



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

Donegal Active Travel Project
Scheme 3 – Killybegs Road, Donegal Town



PROJECT NAME: Donegal Active Travel Projects

REPORT NAME: Scheme 3 – Killybegs Road, Donegal Town, Part 8 Planning Report

Document Control Sheet	
Document Reference	P8PR03
Report Status	Final
Report Date	July 2023
Current Revision	Rev B
Client:	Donegal County Council
Client Address:	County House, Lifford, County Donegal.
Project Number	11199

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	Draft	DK	19/04/2022	JOF	19/04/2022	MMcD	19/04/2022
B	Issue	RF	24/07/2023	JOF	25/07/2023	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 & 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>7</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>8</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>Crossing Points.....</i>	<i>9</i>
4.2.4	<i>Public Transport.....</i>	<i>9</i>
4.2.5	<i>Lighting.....</i>	<i>9</i>
4.2.6	<i>Drainage.....</i>	<i>10</i>
4.2.7	<i>Landscaping.....</i>	<i>10</i>
4.2.8	<i>Road markings</i>	<i>10</i>
4.2.9	<i>Signage</i>	<i>10</i>



<i>4.2.10 Services</i>	<i>10</i>
4.3 DETAILS OF THE PROPOSED DEVELOPMENT	10
<i>4.3.1 Drawings</i>	<i>10</i>
<i>4.3.2 Road Safety Audit</i>	<i>11</i>
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 170m of footpath with associated pedestrian facilities along the Northern side of the R295 (Killybegs Road) on the approach to Donegal Town.

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 Killybegs Road, Donegal Town. 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 Donegal 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 Donegal 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

Donegal Town is a vibrant and popular tourist destination for visitors and creates a significant amount of footfall in and around the Town Centre. Donegal County Council wants to strengthen the connectivity between the Town Centre (Diamond Area) and its outlying streets. Donegal Town is also becoming an attractive destination for investment in residential and commercial developments and the town is growing at a fast pace.

The Killybegs Road scheme in Donegal Town is Scheme No. 3 of the Active Travel & Climate Action Projects 2022. Donegal County Council want to improve the footpath infrastructure and provide an additional footpath along the R925 regional road. Donegal County Council have also identified the need for a pedestrian crossing across the R925.

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:

- Current speeds on approach to the town centre on the R925 appear excessive.
- The cross section of the road is wider than that specified in DMURS.
- The footpaths are too narrow.
- The junctions are too wide.
- There are no pedestrian crossing facilities.

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.

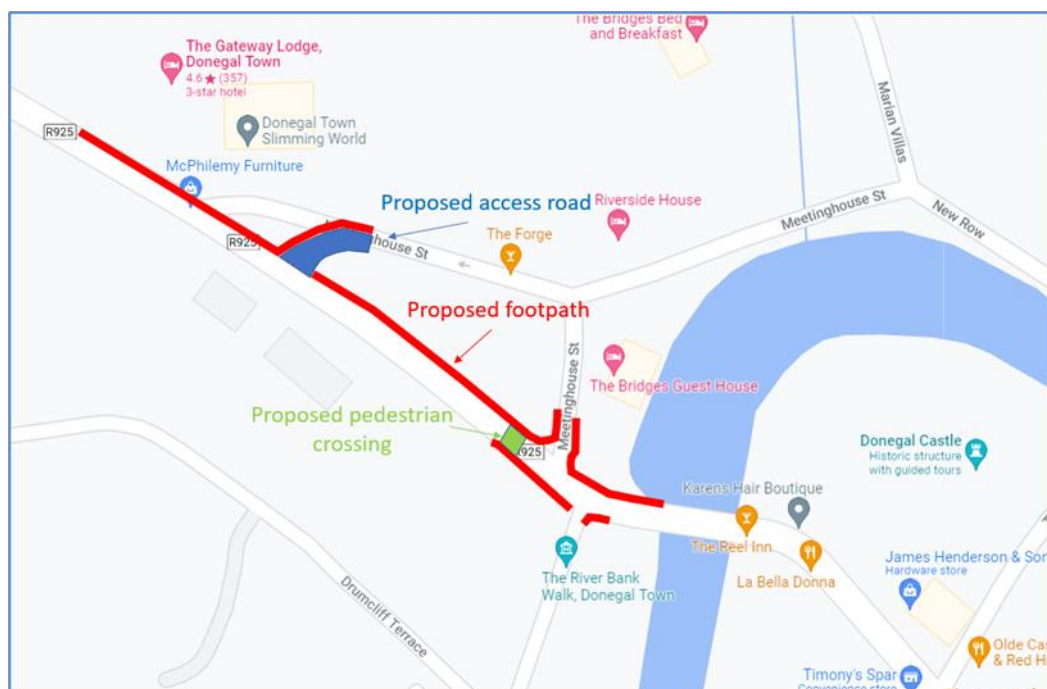


Figure 2-1 Site Extents and Location

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 on the Killybegs Road varies from 7.1 to 7.5m wide. This width combined with the open nature of the road encourages excessive speeds and is in excess of the width band outlined in DMURS

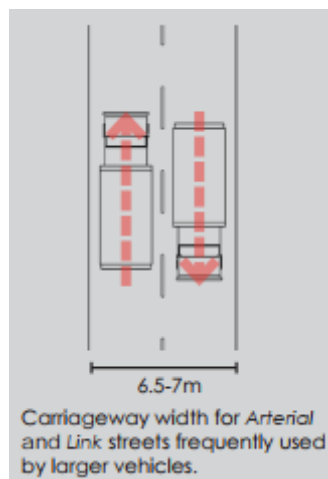


Figure 4-1 DMurs Carriageway Width



Figure 4-2 Existing Carriageway Width

4.1.2 Footpaths

There is a footpath provided on the south side of the Killybegs road. This footpath is approximately 1.4m wide and is not adequate provision for vulnerable road users. There is some pedestrian provision on the north side which services an existing furniture store. There are steps and steep gradients on this path, and it is unsuitable for vulnerable road users



Figure 4-3 Existing Footpath at Furniture Shop

4.1.3 Crossing points

There are currently no crossing points provided on the R925 in the survey area. The existing junctions are wide with large corner radii which are not pedestrian friendly.



Figure 4-4 Junction R925 / Meeting House St.

4.1.4 Public Transport

There are no Bus Stop facilities within the study area.

4.1.5 Lighting

Public lighting is present throughout the study area and are powered by overhead cables.

4.1.6 Drainage

There is an existing kerb and gully drainage system in place which appears to be adequate.

4.1.7 Landscaping

There is a green area to the north of the R925 which falls away from the road. Flower beds and a water pump are located in this green area.



Figure 4-5 Landscaping along the Scheme

4.2 NATURE AND EXTENT OF THE PROPOSED DEVELOPMENT

The principle feature of the proposed development is the provision of a footpath along the northern side of the R925 to incorporate carriageway narrowing, tighter junction radii and formalised crossing facilities. Details are as follows:

4.2.1 Carriageways

The carriageway widths are reduced to 3.25m each side in accordance with DMURS.

4.2.2 Footpaths

A 3m (with localised narrowing at the existing furniture shop) footpath is to be provided on the north side of the R925.

4.2.3 Crossing Points

Raised table uncontrolled crossings in accordance with National Transport Authority's guidance will be provided at three junctions within the study area.



Figure 4-6 Junction Treatment

Provision of a new controlled zebra pedestrian crossing including zebra crossing road marking, tactile paving, 2 no. belisha beacons and light including all associated ducting and cabling and dropped kerbing on the R925. This is also to incorporate High friction surfacing on approach lanes and Zig-zag Road markings. An uncontrolled crossing is to be provided to address a pedestrian desire line from the bridge footpath to Meetinghouse Street.

4.2.4 Public Transport

Given the proximity of the site to the town, it is not felt that bus stop facilities are warranted.

4.2.5 Lighting

As part of the detailed design, a lighting design will be carried out to ensure adequacy of the current lighting arrangements and upgrade as necessary. Subject to agreement with the service provider, all cables will be installed underground.

4.2.6 Drainage

The existing gullies will be moved to tie in with the revised kerb locations and the existing drainage network will be used.

4.2.7 Landscaping

A dwarf wall will be required to retain the 3m footpath because of levels. This will minimise the impact on the green area. Inside this wall will be a 1m verge where it is proposed that low level shrubs will be planted. It is also proposed to provide decorative paving outside of the church to allow for people to congregate.

4.2.8 Road markings

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

4.2.9 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.

4.2.10 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.

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.

Drawing Number	Drawing Title
11199-03-000	Cover Page
11199-03-001	Content
11199-03-002	Site Location
11199-03-003	Site Extents
11199-03-004	Existing Layout
11199-03-005	Proposed Layout
11199-03-006	Cross Section

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 Killybegs 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 Y62, or emailed to activetravel@donegalcoco.ie before 4.00pm on Monday 25th of September 2023 as outlined in the public notices.

Appendix A – Drawings

Preliminary Drawings for Killybegs Road, Donegal Town Active Travel Project

Date: July 2023

Issue: Final

Revision: A

Employer:

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

Phone: 074 91 53900

Email: info@donegalcoco.ie

Prepared By:

TOBIN Consulting Engineers
Fairgreen House
Fairgreen Road
Galway
H91 AXK8

Phone: (091) 565 211

Email: galway@tobin.ie

TOBIN
CONSULTING ENGINEERS



**Comhairle Contae
Dhún na nGall**
Donegal County Council

NTA
Údarás Náisiúnta Iompair
National Transport Authority

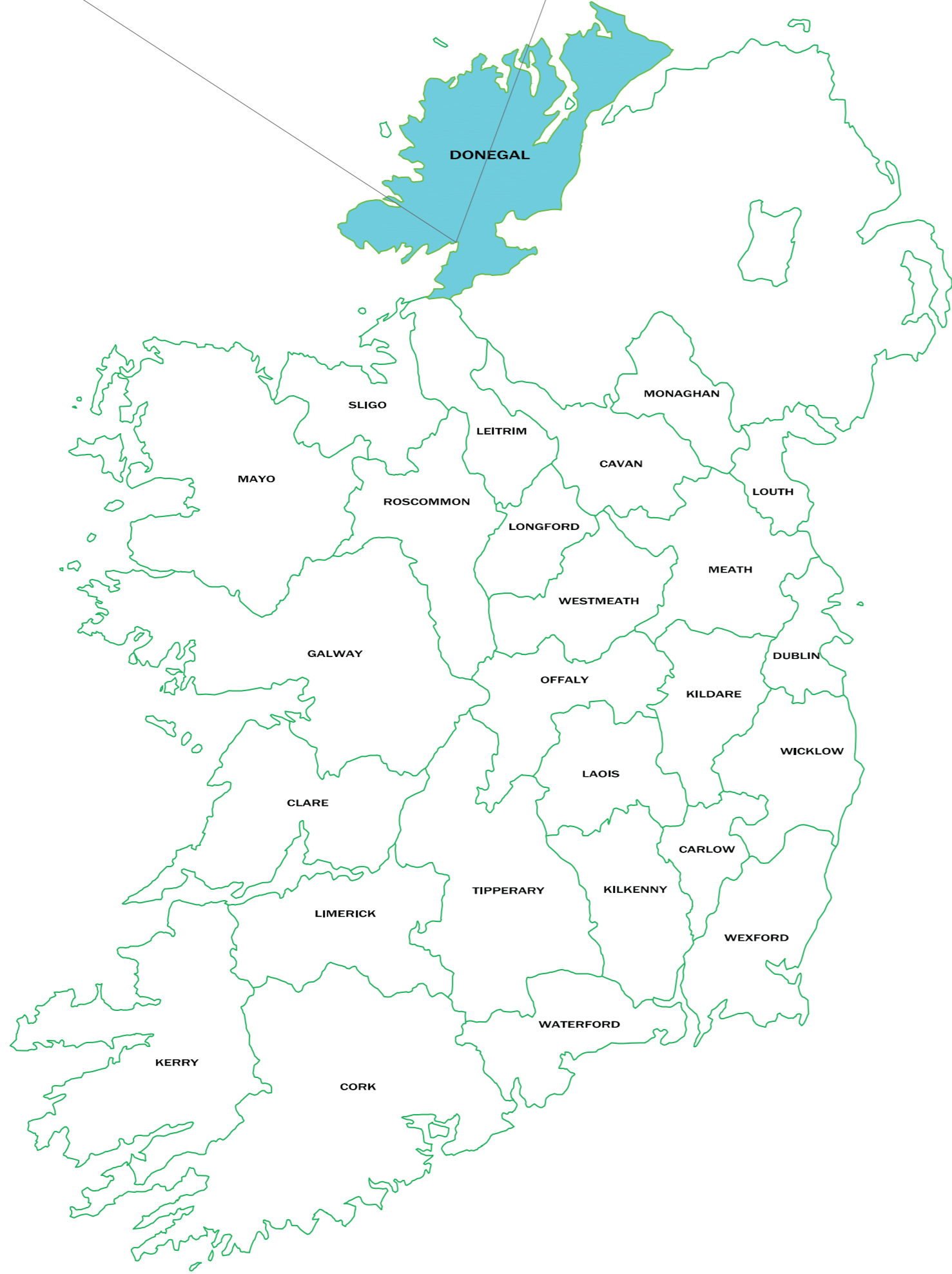


An Roinn Iompair
Department of Transport

Preliminary Drawings
for
Killybegs Road, Donegal Town Active Travel Scheme
July 2023

Schedule of Drawings

<u>DRAWING NO.</u>	<u>TITLE</u>	<u>REVISION</u>
11199-03-002	Site Location	A
11199-03-003	Site Extents	A
11199-03-004	Existing Layout	A
11199-03-005	Preliminary Design	A
11199-03-006	Typical Cross Sections	A



SITE LOCATION



SITE EXTENTS

Rev	Date	Description	By	Chkd.
D01	Mar '22		DK	JOF

Client:	Donegal County Council
Project:	Active Travel & Climate Action Projects in the Donegal Municipal District
Title:	Site Location - Scheme 3 R925 Killybegs Road

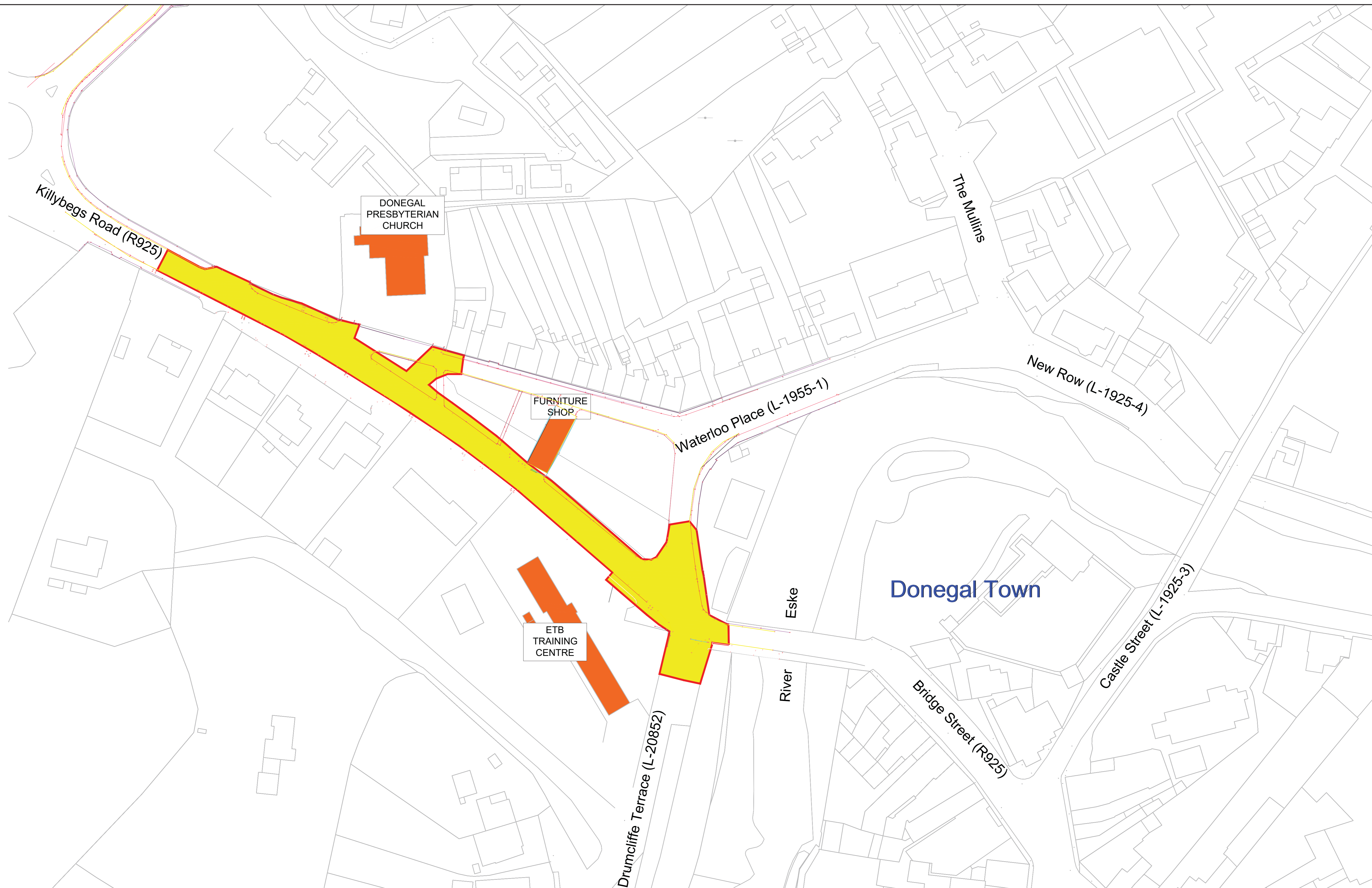
Prepared by:	CQ
Checked:	RF
Date:	July 2023
Project Director:	John O'Flaherty
Drawing Status:	Planning
Scale @ A1:	NTS

TOBIN
CONSULTING ENGINEERS

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

Drawing No.: **11199-3-002**

Revision: **REVA**



LEGEND:
 The Location and
 extents of the
 R925 Killybegs
 Road Improvement
 Scheme



Rev	Date	Description	By	Chkd.
A	July '23	Planning	CQ	RF
D01	Mar '22		DK	JOF

Client: Donegal County Council

Project: Active Travel & Climate Action Projects in the Donegal Municipal District

