

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 regulations by Donegal county Council.

(Available for Public Inspection and Download)

Muff to Quigleys Point Greenway

Part VIII Report

Donegal County Council

Greenways Capital Projects

Lifford

Quality Control Sheet

Issue	Date	Prepared	Date	Checked
Draft v1.0	02/10/2021	J.Curran	26/01/2022	A.Smith
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0 EXECUTIVE SUMMARY

This report relates to the proposed construction of new and improved shared walking and cycling facilities for approximately 5km alongside the R238 regional road.

Works will take place in the townlands of Ardmore, Drumskillan, Ture, Aught and Three Trees in the Inishowen Municipal District of Co. Donegal.

This 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).

1 INTRODUCTION

1.1 Project Background and Need for the Project

In December 2016 Derry and Strabane District Council, Donegal County Council, the Department for Infrastructure (NI) and Sustrans (the UK-based cycling and walking charity), were awarded funding from the EU's INTERREG programme, administered by the Special EU Programmes Body (SEUPB), to construct over 40 kilometres of cross-border greenway. Match-funding has been provided by the Department for Infrastructure in Northern Ireland and the Department of Transport, Tourism and Sport in Ireland.

These routes link Derry to Buncrana via Bridgend; Muff to Derry via Culmore; and Lifford to Strabane. Once completed, this will result in a greenway network of approximately 120km in the North West, of which much will be classified as high-quality greenway.

The purpose of developing a cross border network of greenways is to:

- Bring social, economic, and environmental well-being to all
- Construct significant stretches of greenway and cycling/walking routes
- Encourage more people to walk and cycle as part of their daily routine (non-commute)
- Invest in the wider economic and social infrastructure in the North West Region
- Adoption and compliance with policies such as Active Travel etc
- Improve safety for vulnerable road users and reduce their interaction with vehicular traffic

The aim of the project is to develop an extension to the Muff to Derry Greenway, linking the population centres of the Quigleys Point environs and Muff, thereby supporting the achievement of the NWGN objectives.

Donegal County Council therefore proposes to develop the works as described in this report to form part of the North West Greenway Network and to support the objectives of the North West Greenways Plan, the Donegal Local Economic & Community Plan 2016 – 2022 and the Donegal County Development Plan by providing a cyclist and pedestrian link between the urban settlements of Muff and Quigleys Point.

The location of the proposed project is from the urban environs of the R238 in Muff (specifically at the tie in or termination point of the Muff to Derry Greenway) and a temporary tie in location in the townland of Three Trees. A further section of Greenway will be developed from the temporary tie in location to Quigleys Point but this is outside the scope of this report and Part VIII application.

The route is approximately 5 kilometres in length and comprises of a rural setting with businesses and agriculture land use.



Figure 1.1 – Aerial view of location

1.2 Project Specific Aims and Objectives

This section of the road network has no facilities for vulnerable road users to travel safely with adequate and appropriate separation from vehicular traffic.

Transportation Policy T-P-11 of the County Development Plan outlines that 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 should be provided.

With the construction of the Muff to Derry Greenway underway, this project will form a natural extension of same to provide a broader scope for recreational use in this region of the County.

A review of RSA's Collision Statistics identifies three minor injury accidents in 2006, 2010 and 2011 involving pedestrians being in collision with a vehicle. There is one serious injury collision involving a pedestrian in 2012. These are depicted in Figure 1.2.1. Overall collision statistics are depicted in Figure 1.2.2 and table 1.2.1.

There is however anecdotal evidence to suggest that there have been further collisions on this stretch of road in addition to numerous near misses. In addition, many collisions (minor / no injury) involving pedestrians and cyclists remain unreported to Gardai. There are also unverified collisions between 2016 & 2021 including fatalities.

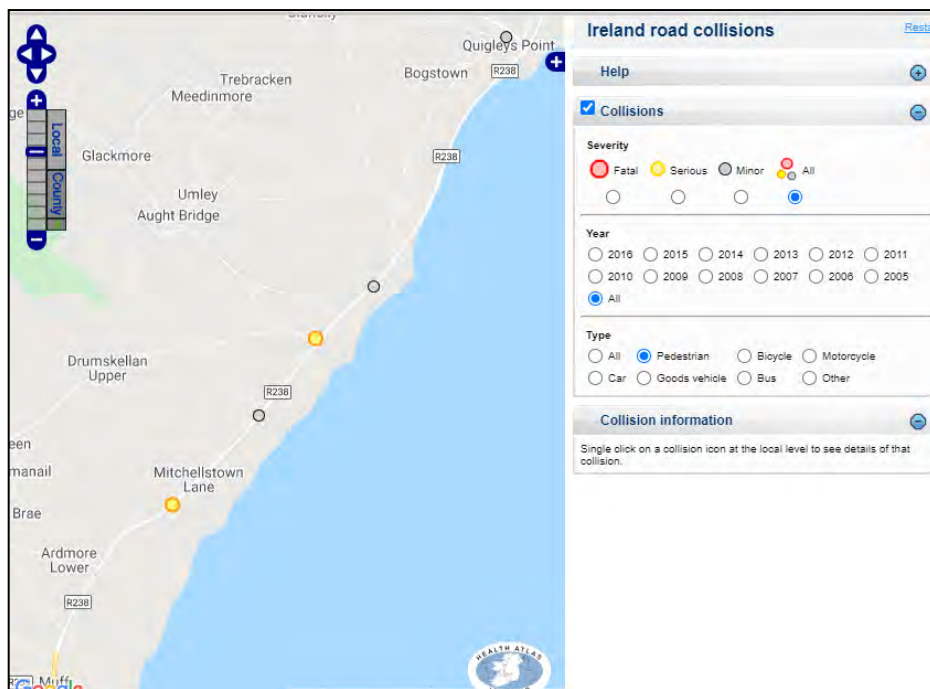


Figure 1.2.1 – Verified RSA Collision Statistics for Pedestrians between 2005 & 2016

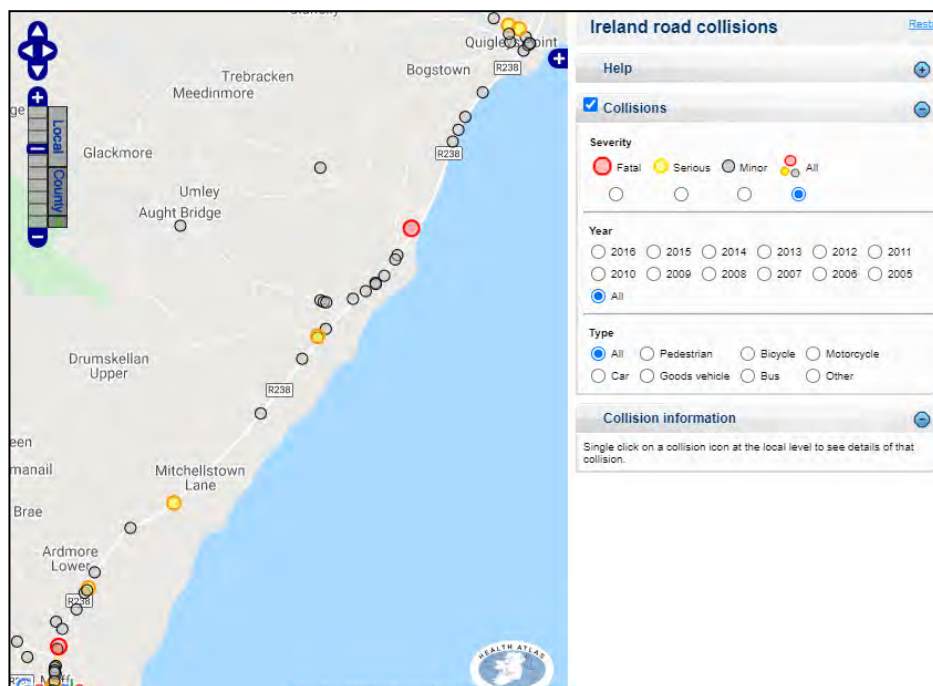


Figure 1.2.2 – Verified RSA Collision Statistics for all road users between 2005 & 2016

Year	Fatal	Serious	Minor
2005			1
2006		3	2
2007	1		2
2008	1	2	1
2009		2	
2010			3
2011			1
2012			3
2013			4
2014			6
2015			2
2016			2

Table 1.2.1 – Verified RSA Collision Statistics for all road users between 2005 & 2016

2 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 cycling initiatives which directly support the development of Greenways and cycling / walking infrastructure projects such as the development described in this report.

2.1 European Policy and Guidelines

‘Europe 2020 – A Strategy for Smart, Sustainable and Inclusive Growth’ 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.

European Cyclists’ Federation’s EU Cycling Strategy: Recommendations for Delivering Green Growth and an Effective Mobility in 2030” is the result of a systematic review of all EU policies related to cycling. The central objectives of the plan are as follows:

- Cycling should be an equal partner in the mobility system
- Grow cycle use in the EU by 50% at an average in 2019/2020-2030
- Cut rates of cyclists killed and seriously injured by half (in km cycled) in 2019/2020-2030
- Raise EU investment in cycling to €3bn in 2021-27; and €6bn from 2028-34.

2.2 National Policy and Guidelines

2.2.1 National and Regional Policy Documents

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”.

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 Route 2 of the North West Greenway Project:

- *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.”

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 as a “Priority Investment Action” the facilitation of Cross Border Sustainable Transport with the North West Greenway Network listed as a specific action. Investment in sustainable travel measures, including comprehensive Cycling and Walking Networks for metropolitan areas, and expanded Greenways is also identified as a priority in delivering a transition to a Low-Carbon society.

Dept. for Transport, Tourism and Sport's: "Strategy for the Future Development of National and Regional Greenways"

Developed following an extensive national consultation process this Strategy outlines the Irish Government's objective to assist in the strategic development of Greenways to an appropriate standard in order to deliver a quality experience for Greenway users.

The Strategy lists a number of National and Regional Greenway projects which are identified as the initial priorities for development. This list includes the North West Greenway Network including Route 2 – Muff to Derry. It should be noted however that the Muff to Quigleys Point Greenway as proposed comprises shared cycling and walking facilities alongside the existing road corridors, and while there will be potential for this route to connect onwards to Regional and National Greenways which are the focus of this strategy, many of the wider requirements/recommendations of this Strategy are not considered to be relevant to the proposals being brought forward for Part VIII planning at this time.

National Cycle Policy Framework 2009

Ireland's first National Cycle Policy Framework was launched in April 2009. It outlines 19 specific objectives, and details the 109 individual but integrated actions, aimed at ensuring that a cycling culture is developed in Ireland to the extent that, by 2020, 10% of all journeys will be by bike. The NWGN supports the overall aims and objectives of the plan

Regional Planning Guidelines (2010-2022)

The Guidelines acknowledge that current cycling infrastructure in border regions is currently limited but outlines an aim to encourage greater shift to cycling/ walking by the promotions of the strategies outlined in the Smarter Travel Policy and the National Cycling Policy Framework as referenced above.

The NWGN will support specific cycling and walking Policy INFP13 of the Guidelines which seeks to 'Promote and support cycling and walking within the Region, particularly within urban centres.'

Tourism focused publications.

There are a number of tourism focused publications related to greenways, but it is considered that Route 2 of the North West Greenway Network will focus primarily on the provision of local amenity and Modal shift rather than an overall tourism offering. However, the provision of a high-quality walking and cycling link between Muff and Quigleys Point will provide potential connectivity to wider future rural Greenways with potential to provide enhanced tourism and recreational amenity.

Some of the tourism related publications are:

- People, Place and Policy – Growing Tourism to 2025 (March 2015)
- Fáilte Ireland Strategy for Development of Irish Cycle Tourism 2007
- Fáilte Ireland Cycling and Activities Research, 2013
- Realising our Rural Potential – Action Plan for Rural Development (2017)

2.3 Local Policy Documents

Donegal County Council Development Plan 2018 – 2024:

Chapter 5 – Infrastructure, Section 5.1, Transportation:

- 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 North West 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-24: It is a policy of the Council to protect established/historic railway corridors throughout the County primarily for strategic infrastructure provision (such as rail/road projects) and secondly for recreational development. Along these corridors other uses shall not be considered. Where these corridors have already been compromised by development, adjacent lands which could provide opportunities to bypass such an impediment and reconnect these routes for amenity purposes (walking/cycling) shall be protected for this purpose. However, in all instances, the over-riding objective shall be the provision of strategic infrastructure.
- Transportation Policy T-P-35: It is a policy of the Council to encourage and facilitate joined up long distance walking and cycling routes and greenways for recreation and as alternatives to the car, particularly in rural areas, between settlements. Adequate car parking facilities shall be provided, where required, in association with any such developments.
- 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.

Chapter 9 – Tourism:

Section 9.1.2, Objectives:

- TOU-O-9: To support the development of new, and protect the functionality of existing, Greenways, walking and cycling routes as keys components of an overall green tourism infrastructure and as standalone tourism products in their own right.

The Donegal Local Economic & Community Plan 2016 – 2022:

Volume 1, identifies ‘To develop Donegal as a Connected Place’ as a priority goal.

Volume 2, sets out the Action Areas of the Plan and notes the following actions:

- Section 1.9.1: To develop an integrated North West Greenway
- 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 2.4.5: To develop an integrated North West Greenway (Walking, Trails, Cycling) as a key tourism project on a cross-border basis.
- Section 4.4.16: To maximise health and wellbeing outcomes for communities in the proposed development of the North West Greenway and other initiatives involving outdoor spaces.

2.4 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).

3 PROPOSED SCHEME

3.1 Description of Existing Infrastructure

These existing roads are active public highways. A brief overview of existing infrastructure and provision is as follows:

Carriageways:

All carriageways are fully paved with regulatory and warning signage throughout with existing road markings to the R238 and all side roads. The surface type varies between HRA, SMA and surface dressing. The main R238 has wide hard shoulders running for the majority of the route. Some sections of the hard shoulders are in poor condition in terms of surface quality and texture.

Footpaths:

The R238 is provided with footpaths to one side from Muff Community Park in towards the town of Muff. This is due to be upgraded as part of the current construction works of the Muff to Derry Greenway. There are no other existing pedestrian / cyclist facilities along the route.

Crossing points:

There are no formal crossing facilities along the route at present.

Public Transport:

There are two formal bus stops on the R238 within the area under consideration. These are located in staggered position on the Northern approach to Muff village. The bus stops are not currently provided with bus shelters.

Lighting:

There is existing public lighting provision at the rural fringe region along the R238 in the area under consideration. Public lighting is provided along approximately 460m of the Kilderry lane from its junction with the R238 within Muff village.

Lighting is provided in the main by dedicated public lighting columns on the R238 and by lighting standards co-located with electrical network poles on Kilderry Lane.

Drainage:

Existing road drainage is provided along the extents of the R238 within the area of the proposed works via over the edge drainage method and dissipation into the adjacent verge and embankments. Drainage from the adjacent properties is mainly via road gullies feeding into a public carrier drainage system with discharge into existing watercourses. Other local access roads are free draining to road edges.

Landscaping:

Existing landscaping along the R238 and local connector roads consist of grass verges of varying widths. The boundaries consist of timber fence, stock-proof fence, stone walls, mature hedging, and open non-bounded areas.

3.2 Nature and Extent of the Proposed development

The works proposed within the site extents will generally consist of the retention (and repair where needed) of the existing southbound hard shoulder. The grass verge area, embankment and some narrow strips of agricultural lands will accommodate a separation area, safety barrier, greenway and comfort verge to provide a minimum 3m wide shared use path, with a bituminous surface to provide a high-quality finish for cyclists and pedestrians.

The designs have been prepared with reference to relevant design standards and guidance documents, including the following:

Title	Published By
National Cycle Manual	National Transport Authority
Rural Road Link Design TII, DN-GEO-03031	Transport Infrastructure Ireland
Cross Sections and Headroom TII, DN-GEO-03036	Transport Infrastructure Ireland
Subways for Pedestrians and Pedal Cyclists TII, DN-GEO-03040	Transport Infrastructure Ireland
Rural Cycleway Design (Offline) TII, DN-GEO-03047	Transport Infrastructure Ireland
Geometric Design of Junctions TII, DN-GEO-03060	Transport Infrastructure Ireland
Design Manual for Urban Roads and Streets	Department of Tourism, Transport and Sport
TII Pedestrian Crossing Specification and Guidance	Transport Infrastructure Ireland (TII)
Local Transport Note 2/95 The Design of Pedestrian Crossings	Department for Transport (UK)
Traffic Signs Manual	Department for Transport, Tourism and Sport, latest editions of relevant chapters
Strategy for the Future Development of National and Regional Greenways	Department of Tourism, Transport and Sport

3.3 Principal Features of the project

The principle features of the proposed scheme are as follows:

Carriageways:

The existing main carriageways of the R238 will remain unchanged in terms of width and layout. The southbound hard shoulder will be retained in situ where the condition of same is deemed good. Where the condition of the southbound hard shoulder is deemed poor, this will be planed out and replaced with appropriate surfacing.

