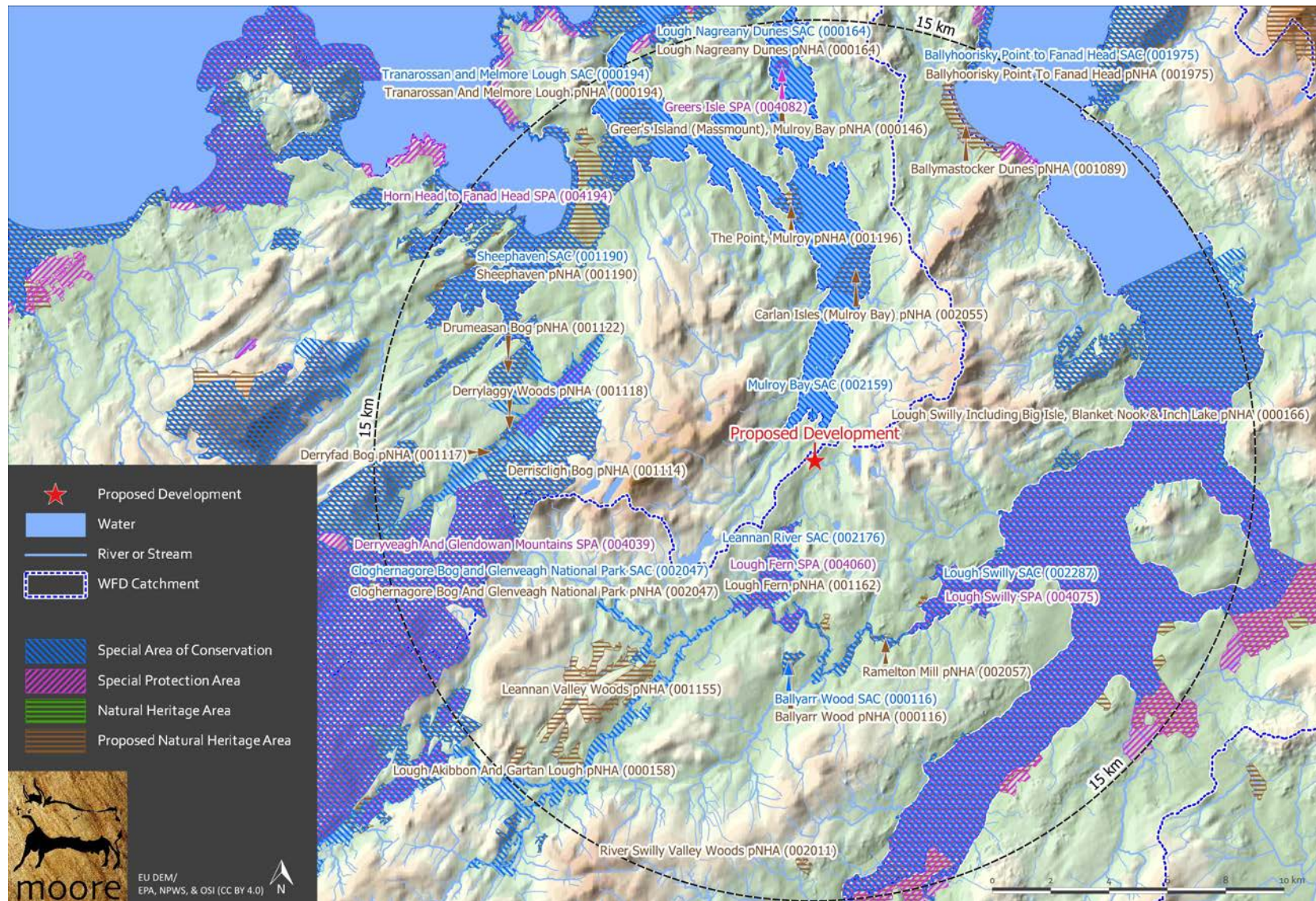


Figure 4. Showing European sites and NHAs/pNHAs within the wider Potential Zone of Influence of the Proposed Development.