Title: Site Extents - Scheme 3 R925 Killybegs Road

Prepared by: CQ

Checked: RF

Date: July 2023

Project Director: John O'Flaherty

Drawing Status: Planning

Scale @ A1: 1:500

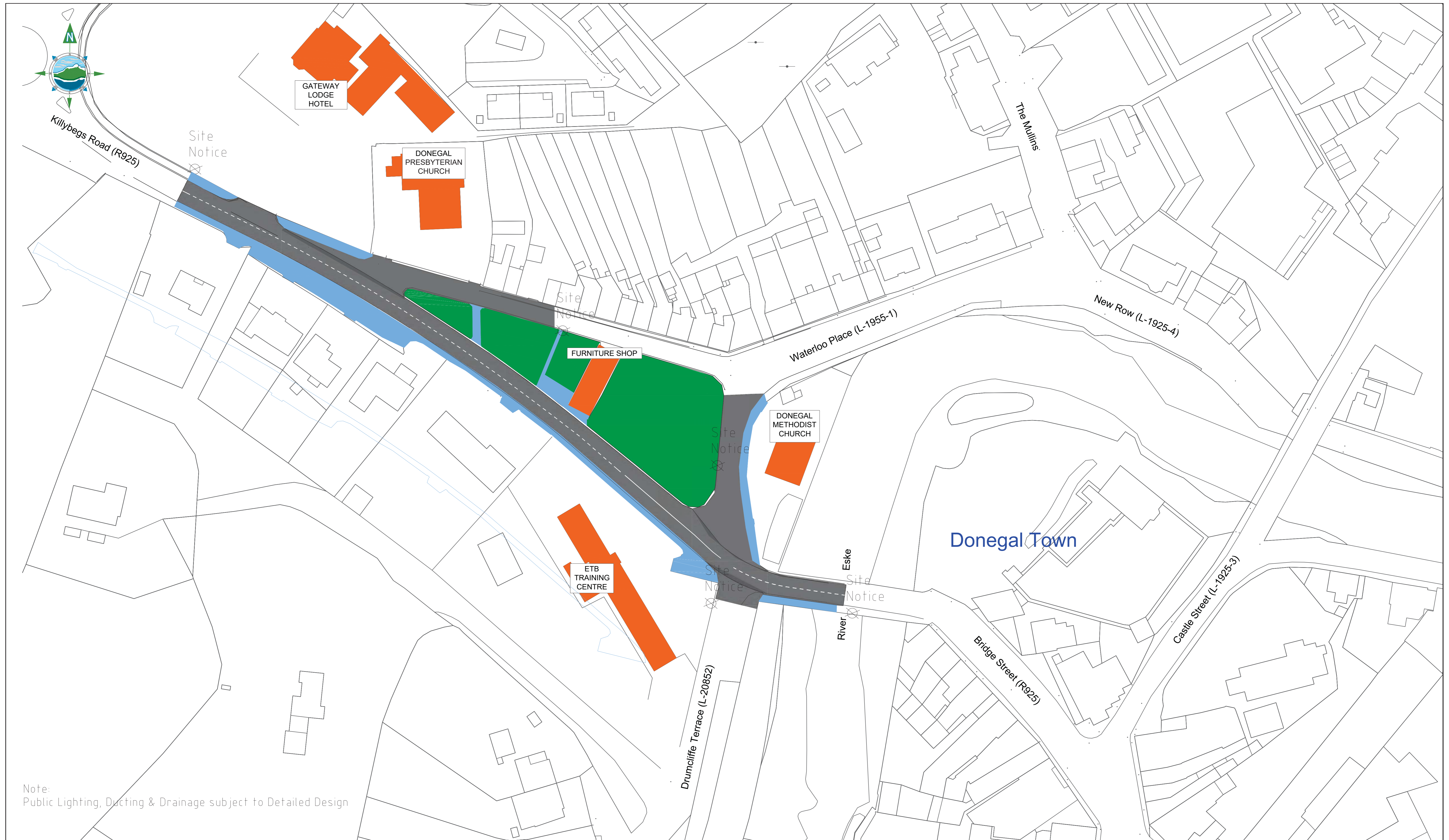
TOBIN
 CONSULTING ENGINEERS

Galway Office
 Fairgreen House, Fairgreen Road,
 Galway,
 H91 AXK8,
 Ireland.
 Tel: +353 (0)91 565 211
 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.: 11199-3-003

Revision: REVA



Note:
Public Lighting, Ducting & Drainage subject to Detailed Design

- LEGEND:
- Existing Footway
 - Existing Pavement
 - Existing Green Area

Rev	Date	Description	By	Chkd.
D01	Mar '22		DK	JOF

Client: Donegal County Council

Project: Active Travel & Climate Action Projects in the Donegal Municipal District

Title: Existing Layout - Scheme 3
R925 Killybegs Road

Prepared by: CQ

Checked: RF

Date: July 2023

Project Director: John O'Flaherty

Drawing Status: Planning

Scale @ A1: 1:500

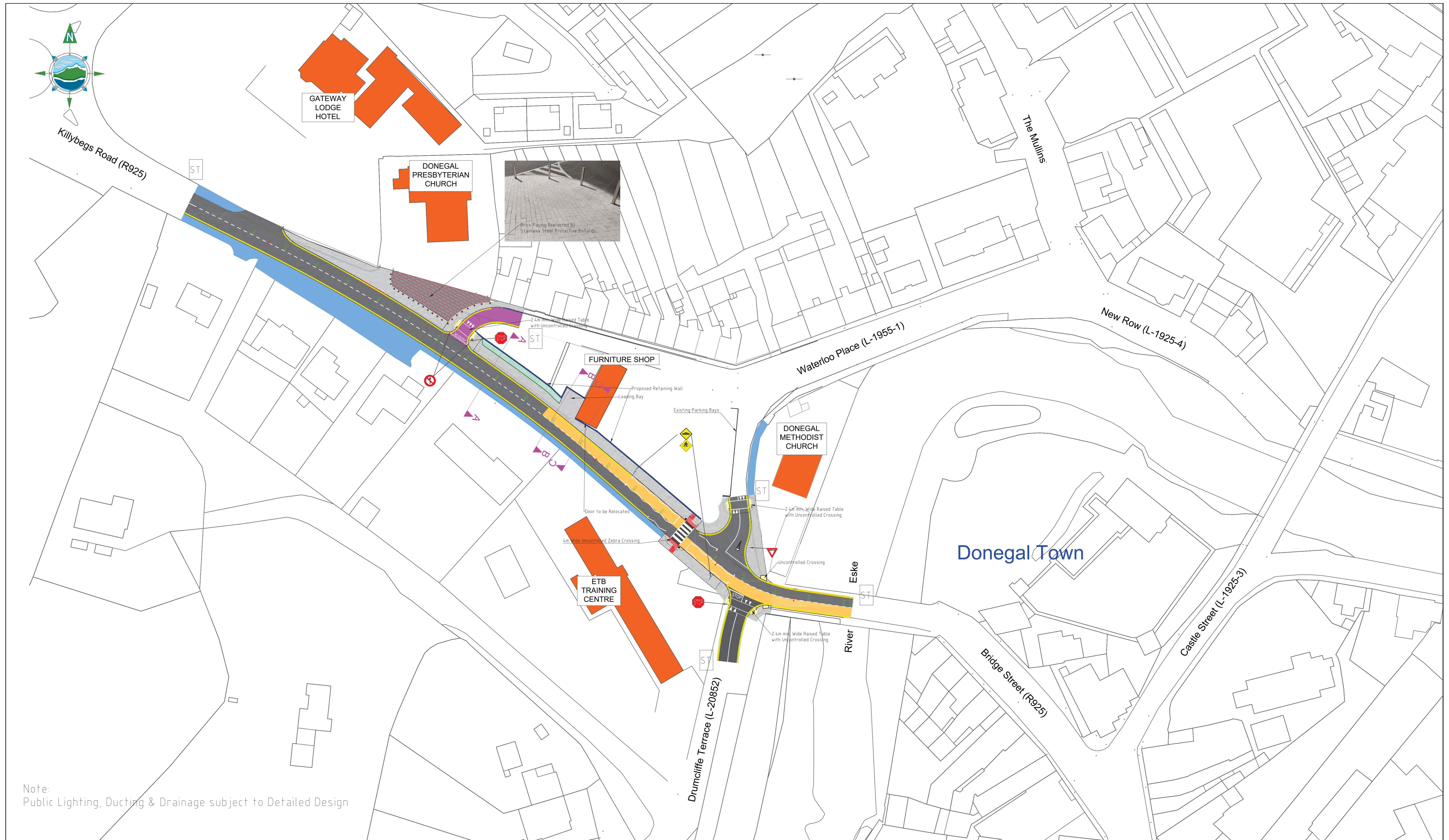
TOBIN
CONSULTING ENGINEERS

Galway Office
Fairgreen House, Fairgreen Road,
Galway,
H91 AXK8,
Ireland.
Tel: +353 (0)91 565 211
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.: 11199-3-004

Revision: REVA



Rev	Date	Description	By	Chkd.
A	July 23		CQ	RF
D01	Mar '22		DK	JOF

Client:	Donegal County Council
Project:	Active Travel & Climate Action Projects in the Donegal Municipal District
Title:	Proposed Layout - Scheme 3 R925 Killybegs Road

Prepared by:	CQ
Checked:	RF
Date:	July 2023
Project Director:	John O'Flaherty
Drawing Status:	Planning
Scale @ A1:	1:500

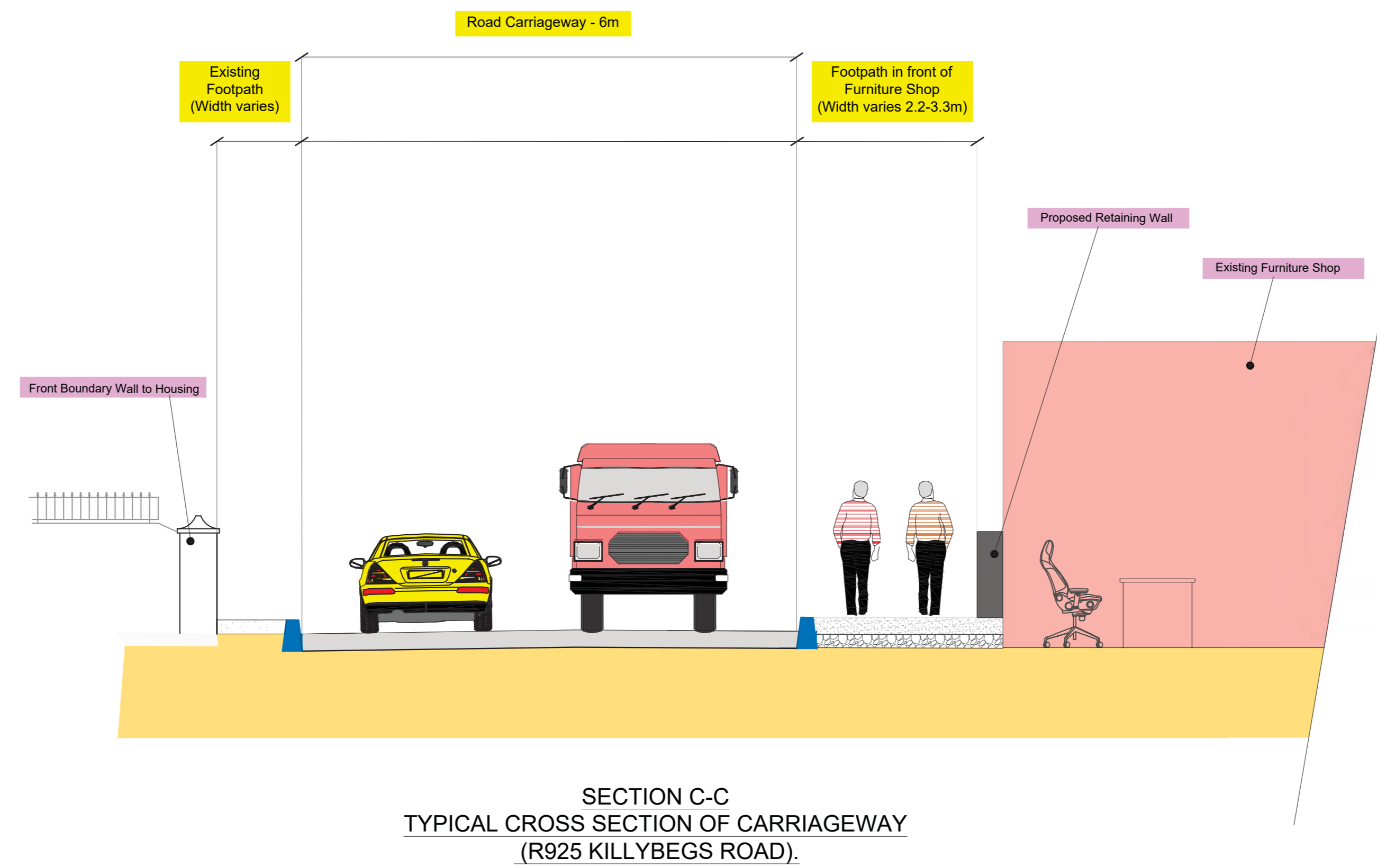
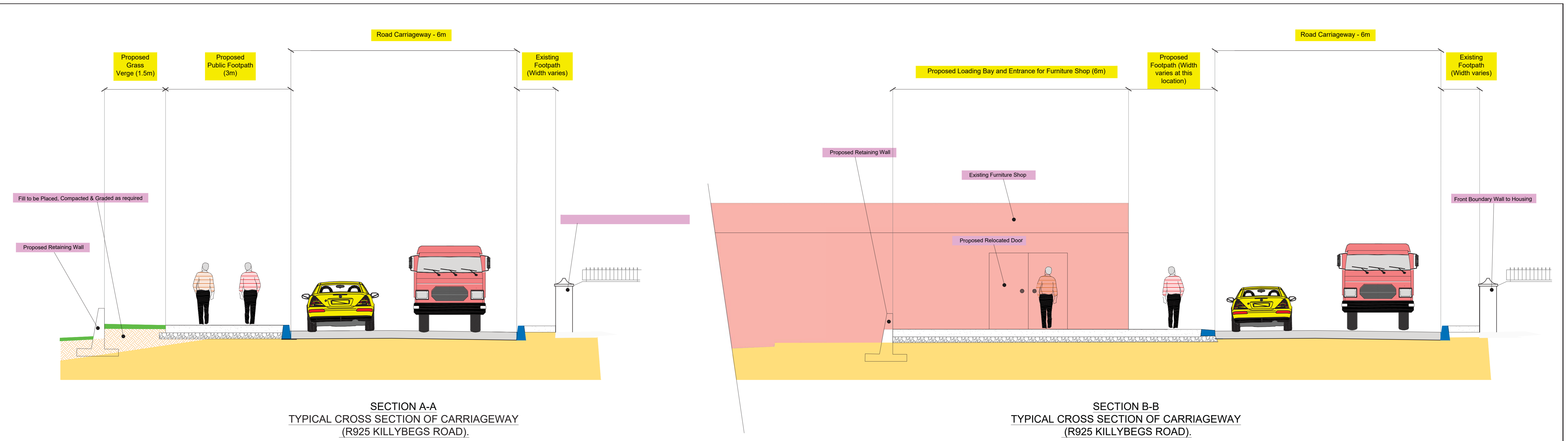
TOBIN
CONSULTING ENGINEERS

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

Drawing No.: **11199-3-005**

Revision: **REVA**

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.



Rev	Date	Description	By	Chkd.
A	July '23	Planning	CQ	RF
D01	Mar '22		DK	JOF

Client: Donegal County Council

Project: Active Travel & Climate Action Projects in the Donegal Municipal District

Title: Cross Sections - Scheme 3 R925 Killybegs Road

Prepared by: CQ

Checked: RF

Date: July 2023

Project Director: John O'Flaherty

Drawing Status: Planning

Scale @ A1: NTS

TOBIN
CONSULTING ENGINEERS

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

Drawing No.: **11199-3-006**

Revision: **REVA**

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.

Appendix B – Stage 1 Road Safety Audit

Donegal County Council



DONEGAL COUNTY COUNCIL

Scheme 3 - Killybegs Road Part 8 Planning Report

STAGE 1 ROAD SAFETY AUDIT



Scheme 3 - Killybegs Road Part 8 Planning Report

STAGE 1 ROAD SAFETY AUDIT

Document Control Sheet	
Document Reference	11199 TR03 RSA
Report Status	Issue
Report Date	July 2023
Current Revision	A
Client:	Donegal County Council
Client Address:	Drumlonagher, Donegal Town, County Donegal.
Project Number	11199

Galway Office Fairgreen House, Fairgreen Road, Donegal, 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
D01	Draft	RM	26/04/2022	LG	26/05/2022	LG	26/05/2022
A	Final Issue	RM	27/07/2023	LG	27/07/2023	LG	27/07/2023

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	INTRODUCTION	1
1.1	EXISTING ENVIRONMENT	1
1.2	PROPOSED DEVELOPEMENT.....	2
1.3	ROAD COLLISION DATA.....	3
1.3.1	<i>Road Safety Authority Database.....</i>	<i>3</i>
1.4	AUDIT DETAILS.....	3
2.0	ITEMS RESULTING FROM THIS ROAD SAFETY AUDIT	5
2.1	PROBLEM.....	5
2.2	PROBLEM.....	5
2.3	PROBLEM.....	5
2.4	PROBLEM.....	6
2.5	PROBLEM.....	6
2.6	PROBLEM.....	7
2.7	PROBLEM.....	7
2.8	PROBLEM.....	8
2.9	PROBLEM.....	8
2.10	PROBLEM.....	9
2.11	PROBLEM.....	9
2.12	PROBLEM.....	10
2.13	PROBLEM.....	10
2.14	PROBLEM.....	11
2.15	PROBLEM.....	11
3.0	AUDIT TEAM STATEMENT.....	12

Table of Figures

Figure2-1	Road Signage (Dwg No. 11199-3-005 Rev B).....	5
Figure2-2	Existing Road Signage on the R925	5
Figure 2-3	Road Signage (Dwg No. 11199-3-005 Rev B).....	6
Figure2-4	Existing utilities & signage within proposed footway	6
Figure2-5	New footway with no tactile paving (Dwg. No. 11199-3-005).....	7
Figure 2-6:	Existing tactile paving not reinstated.....	7
Figure 2-7	Existing tactile paving on the R925	7
Figure 2-8	Step Gradients between the Meetinghouse Street and the R925	8
Figure2-9	Junction Realignment Meetinghouse Street with the R925 (Dwg. No. 11199-3-005)	8
Figure 2-10	Existing Parking Signage with parking to the properties	8
Figure2-11	Proposed Realignment with parking restrictions (Dwg No. 11199-3-005)	8
Figure 2-12	Existing Walkway within Grass Area (Dwg No. 11199-3-005 Rev B)	9
Figure2-13	Existing walkway at R925	9



Figure 2-14 Pedestrian Desire Lines on Waterloo Road (Dwg. No. 11199-4-006).....	9
Figure 2-15 Yield Controlled Junction proposed following junction upgrades (Dwg. No. 11199-4-006).....	10
Figure2-16: Proposed raised uncontrolled crossing (Dwg. No. 11199-4-006).....	10
Figure2-17 Proposed steep gradient on Drumcliff Terrace.....	10
Figure 2-18 Observed Pedestrian movements during Stage 1 RSA (Dwg. No. 11199-4-006)..	11
Figure 2-19 Proposed Footpath Alignment and location of Existing Culvert (Dwg. No. 11199-4-006)	11

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 the proposed Active Travel upgrade works along the R925, Meetinghouse Street and Waterloo Place (L11955) within the urban boundary of Donegal Town Centre, County Donegal.

The site location is shown in Plate below.