Footpaths:

There are no proposed footways as part of these works. Any existing footways / greenways / cycle tracks will be tied into with appropriate vertical and horizontal transitions to ensure a smooth movement from one facility to the other with adequate signage and tactile paving alerting the users of the change in use.

Crossing points:

No new mainline crossing points are proposed as part of this project.

Crossings of side roads, private properties and commercial premises will be provided. Crossings of side roads (Regional and Local Roads), where possible, will be by way of a bend out facility for which the vehicular traffic will have the priority and will have sufficient stacking to access the R238. Consistent surface profile will be provided for cyclists and highlight the crossing effectively to all users.

Public Transport:

No alterations to the public transport system or services are proposed as part of this project.

Lighting:

Existing public lighting along the R238 will remain in place.

New lighting will be provided to the temporary termination point of the greenway at Ch 4950 for road safety reasons.

Drainage:

The existing carriageway drainage will be upgraded to ensure that surface water will not discharge onto the road from adjacent properties and surface water from the road will be diverted away from properties. This will be achieved by a combination of kerbs and gullies, slotted kerbs, filter drains, swails and carrier drains with appropriate sizing. Inspection chambers for maintenance will also be provided at appropriate spacings. Open drainage will be relocated or piped to an appropriate position to suit the proposed development and landowners.

Culvert extensions will be required to ensure enough width is achieved for both construction of the proposed facility and vision lines. Where appropriate, Section 50 applications will be submitted to the OPW for assessment and approval in advance of any works being carried out. All culverts and pipes will be appropriately sized.

A small section of stream diversion is proposed between Ch 4050 and Ch 4090. It is intended to retain the same hydraulic properties as existing and all works will be carried out in accordance with all best practices and guidelines and in consultation with all appropriate consultees.

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 signage will be relocated or altered to accommodate the required cycleway width. New signage provided will consist of directional, warning and regulatory signage to give a clear understanding of cycleway and road layouts, crossing points and prevailing speed

limits and user expectations. The sizing of all signage will be appropriate to the target road user and the vehicular traffic signage will be larger.

Landscaping:

Grass buffers ranging from 1.0m to 2.0m width will be provided to segregated cycleways.

Some removal of hedgerows, small trees, vegetation and lower branches may be required along the route, but it is envisaged that replanting of native hedgerows and foliage be undertaken at the new boundary interfaces (subject to agreed accommodation works and land agreements).

As many existing mature trees as possible are to be retained.

Details of proposed planting/landscaping scheme will be developed and agreed with Donegal County Council Roads Department and in conjunction with the landowner agreements, accommodation works and NPWS.

Walls and retaining structures:

Parapet walls will have to be set back or reconstructed as part of the culvert extension works. Any walls removed to facilitate the greenway will be replaced on a like for like basis. No new walls will be provided where none currently exist.

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 appropriate utility providers.

3.4 Drawings Provided

The following Part VIII drawings of the proposed development are included in **Appendix A (Also available as separate booklet)**

Ref	Title
Site Location Plan	
P8-LOC	Muff to Quigleys Point – Site location Plan
Scheme Proposals – General Layout Plans	
P8-01 to P8-08	General Layout – Sheets 1 to 8
Sections	
P8-09	Typical Cross Sections – Sheet 1

3.5 Road Safety Audit

As per TII publication TII-GE-STY-01024 (Road Safety Audit), a Stage 1 Safety Audit will be completed based on the information contained in the Part VIII documentation. This is carried out by a qualified team to look at all aspects of road safety. All appropriate recommendations made by the audit team will be accepted by the designer and incorporated into the design prior to construction. The audit

team is completely independent of the design process. A further Stage 2 Safety Audit will then be carried out prior to the project advancing to tender award / construction.

4 ENVIRONMENTAL ASSESSMENT

Environmental assessments were undertaken to assess the existing conditions and identify features and potential impacts.

The proposed development consists of road construction works which do not exceed threshold for Environmental Impact Assessment set out in Schedule 5 of the Planning and Development Regulations 2001 (as amended).

In accordance with Article 120(1)(b)(i) of those regulations, based on the environmental assessments carried out and considering the nature, size and location of the development it has been concluded that there is no real likelihood of significant effects on the environment arising from the proposed development. Therefore, it is concluded that an Environmental Impact Assessment Report (EIAR) is not required. The EIA screening report is contained in **Appendix B**.

An Appropriate Assessment Screening Report has been conducted (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 a Consultant for this process. The Screening Report concluded that there will be no impact on Natura 2000 sites and that there will be no significant adverse impact on the local receiving environment.

The AA Screening Report is also included in **Appendix C**

5 CONSTRUCTION

The construction stage of the scheme is likely to take approximately 8 months. The construction will be carried out on a phased basis so that traffic disruption is kept to a minimum. Traffic management will be required to allow reconstruction of the online sections (hard shoulder repairs lane / access crossings) and construction of the tie-ins and landowner access will also have to be maintained during construction.

No road closures will be permitted during the construction phase. It is proposed that the road will remain open to traffic at all times during construction, and this will be achieved by using temporary diversions and short one-way shuttle systems to complete the online sections and tie-ins.

Construction of the proposed culvert extensions will require transportation, handling and lifting of significant prefabricated elements. The use of prefabricated units facilitates the speed of construction and minimises the time required for works over water and with poured concrete adjacent to water. The access requirements for transportation of pre-cast elements to site have been investigated and confirmed that the R238 is suitable for transportation of same.

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 project, and it's associated aims and objectives have been identified in section 1.0 of this report.

The scheme is consistent with European, National and Donegal County Council objectives as outlined in Section 2.0.

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 design and good practice.

It is therefore concluded that the proposed development will provide a segregated cycleway between Muff and Quigleys Point, encourage modal shift throughout its length and catchment and is line with proper planning and sustainable development of the area in which the project is situated.

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, before **4.00pm on 16th of March 2022** as outlined in the public notices.

APPENDIX A – PART VIII DRAWINGS

DRAWINGS ARE CONTAINED IN SEPARATE BOOKLET

APPENDIX B – EIA SCREENING REPORT



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

PLANNING AND DEVELOPMENT REGULATIONS 2001
(as amended)

**Environmental Impact Assessment
Preliminary Examination**

in accordance Article 120 of the above Regulations.
(available for inspection)

Muff to Quigleys Point Greenway

Road Design,
Central Transport Services Division,
County House,
Lifford,
Co. Donegal.

Oct 2021

STAGE 1.a – EIA PRE-SCREENING

Case Ref:	P1629 – Muff to Quigleys Point Greenway (R238)		
Development Summary	<p>Donegal County Council proposes to provide a greenway adjacent to the existing R238 regional road between the towns of Muff and Quigleys Point in County Donegal in the townlands of Ardmore, Drumskeellan, Ture, Aught, Three Trees, Tromaty East, Tromaty West, Carrowkeel & Cabry in the Municipal District of Inishowen.</p> <p>The project will include:</p> <ul style="list-style-type: none"> • Greenway construction. • Provision of trail heads and parking facilities. • New line markings, signage, drainage works, landscaping, and accommodation works. <p>Waste material arising from the site will be reused within the works where appropriate, unsuitable materials will be removed a licensed waste facility.</p>		
Does the proposed development constitute an EIA project? <i>(that is involving construction works or interventions in the natural surroundings)</i>		Yes	
		No	X
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			
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:

James Curran,
Road Design Office, Donegal County Council

Date:

11th October 2021

Donegal County Council



EIA Screening Report

For

Muff to Quigleys Point Greenway

November 2021
Donegal County Council
Road Design
Lifford

Quality Control Sheet

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Draft v1.0	02/10/2021	J.Curran	TBC	A.Smith	TBC	C.Campbell	TBC
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1.0 Introduction

In December 2016 Derry and Strabane District Council, Donegal County Council, the Department for Infrastructure (NI) and Sustrans (the UK-based cycling and walking charity), were awarded €14.8 million funding from the EU's INTERREG programme, administered by the Special EU Programmes Body (SEUPB), to construct 46.5kms of cross-border greenway. Match-funding has been provided by the Department for Infrastructure in Northern Ireland and the Department of Transport, Tourism and Sport in Ireland.

These routes link Derry to Buncrana via Bridgend; Muff to Derry via Culmore; and Lifford to Strabane.

The purpose of the project is to develop an extension to the Muff to Derry Greenway, linking the population centres of the Quigleys Point environs and Muff, thereby supporting the achievement of the NWGN objectives.

Donegal County Council therefore proposes to develop the works as described in this report to form part of the North West Greenway Network and to support the objectives of the North West Greenways Plan, the Donegal Local Economic & Community Plan 2016 – 2022 and the Donegal County Development Plan by providing a cross border link between the urban settlements of Muff and Quigleys Point.

This 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 set in Schedule 5 of the Planning and Development Regulations, 2001 as amended (the regulations). Certain projects, listed in Schedule 5 of the regulations, due to their always having the potential for significant environmental effects, require mandatory EIA. Others, also listed in Schedule 5 of the regulations, contain threshold levels and for projects that fall below these thresholds it is the decision of the competent authority to decide if an EIA (and the associated EIAR) is required.

Whether a 'sub threshold' development should be subject to EIA is determined by the likelihood that the proposed development would result in significant environmental effects. Significant effects may arise due to the nature of the proposed development, its scale or extent and its location in relation to the characteristics of the receiving area, particularly sensitive environments.

This report documents the methodology employed to complete the screening exercise, having regard to the relevant legislation and guidance documents. It also sets out a clear rationale for each decision made in the process.

2.0 Description of Proposed Development

2.1 Site Location and Description

The location of the proposed project is from the urban environs of the R238 in Muff (specifically at the tie in or termination point of the Muff to Derry Greenway) and the Urban environs of the R238 in Quigleys Point in the Municipal District of Inishowen in County Donegal.

The route is approximately 7.5 kilometres in length and comprises mostly of a rural setting with dispersed rural housing, businesses and agriculture land use. The urban sections under consideration in this project comprise mostly of town or terraced houses with mixed business and retail units that are in close proximity to existing pedestrian facilities or the R238.

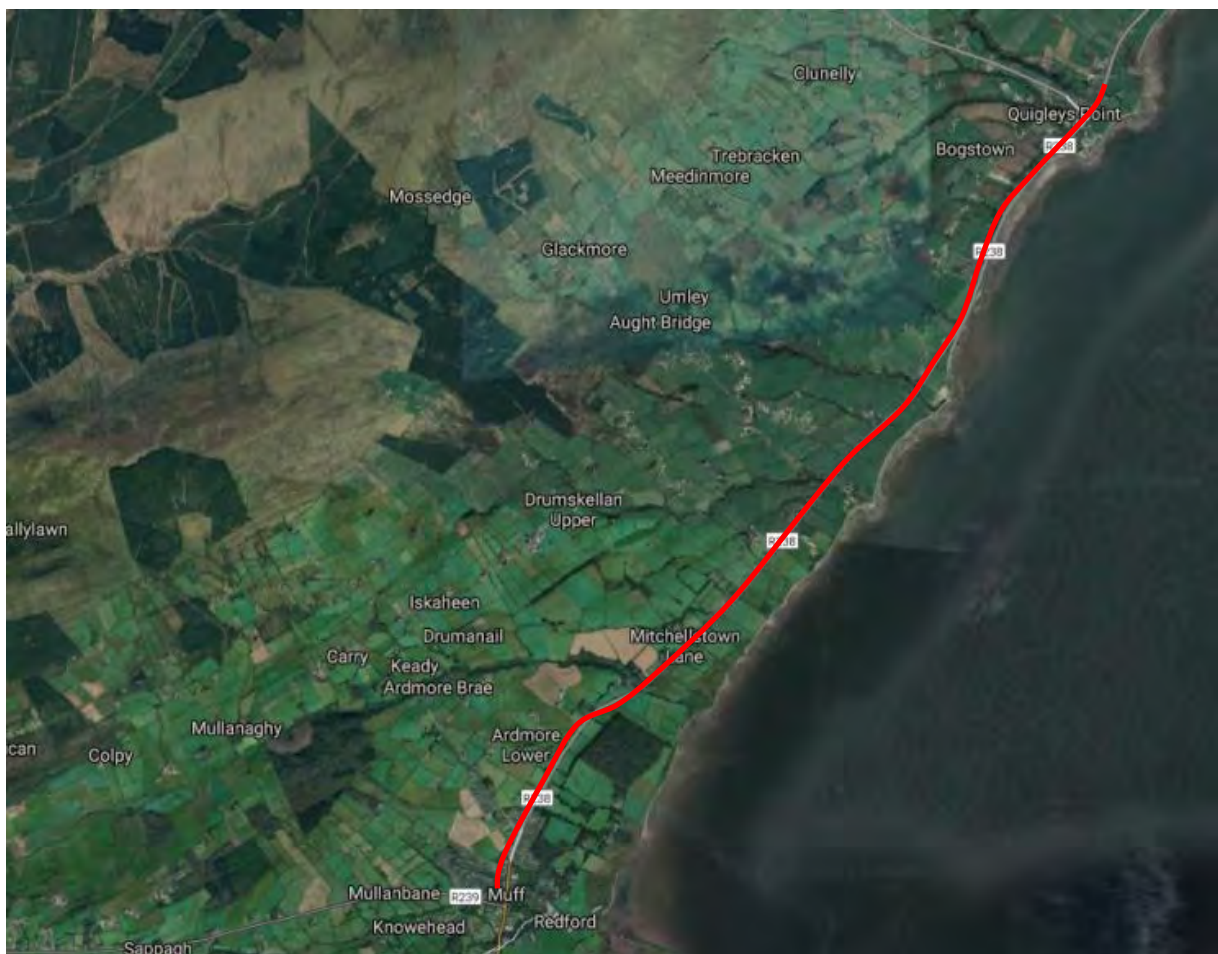


Figure 2.1 – Aerial view of location

2.1.1 Proposed Greenway

The principle features of the proposed scheme are as follows:

Carriageways:

The existing main carriageways of the R238 will remain unchanged in terms of width and layout. The left hand wide hard shoulder (as you travel from south to north) will be removed at the joint between the carriageway and the hard shoulder (approximately 150mm from the yellow line).

This will be replaced by a 2m separation strip, a 2m combined cycle / pedestrian facility and a 1m grass comfort strip / verge. Local side roads will remain unchanged with the exception of some minor realignment / regularising of bell-mouths, surfacing, site clearance, additional signage, and road markings.

Footpaths:

Sections of footpaths being altered or widened under this scheme shall be fully resurfaced. Where new sections of pathway are being installed, fully paved surfaces shall be provided, with pin kerb edging and appropriate sub-base.

Where existing road widths are being altered, new kerb lines shall be provided in accordance with Donegal County Council requirements.

Crossing points:

A new uncontrolled crossing point shall be provided between the junction of Kilderry Lane and Muff Community Play Park to facilitate safe and managed movements at this point.

A new uncontrolled crossing point shall be provided in the vicinity of the GAA pitch to facilitate safe and managed movements at this point.

These crossings will be highlighted with appropriate signage and road markings and lighting if required.

Crossings of side roads, private properties and commercial premises will be provided. Crossings of side roads, where possible, will be by way of a bend out facility for which the vehicular traffic will have the priority and will have sufficient stacking to access the R238. Consistent surface profile will be provided for cyclists and highlight the crossing effectively to all users.

Public Transport:

It is proposed to relocate the public service bus shelter as part of the project and provide appropriate pedestrian and cycle links for same.

Lighting:

Existing public lighting along the R238 will remain in place.

New lighting will be provided to the proposed parking facility adjacent to Greenbank Church. Detailed design of all proposed new or altered public lighting will be in accordance with ESB Standards and lighting types, locations and supply points agreed with Donegal Co Council Public Lighting Engineer.