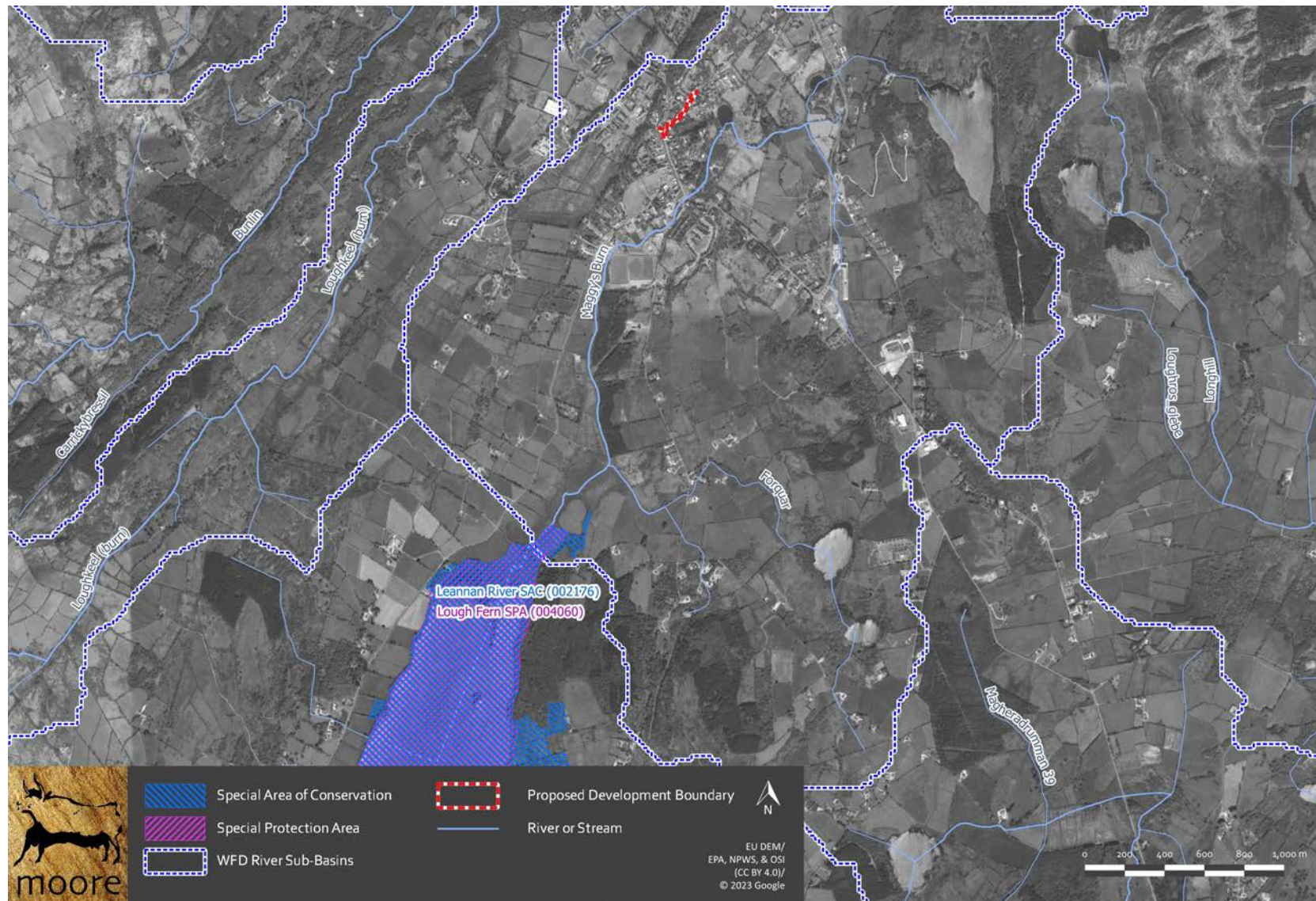


Figure 5. Detailed view of European sites in the nearer Potential Zone of Influence of the Proposed Development.

Table 2 Identification of relevant European sites using Source-Pathway-Receptor model and compilation of information QIs and conservation objectives. \*Priority Habitats