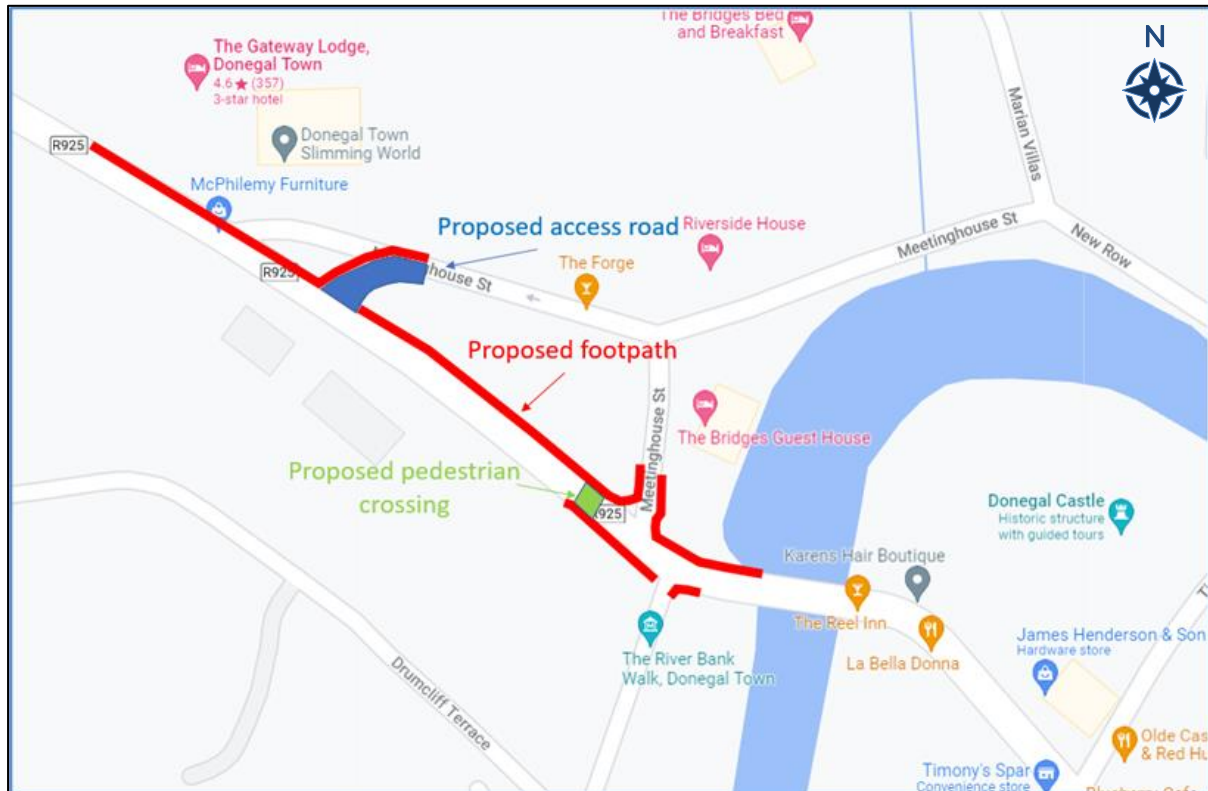


Plate Site Location Map (Extract - Part 8 Planning Report)

1.1 EXISTING ENVIRONMENT

The Killybegs Road, R925 is a regional road and an important link road for Donegal Town providing the main crossing point of the River Eske and link to West Donegal. The scheme is located within an urban 50kph environment.

Killybegs Road layout is shown in Figure 1-2 and the R295 has the following characteristics:

- The existing carriageway has a variable width from 7.1m to 7.5m.
- Junctions:
 - Meetinghouse Street and Waterloo Place (L1955) have junctions on the northern side of the R295 and
 - Drumcliff Terrace (L20852) to the south of the R295 immediately west of the River Eske.
- Footways are present on both side of the carriageway from the roundabout junction with Lough Eske Road to the existing junction at Meetinghouse Street. The footway continues on the southern side of the carriageway only over the River Eske bridge.
- Urban environment:
 - Residences and the Further Education and Training Centre (ETB) have direct accesses from the southern footway.

- The Gateway Lodge and Donegal Presbyterian Church are accessed from the northern footway.
- Drainage is by piped gullies along the scheme.
- Overhead services and public lighting are present.
- Road marking and signage are present.

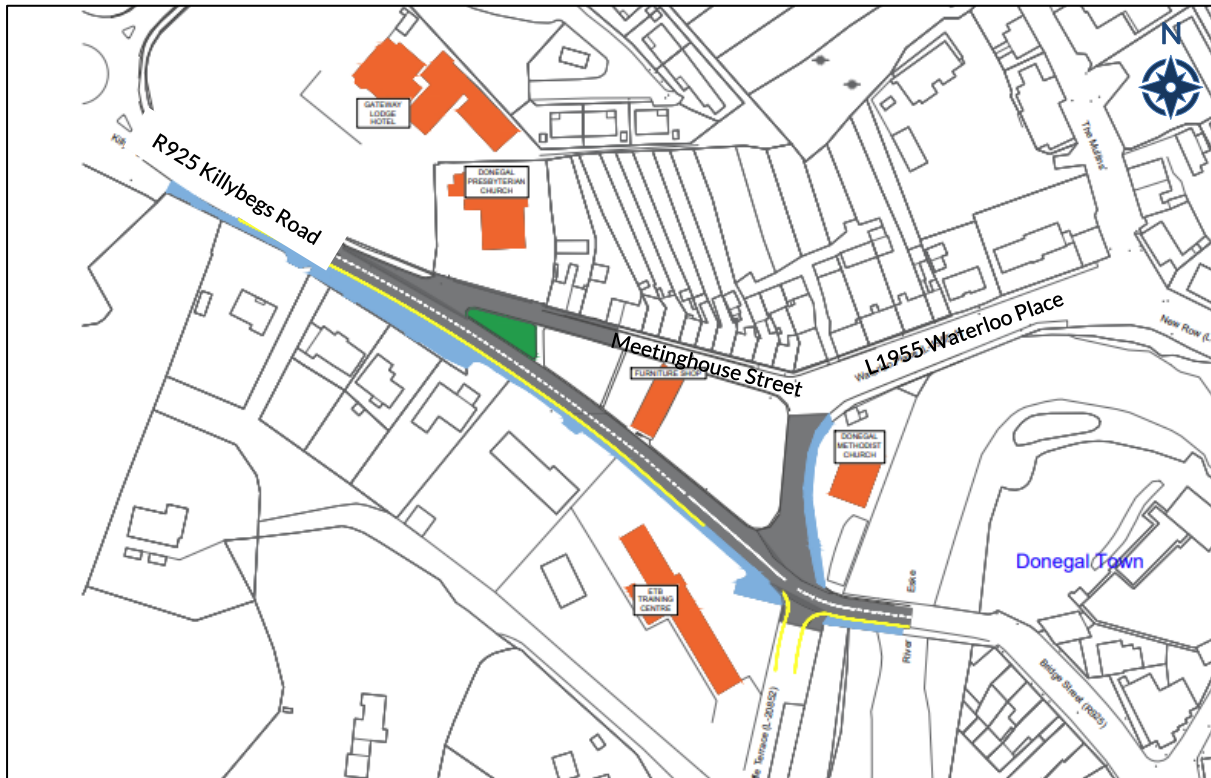


Plate Layout of The R925 Killybegs Road - Layout Map of existing alignment (Dwg. No. 11199-3-004-D01)

Meetinghouse Street is a one-way street from its junction with Waterloo Road northbound towards its junction with the R925. On street parallel parking is present on its northern side with direct access from house onto the footway. On the southern side of the carriageway is a large open green space between Meetinghouse Street and the R925. Road signage and gullies are present, and the road markings are faded.

Waterloo Road, the L1955, is a local road with two-way traffic. The L1955 has a priority “Yield” T-junction with the R925 immediately west of the River Eske bridge. The minor road, Drumcliff Terrace (L20852) is located adjacent to the L1955. To the east of the L1955, a footway is present with road markings restricting car parking. On the western side of the L1955, parking is restricted in proximity of the junction with the R925, with parallel on street parking at a setback of approximately 10m. No footway is present on the west side of the R925, to the green area.

1.2 PROPOSED DEVELOPEMENT

Donegal County Council propose to upgrade the R925 Killybegs Road over a length of 220m with junction upgrades on Waterloo Road (L1955) and Meetinghouse Street to provide active travel facilities. A summary of the proposed works are as follows:

- Narrow the carriageway to within DMURS parameters for a Link Streets to a width of 6.5m.
- A 3.0m footway is to be provided on the north side of the R925, with localised narrowing at the existing furniture shop.

- Narrow the geometry of the existing junctions and formalise the arrangements. This included relocation of the Meetinghouse Road access onto the R925 for a perpendicular alignment.
- Raised table uncontrolled crossings in accordance with National Transport Authority's guidance are proposed at the 3 no. junctions within the study area.
- Provision of a new controlled zebra pedestrian crossing along the R925.
- New public lighting design.
- Amendments to the drainage due to the aforementioned works.

1.3 ROAD COLLISION DATA

1.3.1 Road Safety Authority Database

Road Collision Data available on the Road Safety Authority Database, within the period 2005 to 2016, along the scheme show no fatal collisions were reported and 1 no. serious and 1 no. minor collision was recorded in on the scheme, as shown in Plate.

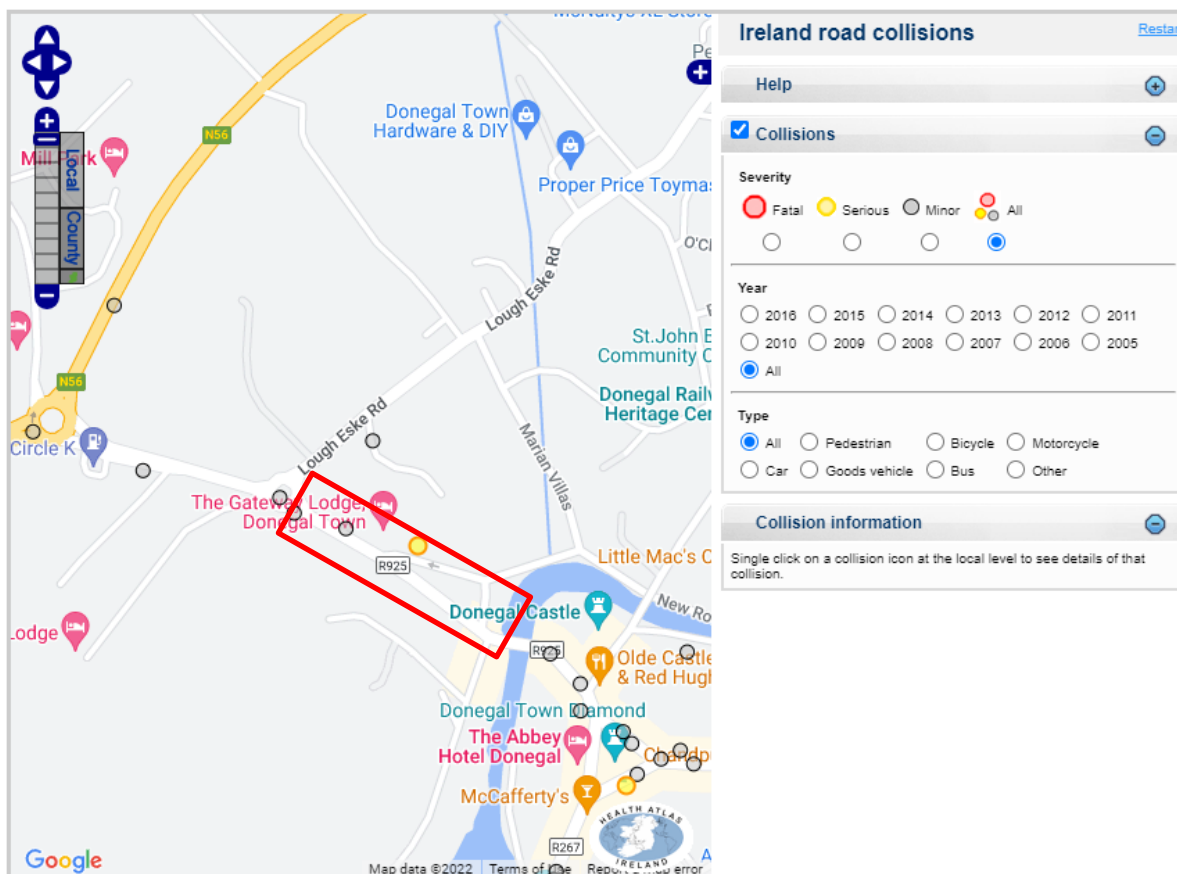


Plate Road Collision Data 2005 – 2016 (Source: Road Safety Authority)

Note - the RSA database is not a comprehensive record of collisions and should be reviewed in conjunction with the Local Authority / Gardaí records for the site.

1.4 AUDIT DETAILS

The audit took place in Donegal on April 26th, 2022, between the hours of 14:00-15.00hrs. The audit comprised an examination of the documents provided by the Design Team and listed in Appendix A. During the site visit the weather was dry and sunny and the road surface was dry.

The audit team members were as follows:

Audit Team Leader/Member

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

Audit Team Leader/Member

- Ronan Murtagh – B.A. B.A.I, CEng, MIEI. Senior 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 PROBLEM

General - Junction Swept Paths

Swept Paths for vehicles at junctions has not been provided to the Audit. Vehicles manoeuvring at modified junction may cross the centreline of the carriageway into the path of oncoming vehicles or vehicles may strike / mount the footway. This may result in between vehicles and vehicles and pedestrian.

Recommendation

The design team should demonstrate that turning movements for relevant vehicle types are achievable at all modified junctions.

2.2 PROBLEM

General item - Visibility Splays at Junction

The Road Safety Audit Team note that visibility splays for the proposed upgraded junctions have not been provided. The Audit Team are concerned inadequate visibility at junctions will lead to vehicles edging into the carriageway at risk of being struck by passing vehicles.

Recommendation

The Design Team should demonstrate that adequate visibility is achievable at all modified junctions.

2.3 PROBLEM

Signage within Footway

The Audit team noted on the drawing No. 11199-3-005 Rev B, the proposed road signs are located within the footway and existing road signage was observed within the footway. The Audit Team are concerned the position of the signage within the footway will obstruct pedestrian movements, potential resulting in pedestrians entering the carriageway, particularly those with buggies or in wheelchairs in conflict with vehicles resulting in a collision.

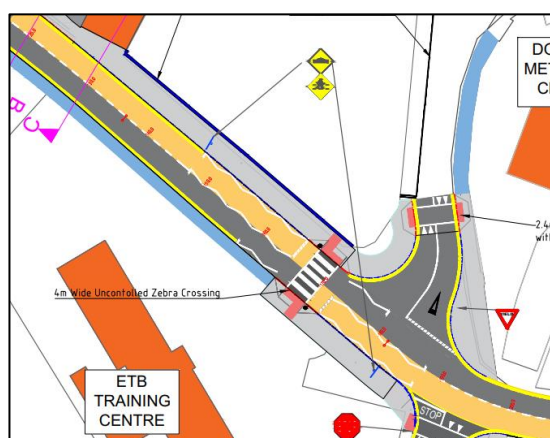


Figure 2-1 Road Signage (Dwg No. 11199-3-005 Rev B)



Figure 2-2 Existing Road Signage on the R925

Recommendation

Design Team should provide at the back of the footway removing obstruction to pedestrians.

2.4 PROBLEM

Signage Advanced Warning

The Audit Team noted on the drawing No. 11199-3-005 Rev B, the proposed road signs are located approximately 20m or less from the hazard. The Audit Team are concerned drivers will not have enough advanced warning to stop in advance of the zebra crossing. This may result in a collision between a pedestrian and a vehicle.

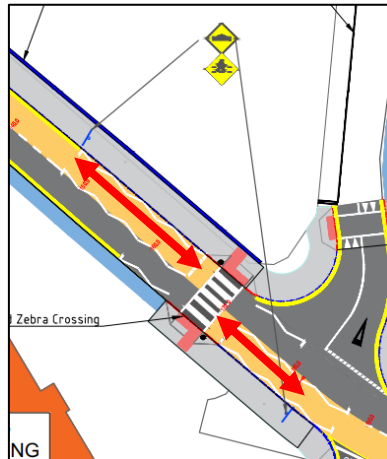


Figure 2-3 Road Signage (Dwg No. 11199-3-005 Rev B)

Recommendation

Design Team should provide signage at suitable distance in advance of the hazard.

2.5 PROBLEM

Utilities & Signage within Proposed Footways

The Road Safety Audit Team observed utility infrastructure and signage within the proposed footway and existing footways being reinstated. These point obstructions will significantly reduce the operational width of the footways and force vulnerable road users into the road carriageway. This could result in serious injuries occurring between vehicles and pedestrians.



Figure2-4 Existing utilities & signage within proposed footway

Recommendation

The design team should ensure that adequate footway width are provided throughout the scheme clear of obstructions.

2.6 PROBLEM

Tactile Paving at uncontrolled crossings to direct accesses

The Audit team noted existing tactile paving on the east side of the Gateway Lodge direct access is not planned to be reinstated on the new footway. Absence of tactile paving could lead to visually impaired users walking out into the existing carriageway into the path of oncoming traffic.

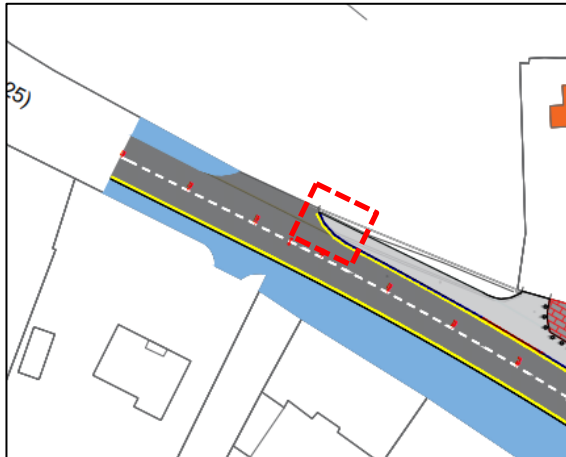


Figure 2-5 New footway with no tactile paving (Dwg. No. 11199-3-005)



Figure 2-6: Existing tactile paving not reinstated

Recommendation

Design Team should provide tactile paving at drop kerb crossing points throughout the scheme.

2.7 PROBLEM

Tactile Paving with no corresponding tactile / drop kerb

The Audit team noted existing tactile paving on the east side of the R925 west of the Church. The tactile paving with drop kerb is located only on the north side of the carriageway. Absence of tactile paving with drop kerb could lead to visually impaired road users becoming trapped within the carriageway or a person in a wheelchair / with buggy unable to exit the carriageway. This may result in a vulnerable road user being struck by traffic.

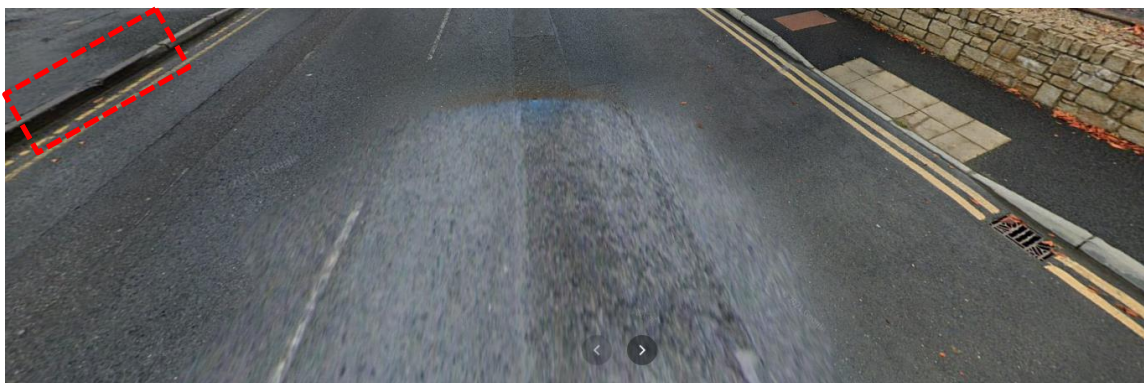


Figure 2-7 Existing tactile paving on the R925

Recommendation

Design Team should provide tactile paving at drop kerb crossing points throughout the scheme or remove when no corresponding facilities are provided.

2.8 PROBLEM

Proposed Gradients

The Audit Team noted no road profiles of the proposed works have been provided to the Audit Team. The Audit Team observed steep gradients between the R925 and Meetinghouse Street. Realignment of the side road with inadequate dwell areas could result in vehicles rolling backwards or forwards into oncoming traffic or pedestrians crossing resulting in injury.