Drainage:

The existing carriageway drainage will be upgraded to ensure that surface water will not discharge onto the road from adjacent properties and surface water from the road will be diverted away from properties. This will be achieved by a combination of filter drains, swails, gullies and carrier drains with appropriate sizing and inspection chambers for maintenance.

Two small scale culvert extensions and associated parapet works will be required to ensure adequate visibility for road users.

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 signage will be relocated or altered to accommodate the required cycleway width. New signage provided will consist of directional, warning and regulatory signage to give a clear understanding of cycleway and road layouts, crossing points and prevailing speed limits and user expectations.

Landscaping:

Grass buffers ranging from 0.25m to 2.0m width will be provided to segregated cycleways.

Some removal of hedgerows, small trees, vegetation and lower branches may be required along the route, but it is envisaged that replanting of native hedgerows and foliage be undertaken at the new boundary interfaces (subject to agreed accommodation works and land agreements).

As many existing mature trees as possible are to be retained.

Details of proposed planting/landscaping scheme will be developed and agreed with Donegal County Council Roads Department and in conjunction with the landowner agreements, accommodation works and NPWS.

Walls and retaining structures:

Two parapet walls will have to be set back as part of the culvert extension works. Any walls removed to facilitate the greenway will be replaced on a like for like basis. No new walls will be provided where none currently exist.

Services:

Localised relocation of service poles or pillars may be required where these are located along existing pathways with insufficient space to provide a cycleway around them and so negating them as hazards. All residential and commercial services are to remain intact.

3.0 EIA Screening Exercise

3.1 Relevant EIA Legislation

EIA requirements derive from Council Directive 85/337/EEC (as amended by Directives 97/11/EC, 2003/35 /EC and 2009/31/EC) and as codified and replaced by Directive 2011/92/EU and of the European Parliament and the Council on the assessment of the effects of certain public and private projects on the environment (and as amended in turn by Directive 2014/52/EU).

Guidance for this EIA Screening Report is taken from Section 50 of the Roads Act 1993, as amended, and in Article 8 of the Roads Regulations, 1994. A full list of relevant legislation used to carry out this EIA Screening Report is outlined below:

- Roads Act 1993, the Roads Regulations 1994 and the EIA (Amendment) Regulations 1999. This Act is directly relevant as is Section 68 in which cycling is referred to in detail;
- The Planning and Development Act 2000, the Planning and Development (Strategic infrastructure) Act 2006 and the Roads Act 2007;
- Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009;
- Environmental Protection Agency (2002) Guidelines On the Information To be Contained In Environmental Impact Statements; and,
- Department of the Environment, Heritage and Local Government (August 2003), Environmental Impact Assessment (EIA) Guidelines for Consent Authorities regarding Sub-threshold Development.

3.2 Methodology

EIA Screening is the process of deciding whether a development requires an EIA.

A detailed desktop study of environmental, archaeological, visual and cultural receptors within the vicinity of the proposed development was carried out. The EIA screening exercise initially assesses the development for Mandatory EIA using classifications defined in the appropriate legislation. Where no mandatory requirement is concluded, screening advances to Sub-Threshold Development Assessment, where the competent authority evaluates whether the project is likely to have a significant effect on the environment, with reference to its scale, nature, location and context.

In the case of this proposed development it has been determined as sub-threshold and will be determined on a case-by-case basis, outlined below in Table 2.2.

3.3 Mandatory EIA

The screening matrix for mandatory EIA is shown below in Table 3.3. This is based on Table 1 of the TII Guidance document on Environmental Impact Assessment of National Road Schemes – A Practical Guide, November 2008. The legislative requirements which deem whether an EIA is mandatory for a project are outlined in Section 50 of the Roads Act 1993, as amended, and in Article 8 of the Roads Regulations, 1994. An overview of these legislative requirements and their applicability to this proposed development are provided in Table 3.3.

Mandatory Threshold	Regulatory Reference	Response
<p>Prescribed type of proposed road development.</p> <p>The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area.</p> <p>The construction of a new bridge or tunnel which would be 100 metres or more in length.</p>	<p>Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993</p>	<p>The proposed development does not involve the provision of four or more lanes.</p> <p>Mandatory Threshold Trigger not reached.</p> <p>The proposed development does not involve the construction of a new bridge or tunnel.</p> <p>Mandatory Threshold Trigger not reached.</p>
<p>Construction of a Motorway</p>	<p>S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007.</p>	<p>The proposed Greenway is not a Motorway.</p> <p>Mandatory Threshold Trigger not reached.</p>
<p>Construction of a Busway.</p>	<p>S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007.</p>	<p>The proposed Greenway is not a Busway</p> <p>Mandatory Threshold Trigger not reached.</p>
<p>Construction of a Service Area.</p>	<p>S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007.</p>	<p>The proposed Greenway is not a Service Area.</p> <p>Mandatory Threshold Trigger not reached.</p>

Table 3.3 Mandatory EIA Screening Matrix

Conclusions: The proposed development is not considered to have a mandatory requirement for an EIA and is consequently to be assessed as a sub-threshold development.

3.4 Sub-Threshold Assessment

In considering whether the proposed development is likely to have significant environmental effects, the Planning Authority, under Schedule 7 of the Planning and Development Regulations, must have regard to the criteria set out in Article 27 of the European Communities (EIA) Regulations, 1999. This article refers to the criteria for determining whether works would or would not be likely to have significant effects on the environment set out in Annex III to the EIA Directive, as amended.

The Article 27 screening criteria are grouped into three categories:

1. Characteristics of the Proposed Development;
2. Location of the Proposed Development; and,
3. Characteristics of Potential Impacts.

The DoEHLG Guidance Document Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development states that "those responsible for making the decision must exercise their best professional judgment, taking account of considerations such as the nature and size of the proposed development, the environmental sensitivity of the area and the nature of the potential effects of the development. In general, it is not intended that special studies or technical evaluations will be necessary for the purpose of making a decision".

The 1997 amending Directive (97/11/EC) introduced guidance for Member States in terms of deciding whether or not a development is likely to have 'significant effects on the environment'. The criteria have been transposed in full into Irish legislation, in the Third Schedule to the EC EIA (Amendment) Regulations 1999 (S.I. No. 93 of 1999) and in Schedule 7 to the Planning and Development Regulations 2001 (S.I. No. 600 of 2001).

The criteria associated with each category (i.e. the criteria that must be taken into account when making screening decisions on a case by case basis) are presented in Table 2.2. These criteria have been considered in the context of the proposed development and a description of the aspects of the environment with potential to be significantly affected by the project are outlined in Section 3.5.1.

Characteristics of the Proposed Development
<p>The characteristics of proposed development, in particular:</p> <p>The size of the proposed development;</p> <p>The cumulation with other proposed development;</p> <p>The use of natural resources;</p> <p>The production of waste;</p> <p>Pollution and nuisances; and,</p> <p>The risk of accidents, having regard to substances or technologies used.</p>
Location of Proposed Development
<p>The environmental sensitivity of geographical areas likely to be affected by the proposed development, having regard in particular to:</p> <ul style="list-style-type: none"> • The existing land use; • The relative abundance, quality and regenerative capacity of natural resources in the area; and, • The absorption capacity of the natural environment, paying particular attention to the following areas: <ul style="list-style-type: none"> (a) wetlands, (b) coastal zones, (c) mountain and forest areas, (d) nature reserves and parks, (e) areas classified or protected under legislation, including special protection areas designated pursuant to Directives 79/409/EEC and 92/43/EEC, (f) areas in which the environmental quality standards laid down in legislation of the EU have already been exceeded, (g) densely populated areas, (h) landscapes of historical, cultural or archaeological significance.
Characteristics of Potential Impacts
<p>The potential significant effects of the proposed development in relation to criteria set out under paragraphs 1 and 2 above, and having regard in particular to:</p> <ul style="list-style-type: none"> • The extent of the impact (geographical area and size of the affected population); • The transfrontier nature of the impact; • The magnitude and complexity of the impact; • The probability of the impact; and, • The duration, frequency and reversibility of the impact.

Table 3.4 - Article 27 Screening Criteria for Determining Likely Significant Effects

3.5 Project Assessment

Characteristics of the proposed development	
Size and physical characteristics of the proposed development	The proposed Greenway is located between Muff and Quigley's Point, Co. Donegal. It will be approximately 7.5 km, running along the R238 (Appendices 1a and 1b). It is proposed to build a c. 2.0 m wide smooth hard surface path. The corridor of the road (with 3 m on each side) is taken as the project footprint to cater for a possible change in roadside should the need arise. There is provision of trail heads and parking facilities as well as new line markings, signage, drainage works, landscaping, and accommodation works. In places where required, pedestrian / cyclist guardrail may be erected (e.g. lateral restraint at a bridge parapet or where the minimum separation between the existing carriageway and the proposed greenway cannot be achieved).
Cumulation with other proposed development	This road is bordered by private dwellings and agricultural lands for the most part, as well semi-urban development on approach to the towns. It borders Lough Foyle for a short distance. This is a link extension of the Northwest Greenway Pennyburn Inlet to Muff route (which has been screened for Appropriate Assessment (WM Associates 2018).
Use of natural resources in particular land, soil, water and biodiversity	The greenway will be constructed mostly from an existing hard surface road margins or from roadside habitats including hedgerows and house front gardens
Production of waste	Waste material arising from the site will be reused within the works where appropriate, unsuitable materials will be removed to a licensed waste facility.
Pollution and nuisances	The construction phase will create short term negative impacts particularly in terms of dust and noise. An agreed Construction Management Plan will ensure that construction activities are properly controlled and mitigated
Risk of major accidents/disasters	None
Risks to human health	The road and associated activities form an existing background noise level. There is potential negative impact at construction stage in terms of noise and dust. However, these will be short term in duration and will be mitigated in accordance with an agreed Construction Management Plan

Table 3.5.1 Characteristics of the Proposed Development

Conclusions: It can be concluded that there will be no significant direct or indirect impacts by virtue of the location of the proposed development on the receiving environment.

Reasoning: The European Communities (Natural Habitats) Regulations, 2011 requires that an Article 6(3) assessment be carried out where it is considered that a development is likely to have a significant effect on a European Site. In this regard an Article 6(3) Screening Report has been completed for the proposed Greenway. This report concludes that based on a consideration of the likely impacts arising from the proposed development, no likely significant impacts on the conservation objectives of any European Site has been identified. There will be no impacts on any other designated sites such as pNHAs as a result of the proposed development.

Indirect impacts, which may potentially affect any other designated sites have been discounted provided the proposed construction methodologies are employed during the proposed development. The risk of any significant negative impacts on any European Site can be excluded.

No sensitive habitats considered to qualify as Annex I habitats under the EU Habitats Directive will be affected by the proposed development. No EU Habitats Directive Annex II species will be affected by the proposed development. In terms of landuse, the development will take place primarily within the hard shoulder and grass verge of the existing R238 development with some land acquisition. There is no potential for direct or indirect impacts on land use from these elements.

The natural environment at this location on the Foyle Estuary can easily accommodate these works without any significant impacts.

3.6 Characteristics of Potential Impacts

A further screening exercise was completed to assess the most significant potential impacts, as outlined in Table 3.3 below. These are the sections that would be covered in any EIA as specific in the EU Directive 85/337/ EEC (as amended by Directive 2014/52/EU). The assessment draws on the Appropriate Assessment Screening Report prepared by Earthy Matters on behalf of Donegal County Council and all other site surveys and desk based information.

Environmental sensitivity of geographical areas likely to be affected by proposed development	
Existing and approved land use	Layer 3 Settlements Rural The road margins are ideally suited for such development
Relative abundance, availability, quality and regenerative capacity of natural resources	The Greenway will be fully integrated into the natural environment making use of existing pathways and integrating the existing natural habitats
<p>Absorption capacity of natural environment: Wetlands, riparian areas, river mouth;</p> <ul style="list-style-type: none"> • Coastal zones and the marine environment; • Mountain and forest areas; • Nature reserves and parks; • Areas classified or protected under national legislation; • Natura 2000 areas designated by member States pursuant to Directive 92/43/EEC and Directive 2009/147/etc; • Areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure; <p>Densely populated areas;</p> <ul style="list-style-type: none"> • Landscapes and sites of historical, cultural or archaeological significance 	<p>Lough Foyle adjoins the road for c. 1.5 km, just before it reaches Quigley's Point and this also represents the boundary with Lough Foyle Special Protection Area (SPA) with a small verge of sea-wall separating the road from the lough.</p> <p>The road has an existing large verge on both sides at this location, ideally suited for a greenway.</p> <p>Elsewhere, the route is separated mostly from Lough Foyle by grassland fields.</p> <p>Nearer Muff, the route is separated from Lough Foyle by larger agricultural fields, forests, dwellings and a GAA football pitch. At its furthest extent, Lough Foyle is located 850 m downstream.</p> <p>There are no lakes in the vicinity but the greenway will cross eight streams.</p> <p>The development does not include or encroach on any wetlands, river mouth, marine environment, mountain, forest, nature reserve or park or protected area.</p>
There are Invasive Alien Plant Species (IAPS) in the form of Himalayan Balsam, Japanese Knotweed, Montbretia and Pampas adjacent to the site.	While it is envisaged to avoid disturbance / interference with IAPS, any works carried out will be done in accordance with current legislation, best practice and with appropriate consultation to control the spread of same. The remaining undisturbed IAPS will be included in the next phase of treatment by DCC.

Table 3.6.1 Significance of Impact According to Theme (as in EIA)

The characteristics of the impacts are discussed below, with particular reference to the potential impacts as outlined in the table above.

Type and Characteristics of the Potential Impacts	
<p>The magnitude and spatial extent of the impact (for example the geographical area and size of the population likely to be affected);</p> <p>b. The nature of the impact;</p> <p>c. The trans-boundary nature of the impact;</p> <p>d. The intensity and complexity of the impact;</p> <p>e. The probability of the impact; The expected onset, duration, frequency and reversibility of the impact;</p> <p>f. The cumulation of the impact with the impact of other existing and or approved projects;</p> <p>g. The possibility of effectively reducing the impact.</p>	<p>It is expected that the proposed development will not have any environmental impact beyond the site and immediate vicinity.</p> <p>The construction will be of temporary duration and will follow existing roads for 7.5 km. The proposed greenway will complement the amenity offering to walkers and cyclist who will be using the Pennyburn Inlet to Muff Greenway</p> <p>The impacts will be small, localised and of short duration.</p> <p>Being associated with an existing road, the construction activities which will be governed by a CEMP will not impact hydrological pathways that would lead to further impact downstream.</p> <p>At the operational stage of the greenway pedestrians and cyclists will be not have any significant effects on the environment as the greenway will be constructed and fit for purpose.</p> <p>Any mitigation measures to manage noise, dust/pollution during construction phase will be based on standard best practices, policies and guidance</p>
Characteristics of potential impacts	
Human beings	The proposed greenway will confer positive benefits on human beings and quality of life and access to the outdoors and villages on both ends.
Biodiversity	While some disturbances to road verges and cutting back of vegetation and small hedgerows will occur, these are deemed insignificant give the low conservation value of these habitats. The coastal habitats are separated by a sea-wall which forms an existing barrier between it and the road. The greenway being along a road does not form any additional barrier within a natural environment.
Land and soil	No site of geological heritage will be impacted; the verges of the road are already partly sealed.
Water	
Air, Noise & Climate	This is a recreational development in a rural area. Reduction in greenhouse gas emissions

	are foreseen during operation thanks to the greenway encouraging modal shift
Landscape	As per Map No 7.1.1; Scenic Amenity Plan of The County Donegal Development Plan 2018 – 2024; High Scenic Amenity
Material assets	The proposed greenway is an extension to the initial Northwest Greenway which will confer positive benefits to the county’s trail infrastructure providing an accessible route for all ages and abilities complementing existing recreational assets in the area.
Cultural heritage	There is one recorded monument immediately adjacent to the proposed works. This is Greenbank Church (Record Number 40903001). This building is outside the works area of the project.

Table 3.5.2 Characteristics of the Potential Impacts Matrix

4.0 Conclusions and Recommendations

This screening report has been carried out in accordance with a methodology that is based on Environmental Impact Assessment (EIA), Guidance for Consent Authorities regarding Sub-threshold Development (EPA, 2017), Environmental Impact Assessment of National Road Schemes – A Practical Guide (TII, 2008) and The European Commission Guidelines on EIA Screening (June 2017).