European site name & Site code	Location Relative to the Proposed Development Site	Connectivity – Source-Pathway-Receptor	Considered further in Screening – Y/N
<p><b>Leannan River SAC (002176)</b></p> <p>The overall aim of the Habitats Directive is to maintain or restore the favourable conservation status of habitats and species of community interest:</p> <p>1029 Freshwater Pearl Mussel <i>Margaritifera margaritifera</i></p> <p>1106 Salmon <i>Salmo salar</i></p> <p>1355 Otter <i>Lutra lutra</i></p> <p>1833 Slender Naiad <i>Najas flexilis</i></p> <p>3110 Oligotrophic waters containing very few minerals of sandy plains (Littorelletalia uniflorae)</p> <p>3130 Oligotrophic to mesotrophic standing waters with vegetation of the Littorelletea uniflorae and/or Isoeto-Nanojuncetea</p> <p>NPWS (2019) Conservation Objectives: Leannan River SAC 002176. Version 1. National Parks and Wildlife Service, Department of Culture, Heritage and the Gaeltacht.</p>	<p>1.90km to the south of the Proposed Development</p>	<p>Yes</p> <p>The Maggy's Burn Stream flows to the southeast of the village toward Lough Fern and the Leannan River SAC (Site Code 002176) and Lough Fern SPA (Site Code 004060), approximately 2km downstream. Existing surface water is collected in urban drainage systems and there will be no adverse emissions to this water course. There is an indirect pathway to Lough Fern but no connectivity to Mulroy Bay.</p>	<p>Yes, see Table 3 below.</p>
<p><b>Lough Fern SPA (004060)</b></p> <p>The overall aim of the Habitats Directive is to maintain or restore the favourable conservation status of habitats and species of community interest:</p> <p>A059 Pochard <i>Aythya farina</i></p> <p>A999 Wetlands</p> <p>NPWS (2022) Conservation objectives for Lough Fern SPA [004060]. First Order Site-specific Conservation Objectives Version 1.0. Department of Housing, Local Government and Heritage.</p>	<p>2.01km to the south of the Proposed Development</p>	<p>Yes</p> <p>The Maggy's Burn Stream flows to the southeast of the village toward Lough Fern and the Leannan River SAC (Site Code 002176) and Lough Fern SPA (Site Code 004060), approximately 2km downstream. Existing surface water is collected in urban drainage systems and there will be no adverse emissions to this water course. There is an indirect pathway to Lough Fern but no connectivity to Mulroy Bay.</p>	<p>Yes, see Table 3 below.</p>

## 4.2. Ecological Network Supporting Natura 2000 Sites

A concurrent GIS analysis of the proposed Natural Heritage Areas (pNHA) and designated Natural Heritage Areas (NHA) in terms of their role in supporting the species using Natura 2000 sites was undertaken along with GIS investigation of European sites. It was assumed that these supporting roles mainly related to mobile fauna such as mammals and birds which may use pNHAs and NHAs as ecological corridors or “stepping stones” between Natura 2000 sites.

Article 10 of the Habitats Directive and the Habitats Regulations 2011 place a high degree of importance on such non-Natura 2000 areas as features that connect the Natura 2000 network. Features such as ponds, woodlands and important hedgerows were taken into account in the decision process and during the preparation of this AA Screening report.

The NHAs and pNHAs identified in Figure 4 are located outside the Zone of Influence, and there are no areas of supporting habitat that would be impacted by the proposed development.

## 5. Identification of Potential Impacts & Assessment of Significance

The Proposed Development is not directly connected with or necessary to the management of the sites considered in the assessment and therefore potential impacts must be identified and considered.

### 5.1. Assessment of Likely Significant Effects

The consideration of all potential direct and indirect impacts that may result in significant effects on the conservation objectives of a European site, taking into account the size and scale of the Proposed Development are presented in Table 3.

*Table 3 Assessment of Likely Significant Effects.*

<b>Identification of all potential direct and indirect impacts that may result in significant effects on the conservation objectives of a European site, taking into account the size and scale of the project.</b>	
<b>Impacts:</b>	<b>Significance of Impacts:</b>
<b>Construction phase e.g.</b> Vegetation clearance Demolition Surface water runoff from soil excavation/infill/landscaping (including borrow pits) Dust, noise, vibration	None  The Proposed Development will involve minor road realignments and footpath development. No mitigation is required to ensure these works will have no impact on any European sites.

Lighting disturbance Impact on groundwater/dewatering Storage of excavated/construction materials Access to site Pests	
<b>Operational phase e.g.</b> Direct emission to air and water Surface water runoff containing contaminant or sediment Lighting disturbance Noise/vibration Changes to water/groundwater due to drainage or abstraction Presence of people, vehicles and activities Physical presence of structures (e.g. collision risks)	The Maggy's Burn Stream flows to the southeast of the village toward Lough Fern and the nearest European sites to the Proposed Development; the Leannan River SAC (Site Code 002176) and Lough Fern SPA (Site Code 004060), approximately 2km downstream. Existing surface water is collected in urban drainage systems and there will be no adverse emissions to this water course.  There is no real likelihood of any significant effects on European Sites in the wider catchment area.  The Scheme is located at a distance of removal such that there will be no disturbance to qualifying interest species in any European sites.
<b>Describe any likely changes to the European site:</b>	
<b>Examples of the type of changes to give consideration to include:</b> Reduction or fragmentation of habitat area Disturbance to QI species Habitat or species fragmentation Reduction or fragmentation in species density Changes in key indicators of conservation status value (water quality etc.) Changes to areas of sensitivity or threats to QI Interference with the key relationships that define the structure or ecological function of the site Climate change	None.  The Proposed Development site is not located adjacent or within a European site, therefore there is no risk of habitat loss or fragmentation or any effects on QI habitats or species directly or ex-situ.