Figure 2-8 Steep Gradients between the Meetinghouse Street and the R925

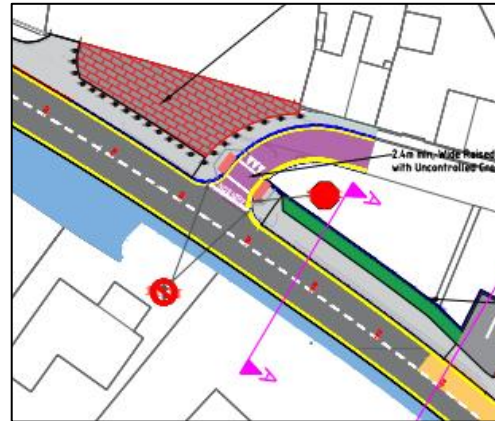


Figure 2-9 Junction Realignment Meetinghouse Street with the R925 (Dwg. No. 11199-3-005)

Recommendation

Design Team should provide appropriate gradients with dwell areas at this junction.

2.9 PROBLEM

Parking Restrictions – Signage and Lines

The proposed alignment and road markings amendment to Meetinghouse Street is in contradiction to the existing parking signage. The contradiction may result in vehicles parking on a double yellow line, blocking the roadway on the bend and may result in collisions as vehicles try to navigate past.



Figure 2-10 Existing Parking Signage with parking to the properties

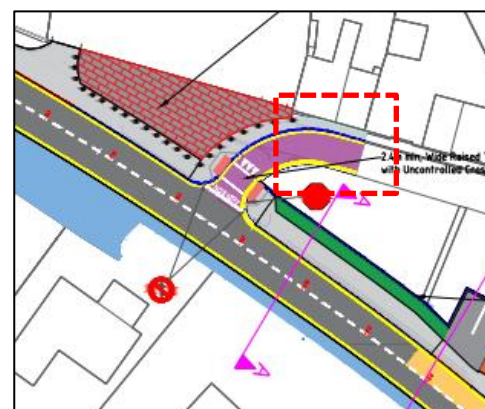


Figure 2-11 Proposed Realignment with parking restrictions (Dwg No. 11199-3-005)

Recommendation

Design Team should ensure consistency between the existing infrastructure and the proposed design.

2.10 PROBLEM

Pedestrian Desire Line

The proposed footway on the north side of the R925 has a retaining wall to the grass area. The existing walkway between Meetinghouse Street and the R925 is obstructed by this retaining wall. Pedestrians may climb over the retaining wall resulting in falls.

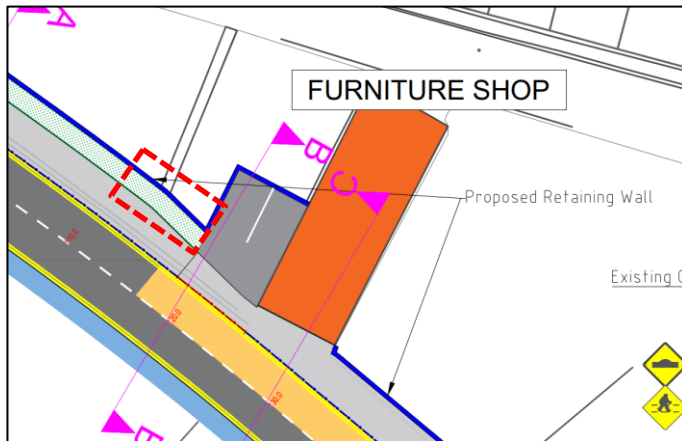


Figure 2-12 Existing Walkway within Grass Area (Dwg No. 11199-3-005 Rev B)



Figure 2-13 Existing walkway at R925

Recommendation

Design Team should retain existing pedestrian connectivity where feasible throughout the scheme.

2.11 PROBLEM

Pedestrian Desire Lines

Proposed uncontrolled crossing on Waterloo Road junction is away from pedestrian desire line. Incorrect placement of drop kerbs and tactile paving will result in pedestrians crossing the road where vehicles are not expecting and increase the risk of collisions occurring.

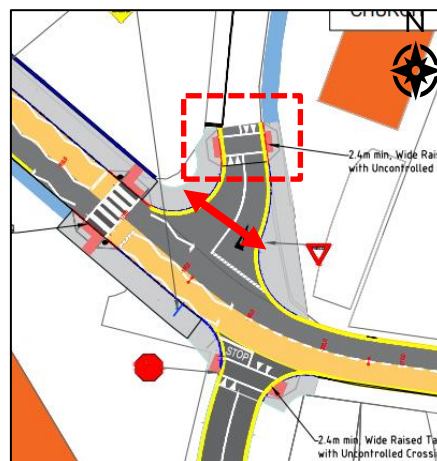


Figure 2-14 Pedestrian Desire Lines on Waterloo Road (Dwg. No. 11199-4-006)

Recommendation

The design team should provide uncontrolled crossings on pedestrian desire lines.

2.12 PROBLEM

Yield Proposed Junction

Proposed junction operation for the Waterloo Road junction is proposed to be retained as a Yield Controlled junction. The Audit Team are concerned there is insufficient visibility to the R925 for a yield controlled junction from Waterloo Road, in particular the bridge parapet to the east. This may result in vehicles breaking suddenly on Waterloo Road resulting in read-end collisions or vehicles driving into the path of oncoming traffic on the R925, resulting in side on collisions.

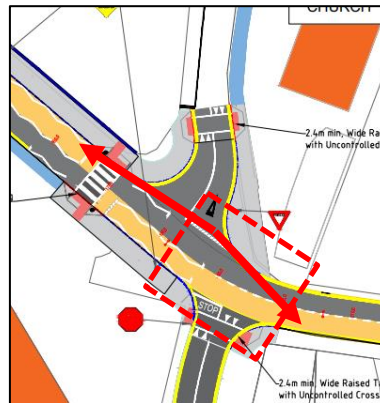


Figure 2-15 Yield Controlled Junction proposed following junction upgrades (Dwg. No. 11199-4-006)

Recommendation

The design team should demonstrate suitable visibility splays are present for a yield-controlled junction.

2.13 PROBLEM

Dwell Area – Drumcliff Terrace

On the southern side of the R925 a ramp is proposed on Drumcliff Terrace adjacent to the ETB to give an at-grade pedestrians crossing. A small dwell area is proposed between the ramp and the edge of the R925 and includes a stop line within this area on the ramp. The proximity of the ramp to the stop line and the steep gradient on Drumcliff Terrace may result in vehicles rolling over the ramp into the path of oncoming traffic.

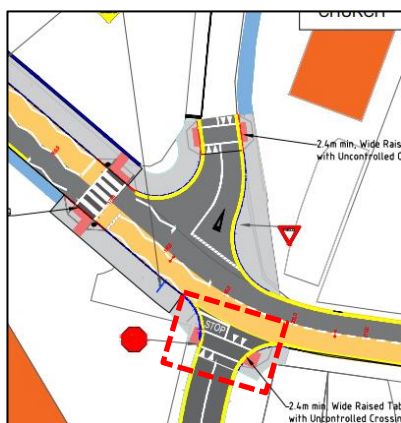


Figure 2-16: Proposed raised uncontrolled crossing (Dwg. No. 11199-4-006)

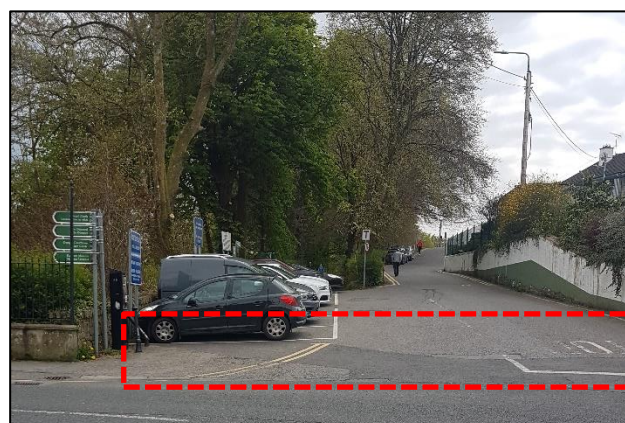


Figure 2-17 Proposed steep gradient on Drumcliff Terrace

Recommendation

Appropriate dwell area lengths and gradients should be provided for vehicles behind the location of stop lines within the study area.

2.14 PROBLEM

Pedestrian Desire Line to Waterloo Road

The Audit Team observed repeated pedestrian movements crossing from the River Eske Bridge and Drumcliff Terrace to the footway on the eastern side of Waterloo Road. It was noted that while drop kerbs are present, no provision for pedestrian facilities are provided at this point. This could result in pedestrians crossing the road/junction at any point on the 4-arm junction increasing the risk of collisions with vehicles.

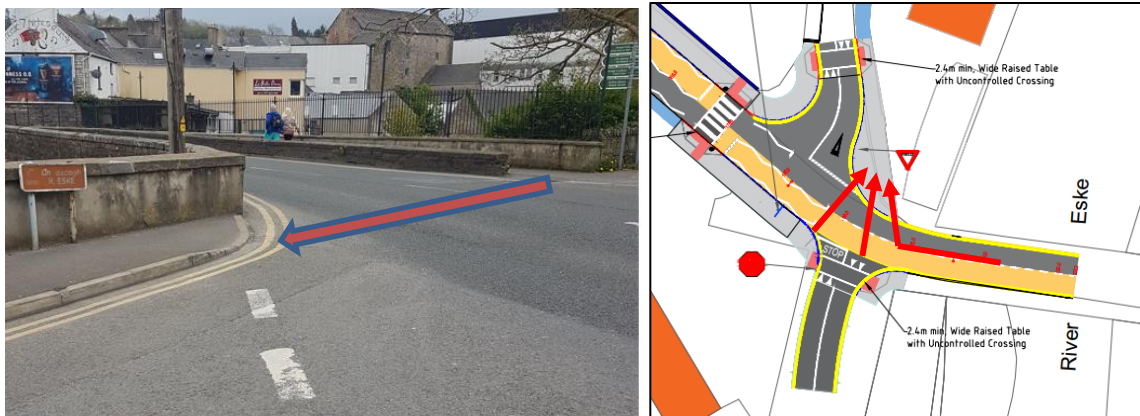


Figure 2-18 Observed Pedestrian movements during Stage 1 RSA (Dwg. No. 11199-4-006)

Recommendation:

The design team should provide crossing facilities to cater for pedestrian desire lines.

2.15 PROBLEM

Pedestrian Restraint at ETB access ramp

The Audit Team noted a very steep gradient at the vehicular staff access to the ETB with the proposed uncontrolled crossing at the foot of this ramp. This could result in a serious accident between pedestrians and vehicles should a driver lose control as they descend the ramp.

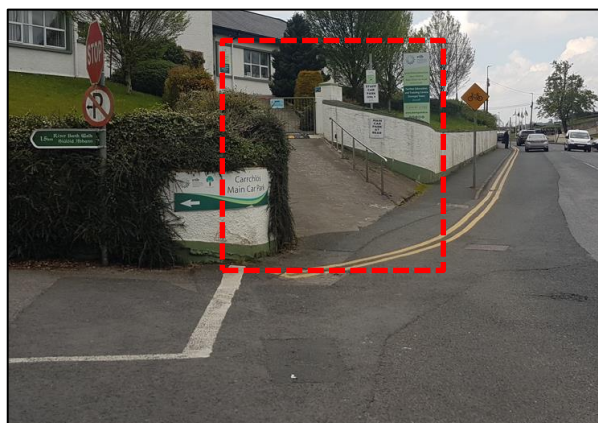


Figure 2-19 Proposed Footpath Alignment and location of Existing Culvert (Dwg. No. 11199-4-006)

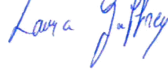
Recommendation:

The design team should provide pedestrian/vehicular restraint at the foot of the access ramp.

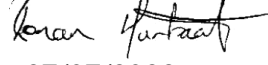
3.0 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and other information listed in Appendix A and visited the site during the day of April 26th, 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 / MEMBER

Name: Laura Gaffney - MSc. BEng (Hons), CEng., MIEI Signed: 
TII Reference: LG3386505 Date: 27/07/2023
Position: Senior Engineer
Organisation: TOBIN Consulting Engineers
Address: Fairgreen House,
Fairgreen Road,
Galway.

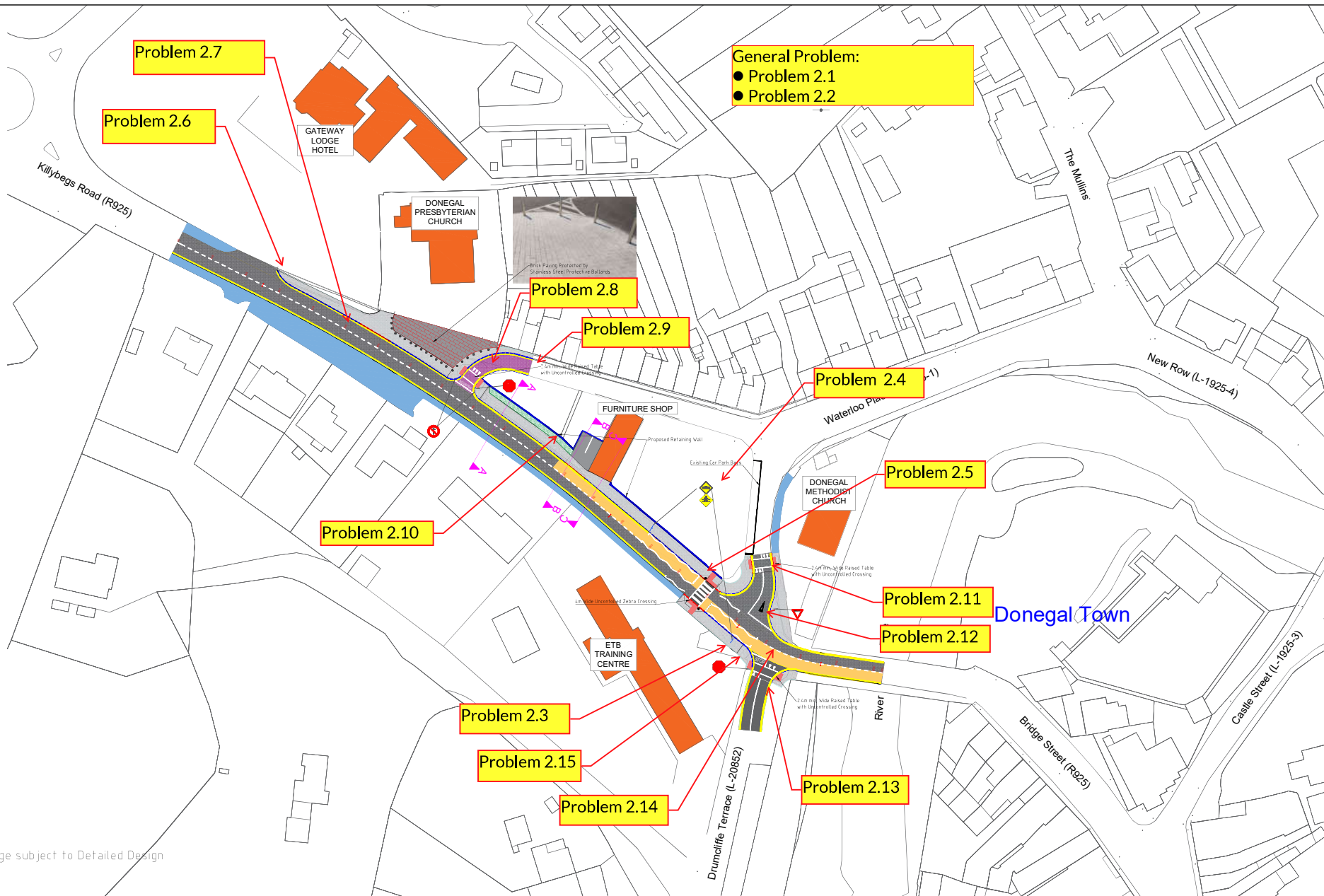
AUDIT TEAM MEMBER / LEADER

Name: Ronan Murtagh - B.A. B.A.I, CEng, MIEI. Signed: 
TII Reference: RM3414512 Date: 27/07/2023
Position: Senior Engineer
Organisation: TOBIN Consulting Engineers
Address: Block 10-4,
Blanchardstown Corporate Park,
Dublin 15,

Appendix A – List of Documents Examined

- Drawings
 - 11199-4-002- Site Location
 - 11199-4-003- Site Extents
 - 11199-4-004- Existing Layout
 - 11199-4-005- Proposed Layout
 - 11199-4-006- Cross Section

Appendix B - Problem Map



Problem 2.7
Problem 2.6

General Problem:
● Problem 2.1
● Problem 2.2



Problem 2.8
Problem 2.9

Problem 2.4

Problem 2.10

Problem 2.5

Problem 2.11

Problem 2.12

Problem 2.3

Problem 2.15

Problem 2.14

Problem 2.13

Note:
Public Lighting, Ducting & Drainage subject to Detailed Design

LEGEND:

	Proposed Footway		Proposed Kerbing
	Existing Footway		Proposed Dropped Kerbing
	Existing Pavement		Proposed Pavement Construction
	Anti Skid Surface		Landscaping
	Tactile Paving		Proposed Retaining Wall

Rev	Date	Description	By	Chkd.
001	Mar '22		DK	JOF

Client: Donegal County Council	Prepared by: D.K.	 <small>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 Engineer, a 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.</small>
Project: Active Travel & Climate Action Projects in the Donegal Municipal District	Checked: J.O.F.	
Title: Proposed Layout - Scheme 3 R925 Killybegs Road	Date: Mar 2022	
	Project Director: Michael McDonnell	
	Drawing Status: Design Report	
	Scale @ A1: 1:500	Drawing No.: 11199-3-005
		Revision: B

Appendix C – Road Safety Audit Feedback Form

Road Safety Audit Feedback Form

Scheme: Donegal County Council Active Travel Schemes – R925 Killybegs Road

Audit Stage: 1


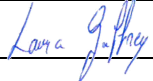
Route No.: R925 Killybegs Road

Date of Audit: 26/04/2022

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	Y	Y		
2.2	Y	Y		
2.3	Y	Y		
2.4	Y	Y		
2.5	Y	Y		
2.6	Y	Y		
2.7	Y	Y		
2.8	Y	Y		
2.9	Y	Y		
2.10	Y	Y		
2.11	Y	Y	Design Teams feel this is the desire line for pedestrians at this location as there is no footpath over the bridge, therefore pedestrians cannot go straight ahead	
2.12	Y	Y		
2.13	Y	Y		
2.14	Y	Y		
2.15	Y	Y		

Signed:	<i>Rosie Friel</i>	Designer	Rosie Friel	Date:	19 th July 2023
---------	--------------------	----------	-------------	-------	----------------------------



Signed:		Client	James Curran	Date:	<i>19th July 2023</i>
Signed:		Audit Team Leader	Laura Gaffney	Date:	<i>27th July 2023</i>



www.tobin.ie



TOBIN Consulting Engineers



@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

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 Municipal District Active Travel Projects

R925 Killybegs Road, Donegal Town

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

STAGE 1.a – EIA PRE-SCREENING

Case Ref:	R 925 Killybegs Road, Donegal Town Active Travel Project		
Development Summary	<p>Donegal County Council proposes to provide a new footpath on the northern side of the R925 Killybegs Road, Donegal Town Co. Donegal including narrowing of the carriageway width of the R925.</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 include:</p> <ul style="list-style-type: none"> a) Reducing the carriageway width on the R295 on approach to Bridge Street b) Provision of a new footpath on the northern side of the R295 from The Gateway Lodge to the Bridge c) New controlled zebra pedestrian crossing on the R295 approach the town d) New uncontrolled crossings at junctions e) New road markings and signage to ensure that the residents, drivers and tourists alike fully understand the new road layout. f) New road layout with kerbing for the new footpaths to be built in accordance with DMURS & TII Standards. 		
Does the proposed development constitute an EIA project? <i>(that is involving construction works or interventions in the natural surroundings)</i>		Yes	✓
		No	
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)?			
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 the construction of a new footpath, retaining wall, kerbing, junction tightening and pedestrian crossing facilities falls below the respective thresholds.	EIA Pre-screening is not required.
CONCLUSION			
Development is not within Part 1 or Part 2, Schedule 5. No EIA/Screening is required.		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. EIAR is required.	
Development is within Part 1 or Part 2 but is less than threshold. EIA Screening is Required.	