The proposed development does not exceed any of the thresholds outlined in the Roads Act 1993-2007 that would trigger a mandatory requirement to prepare an EIA Report.

The proposed development is prescribed and therefore is assessed in accordance with Article 27 of the European Communities (EIA) Regulations, 1989 to determine if it is sub threshold development with a requirement for EIA.

The subthreshold criteria for prescribed types of road development in an urban area is 500m of four or more lanes (dual carriageway) or for developments in the rural context, a length of 8km or greater. The proposed development involves clearing the existing grass verge of vegetation whilst retaining as many mature trees as possible, construction of a new pedestrian / cyclist greenway, road crossings and additional accommodation works. The proposed development travels through both rural and semi-urban areas but will not have four or more lanes, is not a motorway and is under 8km in length. In this regard, the nature scale and scope of the proposed development does not trigger the requirement criteria for EIA.

No significant impact is anticipated to air and climate as traffic levels are not predicted to increase significantly due to the proposed development.

An increase in noise and vibration levels is expected during the construction stage but the impact is likely to be temporary in nature. The proposed greenway will largely be active in daytime hours only. At operation an increase in the number of cyclists or pedestrians will have negligible impact on noise or vibration in the local environment.

In terms of landscape, the nature of the proposed greenway being principally on the existing hard shoulder and grass verge is unlikely to have any significant impact on the landscape of the area. The proposed development will be developed sympathetically with the existing environment and landscape planting incorporated where necessary. Similarly, there are no direct impacts to any other sites of archaeological value. The proposed development and the provision of new cycling and pedestrian facilities will not directly impact on any archaeological sites.

The likely significant effects of the proposed development after mitigation are limited to land take as a result of the proposed new car park and short-term construction effects including noise and vibration effects.

It is concluded that an EIA for the proposed development is not required as there is no potential for significant effects on the environment. This EIA Screening Report will help to inform the proposed development with respect to its Part 8 Planning Application.

APPENDIX A – ARTICLE 27 CHECKLIST

Questions to be Considered	Yes / No / ? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
(1) Will construction, operation or decommissioning of the Project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes. Development will involve provision of new cycling and pedestrian provisions as well as and culvert upgrades where appropriate.	No. No significant effect.
(2) Will construction or operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	No. The development is primarily along existing hard shoulder and grass verges. There may be some land take required to accommodate the provision of the new car park and for proper alignment geometry and widths.	No. The construction of the proposed development will involve the use of raw materials. It is proposed that construction material is sourced locally, where possible, and where possible cut/fill will be balanced so the impact is not likely to be significant. There is expected to be no potential for impacts to groundwater or watercourses.
(3) Will the Project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	Yes. Concrete, bitumen, oils, etc. will be used during construction.	No. Construction best practice and guidance will be followed in the construction of the proposed Greenway
(4) Will the Project produce solid wastes during construction or operation or decommissioning?	Yes. Unsuitable material will be excavated during construction.	No. Construction best practice and guidance will be followed in the construction of the proposed road.
(5) Will the Project release pollutants or any hazardous, toxic or noxious substances to air?	Yes. The construction phase will produce air pollutants.	No. Construction traffic levels are not anticipated to create air pollution that will exceed permitted thresholds.

Questions to be Considered	Yes / No / ? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
(6) Will the Project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	Yes. The construction phase will create noise and vibration effects during construction.	No. Traffic levels are not anticipated to create noise and vibration levels that will exceed permitted thresholds.
(7) Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	Yes. The construction phase will have risk of pollutants entering surface and groundwaters.	The proposed Greenway development will be designed and constructed in accordance with the TII Environmental Construction Guidelines and other best practice guidelines including SuDS elements. A CEMP will also be fully adhered to.
(8) Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?	Yes. The construction phase will have risk of accidents leading to pollutants entering surface and groundwaters.	No. Best practice guidelines and up to date Health and Safety legislation will ensure accidents are avoided and/or minimised during construction.
(9) Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	Yes.	Yes. The provision of new pedestrian and cyclist routes will add to new recreational routes creating a positive effect for both locals and tourists.
(10) Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?	No	No. As none envisaged
(11) Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?	Yes. The proposed development is not located within any Natura 2000 sites (SACs / SPAs).	No. Best practice and guidelines will ensure impacts are kept to a minimum. The CEMP should outline these requirements specific to the proposed development.

Questions to be Considered	Yes / No / ? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
(12) Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?	No	No. Any mitigation will ensure impacts are kept to a minimum. The CEMP should outline these requirements specific to the proposed development.
(13) Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?	Yes. Lough Foyle SPA	No. Best practice methods of construction will ensure impacts are kept to a minimum. The CEMP should outline these requirements specific to the proposed development.
(14) Are there any inland, coastal, marine or underground waters on or around the location which could be affected by the project?	No. It is anticipated that there will be no impact to hydrology or water quality during the operational phase.	No. All rivers, existing culverts and ecologically designated areas will be mitigated from construction works by specific mitigation and CEMP requirements.
(15) Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?	Yes. The proposed greenway area is an area of scenic value.	No. The upgrades are largely on the existing grass verges and hard shoulders. New pedestrian and cyclist facilities will improve views further.
(16) Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	No. There is a lack of existing walking and cycling routes in the study area.	No. Community severance should be kept to a minimum and all TII environmental planning guidance should be adhered to. Linked connectivity is being provided to the Community Play park in Muff and the existing footways in Quigleys Point

Questions to be Considered	Yes / No / ? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
(17) Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	No.	No. Traffic levels during construction are not anticipated to create air pollution that will exceed permitted thresholds. Traffic levels are not anticipated to create noise and vibration levels that will exceed permitted thresholds. Mitigation will ensure that any areas of high noise and vibration will be reduced to permitted levels.
(18) Is the project in a location where it is likely to be highly visible to many people?	Yes. The proposed development runs through rural and close to urban areas.	No.
(19) Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	Yes. There are archaeological and architectural listed features within 100m of the proposed development.	No. Upgrade / refurbishment works on existing culverts will be sympathetically designed and completed in accordance with best practice and guidelines. No listed or historical features are being affected by the proposals
(20) Is the project located in a previously undeveloped area where there will be loss of greenfield land?	No. The site is adjacent to the existing R238 road development and consists of hard shoulders and grassed verges. Some land take will be required	No.
(21) Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?	Yes. The proposed development is largely located within the existing hard shoulder / grassed verge corridor of the existing R238. Some minor land take of residential / agricultural / scrub land may be required.	No. Construction best practice guidelines and consultation with local authorities should be carried out. The CEMP should outline these requirements specific to the proposed development.

Questions to be Considered	Yes / No / ? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
(22) Are there any plans for future land uses on or around the location which could be affected by the project?	No.	No.
(23) Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	Yes. The proposed development will improve transportation and recreational connectivity with adjoining residential and commercial areas.	No.
(24) Are there any areas on or around the locations which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?	Yes. Provision of cycling and walking facilities will provide connectivity between these assets and communities	No.
(25) Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	No.	No.
(26) Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	No.	No.
(27) Is the project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	No.	No.

APPENDIX C – APPROPRIATE ASSESSMENT SCREENING REPORT

Screening Statement for Appropriate Assessment for a Greenway between Muff and Quigley's Point, Co. Donegal

To support the Appropriate Assessment process in line with the
requirements of Article 6(3) of the EU Habitats Directive

Prepared by:

Earthy Matters
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Glenvar,
Letterkenny,
Co. Donegal

Screening Statement for Appropriate Assessment for a Greenway between Muff and Quigley's Point, Co. Donegal

In line with the requirements of Article 6(3) of the EU
Habitats Directive



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Donegal County Council

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Appendices including all maps.

Appendix 1a: Site location and aerial view.

Appendix 1b: Site layout drawings.

Appendix 1b: Site constraints study drawings.

Appendix 2a: Sections of the corridor route considered to have potential 'risk' to European sites.

Appendix 2b: Invasive species locations along the proposed route.

Appendix 2c: Site location vis-à-vis European Sites.

Appendix 2d: Site location vis-à-vis European Sites (SAC and SPA) in close proximity to the proposed Greenway.

Appendix 3: Site Synopsis and Conservation Objectives.

Appendix 4: Proposed project (Greenway) vis-à-vis location of conservation objectives.

Appendix 5: Photos of the site.

Appendix 6: Description of the Works

SUMMARY

Project title:	Construction of a Greenway between Muff and Quigley's Point.
Project proponent:	Donegal County Council
Project location:	Muff to Quigley's Point, R238
Conclusion	<p>It has been scientifically and objectively concluded during the screening process that significant impacts on the following European Sites located within a 15 km radius and those beyond this radius but hydrologically connected, are considered unlikely as a result of proposed development:</p> <p>Lough Foyle SPA (IE004087) Lough Foyle SPA (UK9020031) River Faughan and tributaries SAC (UK0030361) Magheradrumman Bog SAC (00168) Lough Swilly SPA (IE_004075) Lough Swilly SAC (IE_002287) Magilligan SAC (UK_0016613) River Finn SAC (002301) River Foyle SAC (UK30320)</p> <p>Therefore, these European Sites can be screened out and it is deemed that it is not necessary to proceed to Appropriate Assessment.</p>

INTRODUCTION

This document has been prepared by Earthy Matters Environmental Consultants on behalf of Donegal County Council to determine the potential impacts, if any, of a Greenway between Muff and Quigley's Point, Co. Donegal, on European sites (European conservation designation).

This document is a Screening Report for Appropriate Assessment and is in line with the requirement of Article 6(3) of the EU Habitats Directive (Directive 92/43/EEC). As such, this report provides information required in order to establish whether or not the proposed development is likely to have a significant impact on any European site known in the vicinity as in the context of their conservation objectives and specifically on the habitats and species for which the European conservation site has been designated.

Context and stages of an Appropriate Assessment process

Article 6(3) of the Habitats Directive states:

“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”.

The Habitats Directive, via the Appropriate Assessment process promotes a hierarchy of avoidance, mitigation and compensatory measures. First, the project should aim to avoid any negative impacts on European sites by identifying possible impacts early in the planning stage and designing the project to avoid such impacts. Second, mitigation measures should be applied, if necessary, during the process to the point where no adverse impacts on the site(s) remain. If the project is still likely to result in adverse effects and no further practicable mitigation is possible, then it is rejected. If no alternative solutions are identified and the project is required for imperative reasons of overriding public interest (IROPI), then compensation measures are required for any remaining adverse effects.

Following the obligations under Article 6(3), the European Commission’s guidance promotes a four-stage process to complete the Appropriate Assessment and outlines the tests required at each stage. By taking the ecological impact assessment (in relation to the conservation objectives) in a step-by-step manner this report seeks to inform the screening process required as the first stage of the Appropriate Assessment procedure and also to provide full and detailed information as required for the second stage, namely Appropriate Assessment, should the competent authority decide that such an assessment is required.

Screening stage:

- Determination whether the project is directly connected with or necessary to the management of the European site.
- Description of the project.
- Identification of European sites potentially affected.
- Identification and description of individual and cumulative impacts likely to result from the project.
- Assessment of the significance of the impacts identified above on site integrity.
- Statement of Appropriate Assessment screening (as per Irish guidance): Exclusion of sites where no significant impacts are foreseen.

Methodology

This Screening Report includes the ecological impact assessment and testing required under the provisions of Article 6(3) by means of the first stages of Appropriate Assessment. In this context, a review of the potential, residual (indirect and direct) and cumulative impacts has been undertaken. It is based on an analysis of existing ecological information including documented information about the designated and non-designated areas involved, as well as a walk-over survey carried out by the author on the land on 6th and 19th August 2021. A habitat/vegetation assessment was undertaken by the author to assess the ecological interest of the area.

Guidance documents on the Appropriate Assessment process have been referred to during the preparation of this report. These include:

- NPWS (2012) Marine Natura Impact Statements in Irish Special Areas of Conservation. A Working Document. Department of Arts, Heritage and the Gaeltacht.
- NPWS (2009) Revised February 2010. Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities.
- The European Communities (2002) 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.
- The European Communities (2000) Managing Natura 2000: the provisions of Article 6 of the 'Habitats Directive' 92/43/EC.

During the preparation of this report, consultation was carried out with the National Parks and Wildlife Service (NPWS) and the Lough Agency to identify their scoping opinions in relation to the proposed plan and potential impacts on the ecological constraints and sensitivities of the habitats and species in the area.

OVERVIEW OF THE PROJECT AND THE RECEIVING ENVIRONMENT

Brief description of the project

Donegal County Council have developed the North-west Greenway in line with county policy promoting greenway in the form of a combined walking and cycling trail. This report pertains to part of this larger project and proposes a Greenway located between Muff and Quigley's Point, Co. Donegal. It will be approximately 5 km, running along the R238 ([Appendices 1a](#) and [1b](#) ; photos in [Appendix 5](#)). It is proposed to build a c. 3 m wide smooth hard surface path. Donegal County Council have designed the route to follow the verges of the existing, busy R238. However, the corridor of the road (with 3 m on each side) is taken as the project footprint to cater for a possible change in roadside should the need arise. In addition, new line markings, signage, lighting and drainage works, landscaping, and accommodation works will take place as needed. In places where required, pedestrian / cyclist guardrail may be erected (e.g. lateral restraint at a bridge parapet and cannot achieve the minimum separation between the existing carriageway and the proposed greenway).

All works will be carried out following best practices that have been developed with this report and appear in the Description of the Works ([Appendix 6](#)) which comprises all the environmental precautions of works carried out near rivers and streams. Inclusively, the Council and EPA guidelines will be followed if and where the route encounters invasive species.

Brief description of the receiving environment

The route has been designed to adjoin the existing R238 which comprises for the most part existing wide margins on both side of the road which are ideally suited for a greenway. The route adjoins Lough Foyle Special Protection Area (SPA) for 1.5 km with a sea-wall separating the road's verges from the lough.

The route is mostly in a rural agricultural landscape between Muff and Quigley's Point, Co. Donegal, with a ribbon of private dwellings located mostly on the land side of the road. Lough Foyle adjoins the road for c. 1.5 km, just before it reaches Quigley's Point. Elsewhere, the route is separated mostly from Lough Foyle by grassland fields. Nearer Muff, the route is separated from Lough Foyle by larger agricultural fields, forests, dwellings and a GAA football pitch. At its furthest extent, Lough Foyle is located 850 m downstream. The whole route is relatively level with only one small degree slope nearer Muff. There are no lakes in the vicinity. The entire route is within the Bogstown River sub-catchment. Eight streams cross or are in the vicinity of the route, including three order 3 or 4 rivers, all flowing eastwards down towards Lough Foyle. From Muff to Quigley's Point, they are: (1) Muff North (order 1); (2) Ardmore 40 (order 1); (3) Eskaheen (order 2); (4) Ture 40 (order 2); (5) Aught River (order 3); (6) East Tromaty (order 1); (7) Bogstown River (order 4), and (8) Cabry river (order 3) (see [Appendix 2a](#)). These streams are piped and the construction of the Greenway would not interfere with the culverts. Muff North stream which is open in the proximity of the existing road is located 100 m from the start of the proposed greenway (see photo [Appendix 5](#)).

The soil type is mainly fine loamy over shale and slate bedrock. The area is characterised by a poor aquifer with *high vulnerability*.

Initial environmental constraints have been identified and mapped from a desktop study ([Appendix 1b](#)). The route has been ecologically surveyed and points of interests noted and photographed ([Appendix 5](#)). Particular attention was given to the area of the proposed route closest to Lough Foyle.

Where the route is proposed, the road verges are mostly 'artificial surfaces', namely gravel or unfinished earth surfaces, entrances to driveways, or laneways with landscaped fronts. Small hedgerows of native species and vegetated fences are the dominant feature along this road. Ash (*Fraxinus excelsior*), rowan (*Sorbus aucuparia*), hawthorn (*Crataegus monogyna*), alder (*Alnus glutinosa*), birch (*Betula* spp.), willow (*Salix* spp.), oak (*Quercus* spp.) and sycamore (*Acer pseudoplatanus*) are the main species found along the route with ash, sycamore and oak the more mature specimens. An individual specimen of Sitka spruce (*Picea stichensis*) is also present along the route together with clumps of poplar (*Populus* spp.). In general, the road verges become more wooded closer to Muff.

Closer to Quigley's Point, where the road is nearest to Lough Foyle, the grassy verges, which have been either mowed or have a cover of rosebay willowherb (*Epilobium* spp.), separate the road and Lough Foyle.