## 5.2. Assessment of Potential In-Combination Effects

In-combination effects are changes in the environment that result from numerous human-induced, small-scale alterations. In-combination effects can be thought of as occurring through two main pathways: first, through persistent additions or losses of the same materials or resource, and second, through the compounding effects as a result of the coming together of two or more effects.

As part of the Screening for an Appropriate Assessment, in addition to the Proposed Development, other relevant plans and projects in the area must also be considered at this stage. This step aims to identify at this

early stage any possible significant in-combination effects of the Proposed Development with other such plans and projects on European sites.

A review of the National Planning Application Database was undertaken. The first stage of this review confirmed that there were no data gaps in the area where the Proposed Development is located. The database was then queried for developments granted planning permission within 400m of the Proposed Development within the last three years, these are presented in Table 4 below.

*Table 4. Planning applications granted permission in the vicinity of the Proposed Development.*

Planning Ref.	Description of development	Comments
1950110	(1) change of use of existing dwelling house to fast food restaurant & take away, (2) alterations to existing elevations/fenestration to above mentioned dwelling, (3) conversion of adjoining former doctor's surgery to commercial/retail unit, (4) alterations to existing elevations/fenestration to above mentioned former doctors surgery, (5) erection of signage to proposed fast food & retail/commercial units and (6) connection to the public sewer and all other associated site development works	No potential for in-combination effects given the scale and location of the project.
1951358	(1) demolition of sections of former hotel to include; existing flat roof extension and existing apartment to rear also 2 storey section to main street (2) change of use of 3 storey section of former hotel to apartments (3) construction of 9 no. Apartments and 2no. Dwellings (total 11 no.), (4) all associated site works to include (a) new carparking, (b) bin/bicycle storage, (c) upgrading of existing right of way and vehicular access to lough road (d) proposed retaining walls and (e) connection to existing foul and storm sewers	No potential for in-combination effects given the scale and location of the project.
2050079	(A) demolition of existing dwelling and (b) erection of a new dwelling house, garage and connection to existing ancillary services	No potential for in-combination effects given the scale and location of the project.
2050150	(1) hard surfacing to existing stone yard to create additional car park spaces including markings indicating parking spaces and pedestrian walkways, (2) installation of an approved oil interceptor (3) associated site works (4) re-arrangement of existing car park layout	No potential for in-combination effects given the scale and location of the project.
2050759	Construction of a dwelling with attached garage with connection to public sewer	No potential for in-combination effects given the scale and location of the project.
2051157	1) construction of a new wastewater treatment plant in the townland of Tirroddy with ancillary development works including internal access road, inlet works, wwtp process tanks, sludge storage tanks, chemical storage tanks, ancillary treatment units, administration & ESB sub-station building, sludge press building, internal pumping stations, surface water attenuation pond, boundary fence, entrance onto I-5612-1 and widening and strengthening of I-5612-1 2) construction of outfall pipeline in the townlands of Tirroddy and Brownknoe, including 160m marine section & outfall diffuser located in Lough Swilly 3) construction of wastewater pumping station at Ramelton including all ancillary development works, , flood protection measures, below ground storage tank & structures, pump house building, ESB sub-station unit, perimeter walls, new entrance, and connection to existing storm outfalls 4) construction of 1 no. Main wastewater pumping station at Rathmullan flood protection measures, below ground storage tank & structures, pump house building, rubble stone perimeter walls,	No potential for in-combination effects given the scale and location of the project.