EIA Pre-screening prepared by:

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



Date:

25th July, 2023

Appendix D – Appropriate Assessment Screening Report

APPROPRIATE ASSESSMENT SCREENING REPORT

**IN ACCORDANCE WITH THE REQUIREMENTS OF
ARTICLE 6(3) OF THE EU HABITATS DIRECTIVE**

Killybegs Road, Active Travel Project, Donegal Town

**Compiled by
Jessica Devlin BSc. MSc.**

for

**Donegal County Council
Roads and Transportation Directorate**

JESSICA DEVLIN

PROJECT MANAGEMENT & ENVIRONMENTAL SERVICES

23 June 2023

Contents

1.0	Introduction.....	1
1.1	Screening and Appropriate Assessment.....	1
2.0	Statement of Authority	1
3.0	Methodology	2
4.0	Overview of project proposals	3
5.0	Overview of Natura 2000 Sites.....	4
5.1	Zone of influence	4
5.2	Summary of Natura 2000 sites.....	5
5.3	Conservation Objectives	6
5.4	Land use and activities.....	7
5.5	Other plans/projects:.....	8
6.0	Site Description.....	9
7.0	Potential impacts.....	11
7.1	Direct, indirect and cumulative impacts on Natura 2000 Sites	12
7.2	Assessment of Significance	12
7.3	Cumulative Impacts	14
8.0	Conclusion	15
9.0	References and sources	16
Appendix 1.	Site Synopses	18
Appendix 2.	Location of FWPM and Salmon Spawning beds in The Eske Catchment.....	25

Report produced by:

Jessica Devlin, BSc. Geology (Hons), MSc. Applied Environmental Science. Project Management & Environmental Services, 5 Pheasant Park, Donegal Town, Co. Donegal, Ireland.

This document has been produced by Jessica Devlin for Donegal County Council for the purpose of a planning permission application pertaining to the construction of a footpath and other road modifications on the Killybegs Road into Donegal Town (R925), Donegal Town, Co. Donegal. It may not be used by any person for any other purpose, other than that specified without the express written permission of Jessica Devlin. Any liability arising out of use by a third party of this document for purposes not wholly connected with the above shall be the responsibility of that party who shall indemnify Jessica Devlin against all claims, costs, damages and losses arising out of such use.

1.0 Introduction

This Screening Report has been prepared by Jessica Devlin on behalf of Donegal County Council for the purpose of a planning permission application pertaining to the construction of a footpath and other road modifications on the Killybegs Road into Donegal Town (R925). This report has been compiled to provide the competent authority with adequate information to make an appropriate assessment of the Project under Article 6(3) of the Habitat Directives. It describes the proposed project and the receiving environment. The zone of likely influence will be identified and any Natura 2000 sites within that zone will be identified. Any possible negative direct or indirect impacts on the Qualifying Interests (QI) of the Natura 2000 sites will be identified and the significance of the impacts will be assessed. This report follows the methodology set out in the Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Article 6(3) and (4), E.C., 2002.

1.1 Screening and Appropriate Assessment

The introduction of the EU Birds Directive and the Habitats Directive in 1979 and 1992 respectively, made member states legally obliged to establish a Natura 2000 network of sites of highest biodiversity importance for rare and threatened habitats and species. This comprises Special Areas of Conservation (SACs, including candidate SACs), and Special Protection Areas (SPAs, including proposed SPAs). SACs are selected for the conservation of Annex I habitats (including priority types which are in danger of disappearance) and Annex II species (other than birds). SPAs are selected for the conservation of Annex I birds and other regularly occurring migratory birds and their habitats. The annexed habitats and species for which each site is selected correspond to the qualifying interests of the sites; from these the conservation objectives of the site are derived.

Articles 6(3) and 6(4) of the Habitat Directive 92/43/EEC require an Appropriate Assessment of plans and projects to prevent significant adverse effects on Natura 2000 sites. The Assessment must determine whether the plan or project is likely to have significant effects on the site and whether these effects will adversely affect the integrity of the site in terms of its nature conservation objectives.

Article 6(3) of the Habitats Directive states that:

“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 subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public.”

The assessment can be broken down into 4 main stages:

Stage 1 - Screening: Results of preliminary impact identification and assessment of significance of impacts.

Stage 2 - Appropriate Assessment: Assessment of the impact on the integrity of the site(s) and assessment of mitigation measures (NIS Report).

Stage 3 - Assessment of alternative solutions.

Stage 4 - Imperative Reasons of Overriding Public Interest (IROPI): IROPI test and assessment of compensatory measures.

2.0 Statement of Authority

Jessica graduated from the National University of Ireland, Galway in 1997 with a BSc. honours degree in Geology and obtained a MSc. in Applied Environmental Science from Queens University Belfast in 2001. She attained a National Certificate in Eco-Tourism, from Sligo Institute of Technology in 2005 and in 2014 completed Geographical Information Systems for Environmental Investigations, University College Dublin.

Over the years, Jessica has gained a wide range of experience in research, consultancy and project management with particular emphasis on sustainable development in freshwater, marine and coastal environments.

As field scientist with the Queens University Marine Station in Portaferry, Jessica carried out habitat surveys with respect to the decline of salmonid populations in Northern Ireland Rivers. She progressed to research assistant with Queens University and the Department of Agriculture & Rural Development. As project manager for the Donegal County Council - Marine & Water Leisure Programme, she managed projects on sustainable development of the marine leisure product. Jessica also worked with the University College Cork Coastal and Marine Research Centre in partnership with Donegal County Council and the University of Ulster, as manager of the Donegal element of a North West Europe Interreg Project called IMCORE (Innovative Management of Europe's Changing Coastal Resource). For the past 10 years Jessica has been self-employed working as a project manager and environmental consultant, specialising in freshwater, marine, coastal and environmental projects. Her client base is wide reaching from state agencies to community groups, individuals, angling clubs and private developers.

3.0 Methodology

- Liaison with James Curran Donegal, County Council
- Site visits and walkover surveys on 16 June 2023,
- Desk research (list not exhaustive, see section 9 for full detail).
 - Online data available on Natura 2000 sites and protected habitats/species as held by the National Parks and Wildlife Service (NPWS) from www.npws.ie, including conservation objectives documents.
 - Sensitive data requested from NPWS.
 - Online data available on protected species as held by the National Biodiversity Data Centre (NBDC) from www.biodiversityireland.ie.
 - Information on www.catchments.ie and www.epa.ie with regard to water quality.
 - Information on groundwater resources and groundwater quality in the area available from www.epa.ie .

This report has been prepared using the following guidance. A full list of research sources and references can be seen in section 9.

- Dept. of Environment Heritage and Local Government (2009) Appropriate Assessment of plans and projects, Guidance for planning authorities.
- European Commission Environment DG (2001) Assessment of plans and projects significantly affecting Natura 2000 sites, Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC November 2001.
- OPR Practice Note (March 2021) Appropriate Assessment Screening for Development Management.

4.0 Overview of project proposals

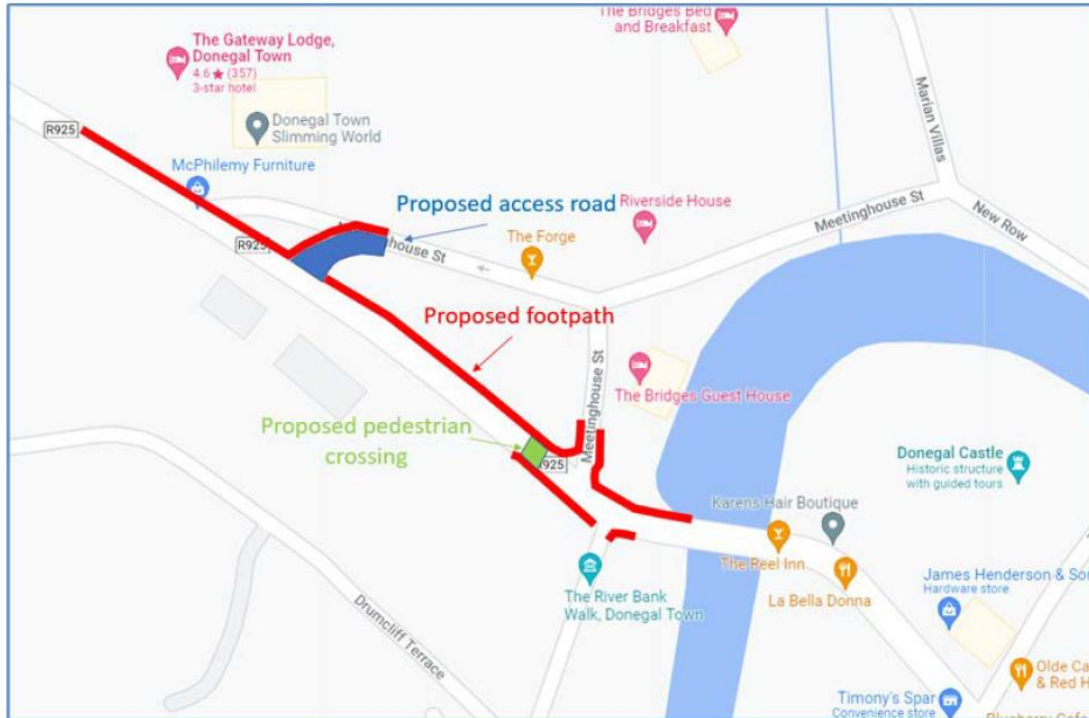


Figure 1. Site description of works as provided by Donegal County Council

Description of works as supplied by Donegal County Council

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 in particular. There are several attractions / amenities in the study area which would attract pedestrians.

Any improvements to vulnerable road user provisions within Donegal Town would make the town more attractive to visitors thus increasing the possibility of tourist revenue. This is particularly relevant in this case where it would provide direct access to the bank walk and other amenities.

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

- *Current speeds on approach to the town centre on the R925 appear excessive.*
- *The cross section of the road is wider than that specified in DMURS.*
- *The footpaths are too narrow.*
- *The junctions are too wide.*
- *There are no pedestrian crossing facilities.*

The principal feature of the proposed development is the provision of a footpath along the northern side of the R925 to incorporate carriageway narrowing, tighter junction radii and formalised crossing facilities. Details are as follows:

- *Carriageways - Carriageway widths are reduced to 3.25m each side in accordance with DMURS.*
- *Footpaths - A 3m (with localised narrowing at the existing furniture shop) footpath is to be provided on the north side of the R925.*
- *Crossing points - Raised table uncontrolled crossings in accordance with National Transport Authority's guidance will be provided at three junctions within the study area.*
- *Junction treatment - Provision of a new controlled zebra pedestrian crossing including zebra crossing road marking, tactile paving, 2 no. belisha beacons and light including all associated ducting and cabling and dropped kerbing on the R925. This is also to incorporate High friction surfacing on approach lanes and Zig-zag Road markings. An uncontrolled crossing is to be provided to address a pedestrian desire line from the bridge footpath to Meetinghouse Street.*

- *Public Transport* - Given the proximity of the site to the town, it is not felt that bus stop facilities are warranted.
- *Lighting* - As part of the detailed design, a lighting design will be carried out to ensure adequacy of the current lighting arrangements and upgrade as necessary. Subject to agreement with the service provider, all cables will be installed underground.
- *Drainage* - The existing gullies will be moved to tie in with the revised kerb locations and the existing drainage network will be used.
- *Landscaping* - A dwarf wall will be required to retain the 3m footpath because of levels. This will minimise the impact on the green area. Inside this wall will be a 1m verge where it is proposed that low level shrubs will be planted.
- It is also proposed to provide decorative paving outside of the church to allow for people to congregate.
- *Road markings* - Appropriate road and cycleway markings in accordance with the Traffic Signs Manual will be used throughout the scheme where required to clearly identify carriageways, priorities and turning movements. Junction road markings will be upgraded to reflect the change in layout.
- *Signage* - Where required, existing mainline directional and route confirmatory signage will be relocated or altered to accommodate the required cycleway 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 crossing.
- *Services* - Localised relocation of service poles or pillars may be required where these are located along the route of the proposed greenway. All works will be agreed and carried out in accordance with the requirements of the appropriate utility providers.

5.0 Overview of Natura 2000 Sites

The development proposal is not in a Natura 2000 site. It is located adjacent to Lough Eske and Ardnamona Wood SAC (000163), Donegal Bay (Murvagh) SAC (000133) and Donegal Bay SPA (004151). Detailed Natura 2000 site descriptions can be seen in appendix 1.

5.1 Zone of influence

The approach to screening is likely to differ somewhat for plans and projects, depending on scale and on the likely effects and should include any Natura 2000 sites within the likely zone of impact of the plan or project. The zone of influence 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 Natura site. This should be established on a case-by-case basis using the Source-Pathway-Receptor framework and not by arbitrary distances (such as 15 km) (OPR, 2021). In the case of sites with water dependent habitats or species, and a plan or project that could affect water quality or quantity, for example, it may be necessary to consider the full extent of the upstream and/or downstream catchment” (DEHLG, 2009).

Due to the small size and scale, and the nature of the project, the immediate footprint of the project, the River Eske, and Donegal Bay Transitional waters is deemed to be the zone of influence and deemed sufficient in terms of assessing the potential impact of the project on Natura 2000 sites, see figure 1 and table 1. The project is not within a Natura 2000 site but is indirectly hydrologically linked to Lough Eske and Aardnamona Wood SAC, Donegal Bay (Murvagh) SAC and Donegal Bay SPA. These Natura Sites have been screened in for further assessment.

Natura 2000 Site (distance from project location)	Source - Pathway - Receptor Relationship
<p>Lough Eske and Ardnamona Wood SAC [000163] (Bordering site) [3110] Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>) [7220] Petrifying springs with tufa formation (<i>Cratoneurion</i>)* [91A0] Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [1029] Freshwater Pearl Mussel <i>Margaritifera</i></p>	<p>Yes - Screened IN Adjacent to project - Potential indirect link with River Eske estuarine habitat hydrologically via drainage and acoustically during works.</p>

<i>margaritifera</i> [1106] Salmon <i>Salmo salar</i> [1421] Killarney Fern <i>Vandenboschia speciosum</i>	
Donegal Bay (Murvagh) SAC/pNHA [000133] (Bordering site) [1140] Mudflats and sandflats not covered by seawater at low tide [2130] *Fixed coastal dunes with herbaceous vegetation ('grey dunes') [2190] Humid dune slacks [2170] Dunes with <i>Salix repens</i> ssp. <i>argentea</i> (<i>Salicion arenariae</i>) [1365] Harbour Seal <i>Phoca vitulina</i>	Yes - Screened IN Adjacent to project- Potential indirect hydrological link with marine /estuarine habitat via drainage; visually and acoustically during works.
Donegal Bay SPA [004151] (Bordering Site) [A003] Great Northern Diver <i>Gavia immer</i> (wintering) [A046] Light-bellied Brent Goose <i>Branta bernicla hrota</i> (wintering) [A065] Common Scoter <i>Melanitta nigra</i> (wintering) [A144] Sanderling <i>Calidris alba</i> (wintering) [A999] Wetlands	Yes - Screened IN Adjacent to project- Potential indirect hydrological link with marine /estuarine habitat via drainage; visually and acoustically during works.

Table 1. Establishing Source - Pathway - Receptor relationships for Natura 2000 sites within zone of influence of the project.

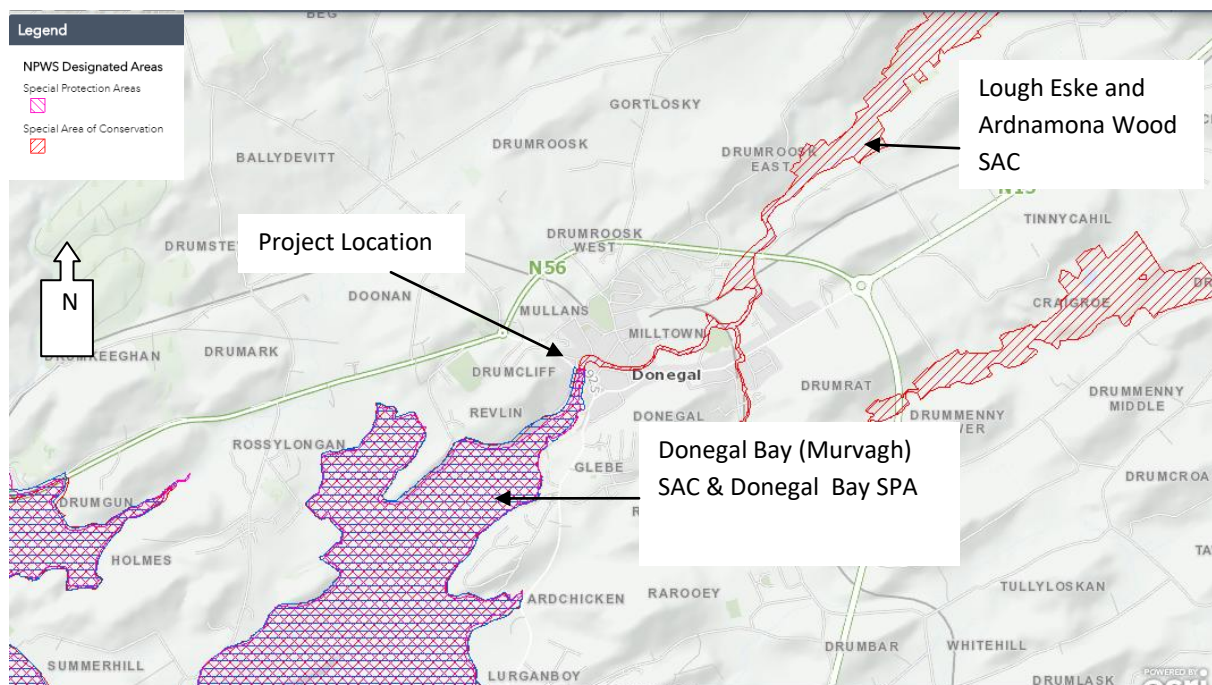


Figure 2. Project location in relation to Donegal Bay (Murvagh) SAC (000133), Donegal Bay SPA (0004151) and Lough Eske and Ardnamona Wood SAC (000163). (Map source: www.npws.ie accessed 15 June 2023, © ESRI, © OSI).

5.2 Summary of Natura 2000 sites

Detailed site synopses can be seen in appendix 1.

Lough Eske and Ardnamona Wood SAC: Lough Eske is a large lowland oligotrophic lake. It lies approximately 5 km north-east of Donegal town at the junction of Carboniferous rocks with more resistant Dalradian gneiss and granite. The site also includes the River Eske and short stretches of the Lowerymore, Clogher and Drummenny Rivers, as well as a number of smaller tributaries.

Important animals recorded from the site include good populations of Atlantic Salmon and Freshwater Pearl Mussel (FPM) (*Margaritifera margaritifera*), both listed on Annex II of the E.U. Habitats Directive, and the Arctic Char (*Salvelinus alpinus*), a rare fish listed in the Red Data Book of Irish vertebrates. The Eske system is an important multi-sea-winter (spring salmon) stock. Ardnamona Wood, on the western side of the lake, is an old oak woodland. It is of great scientific interest for its size, naturalness and flora. This site contains three habitats listed in the E.U. Habitats Directive - lowland oligotrophic lake, petrifying springs and old oak woodland.

Donegal Bay (Murvagh) SAC is situated in the inner part of Donegal Bay. It is an estuarine system; the inner bay is very sheltered, and represents the main estuarine intertidal area within the site, receiving water from a number of rivers and streams including the River Eske which flows out through Donegal Town. The SAC site has large expanses of intertidal sand and mud flats, channels, saltmarsh, sand dunes and sandy and shingle beaches. There are two separate dune systems located within the SAC: Mullanasole (Murvagh) and Mountcharles. It is also home to the harbour seal *Phoca vitulin*.