Invasive species have mostly been recorded on the sea side of the route at this location where Lough Foyle is closer to the road ([Appendix 2b](#)). Japanese Knotweed (*Fallopia japonica*) colonies occur along the sea side of the road and warning signs have been erected near the entrance to the Muff GAA pitch. These colonies have been managed by Donegal County Council following EPA guidelines and seem to be under control (see photos in [Appendix 5](#)). No other locations were recorded during this survey. If the route passes through these areas, guidelines should be followed to control these colonies. No soil / plant material should be removed from those areas, which should be clearly marked so that no machinery will come into contact with the plants (biosecurity cordon).

A few specimens of Pampas grass (*Cortaderia sellana*) were also noted on the sea side of the route close to Lough Foyle SPA, but seem to have been planted here as part of a landscaping plan (see photo and location in [Appendix 5](#)). While recognised as an invasive species with medium risk, it should be carefully managed so that it does not spread further.

At this location, a clump of Himalayan balsam (*Impatiens glandulifera*) is also present. This is an invasive species with risk of high impact and should be carefully controlled if this route is chosen.

Finally small colonies of monbrieta (*Crocasmia crocosmiflora*) were noted on the sea side of the route, including the verges closest to Lough Foyle SPA, for a stretch of about 2km (see photo and location in [Appendix 5](#)). While its status of invasiveness is not assessed, these colonies should be removed by digging out and disposal of entire plants, corms and rhizomes appropriately, should this route be chosen. The remainder of the route comprises re-vegetated fences.

Identification of designated sites within the zone of influence

All European sites, namely Special Area of Conservation (SAC) and SPA, located within a 15 km radius of the proposed development site in either Republic of Ireland (ROI) or in Northern Ireland (NI) were reviewed. Following the Guidance for Planning Authorities (NPWS, 2010) and adopting the precautionary principle in identifying these sites, it was determined that given the nature and location of the project vis-à-vis natural features and surrounding topography (coastal location near a sea inlet (Lough Foyle) all the European sites located outside the 15 km radius are not likely to be impacted by the proposed development (see map in [Appendix 2c](#)). However, we also identified European sites that are outside the 15 km radius but which are hydrologically connected to Lough Foyle, making them within the 'zone of influence' of the project.

A total of **three SPA**: Lough Foyle SPA in ROI (IE_004087); Lough Foyle SPA in NI (UK_9020031); Lough Swilly SPA (IE_004075), and **four SAC**: Lough Swilly SAC (IE_002287); Magheradrumman Bog SAC (IE_00168), River Faughan and Tributaries (UK0030361) and Magilligan SAC (UK_0016613) are located within the 15 km radius. **Two more SACs** are hydrologically connected: River Finn SAC (IE002301) and River Foyle and Tributaries (UK0030320) (see [Table 1](#) and [Appendices 2c, 2d](#)).

The zone of influence is the 'effect area' over which changes could give rise to potentially significant impacts. The zone of influence over which the development may impact upon European Sites and their qualifying interests will differ for different ecological receptors depending on the pathway for potential impacts, as well as the specific nature of the habitats/species in question.

The proposed development site is not located within any European site but partly adjoins **Lough Foyle SPA** and, at its closest, is 950 m from **Lough Foyle SPA**. Due to distance and presence of a hydrological pathway, this European site is deemed within the zone of influence and is screened in.

River Faughan and Tributaries is located 5.6 km south and is hydrologically connected to the Lough Foyle and thus within the zone of influence and is screened in.

Magheradrumman Bog SAC is located 5.6 km north and in another sub-catchment. **Lough Swilly SAC** is located, at its closest, 11 km westward, on the other side of Inishowen in Lough Swilly Catchment. **Magilligan SAC** is located 14 km on the other side of Lough Foyle and further north. All three SAC are deemed outside the zone of influence due to distance and the absence of hydrological pathways and can be screened out at this stage.

Lough Swilly SPA is located 8.8 km westward on the other side of Muff and Burnfoot and is associated principally with Inch Lough and Lough Swilly itself. Due to distance, location and conservation objectives, this SPA is deemed outside the zone of influence of the project.

There are two more European sites located greater than 15 km away from the proposed project but are hydrologically connected with Lough Foyle, namely River Finn SAC (IE002301) and River Foyle and Tributaries (UK0030320). These have been additionally screened in as they all have 'Salmon' as their conservation objectives, which is dependent on the Lough Foyle channel.

Thus, the European Sites that require investigation in this report are Lough Foyle SPAs (IE_004087 and UK_9020031), and the three river SAC, which are hydrologically connected to Lough Foyle, River Faughan and Tributaries (UK0030361), River Finn (IE002301) and River Foyle and Tributaries (UK0030320).

Table 1: Designated European sites within 15 km of the proposed development as well as those further away but hydrologically connected to Lough Foyle.

Site Name & Code	Distance from development	Qualifying features (i.e. reasons for designation) (*=Priority Annex I Habitats)	Do any potential source-pathway-receptor links exist between the development and the European site?
Lough Foyle SPA (IE004087)	Adjoining	<ul style="list-style-type: none"> • Red-throated Diver [A001] • Great Crested Grebe [A005] • Bewick's Swan [A037] • Whooper Swan [A038] • Greylag Goose [A043] • Light-bellied Brent Goose [A046] • Shelduck [A048] • Wigeon [A050] • Teal [A052] • Mallard [A053] • Eider [A063] • Red-breasted Merganser [A069] • Oystercatcher [A130] • Golden Plover [A140] • Lapwing [A142] • Knot [A143] • Dunlin [A149] • Bar-tailed Godwit [A157] • Curlew [A160] • Redshank [A162] • Black-headed Gull [A179] • Common Gull [A182] • Herring Gull [A184] • Wetland and Waterbirds [A999] 	<p>Yes. An existing Conservation Plan for Lough Foyle is now under review. This review will update existing management prescriptions and refine existing conservation objectives.</p> <p>The development adjoins the coast for a part and may be used by birds for which this SPA is designated and is therefore considered within the zone of influence.</p> <p>Screened in.</p>
Lough Foyle SPA (UK9020031)	950 m S	<ul style="list-style-type: none"> • Wintering: Bar-tailed Godwit; Bewick's Swan; Golden Plover; Whooper Swan; Light-bellied brent geese + assemblages of species 	<p>Yes. The project is close to this SPA and adjoins the other part of Lough Foyle SPA and therefore is deemed within the zone of influence.</p> <p>Screened in.</p>

River Faughan and tributaries SAC (UK0030361)	5.6 km S	<ul style="list-style-type: none"> • Salmo salar (Salmon) [1106] • Lutra lutra (Otter) [1355] • Old sessile oak woods with Ilex and Blechnum in the British Isles [91A0] 	Yes. There is a hydrological pathway connecting one of the qualifying interests, namely 'Salmon' as this species is dependent on the channel adjacent to the proposed project, namely Lough Foyle. This SAC is screened in .
Magheradrumman Bog SAC (00168)	5.6 km N	<ul style="list-style-type: none"> • Northern Atlantic wet heaths with Erica tetralix [4010] • Blanket bogs (* if active bog) [7130] 	No. The project does not directly affect any land within this SAC located uphill and in another sub-catchment. There are no hydrological pathways between source and receptors. This SAC can be screened out .
Lough Swilly SPA (IE_004075)	8.8 km W	<ul style="list-style-type: none"> • Great Crested Grebe (Podiceps cristatus) [A005] • Grey Heron (Ardea cinerea) [A028] • Whooper Swan (Cygnus cygnus) [A038] • Greylag Goose (Anser anser) [A043] • Shelduck (Tadorna tadorna) [A048] • Wigeon (Anas penelope) [A050] • Teal (Anas crecca) [A052] • Mallard (Anas platyrhynchos) [A053] • Shoveler (Anas clypeata) [A056] • Scaup (Aythya marila) [A062] • Goldeneye (Bucephala clangula) [A067] • Red-breasted Merganser (Mergus serrator) [A069] • Coot (Fulica atra) [A125] • Oystercatcher (Haematopus ostralegus) [A130] • Knot (Calidris canutus) [A143] • Dunlin (Calidris alpina) [A149] • Curlew (Numenius arquata) [A160] • Redshank (Tringa totanus) [A162] • Greenshank (Tringa nebularia) [A164] • Black-headed Gull (Chroicocephalus ridibundus) [A179] 	No. Located on the other side of Inishowen and associated with Inch Lough and Lough Swilly. The project does not directly affect any habitats directly or indirectly within this SPA and due to distance, can be screened out .

		<ul style="list-style-type: none"> • Common Gull (<i>Larus canus</i>) [A182] • Sandwich Tern (<i>Sterna sandvicensis</i>) [A191] • Common Tern (<i>Sterna hirundo</i>) [A193] • Greenland White-fronted Goose (<i>Anser albifrons flavirostris</i>) [A395] • Wetland and Waterbirds [A999] 	
Lough Swilly SAC (IE_002287)	11 km W	<ul style="list-style-type: none"> • Estuaries [1130] • Coastal lagoons [1150] • Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>) [1330] • Molinia meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>) [6410] • Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0] • <i>Lutra lutra</i> (Otter) [1355] 	No. The project does not directly affect any land within the SAC located on the other side of Inishowen and associated with Inch Lough and Lough Swilly. There are no hydrological pathways between source and receptors. It is deemed outside the zone of influence and can be screened out .
Magilligan SAC (UK_0016613)	14 km N-E	<ul style="list-style-type: none"> • Fixed coastal dunes with herbaceous vegetation ("grey dunes") [2130] • Dunes with <i>Salix repens</i> ssp. <i>argentea</i> [2170] • Humid dune slacks [2190] • Embryonic shifting dunes [2110] • Shifting "white dunes" [2120] 	No. Due to distance, the development will not directly impact the habitats or species for which it has been designated. Any receptors (terrestrial habitats) of this SAC are not hydrologically connected to the source (Greenway located on the other side of the lough). Indirect impacts are also deemed insignificant and thus it can be screened out .
River Finn SAC (002301)	16 km S-W	<ul style="list-style-type: none"> • Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>) [3110] • Northern Atlantic wet heaths with <i>Erica tetralix</i> [4010] • Blanket bogs (* if active bog) [7130] • Transition mires and quaking bogs [7140] • <i>Salmo salar</i> (Salmon) [1106] • <i>Lutra lutra</i> (Otter) [1355] 	Yes. There is a hydrological pathway connecting one of the qualifying interests, namely 'Salmon' as this species is dependent on the channel adjacent to the proposed project, namely Lough Foyle. Screened in.
River Foyle SAC (UK30320)	16 km S-W	<ul style="list-style-type: none"> • <i>Salmo salar</i> (Salmon) [1106] 	Yes. There is a hydrological pathway connecting one of the qualifying interests namely 'Salmon' as this species

- Water courses of plain to montane levels with the Ranunculion fluitantis and Callitriche-Batrachion vegetation [3260] is dependent on the channel adjacent to the proposed project, namely Lough Foyle. **Screened in.**
- Lutra lutra (Otter) [1355]

Description of the European sites and their conservation objectives

Lough Foyle SPA (IE004087) (see site synopsis in [Appendix 3](#)) comprises a section of the western shore of the lough and is part of the wider site complex that straddles the border between ROI and NI. It is a cross-border SPA that regularly supports in excess of 20,000 wintering waterbirds, the majority of which utilise the southern and eastern shorelines of Lough Foyle in Co. Derry (also designated in NI, see below). In ROI, the site has been selected as a SPA as it is part of an internationally important wetland site that regularly supports internationally important populations of three waterbird species namely whooper swan (*Cygnus cygnus*), light-bellied brent goose (*Branta bernicla*) and bar-tailed godwit (*Limosa lapponica*), and nationally important populations of a further 20 species (in total there are twenty-four special conservation interests listed for Lough Foyle SPA (see [Appendix 3](#)).

Wintering waterbirds have been surveyed at Lough Foyle as part of the Irish Wetland Bird Survey (I-WeBS) and its UK counterpart, the Wetland Bird Survey (WeBS), since 1994/95 and 1989/90, respectively. Count coverage of the western shore during I-WeBS has been variable over time. In addition, the majority of the wintering waterbirds that utilise this site occur along the southern and eastern shoreline in Co. Derry, which is designated as an SPA in NI (see **Lough Foyle SPA (UK9020031)** below).

The wetland habitats contained within this SPA are considered to be a Special Conservation Interest in their own right.

The conservation objectives for Lough Foyle SPA are as follows:

Objective 1: To maintain the favourable conservation condition of the non-breeding waterbird special conservation interest species listed for Lough Foyle SPA. This is defined by 2 attributes and targets:

Parameter	Attribute	Measure	Target	Notes
Population	Population trend	Percentage change as per population trend assessment using waterbird count data collected through Wetland Bird Surveys and other surveys.	The long term population trend should be stable or increasing	Waterbird population trends are presented in Part Four of this document.
Range	Distribution	Range, timing or intensity of use of areas used by waterbirds, as determined by regular low tide and other waterbird surveys	There should be no significant decrease in the range, timing or intensity of use of areas by the waterbird species of Special Conservation Interest other than that occurring from natural patterns of variation.	Waterbird distribution from the 2011/12 waterbird survey programme is reviewed in Part Five of this document.

Objective 2: To maintain the favourable conservation condition of the wetland habitat at Lough Foyle SPA as a resource for the regularly-occurring migratory waterbirds that utilise it. This is defined by 1 attribute and target (area of wetland habitat).

Parameter	Attribute	Measure	Target	Notes
Area	Wetland habitat	Area (ha)	The permanent area occupied by the wetland habitat should be stable and not significantly less than the area of 588 ha, other than that occurring from natural patterns of variation.	The wetland habitat area was estimated as 588 ha using OSI data and relevant orthophotographs.

Lough Foyle SPA (UK9020031) is a very large site that includes a large shallow sea lough (2204 ha) and the estuaries of the rivers Foyle, Faughan and Roe. The site contains extensive intertidal areas of mudflats and sandflats (with mussel *Mytilus edulis* beds), saltmarsh and associated brackish ditches. The site supports populations of European importance of bar-tailed godwit (*Limosa lapponica* - 1,896 individuals, representing 10.8% of the wintering population in Ireland, 5-year peak mean 1991/1992–1995/1996), Bewick's swan (*Cygnus columbianus bewickii* - 78 individuals, representing 3.1% of the wintering population in Ireland, 5-year peak mean 1991/1992 –1995/1996), golden plover (*Pluvialis apricaria* - 4,891 individuals, representing 2.4% of the wintering population in Ireland, 5-year peak mean 1991/1992–1995/1996), and whooper swan (*Cygnus cygnus* - 890 individuals, representing 8.9% of the wintering population in Ireland, 5-year peak mean 1991/1992 –1995/1996). The site also supports populations of European importance of the migratory light-bellied Brent geese (*Branta bernicla hrota* - 3,730 individuals representing 18.6% of the wintering Canada/Ireland population, 5-year peak mean 1991/1992– 1995/1996), in addition to regularly supporting at least 20,000 waterfowl (and thereby qualifying as a wetland of international importance).

The site features for which the designation was made are:

Feature Type	Feature	Population (5-year average 1995-2000)	Population at time of designation (ASSI)	Population at time of designation (SPA)	SPA Review population	Common Standards Monitoring baseline
Species	Bewick's Swan wintering population	43	74	New (78)	78	10
Species	Whooper Swan wintering population ^a	811	905	890	890	566
Species	Golden Plover wintering population ^b	4511	4614	New	4891	2960
Species	Bar-tailed Godwit wintering	2059	2097	1896	1896	1535
Species	Light-bellied Brent Goose wintering	3765	3603	3730	3730	1765
Assemblage species	Great Crested Grebe wintering	148	278	220	220	28
Assemblage species	Cormorant wintering	106	120	Not listed	118	67
Assemblage species	Greylag Goose wintering population	391	85	67	67	22
Assemblage species	Shelduck wintering	468	321	287	287	174
Assemblage species	Wigeon wintering	9011	6153	8107	8107	3513
Assemblage species	Teal wintering population	660	718	751	751	403
Assemblage species	Mallard wintering	1606	1802	1694	1694	1154
Assemblage species	Eider wintering population	143	154	50	50	8
Assemblage species	Red-breasted Merganser wintering	135	96	73	73	26

Assemblage species	Oystercatcher wintering population	3101	2335	2045	2028	1683
Assemblage species	Lapwing wintering	4024	3601	3084	3084	1078
Assemblage species	Knot wintering population	499	433	412	441	135
Assemblage species	Dunlin wintering population	4991	5606	4847	5606	3666

Assemblage species	Curlew wintering	2263	2079	2152	2038	1710
Assemblage species	Redshank wintering	988	811	791	812	386
Waterfowl assemblage	Waterfowl Assemblage wintering population ^a (Component species: Bewick's Swan, Whooper Swan, Golden Plover, Bar-tailed Godwit, Light-bellied Brent Goose, Great Crested Grebe, Cormorant, Greylag Goose, Shelduck, Wigeon, Teal, Mallard, Eider, Red-breasted Merganser,	24952	36416	36599	37310	14905
Habitat ¹	Habitat extent					
Habitat ¹	Roost site locations					

Lough Foyle SPA (UK9020031) Condition Assessment 2014.