Planning Ref.	Description of development	Comments
	ESB sub-station unit, demolition of an existing subterranean municipal septic tank, 5) construction of Network wastewater pumping station at Rathmullan including all ancillary development works, flood protection measures, below ground pumping station, storage tank & structures, low-level control kiosk, perimeter walls, demolition of an existing subterranean municipal septic tank.	
2151804	Erection of new extension to side of existing dwelling house	No potential for in-combination effects given the scale and location of the project.
2250069	Erection of a garage at rear of existing dwelling	No potential for in-combination effects given the scale and location of the project.
2250405	(1) demolition of existing semi-detached bungalow dwelling (f92 x5d9) (2) erection of a new replacement two storey townhouse dwelling in its place, utilising the existing connection into existing sewer in public road and all ancillary site works (3) minor alterations to the existing adjoining townhouse dwelling (f92 p6x0) including loft conversion of existing attic space into home office and tv room	No potential for in-combination effects given the scale and location of the project.
2251232	(1) construction of a single storey extension containing 2 no. Classrooms, 2 no. Set rooms and ancillary accommodation (2) realignment and widening of existing footpath and boundary wall to provide new roadside drop off area with 6no. Spaces along with new school access gates (3) provision of new access gate to northeast side of site for emergency access and maintenance only (4) installation of 2 kwp solar pv panel to south facing roof of rear block (5) provision of electric vehicle charging point (6) extension of existing play area to northwest of site (7) pedestrian cross at school gates (8) all associated works and site works	No potential for in-combination effects given the scale and location of the project.
2251611	Conservatory extension to existing dwelling house	No potential for in-combination effects given the scale and location of the project.
2251729	(1) installation of a two-storey modular building containing 7 no. Classrooms, 3 no. Set rooms and ancillary accommodation (2) a new section of footpath and pedestrian crossing within the school grounds (3) connection to existing storm and foul drainage and all associated works and site works	No potential for in-combination effects given the scale and location of the project.

There are no predicted emissions from the proposed development that will result in in combination effects.

The Donegal County Development Plan in complying with the requirements of the Habitats Directive requires that all Projects and Plans that could affect the Natura 2000 sites in the same potential Zone of Influence of the Proposed Development site would be initially screened for Appropriate Assessment and if requiring Stage 2 AA, that appropriate employable mitigation measures would be put in place to avoid, reduce or ameliorate negative impacts. In this way any, in-combination impacts with Plans or Projects for the proposed development area and surrounding townlands in which the proposed development site is located, would be avoided.

The listed developments have been granted permission in most cases with conditions relating to sustainable development by the consenting authority in compliance with the relevant Local Authority Development Plan and in compliance with the Local Authority requirement with regard to the Habitats Directive. The development

cannot have received planning permission without having met the consenting authority requirement in this regard.

Any new applications for the Proposed Development area will be assessed on a case by case basis *initially* by Donegal County Council which will determine the requirement for AA Screening as per the requirements of Article 6(3) of the Habitats Directive.

## 6. Conclusion

There are no predicted effects on any European sites given:

- The distance between the Proposed Development and any European Sites, approximately 800m;
- There are no predicted emissions to air, water or the environment during the construction or operational phases that would result in significant effects.

It has been objectively concluded by Moore Group Environmental Services that:

1. The Proposed Development is not directly connected with, or necessary to the conservation management of the European sites considered in this assessment.
2. The Proposed Development is not likely to either directly or indirectly significantly affect the Qualifying interests or Conservation Objectives of the European sites considered in this assessment.
3. The Proposed Development, either alone or in combination with other plans or projects, is not likely to have significant effects on a European site.
4. It is possible to conclude that significant effects can be excluded at the screening stage.

It can be *excluded*, on the basis of objective information, that the Proposed Development, individually or in combination with other plans or projects, will have a significant effect on a European site.

An appropriate assessment is not, therefore, required.

A final determination will be made by the competent authority in this regard.

## 7. References

Department of the Environment, Heritage and Local Government (2010) Guidance on Appropriate Assessment of Plans and Projects in Ireland (as amended February 2010).

European Commission (2000) Managing Natura 2000 sites: the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC.

European Commission (2007) Guidance document on Article 6(4) of the 'Habitats Directive' 92/43/EEC: Clarification of the concepts of: alternative solutions, imperative reasons of overriding public interests, compensatory measures, overall coherence and opinion of the Commission. European Commission, Brussels.

European Commission (2018) Managing Natura 2000 sites: the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC.

European Commission (2021) Assessment of plans and projects in relation to Natura 2000 sites - Methodological guidance on Article 6(3) and (4) of the Habitats Directive 92/43/EEC, Brussels 28.9.21.

European Commission (2021) Guidance document on the strict protection of animal species of Community interest under the Habitats Directive, Brussels 12.10.21.