Donegal Bay SPA is larger than the SAC, approximately 15 km along its north-east/ south-west axis, with a width of 3 km to over 8 km. It provides extensive habitat for waterfowl. The inner bay has numerous small, grassy islands and areas of salt marsh. It has a diversity of marine biotopes and supports a range of macroinvertebrates and bivalves. Much of the shoreline is rocky or stony which varies from well-developed littoral reefs to shingle or cobble beaches. Donegal Bay supports an excellent diversity of wintering water-birds, especially species associated with shallow bays, it is considered to be of high ornithological importance. Two species have populations of international importance (Great Northern Diver and Light-bellied Brent Goose) and a further two species have populations of national importance (Common Scoter and Sanderling).

5.3 Conservation Objectives

The overall aim of the Habitats Directive is to maintain or restore the favourable conservation status of habitats and species of community interest. A site-specific conservation objective aims to define favourable conservation condition for a particular habitat or species at that site.

Favourable Conservation Status is defined by Articles 1(e) and 1(i) of the Habitats Directive as follows:

"The conservation status of a natural habitat is the sum of the influences acting on it and its typical species that may affect its long-term natural distribution, structure and functions as well as the long-term survival of its typical species. The conservation status of a natural habitat will be taken as favourable when:

- *its natural range and areas it covers within that range are stable or increasing; and*
- *the specific structure and functions which are necessary for its long-term maintenance exist and are likely to continue to exist for the foreseeable future; and*
- *the conservation status of its typical species is favourable'.*

The conservation status of a species is the sum of the influences acting on the species that may affect the long-term distribution and abundance of its populations. The conservation status will be taken as 'favourable' when:

- *the population dynamics data on the species concerned indicate that it is maintaining itself on a long-term basis as a viable component of its natural habitats; and*
- *the natural range of the species is neither being reduced nor is likely to be reduced for the foreseeable future; and*
- *there is, and will probably continue to be, a sufficiently large habitat to maintain its populations."*

5.3.1 Conservation objectives for Lough Eske and Ardnamona Wood SAC, Donegal Bay (Murvagh) SAC and Donegal Bay SPA

(NPWS, 2011a, 2012b, 2019)

Lough Eske and Ardnamona Wood SAC (000163)

Objective 1: To restore the favourable conservation condition of Oligotrophic waters containing very few minerals of sandy plains (*Littorelletalia uniflorae*).

Objective 2: To maintain the favourable conservation condition of Petrifying springs with tufa formation (*Cratoneurion*)*.

Objective 3: To maintain the favourable conservation condition of Old sessile oak woods with *Ilex* and *Blechnum* in the British Isles.

Objective 4: To restore the favourable conservation condition of Freshwater Pearl Mussel (*Margaritifera margaritifera*).

Objective 5: To restore the favourable conservation condition of Atlantic Salmon (*Salmo salar*).

Objective 6: To maintain the favourable conservation condition of Killarney Fern (*Vandenboschia speciosa*).

Donegal Bay (Murvagh) SAC (00133)

Objective 1: To maintain the favourable conservation condition of Mudflats and Sandflats not covered by seawater at low tide.

Objective 2: To maintain the favourable conservation condition of harbour seal.

Objective 3: To restore the favourable conservation condition of Fixed coastal dunes with herbaceous vegetation (grey dunes).

Objective 4: To restore the favourable conservation condition of Humid dune slacks.

Donegal Bay SPA (004151)

Objective 1: To maintain the favourable conservation condition of Great Northern Diver, Light-bellied Brent Goose, Common Scoter and Sanderling.

Objective 2: To maintain the favourable conservation condition of the wetland habitat in Donegal Bay SPA as a resource for the regularly-occurring migratory waterbirds that utilise it.

5.4 Land use and activities

The catchment area surrounding Lough Eske has some remnants of mixed deciduous woodland, some intensive coniferous forestry can also be found towards the west of the lake area. Agriculture of varying intensification together with individual housing and 2 large hotels can be found surrounding Lough Eske. Common land use types within the Eske catchment include peat bogs, pastures, and moors and heathlands.

Downstream of Lough Eske, the River Eske flows through land which is used for both low and high intensity agricultural usage. Coniferous forestry is also present along the rivers route to the Sea at Donegal Town. There is a Salmonid game fishery in the lake and throughout most of the river Eske.

Landuse surrounding Donegal Bay is predominantly agricultural. There are three main towns Donegal Town, Ballyshannon and Bundoran. An area of 12.6km² of Donegal Bay is designated as a Shellfish Water under the EU Shellfish Waters Directive (No. 19). The main species cultivated is the Oyster and clams. There is a shellfish processing plant in Legacurry, and tractors are used to carry harvested oysters from plots around the bay to the plant. Various fishing activities occur within and adjacent to the site; Donegal Bay is served by the fishing

port of Killybegs. Wider Donegal Bay is renowned for its catches of Herring (*Clupea harengus*) and Mackerel (*Scomber scombrus*) amongst others. Static fishing includes line fishing, pots. Hand-gathering of edible molluscs also occurs as does bait digging.

Donegal Bay offers a great deal in terms of coastal and marine leisure and tourism: Water-based recreational activities including surfing, jet skiing, wind surfing, canoeing, coastal walking, dog exercising and horse riding. Quad and trail bikes are often used around the bay area (e.g. Murvagh, Tullan Strand) although this activity is prohibited at certain beaches listed under Donegal Beach Bye-laws. Sea and shore angling are also popular tourism activities.

5.5 Other plans/projects:

County Donegal Development Plan 2018- 2024: Policy NH-P-1 of the *County Donegal Development Plan 2018-2024* States the following:

“It is a policy of the Council to ensure that development proposals do not damage or destroy any sites of international or national importance, designated for their wildlife/habitat significance in accordance with European and National legislation including: SACs, Special SPAs, NHAs, Ramsar Sites and Statutory Nature Reserves”

Any existing/proposed plan or project that could potentially affect Natura 2000 sites in the River Eske catchment and/or Donegal Bay, in combination with the proposed development, must adhere to this environmental policy. Any projects or plans within the zone of influence of the project will be required to carry out Stage 1 and/or stage 2 of the Appropriate Assessment process thereby ensuring protection of Natura 2000 sites.

There were no other planning applications pending in the immediate vicinity of the project area at the time of writing, those that have been granted in the previous 10 years relate to small scale developments or modifications to existing buildings or change of use of existing buildings. Further west there is a large development which has been granted a 10 year planning permission, this is currently under construction and comprises 80 houses, office buildings and amenities.

5.5.1 Water Framework Directive

The Water Framework Directive (WFD) obliges member states to manage their waters in an integrated and sustainable way. They must ensure that their waters achieve at least good status, generally by 2027 at the latest, and that current status doesn't deteriorate in any waters. To achieve good status and preserve the best waters, management plans have been prepared for districts around the country. Relevant projects underway as part of the implementation of this plan include:

Environmental Protection Agency (EPA) Monitoring Programme. The EPA is responsible for the monitoring of water quality around the country. Both chemical and ecological monitoring is undertaken by the EPA to ascertain water quality status.

5.5.2 International Union for the Conservation of Nature and Natural Resources (IUCN) Red Data Lists

IUCN Red Data Lists are a very important resource for conservation and protection of species and their habitats. Red Lists identify which species are in most danger, and categorise threatened species as follows: critically endangered (CR), endangered (EN), vulnerable (VU), near threatened (NT) or Least Concern (LC). Red lists are an internationally recognized system for highlighting species in danger.

5.5.3 Ramsar Sites

The Ramsar Convention is an international agreement for the conservation and wise use of wetlands. It is also known as the Convention on Wetlands and it is named after the city of Ramsar in Iran, where the Convention was signed in 1971. The Ramsar Convention (2010) defines wetlands as:

“ areas of marsh, fen, peatland or water, whether natural or artificial, permanent or temporary, with water that is static or flowing, fresh, brackish or salt, including areas of marine water the depth of which at low tide does not exceed six metres.”

5.5.4 Fishery Management

The River Eske is designated for the species the native Atlantic Salmon species *Salmo Salar*. There is spawning ground within the River Eske. In recent years Inland Fisheries Ireland have carried out habitat enhancement works to improve Salmonid stocks throughout the catchment.

5.5.5 Freshwater Pearl Mussel Project (www.pearlmusselproject.ie) is underway throughout the country. The Glasskeelan Catchment is part of the project in County Donegal. The Eske Catchment was included in the precursor to the pearl mussel project, the NS Share project, which developed a Draft Sub basin Management Plan for the Eske as part of the Water Framework Directive requirements. A survey and condition assessment of the population of the freshwater mussel *Margaritifera margaritifera* in the River Eske, was conducted by Evelyn Moorkens, on behalf of NPWS between 2014 and 2016. Moorkens also carried out a survey and condition assessment of the lower population of freshwater mussel *Margaritifera margaritifera* in the River Eske in 2017.

6.0 Site Description

The site is along a busy regional road (R925) entering Donegal Town. It comprises road and existing footpaths with a public grassy area where local road access and the new path are proposed, see plates 1 -4. The grassy area is the only vegetated place on site. The road crosses the River Eske at the eastern boundary of the project, see plate 4. Kerb and gully drainage directs surface water to the drainage system which is released to Donegal Bay south of the bridge. The road slopes down towards the river which is buffered by walls and the grounds of the Methodist Church, see plate 5. A solid stone wall protects the river from direct run off from the road. The bridge is also where the Lough Eske and Ardnamona SAC ends, and Donegal Bay (Murvagh) SAC and Donegal Bay SPA begin.

Hydrology

According to the EPA website catchments.ie the Eske River water quality status (WFD third cycle) is Good, with Q values of 4 at the bridge upstream of the project location (New Row) East bridge see figure 3. The water is Brackish at this sampling station. The transitional waters of Donegal Bay are also classified as good status.



Plate 1. Looking east towards project site on R925 existing footpath and furniture shop in the distance.



Plate 2. Looking east from beside church across grassed area.



Plate 3. Looking east along proposed location for footpath.



Plate 4. Looking east from southern side of road, towards bridge into Donegal Town (across River Eske).



Plate 5. Looking northwest towards Presbyterian church and site for pedestrian area.



Plate 6. Looking northeast towards River Eske and buffer comprising wall and grounds around Methodist church.



Figure 3. Water quality of the river Eske and the transitional waters of Donegal Bay (accessed 16 June 2023 www.catchments.ie © ESRI, © OSI).

7.0 Potential impacts

Following the site visit it is clear that a number of the qualifying interests are not present in the project location and have no potential to be impacted by the works. These have been screened out and will not be discussed further in the report, see table 2.

Natura 2000 Site	Qualifying Interest	Present/Absent Screened IN/OUT ?
Lough Eske and Ardnamona Wood SAC (000163)	[3110]Oligotrophic Waters containing very few minerals	Not present - found upstream of project - Screened OUT
	* [7220]Petrifying Springs	Not present - found along the Clougher river - c. 12km north of the project location - Screened OUT
	[91A0] Old Oak Woodland	Not present found around Lough Eske c. 9km away - Screened OUT
	[1029]Freshwater Pearl Mussel (<i>Margaritifera margaritifera</i>)	Present upstream of project location (see appendix 2) The project occurs beside the lower reaches of the River Eske which have brackish water (catchments.ie) and according to data received from NPWS, is downstream of FWPM (see appendix 2)- Screened OUT
	[1106]Atlantic Salmon (<i>Salmo salar</i>)	Present in River Eske adjacent to project location, spawning grounds are upstream of project so are not at risk, (see appendix 2), however migratory route to/ from sea and potential impacts to surface water remain - Screened IN
	[1421]Killarney Fern (<i>Trichomanes speciosum</i>)	No suitable habitat present at project location - Screened OUT
Donegal Bay (Murvagh) SAC (000133)	[1140] Mudflats and sandflats not covered by seawater at low tide	Found downstream of project location - Hydrological link Screened IN
	[1365] Harbour Seal <i>Phoca vitulina</i>	Habitat found downstream of project location - Hydrological link Screened IN
	[2130] *Fixed coastal dunes with herbaceous vegetation ('grey dunes')	Not present at project location or surrounds, see appendix 1 - Screened OUT
	[2190] Humid dune slacks	Not present at project location or surrounds, see appendix 1 - Screened OUT
Donegal Bay SPA (004151) (Season present in Donegal Bay in brackets)	[A003] Great Northern Diver <i>Gavia immer</i> (wintering)	No suitable terrestrial habitat present. Hydrological link - Screened IN
	[A046] Light-bellied Brent Goose <i>Branta bernicla hrota</i> (wintering)	No suitable terrestrial habitat present. Hydrological Link - Screened IN
	[A065] Common Scoter <i>Melanitta nigra</i> (wintering)	No suitable terrestrial habitat present. Hydrological Link - Screened IN
	[A144] Sanderling <i>Calidris alba</i>	No suitable habitat present

	(wintering)	Hydrological link - Screened IN
	[A999] Wetland	No wetland habitat present. Hydrological Link to habitat in Donegal Bay- Screened IN

Table 2: Summary of Assessment of Qualifying Interests at Natura 2000 sites (* = priority; numbers in brackets are Natura 2000 codes)

The potential impacts pertain to noise and vibration, and the degradation of the estuarine and marine environment. Potential impacts are explored further in table 3.

7.1 Assessment of project proposal in terms of direct, indirect and cumulative impacts on Natura 2000 Sites

Attribute	Description	Potential Impact
Size & Scale	Project scale: linear project c. 150m long, less than 0.5 acres area	No impact.
Land take	Outside Natura 2000 site	No impact.
Distance from the Natura 2000 site or key features of the site	Borders Lough Eske and Ardnamona Wood SAC, Donegal Bay (Murvagh) SAC And Donegal Bay SPA.	Impacts on groundwater and surface water Effect: pollution of Mudflats and sandflats, habitat degradation for Salmon, Harbour Seal and waterfowl.
Resource requirements (water abstraction etc.)	None	No impact.
Emissions (disposal to land, water, or air)	Inadvertent release of pollutants:	Impact on surface and groundwater during construction.
Excavation requirements	<ul style="list-style-type: none"> - runoff from the construction site, excavated material and when connecting services, - dust from construction; - leakages from machinery/storage containers; - excavators, articulated lorries for delivery of materials. 	Effects on Salmon, Mudflats, Harbour seals, waterbird habitats (marine).
Transportation requirements	Noise/vibration during construction.	
Duration of construction, operation etc.	Approx 6 months Spring / Summer 2024 No significant change in use. No significant change in drainage water quality or quantity. Increase in pedestrian use. Permanent feature.	No impact.

Table 3. Project activity and the likely direct, indirect and cumulative impacts it may have.

7.2 Assessment of Significance

Table 3 outlines the potential sources of impacts the project may have, and the qualifying interests that may experience effects. Table 4 details the likely significance of the project and its impacts in terms of disturbance to key species, habitat or species fragmentation, reduction in species density and changes in key indicators of conservation value, i.e. water quality.

Assessment of project proposal in terms of habitat loss, disturbance, fragmentation or reduction in species density:

Natura 2000 site Relevant QI only	Potential impacts from the proposed development on the integrity of the Natura 2000 site, individually or in combination with other projects	Significance of Impact
Lough Eske and Ardnamona Wood SAC (000163)	Direct loss of habitat No direct loss of habitat	No impacts. No potential for significant effects
[1106]Atlantic Salmon (<i>Salmo salar</i>) and Donegal Bay (Murvagh) SAC (000133): [1140] Mudflats and sandflats not covered by seawater at low tide [1365] Harbour Seal <i>Phoca vitulina</i>	Indirect loss of habitat: A species may stop using a habitat due to increased disturbance or habitat degradation on site. Habitat degradation due to hydrological impacts via surface water and groundwater: Habitats downstream of the proposed development site in the the River Eske, and intertidal habitats and other habitats in Donegal Bay are potentially at risk from hydrological impacts arising from the proposed development. Project could in theory result in physical pollution of the SACs and SPA from construction phase. This in turn could negatively impact on all QIs of the Natura 2000 sites as the integrity of these features is directly linked to water quality. However, the project is a small scale project of short duration. Normal building practices and guidelines are sufficient to negate any potential impacts the project may have. The project occurs beside the lower reaches of the River Eske which have brackish water (catchments.ie) and according to data received from NPWS, is downstream of FWPM, and Salmon spawning beds (see appendix 2). This section of the River / Bay is very hydrodynamic thereby having a good flushing potential. There will be no change to the existing drainage system; the quality and quantity of surface water and groundwater from the area will remain unchanged.	No impact. No potential for significant effects
Donegal Bay SPA (004151): [A003] Great Northern Diver <i>Gavia immer</i> (wintering) [A046] Light-bellied Brent Goose <i>Branta bernicla hrota</i> (wintering) [A065] Common Scoter <i>Melanitta nigra</i> (wintering) [A144] Sanderling <i>Calidris alba</i> (wintering) [A999] Wetlands	Disturbance / Displacement Disturbance or displacement of QI species possible. Waterfowl For waterfowl, construction-related disturbance effects would not be expected to extend beyond a distance of c. 300m, as noise levels associated with general construction activities would attenuate to close to background levels at that distance (Cutts <i>et al.</i> , 2009). The project location is bordering the River Eske, which flows to Donegal Bay. Tidal mudflats are common around the inner Donegal bay area, the total area is estimated at 1069 hectares (NPWS 2011(a)), so there is ample suitable alternative habitat in the surrounding area should birds be temporarily displaced. During periods of low or no activity on site it is reasonable to assume that birds will continue to use the mudflats as normal. Any impacts would also be negated due to: <ul style="list-style-type: none"> • the existing town around the site which provide screening (visual and acoustic); • the lack of coastline at the location; • birds present in the area being accustomed to the busy 	No impacts. No potential for significant effects

Natura 2000 site Relevant QI only	Potential impacts from the proposed development on the integrity of the Natura 2000 site, individually or in combination with other projects	Significance of Impact
	<p>activity of the town;</p> <ul style="list-style-type: none"> • the small scale nature and short duration of works; • birds being present during the winter months only. <p>There will be no significant increase in post construction disturbance.</p> <p>No significant effects on wildfowl.</p> <p>Harbour Seal Harbour seals are most vulnerable to disturbance during periods when time is spent ashore or in shallow waters. Harbour seal haul out, moulting and resting areas do not occur in the vicinity of the project, see appendix 2 (NPWS, 2011b).</p> <p>No significant effects on harbour seal.</p> <p>Atlantic Salmon Loud noise and vibration from activities like piling are not proposed. Migrating salmon will therefore not be impacted by works.</p> <p>No significant effects on Atlantic Salmon.</p>	
	<p>Species fragmentation The proposed development will not result in any fragmentation of habitats - the development site does not contain protected habitats. Supporting habitat for Qualifying interests is not present within the development site.</p>	<p>No impact. No potential for significant effects</p>
	<p>Species Density Hydrological, visual and acoustic impacts and degradation of habitat are not anticipated due to the small scale nature of the development and the secluded location set back, buffered and screened from Donegal Bay.</p>	<p>No impact. No potential for significant effects</p>
	<p>In combination: The project is very low risk and unlikely to have any impact on the Natural 2000 sites in the zone of influence. Cumulative impacts are not anticipated</p>	<p>No potential for cumulative impacts</p>

Table 5. Likely significance of impacts.