Species	2005/06	2006/07	2007/08	2008/09	2009/10	CSM	5 yr mean	% CSM	Status
Golden Plover	7640	9534	9211	8486	5091	2960	7992.40	270.01	Favourable
Bewick's Swan	18	0	0	0	0	10	3.60	36.00	Unfavourable
Whooper Swan	1030	1042	1167	1240	2033	566	1302.40	230.11	Favourable
Bar-tailed Godwit	1133	2672	2300	2789	1501	1535	2079.00	135.44	Favourable
Light-bellied Brent Goose	3641	1778	3251	2550	3875	1765	3019.00	171.05	Favourable
Waterbird assemblage	38372	35032	33155	37562	28535	28494	34531.20	121.19	Favourable

The conservation objectives for this SPA are as follows:

To maintain or enhance the population of the qualifying species.

To maintain or enhance the range of habitats utilised by the qualifying species.

To ensure that the integrity of the site is maintained.

To ensure there is no significant disturbance of the species.

To ensure that the following are maintained in the long term:

- Population of the species as a viable component of the site.
- Distribution of the species within site.
- Distribution and extent of habitats supporting the species.
- Structure, function and supporting processes of habitats supporting the species.

River Faughan and Tributaries ((UK0030361), River Finn SAC (IE002301) and River Foyle and Tributaries (UK0030320) are sufficiently remote that the proposed project cannot impact on the terrestrial or aquatic habitats for which they have been designated. However, all have 'Salmon' as a qualifying interest with the same conservation objectives:

- To maintain the favourable conservation condition of Atlantic Salmon.

Identification and significance of potential impacts

Only those features of the project that have the potential to impact on the features and conservation objectives of the identified European sites are considered. Any element of a plan or project that has the potential to affect the conservation objectives of a European Site's integrity, including its structure and function should be considered significant. The following issues were examined in relation to the potential impacts of the project (either alone or cumulative) on the identified European sites:

- Habitat loss due to land-take

[Appendix 2a](#) depicts the proposed corridor for the Greenway and identifies sections where there could be some risk of impacts due to the proximity to Lough Foyle SPA (see also [Appendix 5](#) for photos). No part of any European Sites is included in the land-take. The corridor, being adjacent to an existing regional road, does not cross any open habitats that could be important features for species for which this SPA was designated (e.g., roosting/feeding when Lough Foyle mudflats are covered). The Greenway corridor adjoins Lough Foyle SPA for 1.5 km. However potential for accidental disturbance to the coastal habitats are deemed insignificant given the project's description following standard best practices including the below:

- ➔ Site preparation and construction will adhere to best practices and conform to the Inland Fisheries Ireland Requirements for the Protection of Fisheries Habitat during Construction and Development Works at River Sites (www.fisheriesireland.ie).
- ➔ No re-fuelling and maintenance of vehicles should occur within the sections 'at risks' (identified in [Appendix 2a](#)), which corresponds to the corridor route that adjoins the SPA or near hydrological pathways.

- Disturbance to birds

Disturbance near an SPA can result in loss of bird numbers using the area and therefore the construction works, and long-term use of the Greenway (increased anthropogenic activities) could affect local bird populations. Most of the corridor of the route is separated from the SPA by agricultural land, forestry or other screening developments (e.g., GAA football pitch).

Disturbance due to construction activities or increased human activity (use of the Greenway) is deemed insignificant at these locations due to the 'screening' effect of these other land-uses. In addition, the Greenway doesn't form a potential barrier to movement of the species as it follows an existing road.

Where the Greenway is close to Lough Foyle (over the 1.5 km stretch), there is the possibility of disturbance to birds using the mudflats at low tide. The record of bird activities show that certain types of birds use the shore at low tide at these locations (AOL07 and AOL06 subsites in [Appendix 4](#)). These subsites are moderately used by five species at low tides with the lowest range of roosting records but include: Light-bellied Brent Goose, Oystercatcher and Golden plover foraging, as well as roosting for the Common, Herring and black-headed gull, lapwing and curlew ([Appendix 4](#)).

- ➔ The verges of the existing road are wide and perfectly suited for its use as Greenway without much construction work. While both position of the route on either side of the road will likely not interfere with the coastal habitats due to existing barriers and absence of landscape modification, the land-side road may be preferred for this short part of the greenway.
- ➔ Since the road traffic at this location is already high and creates an existing background disturbance, the increased human activity attributed to the Greenway project would be deemed insignificant. The construction activities at this particular stretch of the route will be carried out at high tide (when habitats are not exposed for birds) ; its temporary disturbance to habitats that are not used by the birds would, overall, be deemed insignificant.
- ➔ In addition, lighting will be carefully sited at this particular stretch where the route is close to the shore. There will be no direct light facing the shore and the design will allow minimal but adequate lighting to the footway/cycleway at these locations.

Thus, no negative impacts are foreseen on birds, and the qualifying interests for Lough Foyle SPA (both in ROI and NI) will remain the same after the project.

➤ Habitat loss/degradation via water quality degradation

Disturbance of habitats near a European site may affect the designated habitats or associated species (birds) via indirect linkages via habitat disturbance due to water quality deterioration. In this case, the water quality of Lough Foyle which would impact the birds within this SPA but also salmon, a conservation objective for the River Faughan, River Finn and River Foyle SAC. These three rivers and their tributaries are considered some of the best areas on the island of Ireland for salmon. They are linked to Lough Foyle and therefore this channel is used by salmon, and its conservation objective is dependent on the quality of the water in this channel. In spring, smolts leave Irish rivers to migrate along the North Atlantic drift. In summer, the adult salmon return to their rivers.

The construction activities will cross over seven streams. Work carried out near to the streams that enter the lough could also cause deleterious inputs. Input of 'clean' sediment over mudflats is not likely to be harmful – the mudflats depend upon sediment input to maintain their dynamic ecosystem status. The threat posed is mostly from accidental spillages of chemical pollutants near the SPA, such as hydrocarbons.

The Environmental Management practices associated with the Method Statement for this project aim to minimise inputs of pollutants to aquatic systems and avoid serious pollution incidents.

- ➔ They include good standards that conform to the Inland Fisheries Ireland Requirements for the Protection of Fisheries Habitat during Construction and Development Works at River Sites (www.fisheriesireland.ie).

- ➔ The contractors will be made aware of the boundaries of Lough Foyle SPA, as well as all the location of all streams, and standard site preparation and construction will follow best practices and conform to the Inland Fisheries Ireland Requirements for the Protection of Fisheries Habitat during Construction and Development Works at River Sites (www.fisheriesireland.ie, see section relating to Construction Stage).
- ➔ .
- ➔ No re-fuelling and maintenance of vehicles to occur within sections 'at risks' (identified in [Appendix 2a](#)), which corresponds to the corridor route that adjoins the SPA.
- ➔ Any earthworks required on the banks of crossing streams or near the Lough Foyle shore will be undertaken only when appropriate measures are in place. Such measures will include silt fencing where needed. This will be agreed in advance of construction works commencing and is included in the Description of Works in [Appendix 6](#).

The Description of Works include the following

- ➔ Fuel to be stored in bunded tanks or bowsers away from drainage ditches or grated gullies.
- ➔ Refuelling will only be conducted in an appropriately bunded designated refuelling area located on a level surface, and by personnel that have been through the site induction.
- ➔ Waste segregation areas are to be established utilising containers of an appropriate design to ensure that no waste can escape.
- ➔ All machinery used in the Greenway construction corridor site will be kept in good mechanical order with no oil or hydraulic fluid leaks.
- ➔ There shall be no disposal of waste onto Lough Foyle shore or to any streams, ditch or storm drains.
- ➔ No excavated material should be disposed of within or at Lough Foyle SPA boundaries.
- ➔ No cement/concrete should enter the storm drain system. Where necessary, a concrete washout area will be designated for washing out concrete delivery lorries, concrete pumps and grout lines. Concrete and cement mixing will be sited at least 10m away from the Lough Foyle shore and any crossing streams.
- ➔ All hazardous chemicals shall be stored in a designated lockable bunded storage where bunding will be of sufficient capacity to hold 25% of the total of the containers or 10% of the largest container, whichever is greater.
- ➔ Appropriate spill kits will be kept on site in strategic locations, such as close to refuelling areas, chemical handling areas or waste storage areas. Staff will be trained in their use and in deployment of the spill kits.

The Muff North stream is located 100 m south of the proposed start of the greenway and proposed works will connect to drainage works that is currently under construction for the Muff-Derry (Pennyburn Inlet) Greenway which has already been assessed for Appropriate Assessment (WM Associates, 2018).

Thus, no negative impacts are foreseen on the water quality of Lough Foyle and thus the habitats within Lough Foyle and the qualifying interest of Rivers Finn, Foyle, Fauhan and tributaries will remain the same after the project.

- Habitat degradation/loss of species due to inadvertent dispersal of invasive and non-native species

Due to the presence of high and medium risk invasive species, as well as non-native species (locations identified within the corridor route only as part of the preliminary ecological appraisal of the route and shown in [Appendix 2b](#)), measures to guard against dispersal must be adopted to protect habitats nearby within European sites and to reduce the construction contractor's exposure to risk of legal infringements.

- ➔ Contractors will be made aware of the location of past and current invasive species infestations.
- ➔ There will be strict biosecurity protocols in place for the Japanese Knotweed and Himalayan balsam, in particular. All measures will be designed to reduce the risk of illegal dispersal and will be required irrespective of European Sites designations.

Finally, the zone of influence for potential air quality impacts upon any European sites is conservatively assessed as less than 1 km due to the type of work associated with the construction activities. It is deemed that the Greenway would reduce motor traffic, while the level of pollution due to the construction activities would be insignificant given the short-term and local scale.

The known conservation objectives for each relevant qualifying interests associated with the screened-in European sites are presented, and the potential impacts are summarised, in [Table 3](#).

Table 3: Description and significance of potential impacts on qualifying Interests of the identified European sites. Note only the qualifying interests, as published on 30 September 2014, are provided here. Version 1 was assessed.

Qualifying interests	Conservation Objectives	Sensitivity	Potential threat from proposed development
Lough Foyle SPA (EI004087)			
Red-throated Diver [A001] Great Crested Grebe [A005] Bewick's Swan [A037] Whooper Swan [A038] Greylag Goose [A043] Light-bellied Brent Goose [A046] Shelduck [A048] Wigeon [A050] Teal [A052] Mallard [A053] Eider [A063] Red-breasted Merganser [A069] Oystercatcher [A130] Golden Plover [A140] Lapwing [A142] Knot [A143] Dunlin [A149] Bar-tailed Godwit [A157] Curlew [A160] Redshank [A162] Black-headed Gull [A179] Common Gull [A182] Herring Gull [A184] Wetland and Waterbirds [A999]	2014 - Version 1 To maintain the favourable conservation condition of the non-breeding waterbird special conservation interest species listed for Lough Foyle SPA. This is defined by 2 attributes and targets. To maintain the favourable conservation condition of the wetland habitat at Lough Foyle SPA as a resource for the regularly-occurring migratory waterbirds that utilise it. This is defined by 1 attribute and target (area of wetland habitat)	-Habitat modification: Activities that modify discrete areas or overall habitats within the SPA. -Anthropogenic disturbances that occur in or near the site and are either singular or cumulative in nature. -Ex-situ factors: Habitats situated within the immediate hinterland of the SPA or in areas outside of the SPA but ecologically connected to the SPA.	-The project will require short-term, localised construction activities that will not encroach on any habitats within the SPA, which would result in the displacement of these birds or a reduction in their numbers. - The verges of the existing road are wide and perfectly suited for its use as Greenway without much construction work and will not likely interfere with the coastal habitats due to existing barriers and absence of landscape modification. -While the project will lead to increased anthropogenic presence (biking/walking), it will replace some existing 'road' usage and thus is not deemed as a significant additional or 'in-combination' negative impact on the birds. -The boundary of Lough Foyle SPA was defined to include the primary wetlands habitats of this site; the project does not encroach on any of this SPA or nearby habitats that would be used by the birds or habitats ecologically connected to this SPA. While works will be carried out near the 'supertidal' area (i.e., occurring above the mean high watermark and used by a range of waterbird species as roosting resource), it is deemed temporary and limited in extent vis-à-vis existing background anthropogenic activities (road). -Lighting will be carefully sited to avoid light pollution towards Lough Foyle. Direct light facing the shore will be avoided with a design that will allow minimal but adequate lighting to the footway/cycleway.

			The qualifying interests will remain the same after the project.
Lough Foyle SPA (UK9020031)			
<p>Bar-tailed Godwit; Bewick's Swan; Golden Plover; Whooper Swan; Light-bellied brent geese + assemblages of species</p>	<p>2015 – Version 4 To maintain each feature in favourable condition through the following objectives: To maintain or enhance the population of the qualifying species To maintain or enhance the range of habitats utilised by the qualifying species To ensure that the integrity of the site is maintained; To ensure there is no significant disturbance of the species and To ensure that the following are maintained in the long term: - Population of the species as a viable component of the site - Distribution of the species within site - Distribution and extent of habitats supporting the species - Structure, function and supporting processes of habitats supporting the species</p>	<p>Adjoining land management (which provide high tide roost locations) Aquaculture Boating Dredging</p>	<p>-The project will require short-term, localised construction activities that will not encroach on any habitats within the SPA, which would result in the displacement of these birds or a reduction in their numbers. -The proposed greenway will not impact on land that is required for Swans and Geese at high tide. -Lighting will be carefully sited with a design that will allow minimal but adequate lighting to the footway/cycleway and no direct light facing the shore.</p>

River Faughan and Tributaries (UK0030361)			
Salmo salar (Salmon) [1106]	2017 – Version 3 To maintain (or restore where appropriate) Atlantic Salmon to favourable condition as defined by 2 targets: Maintain and if possible expand existing population numbers and distribution (preferably through natural recruitment), and improve age structure of population. Maintain and if possible enhance the extent and quality of suitable salmon habitat - particularly the chemical and biological quality of the water and the condition of the river channel and substrate.	Water quality eutrophication Bank and channel modification Substrate siltation Water abstraction Fly tipping Alien species	- The impact assessment of the proposed project with the given project prescriptions, has not identified potential significant impacts or contribution to any of the threats. The water quality of Lough Foyle, a channel that is used by salmon, will not be negatively impacted by the proposed project and thus this qualifying interest will remain the same after the project.
River Finn SAC (IE002301)			
Salmo salar (Salmon) [1106]	2017 - Version 1 To maintain the favourable conservation condition of Atlantic Salmon which is defined by 6 attributes and targets	Artificial barriers Water quality eutrophication	-The impact assessment of the proposed project with the given project prescriptions, has not identified potential significant impacts or contribution to any of the threats. The water quality of Lough Foyle, a channel that is used by salmon, will not be negatively impacted by the proposed project and thus this qualifying interest will remain the same after the project.
River Foyle and Tributaries (UK0030320)			
Salmo salar (Salmon) [1106]	2017 – Version 3	Water quality eutrophication	- The impact assessment of the proposed project with the given project prescriptions, has not identified potential significant impacts or contribution to any of the threats. The water quality of

	<p>To maintain (or restore where appropriate) Atlantic Salmon to favourable condition as defined by 2 targets:</p> <p>Maintain and if possible expand existing population numbers and distribution (preferably through natural recruitment), and improve age structure of population.</p> <p>Maintain and if possible enhance the extent and quality of suitable salmon habitat - particularly the chemical and biological quality of the water and the condition of the river channel and substrate.</p>	<p>Bank and channel modification</p> <p>Substrate siltation</p> <p>Water abstraction</p> <p>Fly tipping</p> <p>Alien species</p>	<p>Lough Foyle, a channel that is used by salmon, will not be negatively impacted by the proposed project and thus this qualifying interest will remain the same after the project.</p>
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Table 4: Finding of No Significant Effects report matrix.