NPWS (2019) The Status of EU Protected Habitats and Species in Ireland. National Parks and Wildlife Service, Department of the Environment, Heritage and Local Government, Dublin.

NPWS (2023) National Parks and Wildlife Service Metadata available online at <https://www.npws.ie/maps-and-data>

Office-of-the-Planning-Regulator (2021) Appropriate Assessment Screening for Development Management OPR Practice Note PN01. March 2021

## Appendix E – Planning Notice

# SITE NOTICE

PLANNING AND DEVELOPMENT ACT 2000 (as amended)  
PLANNING AND DEVELOPMENT REGULATIONS 2001 (as amended)  
ARTICLE 81

**NOTICE PURSUANT TO ARTICLE 81, PART 8 OF THE ABOVE REGULATIONS, RELATING TO A PROPOSED DEVELOPMENT BY DONEGAL COUNTY COUNCIL**

Take Notice that Donegal County Council proposes to carry out the following development in Milford located in the Letterkenny-Milford Municipal District as detailed in the schedule scheduled below:

**SCHEDULE OF PROPOSED WORK**

No.	Title	Townlands	Local Roads Office for Viewing Plans
1	Cooper's Road Active Travel Scheme	Millford and Drumbern	Online at: <a href="http://www.donegalcoco.ie">www.donegalcoco.ie</a> Services > Roads Service > Roads Service Public Consultation.  Milford Public Service Centre, Main Street, Milford, Co. Donegal, F92 TD0P  Lifford Public Service Centre, County House, The Diamond, Lifford, Co. Donegal, F93 Y622
<b>Description and Extents</b>			
Donegal County Council proposes to upgrade the traffic and pedestrian facilities on the L-1252-2 Cooper's Road, Milford to provide safety improvements and to facilitate pedestrian linkages from residential areas to key education, recreational, retail and tourist destinations within Milford Town Co. Donegal in accordance with the drawings and documents associated with the Part 8 application. The project will include:			
<ul style="list-style-type: none"> <li>a) Traffic calming measures along the L-1252-2 Cooper's Road.</li> <li>b) Provision of new improved continuous footpath extending from The Square to Foxes Glen Estate.</li> <li>c) Provision of pedestrian crossing facilities on L-1252-2 Cooper's Road.</li> <li>d) Provision of upgraded public street lighting within the scheme extent.</li> <li>e) New road markings, signage, drainage works, landscaping and accommodation works.</li> <li>f) New road layout with kerbing for the new footpaths to be built in accordance with DMURS &amp; TII Standards.</li> </ul>			

The plans and particulars for this proposed development will be available for inspection at the following locations:

- Milford Public Service Centre, Main Street, Milford, Co. Donegal, F92 TD0P
- Lifford Public Service Centre, County House, The Diamond, Lifford, Co. Donegal, F93 Y622
- Plans and particulars for this proposed development will also be available for inspection or download at [www.donegalcoco.ie](http://www.donegalcoco.ie) under section "Services > Roads Service > Roads Service Public Consultation".

The proposals will be available for inspection from 9am on Friday 4<sup>th</sup> August 2023 until 4pm on Tuesday, 5<sup>th</sup> September 2023.

Submissions and observations with respect to the proposed development, dealing with the proper planning and development of the area in which the development is situated may be made in writing to The County Secretariat Office, Donegal County Council, Lifford, County Donegal or emailed to [activetravel@donegalcoco.ie](mailto:activetravel@donegalcoco.ie) before **4.00pm on Thursday 21<sup>st</sup> September 2023**.

Note that in accordance with Article 120(1)(b)(i) of the Planning and Development Regulations 2001 (as amended) Donegal County Council has concluded, based on a preliminary examination of the nature, size, and location of the development, that an Environmental Impact Assessment (EIA) is not required.

**Please mark the front of the envelope with the project name as per the above Schedule Title.**

**Bryan Cannon,  
A/Director of Service,  
Roads & Transportation,  
Donegal County Council,  
County House,  
Lifford.**



@tobinengineers

**Galway**

Fairgreen House,  
Fairgreen Road,  
Galway,  
H91 AXK8,  
Ireland.  
Tel: +353 (0)91 565 211

**Dublin**

Block 10-4,  
Blanchardstown Corporate Park,  
Dublin 15,  
D15 X98N,  
Ireland.  
Tel: +353 (0)1 803 0406

**Castlebar**

Market Square,  
Castlebar,  
Mayo,  
F23 Y427,  
Ireland.  
Tel: +353 (0)94 902 1401