7.3 Cumulative Impacts

The potential for cumulative impacts to arise from the project proposal is regulated and controlled by the environmental policies and objectives of the Donegal County Council; policy NH-P-1 of the *County Donegal Development Plan 2018-2024* states the following:

“It is a policy of the Council to ensure that development proposals do not damage or destroy any sites of international or national importance, designated for their wildlife/habitat significance in accordance with European and National legislation including: SACs, Special SPAs, NHAs, Ramsar Sites and Statutory Nature Reserves”

Any existing/proposed plan or project that could potentially affect Natura 2000 sites, in combination with the proposed development, must adhere to the overarching environmental policies of the County Development Plan and Local Area Plans. These policies will ensure the protection of the Natura 2000 sites within the zone of influence of the proposed project and include the requirement for any future plans or projects to undergo

Screening for Appropriate Assessment and/or Appropriate Assessment (NIS) to examine and assess their effects on Natura 2000 sites, alone and in combination with other plans and projects.

Any other future projects will be subject to Appropriate Assessment. It has been demonstrated that there is no potential for significant effects on any Natura site, therefore cumulative effects are unlikely.

8.0 Conclusion

The project proposal to apply for planning permission for the construction of a footpath and other road modifications on the Killybegs Road into Donegal Town (R925), Co. Donegal has been assessed in terms of the likely impacts the proposal may have on the Natura 2000 sites within the zone of influence of the project. The significance of impacts identified (if any) has been determined. It has been determined that the project does not pose a risk to Lough Eske and Ardnamona Wood SAC, Donegal Bay (Murvagh) SAC or Donegal Bay SPA.

This report presents a Stage 1 Appropriate Assessment Screening outlining the information required for the competent authority to screen for appropriate assessment and to determine whether or not the project, either alone or in combination with other plans and projects, in view of best scientific knowledge, is likely to have a significant effect on any Natura 2000 site.

The Competent Authority has been provided with information to conduct a Stage 1 Screening for Appropriate Assessment and consider whether, in view of best scientific knowledge and in view of the conservation objectives of the relevant Natura 2000 sites, the Project, individually or in combination with other plans or projects is likely to have a significant effect on any Natura 2000 site.

It can be objectively concluded that there is no possibility of significant impacts on any Natura 2000 site, their features of interest and site specific conservation objectives.

Stage 2 of the Appropriate Assessment process (Natura Impact Statement) is not required.

9.0 References and sources

Cutts, N., Phelps, A. and Burdon, D. (2009) *Construction and Waterfowl: Defining Sensitivity, Response, Impacts and Guidance. Report to Huber INCA*. Institute of Estuarine and Coastal Studies, University of Hull.

Dept. of Arts, Heritage and the Gaeltacht (2014) *Guidance to Manage the Risk to Marine Mammals from Man-made Sound Sources in Irish Waters*

Dept. of Environment Heritage and Local Government (2009) *Appropriate Assessment of plans and projects, Guidance for planning authorities*.

European Commission Environment DG (2001) *Assessment of plans and projects significantly affecting Natura 2000 sites, Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC November 2001*.

DEHLG (2009). *Appropriate Assessment of plans and projects, Guidance for planning authorities*.

DEHLG (2010.) *Freshwater Pearl Mussel Second Draft Eske Sub-Basin Management Plan Produced by NS 2, funded by DEHLG*

Inland Fisheries Ireland (2011). *Status Report on Key Salmon Rivers in the North Western River Basin District (2011)*.

Inland Fisheries Ireland (2016). *Guidelines on the protection of fisheries during construction works in and adjacent to waters*.

Moorkens (2017a). *Survey and Condition Assessment of the population of the freshwater mussel Margaritifera margaritifera in the River Eske, County Donegal*. 2014-2016. Unpublished report to NPWS.

Moorkens (2017b). *A survey and condition assessment of the lower population of freshwater mussel Margaritifera margaritifera in the river Eske SAC Co. Donegal*.

NPWS (2011a) *Conservation Objectives: Donegal Bay (Murvagh) SAC 000133*. Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

NPWS (2011b) *Donegal Bay (Murvagh) SAC (site code: 0133) Conservation objectives supporting document - marine habitats and species* Version 1.

NPWS (2011c) *Donegal Bay (Murvagh) SAC (site code 133) Conservation objectives supporting document - coastal habitats* Version 1.

NPWS (2011d) *National Parks & Wildlife Service, Department of Arts, Heritage and the Gaeltacht HARBOUR SEAL PILOT MONITORING PROJECT, 2010 June 2011*

NPWS (2012a) *Donegal Bay Special Protection Area (Site Code 4151) Conservation Objectives Supporting Document* Version 1.

NPWS (2012b) *Conservation Objectives: Donegal Bay SPA 004151*. Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

NPWS (2012c) *Conservation Objectives: Donegal Bay (Murvagh) SAC 000133*. Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

NPWS (2019) *Conservation Objectives: Lough Eske and Ardnamona Wood SAC 000163. Version 1*. National Parks and Wildlife Service, Department of Culture, Heritage and the Gaeltacht.

Online information accessed between 15 June to 19 June 2023

- www.biodiversityireland.ie
- www.catchments.ie
- www.epa.ie
- www.NPWS.ie
- www.fisheriesireland.ie

Appendix 1. Site Synopses

Natura 2000 Site Synopses and maps (as per npws.ie) showing location of protected habitats and species (maps extracted from Conservation Objectives document).

Site Name: Lough Eske and Ardnamona Wood SAC - Site Code: 000163

Lough Eske is a large lowland oligotrophic lake. It lies approximately 5 km north-east of Donegal town at the junction of Carboniferous rocks with more resistant Dalradian gneiss and granite. The site also includes the River Eske and short stretches of the Lowerymore, Clogher and Drummenny Rivers, as well as a number of smaller tributaries.

The site is a Special Area of Conservation (SAC) selected for the following habitats and/or species listed on Annex I / II of the E.U. Habitats Directive (* = priority; numbers in brackets are Natura 2000 codes):

[3110] Oligotrophic Waters containing very few minerals

[7220] Petrifying Springs*

[91A0] Old Oak Woodlands

[1029] Freshwater Pearl Mussel (*Margaritifera margaritifera*)

[1106] Atlantic Salmon (*Salmo salar*)

[1421] Killarney Fern (*Trichomanes speciosum*)

The shore of Lough Eske has a diverse and interesting flora which reflects the contrasting geology within the site. It includes heath-covered peninsulas, rocky shores, small flushes, wet and dry woodland fringes, occasional reedbeds of *Phragmites australis*, small freshwater marshes and some interesting species-poor fen communities (particularly on the northern shore of the lake) which are typified by Star Sedge (*Carex echinata*). In addition there are also small, but relatively intact, very wet areas of blanket bog.

Ardnamona Wood, on the western side of the lake, is an old oak woodland. It is of great scientific interest for its size, naturalness and flora. It displays a habitat range from dry areas dominated by Pedunculate Oak (*Quercus robur*) to wet woodland with Alder (*Alnus glutinosa*). Ash (*Fraxinus excelsior*), Rowan (*Sorbus aucuparia*) and Downy Birch (*Betula pubescens*) also occur in the high canopy with Holly (*Ilex aquifolium*), Hazel (*Corylus avellana*) and Willow (*Salix* spp.) in the understorey. Oak and Birch woodland is also found along the valley of the Lowerymore River. The north side of this valley also has some petrifying springs, a priority Annex I habitat under the E.U. Habitats Directive. These all possess moss species which are diagnostic of the habitat, such as *Cratoneuron commutatum*, *C. filicinum* and *Eucladium verticillatum*.

The Killarney Fern (*Trichomanes speciosum*), a Red Data Book species listed in Annex II of the E.U. Habitats Directive and included under the Flora (Protection) Order, 1999, occurs in the site. Two other rare plants, Whorled Caraway (*Carum verticillatum*) and Six-stamened Waterwort (*Elatine hexandra*), are also present. Important animals recorded from the site include good populations of Atlantic Salmon and Freshwater Pearl Mussel (*Margaritifera margaritifera*), both listed on Annex II of the E.U. Habitats Directive, and the Arctic Char (*Salvelinus alpinus*), a rare fish listed in the Red Data Book of Irish vertebrates. The Eske system is an important multi-sea-winter (spring salmon) stock, one of the few rivers nationally to hold 3-sea-winter fish over 20 lb. A number of exotic species, notably the invasive *Rhododendron ponticum*, have become established in Ardnamona Wood and represent a threat to the ecological value of the habitat. The lake and its flora and fauna are vulnerable to pollution from the surrounding agricultural land and also from an increase in domestic waster effluent.

This site contains three habitats listed in the E.U. Habitats Directive - lowland oligotrophic lake, petrifying springs and old oak woodland. Three species which are also included in the Habitats Directive - the Killarney Fern, the Atlantic Salmon and the Freshwater Pearl Mussel - are also present in the site.

Version date: 26.11.2015

Site Name: Donegal Bay (Murvagh) SAC - Site Code: 000133

This site occupies the inner part of Donegal Bay, immediately to the south-west of Donegal Town. It contains the estuary of the River Eske and a number of other significant rivers. The area is underlain by Carboniferous limestone and shale, although blown sand and other recent deposits obscure much of the solid geology.

The site is a Special Area of Conservation (SAC) selected for the following habitats and/or species listed on Annex I / II of the E.U. Habitats Directive (* = priority; numbers in brackets are Natura 2000 codes):

[1140] Tidal Mudflats and Sandflats

[2130] Fixed Dunes (Grey Dunes)*

[2190] Humid Dune Slacks

[1365] Common (Harbour) Seal (*Phoca vitulina*)

Most of the site consists of intertidal habitats, notably mud- and sandflats, sea inlets and bays, tidal rivers, estuarine channels and sandy beaches. These areas are generally unvegetated but are obviously nutrient-rich, as extensive beds of shellfish occur in parts of the bay. The following macro-invertebrate species are common throughout much of the bay: *Arenicola marina*, *Hediste diversicolor*, *Scrobicularia plana* and *Macoma balthica*.

Along some parts of the shore, saltmarsh has developed. Dominant plants there include Thrift (*Armeria maritima*), Red Fescue (*Festuca rubra*) and Common Scurvygrass (*Cochlearia officinalis*). Sea Arrowgrass (*Triglochin maritima*), Sharp Rush (*Juncus acutus*) and Saltmarsh Rush (*J. gerardi*) are also common, while brown seaweeds (*Fucus* spp.) are abundant lower down the shore profile. On the stable parts of some of the shingle and boulder beaches, Common Scurvygrass also occurs, along with Silverweed (*Potentilla anserina*) and Sea-milkwort (*Glaux maritima*).

Sand dunes, including fixed dunes, occur in parts of the site, especially at Murvagh. Intact sections contain Sea Sandwort (*Honkenya peploides*) and Marram (*Ammophila arenaria*) in the young dunes, with abundant Marram in the fixed dunes. These stable areas are frequently species-rich, with abundant Field Wood-rush (*Luzula campestris*), a well-developed moss community including *Thuidium tamariscinum* and *Rhytidiadelphus squarrosus*, and herbs such as Common Bird's-foot-trefoil (*Lotus corniculatus*), Wild Thyme (*Thymus praecox*), Heath Dog-violet (*Viola canina*) and Lady's Bedstraw (*Galium verum*). Dune slacks also occur and in one slack the Red Data Book species Round-leaved Wintergreen (*Pyrola rotundifolia*) occurs.

Both Common Scoter and Brent Goose are found in the greater Donegal Bay area, from Bundoran north to Murvagh. The Bay provides one of the most important sites in the country for the Common Scoter, with peak numbers of approximately 1,500 individuals in 1984/85 - 1986/87. This species uses large wintering grounds making counts difficult, but in recent years peaks of 662 birds (1995/96) and 1,073 birds (1997/98) have been recorded in the area. Other wintering species of note from the site include Ringed Plover 175, Oystercatcher 119 and Dunlin 221 (data based on 18 counts from 1984/85 - 1986/87). Small numbers (up to 50) of Greenland White-fronted Goose from the Pettigo flock fed at Inishpat Island in the 1980s, but have rarely done so in recent years. The site supports a population of Common Seal (maximum count of 148 in the all-Ireland survey of 2003). This species is listed on Annex II of the E.U. Habitats Directive. Land use in the area consists of boating and fishing in the bay, with a little shellfish aquaculture. Grazing occurs on terrestrial habitats, while recreational pressures are severe on parts of the dunes. A large part of the dune system is excluded from the site due to its development as a golf course and to the presence of conifer plantations. Despite these pressures, the site is of international importance due to the presence of a wide range of habitats, including three listed on Annex I of the E.U. Habitats Directive, an important seal colony and the occurrence of significant bird populations.

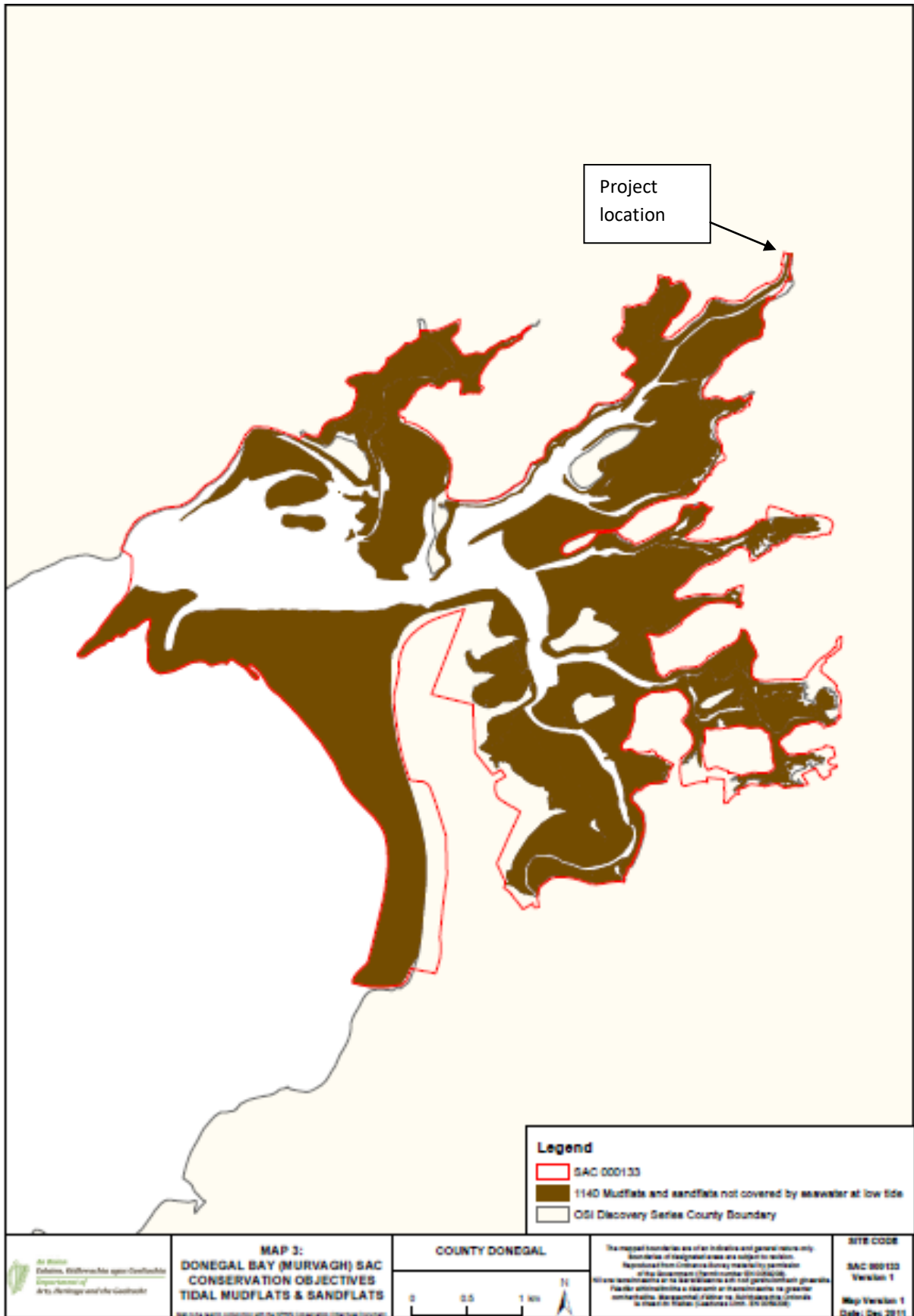


Figure 1: Tidal Mudflat and Sandflats Donegal Bay SAC (00133)

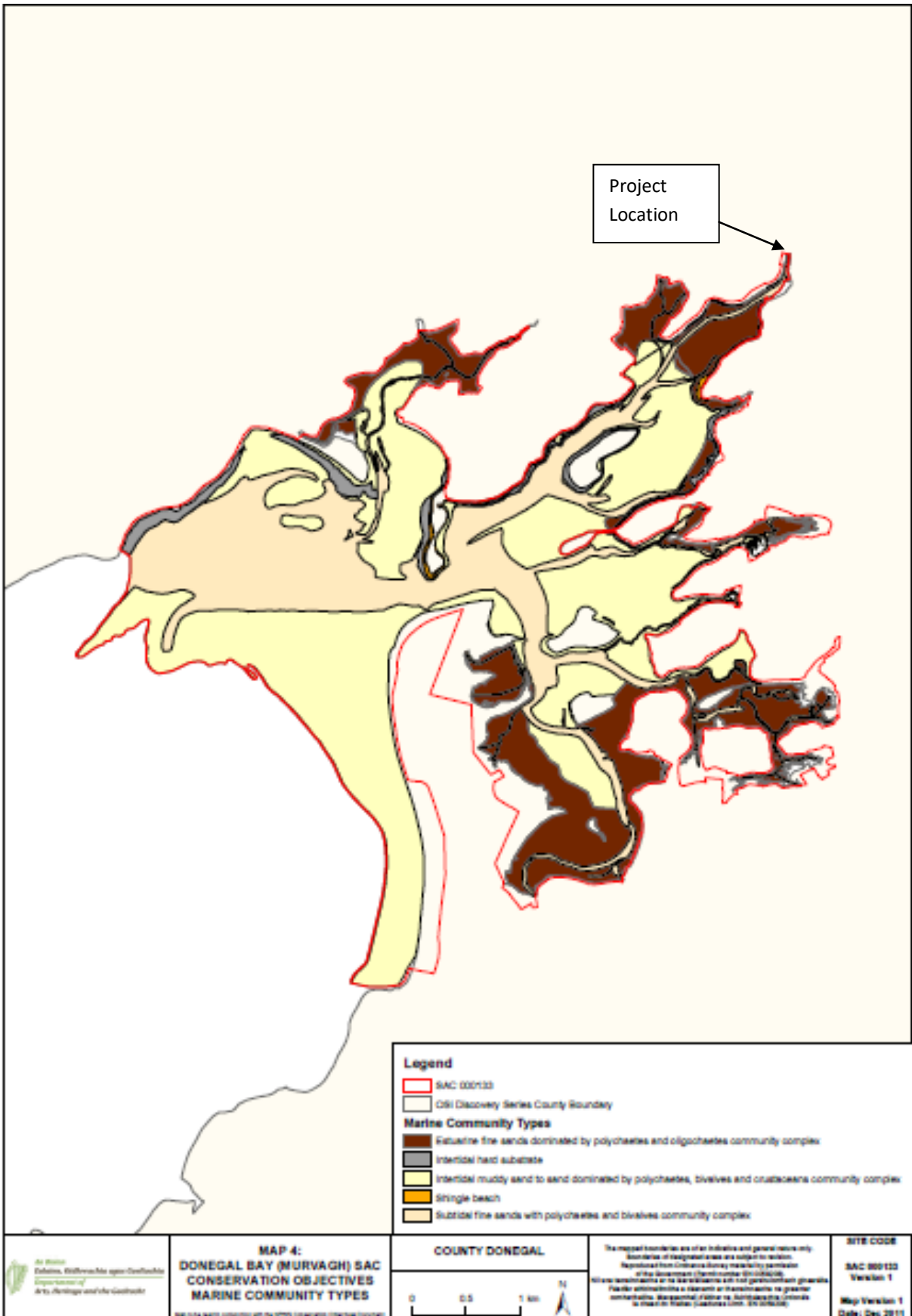


Figure 2: Marine Community Types Donegal Bay (Murvagh) SAC (00133)