Information about the project	
Brief description of the project	<p>c. 7.5 km of 3-m wide, hard surface greenway together with car parking and other signage facilities.</p> <p>Follows the verge of R238.</p> <p>Adjoining Lough Foyle SPA for 1.5km stretch.</p> <p>No resource requirements (water abstraction etc.) and no atmospheric emissions other than emissions from the works vehicles. No or shallow excavation for the sub-base. Delivery of all material via adjacent road.</p> <p>Short-term duration of construction.</p>
Brief description of European sites within the likely scope of influence of the project	<p>The European Sites considered necessary to investigate in this screened report are:</p> <ul style="list-style-type: none"> -due to proximity: Lough Foyle SPA in ROI (IE_004087); Lough Foyle SPA in NI (UK_9020031). -due to hydrologically connected to Lough Foyle River Faughan and Tributaries (UK0030361), River Finn SAC (IE002301) and River Foyle and Tributaries (UK0030320).
Is the project or plan directly connected with the management of any European site?	No.
Are there other projects or plans that together with the project being assessed could affect the site	<p>No. There are no other known projects to be developed in the same location that would contribute with the proposed development to the deterioration of any European sites. The Northwest Greenway Pennyburn Inlet to Muff has been screened for Appropriate Assessment (WM Associates 2018).</p>
Assessment of significance of effects	<p>The scope of influence of the project is regarded to be insignificant due to the following factors:</p> <ul style="list-style-type: none"> -location and type of development (prescriptions). -small construction footprint and associated work and thus limited disturbance. -temporary, low impact disturbance to birds. <p>Therefore, it is anticipated that the proposed project would not result in any direct or indirect disturbance to species or habitats associated with this SAC.</p>

Describe the individual elements of the project likely to give rise to impacts on the European site.	No negative impacts are foreseen.
<p>Describe any likely changes to the site arising as a result of:</p> <p>-reduction of habitat area within European sites:</p> <p>-disturbance to key species:</p> <p>-habitat fragmentation:</p> <p>-reduction in species density:</p> <p>-changes in key indicators of conservation value:</p>	<p>-None</p> <p>-Potential for disturbance in Lough Foyle SPA where the route adjoins the shore has been assessed and the project Method Statement will ensure that no disturbance will occur. Long term impacts due to additional anthropogenic presence in the area is deemed insignificant due to the existing adjacent road.</p> <p>-There will be no fragmentation of habitats either estuarine, coastal or farmland or designated that could impact upon the qualifying interests of the identified European sites.</p> <p>-No mechanism to cause reduction in species density has been identified, whether relating to SPA feature birds or to salmon migrating up the Foyle channel to other river SACs.</p> <p>- The main risk to water quality identified is accidental pollution incidents. Standard measures to protect the aquatic environment will be expected of the construction contractor(s) and will be written into the tender documents, which will reduce to insignificant the risk of any accidental discharges into Lough Foyle either directly or via ditches or drains.</p>
Describe any likely impacts on the European site as a whole in terms of interference with the key relationships that define the structure or function of the site.	No likely significant impacts.

CONCLUSION

In order to determine the potential impacts, if any, of the development on any European Sites, an Appropriate Assessment Screening Exercise was undertaken and resulted in a statement of Appropriate Assessment (i.e., this Screening Report). The conclusion of the Screening process is that:

1. The project is **not** directly connected to the management of any European sites.
2. The project, alone or in combination with other plans and projects is **not likely** to have significant effects on any habitats or species for which a European site was designated.

3. Negative impacts from the project are not foreseen on species or habitats for which European sites have been designated.
4. Therefore, it can be excluded beyond all reasonable scientific doubt that the proposed development, on its own, or in cumulation with other projects, will have a significant effect on European sites and thus **Stage 2 Appropriate Assessment is not required for this project.**

References

NPWS, 2014. Conservation objectives of Lough Foyle SPA 004087. Version 1. National Parks and Wildlife Service, Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.

NPWS, 2014. Lough Foyle SPA Conservation Objectives supporting document Version 1.

NPWS 2017 Conservation Objectives: River Finn SAC 002301. Version 1. National Parks and Wildlife Service, Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.

<https://www.daera-ni.gov.uk/> for Conservation Objectives of Lough Foyle SPA, River Foyle and Tributaries SAC and River Faughan and Tributaries SAC.

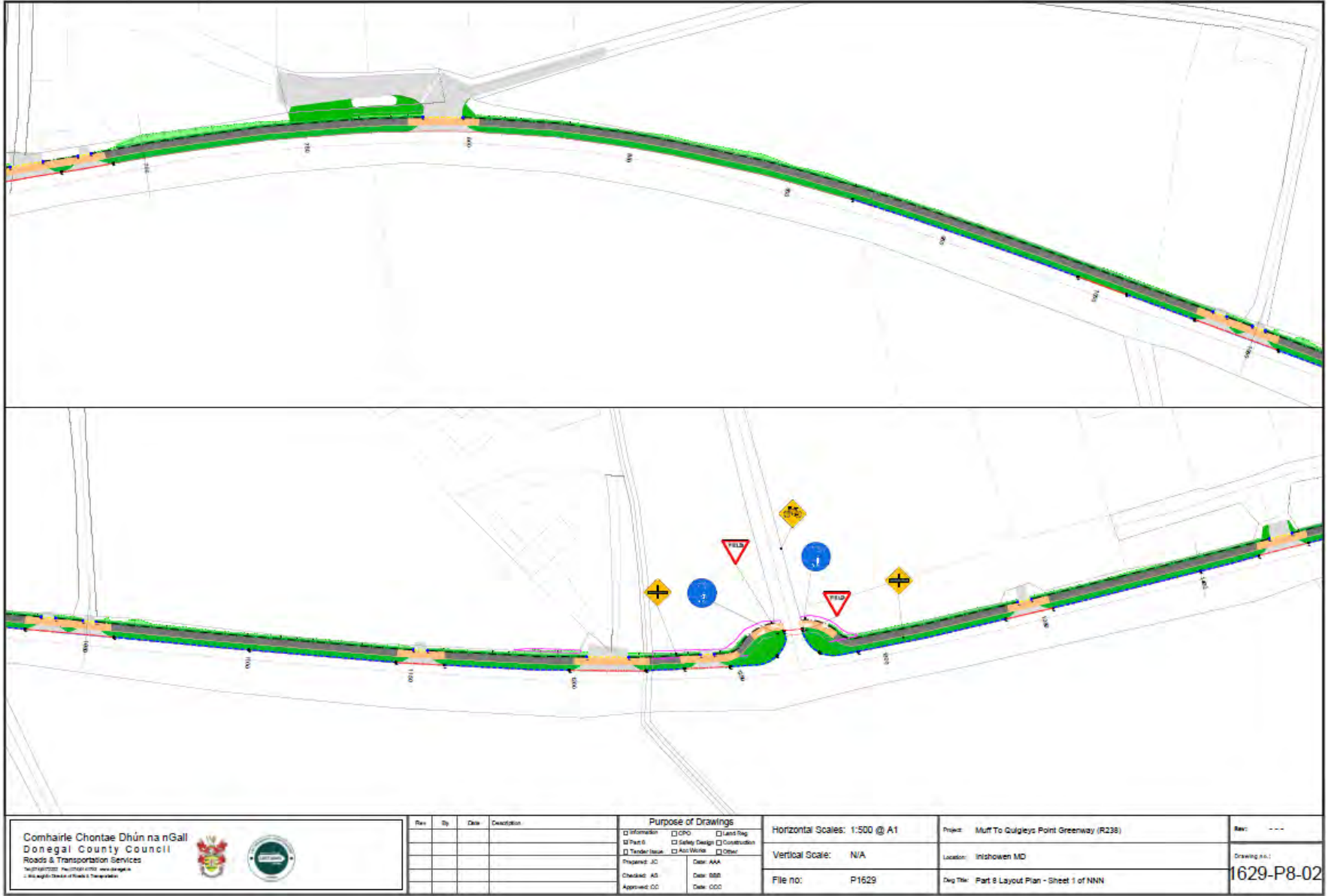
WM Associates. 2018. North-West Greenway: Pennyburn Inlet to Muff Screening for Appropriate Assessment.

Appendix 1a: Site location and aerial view of proposed greenway.



Appendix 1b: Site layout drawings of proposed greenway.





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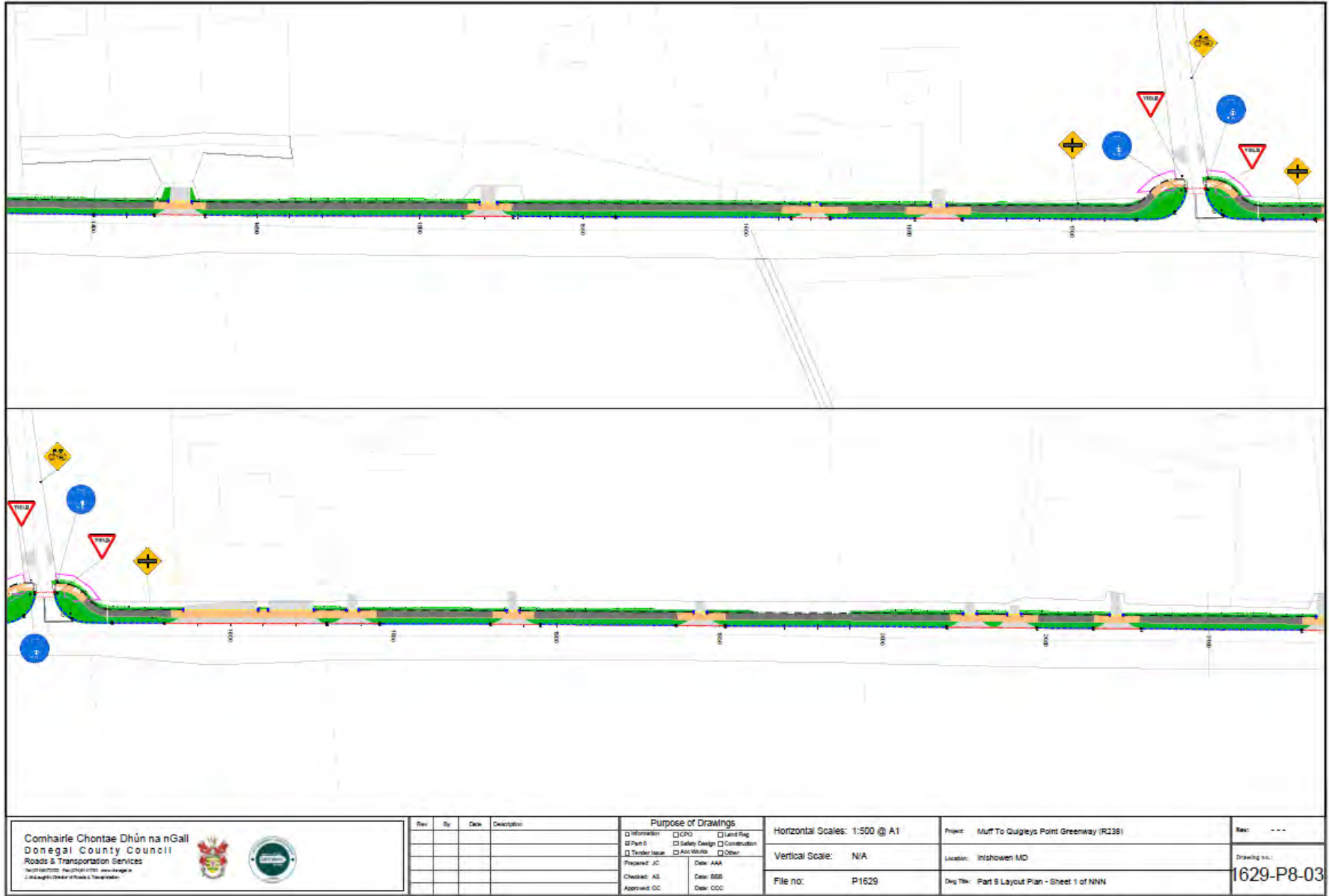
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Approved: CC	Draw: CCC		

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 File no: P1629

Project: Muff To Guleys Point Greenway (R238)
 Location: Inishowen MD
 Dwg Title: Part 8 Layout Plan - Sheet 1 of NNN

Rev: ---
 Drawing No.: 1629-P8-02



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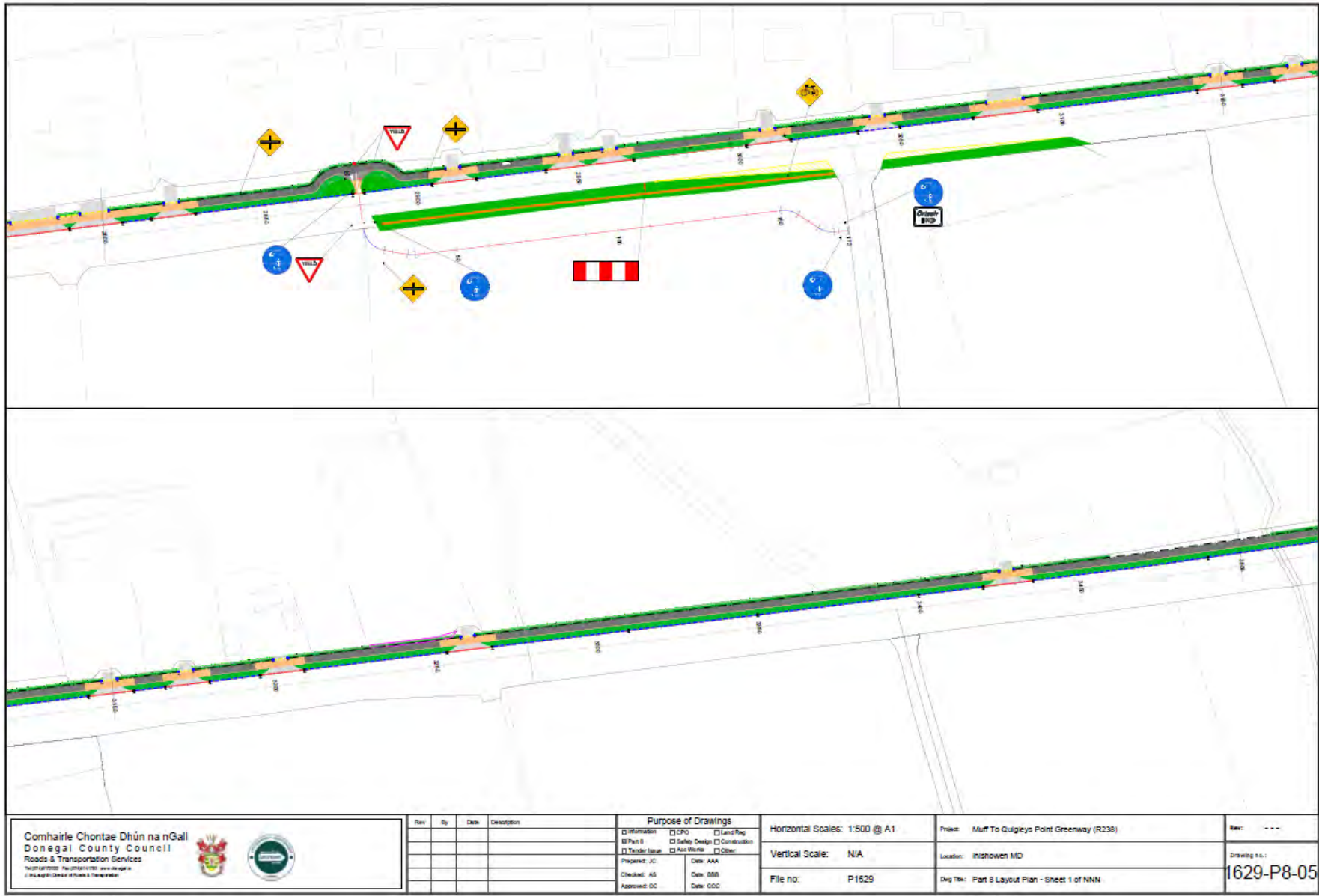
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 File no: P1629

Project: Muff To Glenties Point Greenway (R238)
 Location: Inishowen MD
 Dwg Title: Part 8 Layout Plan - Sheet 1 of NNN