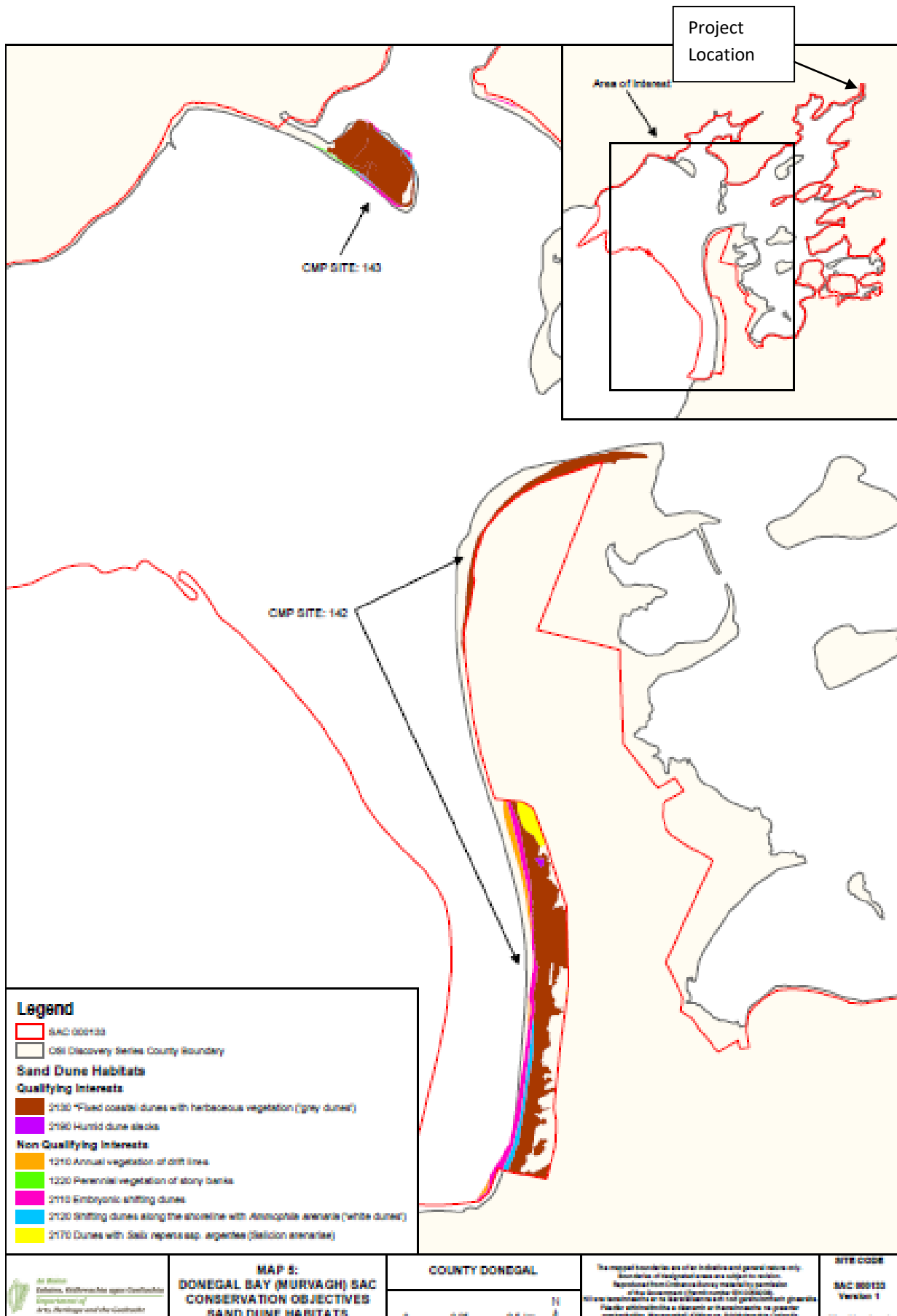


Figure 3: Sand Dune habitats Donegal Bay (Murvagh) SAC (00133)

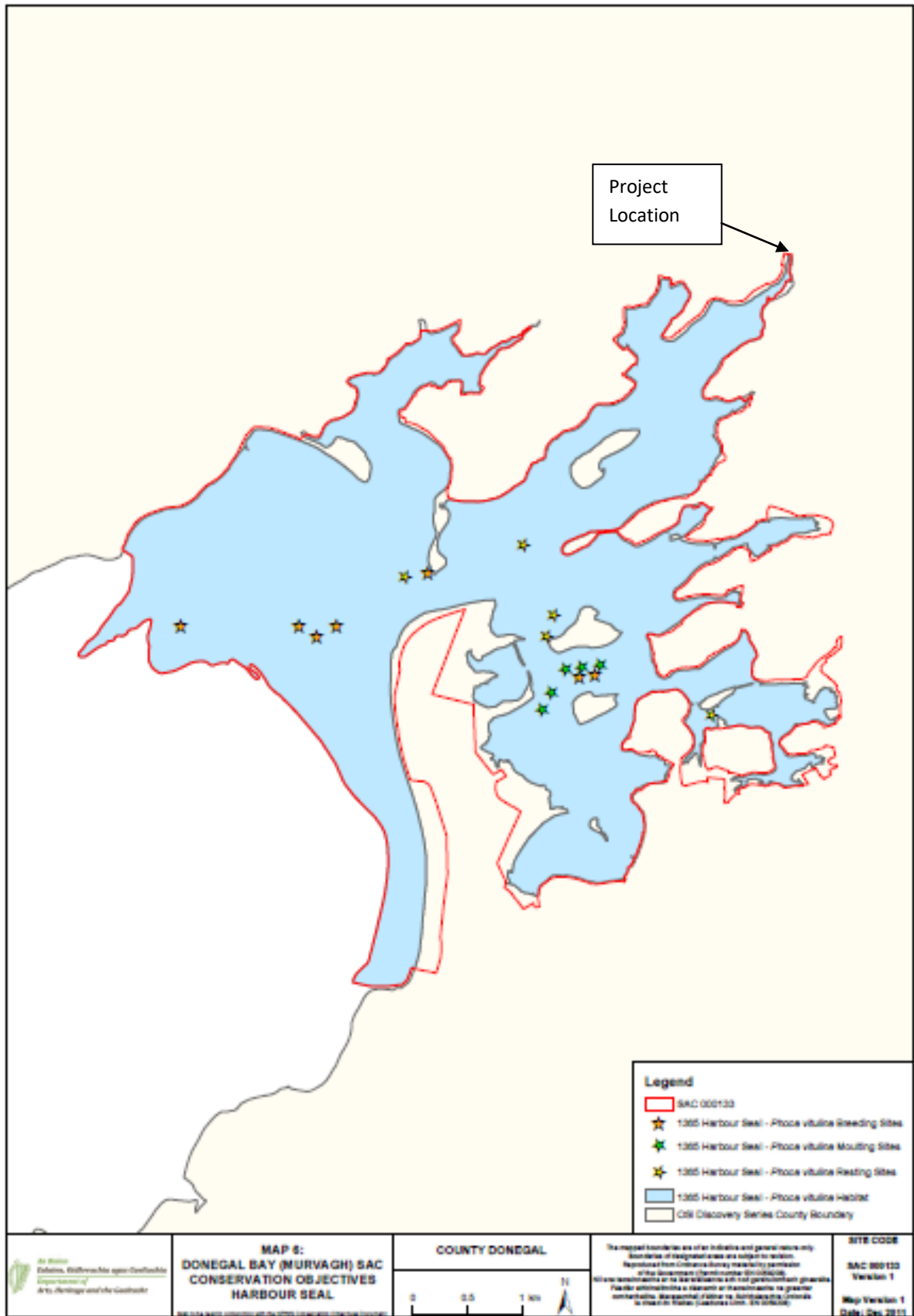


Figure 4: Harbour Seal breeding, resting and moulting sites.

SITE NAME: DONEGAL BAY SPA - SITE CODE: 004151

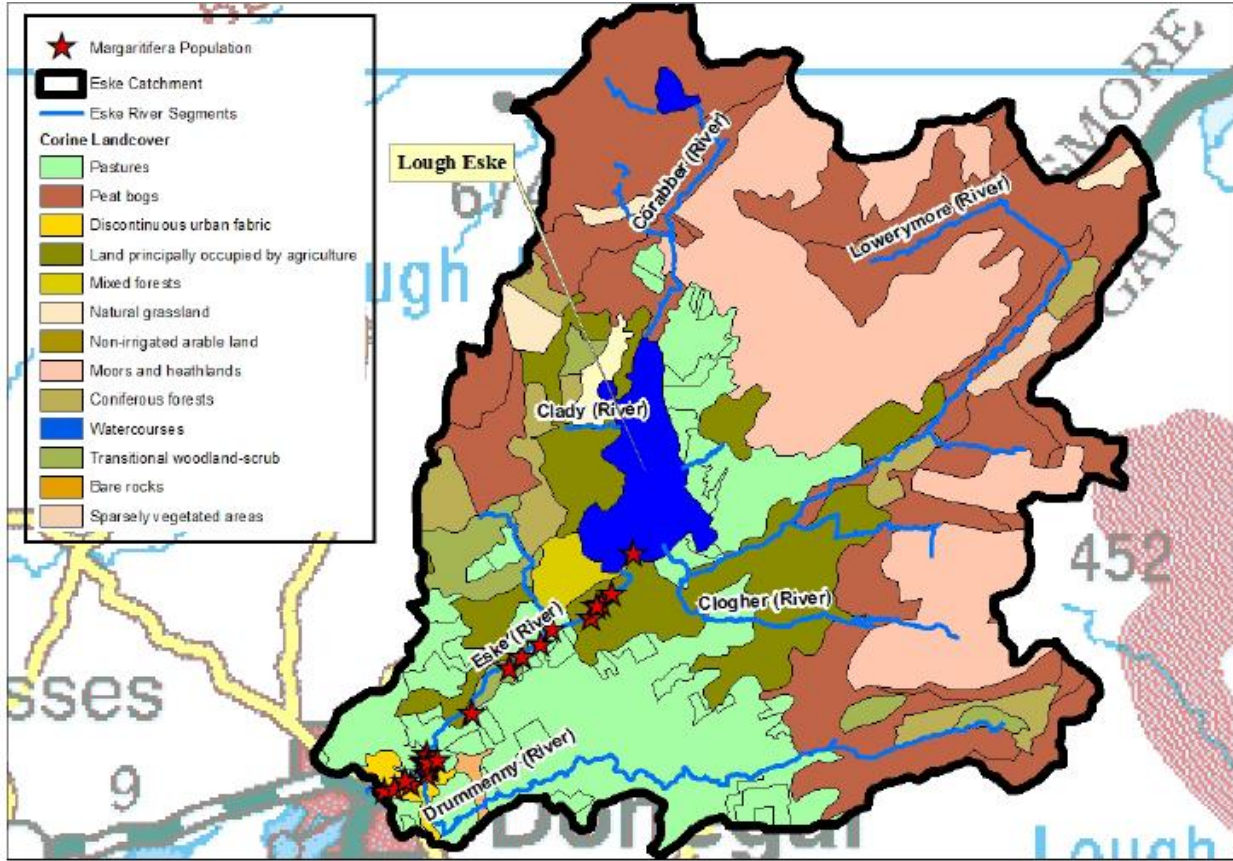
Donegal Bay SPA is a very large, marine-dominated, site. It extends from Doorin Point, to the west of Donegal Town, to Tullaghan Point in County Leitrim, a distance of approximately 15 km along its north-east/south-west axis. It varies in width from about 3 km to over 8 km. The site includes the estuary of the River Eske, which flows through Donegal Town, and the estuary of the River Erne, which flows through Ballyshannon. Much of the shoreline is rocky or stony, with well-developed littoral reefs in places. There are also extensive stretches of sandy beaches, especially from the Murvagh peninsula southwards to Rossnowlagh and at the outer part of the estuary of the River Erne. Shingle or cobble beaches are also represented. There are extensive areas of intertidal flats associated with the estuary of the River Eske, reflecting the very sheltered conditions in this part of the bay. These have been shown to be biotope rich, and supporting a range of macro-invertebrates, including polychaete worms (*Hediste diversicolor*, *Arenicola marina* and *Nephtys hombergii*) and bivalves (*Scrobicularia plana*, *Cerastoderma edule* and *Macoma balthica*).

Elsewhere, a narrow fringe of intertidal flats is exposed at low tides. Salt marshes are found in the sheltered conditions of the innermost part of the bay. A number of small, grassy, islands occur in the innermost part of the bay. The waters of the shallow bay overlies mostly sandy substrates, though reefs occur in places.

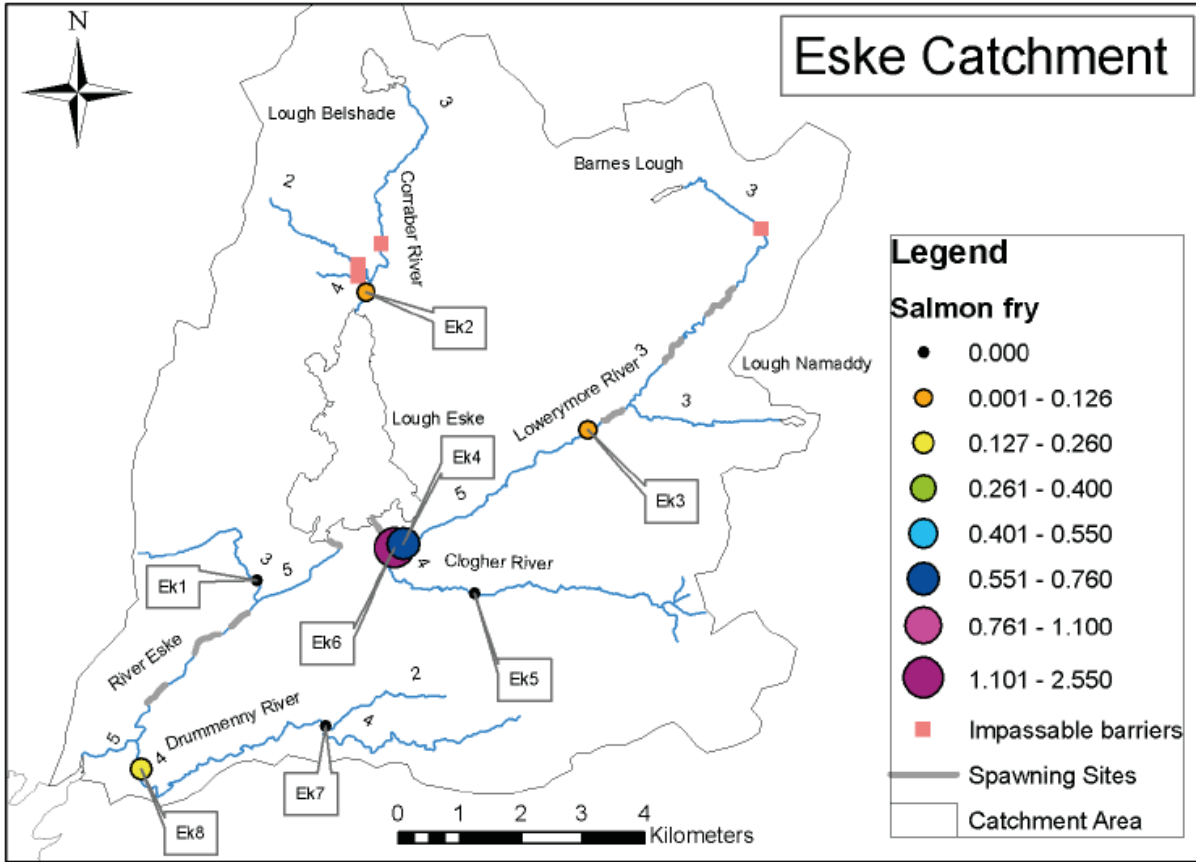
The site is a Special Protection Area (SPA) under the E.U. Birds Directive, of special conservation interest for the following species: Great Northern Diver, Light-bellied Brent Goose, Common Scoter and Sanderling. The E.U. Birds Directive pays particular attention to wetlands, and as these form part of this SPA, the site and its associated waterbirds are of special conservation interest for Wetland & Waterbirds.

Donegal Bay supports an excellent diversity of wintering waterbirds, especially species associated with shallow bays (all figures are mean peak counts for four of the five winters between 1995/96 and 1999/2000). It has an internationally important wintering population of Great Northern Diver (138) and is consistently one of the top sites in the country for this species. It also has one of the few regular populations of Black-throated Diver in the country (11), and Red-throated Diver (21). It supports an internationally important population of Light-bellied Brent Goose (207) and nationally important populations of Common Scoter (860) and Sanderling (68). A range of other species associated with estuarine and shoreline habitats occurs at the site, including Cormorant (29), Shelduck (24), Wigeon (224), Mallard (100), Long-tailed Duck (14), Red-breasted Merganser (38), Oystercatcher (581), Ringed Plover (99), Golden Plover (103), Lapwing (122), Dunlin (269), Bar-tailed Godwit (49), Curlew (359), Redshank (93), Greenshank (12) and Turnstone (53). Gulls are regular in autumn and winter, especially Black-headed Gull (239) and Common Gull (297). This large coastal site is of high ornithological importance, with two species having populations of international importance (Great Northern Diver and Light-bellied Brent Goose) and a further two species having populations of national importance (Common Scoter and Sanderling). Also of note is that five of the regularly occurring species are listed on Annex I of the E.U. Birds Directive, i.e. Great Northern Diver, Black-throated Diver, Red-throated Diver, Golden Plover and Bar-tailed Godwit.

Appendix 2. Location of FWPM and Salmon Spawning beds in The Eske Catchment



Map 1. General location of Freshwater Pearl Mussel populations within the Eske catchment also showing Corine Landcover (DEHLG, 2010).



Map 2. Salmon fry distribution and quantitative density estimates (no./m²) in the Eske catchment. Numbers on map represent stream order and **grey line represents spawning areas**. (IFI, 2011).

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

Donegal County Council hereby gives notice of its intention to carry out the development of improved pedestrian facilities along the section of the R925 Killybegs Rd., Donegal Town in the Donegal Municipal District as detailed in the schedule below:

SCHEDULE OF PROPOSED WORK

No.	Title	Townlands	For Viewing Plans
1	Killybegs Road Active Travel Scheme	Mullans and Drumcliff	Online at: www.donegalcoco.ie Services > Roads Service > Roads Service Public Consultation. Donegal Public Service Centre, Drumlonagher, Donegal Town, Co. Donegal, F94 DK6C Lifford Public Service Centre, County House, The Diamond, Lifford, Co. Donegal, F93 Y622
Description and Extents			
Donegal County Council proposes to upgrade the traffic and pedestrian management on the R925 Killybegs Road, Donegal, 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"> a) Reducing the carriageway width on the R925 on approach to Bridge Street b) Provision of a new footpath on the northern side of the R925 from The Gateway Lodge to the Bridge c) New zebra type pedestrian crossing on the R925 on approach to the bridge d) New uncontrolled crossings at junctions e) New road markings and signage to ensure that the residents, drivers and tourists alike fully understand the new road layout. f) New road layout with kerbing for the new footpaths to be built in accordance with DMURS & TII Standards. 			

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

- Donegal Public Service Centre, Drumlonagher, Donegal Town, Co. Donegal, F94 DK6C
- 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 under section "Services > Roads Service > Roads Service Public Consultation".

The proposals will be available for inspection from 9am Wednesday 9th August 2023 until 4pm on Thursday, 7th 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 before **4.00pm on Monday 25th 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