Rev: ---
 Drawing no.: 1629-P8-03





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Rev	By	Date	Description

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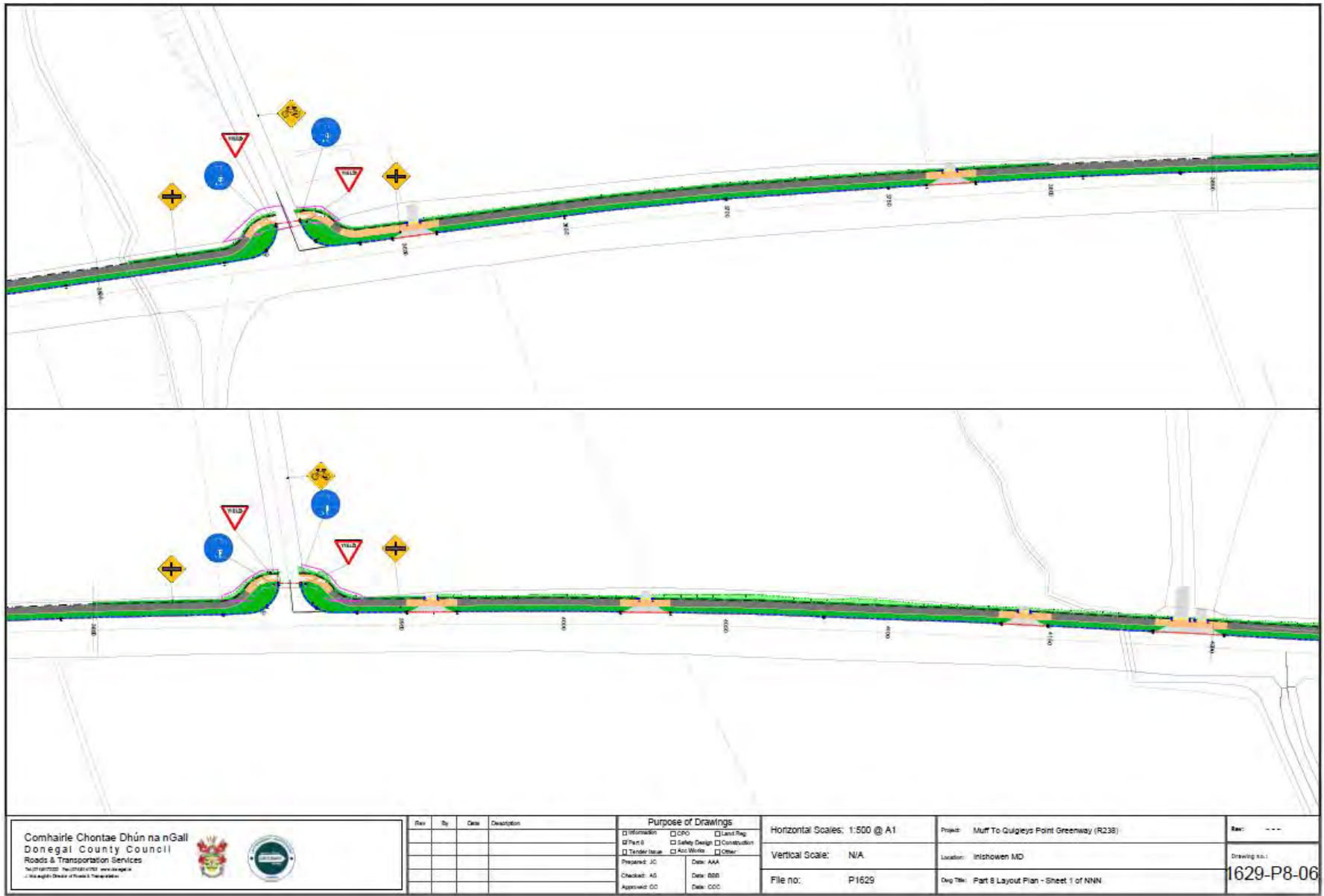
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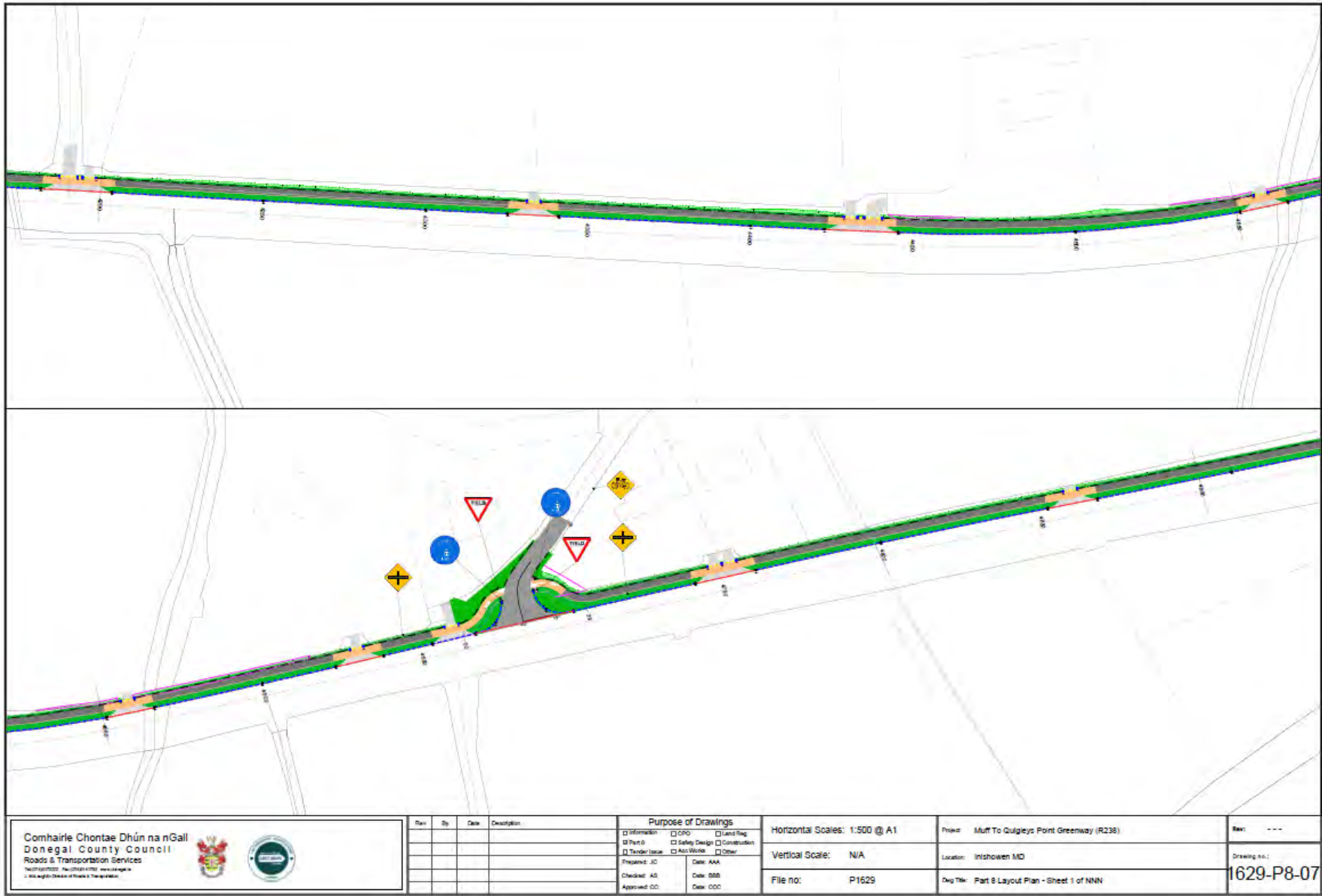
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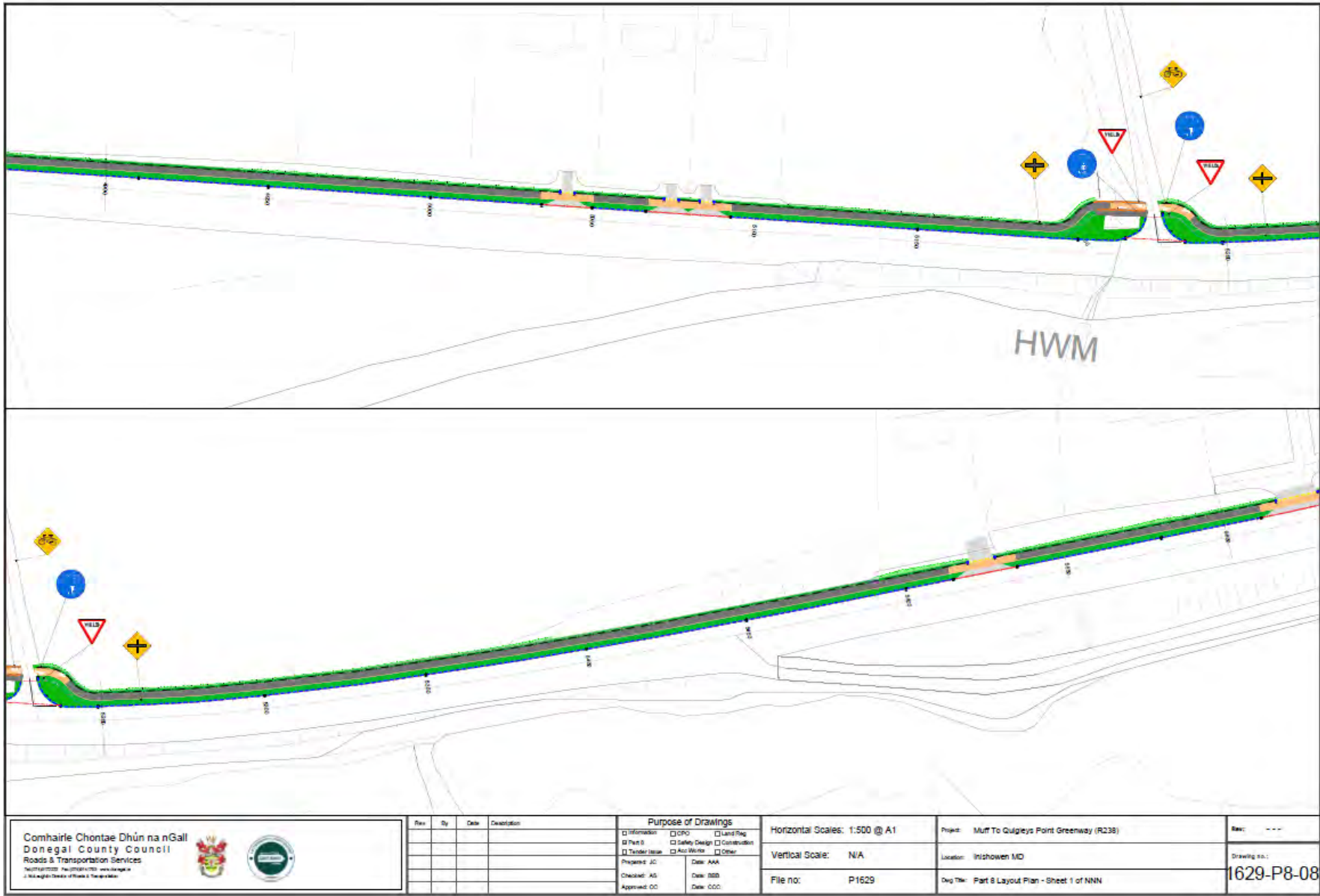




Comhairle Chontae Dhún na nGall Donegal County Council Roads & Transportation Services North Quay, Londonderry, Co. Londonderry Tel: 028 726 2200 Fax: 028 726 2201	<input type="checkbox"/> Information <input type="checkbox"/> Tender/Issue <input type="checkbox"/> Prepared: JC <input type="checkbox"/> Checked: AG <input type="checkbox"/> Approved: CC	<input type="checkbox"/> Land Reg <input type="checkbox"/> Safety Design <input type="checkbox"/> Asst Works <input type="checkbox"/> Other Date: AAA Date: BBB Date: CCC	Horizontal Scales: 1:500 @ A1 Vertical Scale: N/A File no: P1629	Project: Muff To Gulgleys Point Greenway (R238) Location: Inishowen MD Dwg Title: Part 8 Layout Plan - Sheet 1 of NNN	Date: --- Drawing no.: 1629-P8-05
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Rev	By	Date	Description

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Project: Muff To Gulneys Point Greenway (R238)

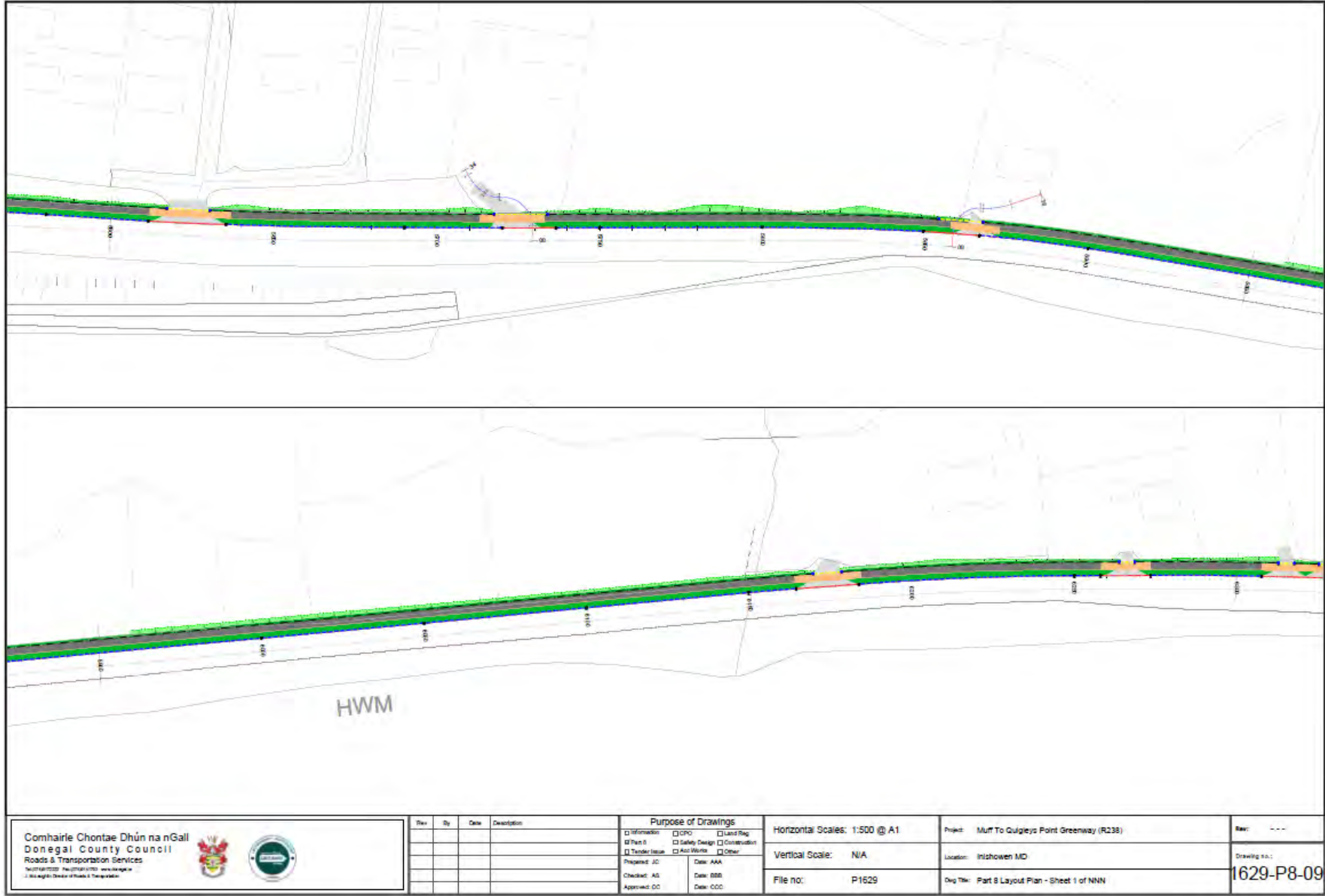
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Drawn: Part 8 Layout Plan - Sheet 1 of NNN

Rev: ---

Drawing no.:

1629-P8-08



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Roads & Transportation Services
Seirbhíse Doiríne agus Iomparthaíochtaí



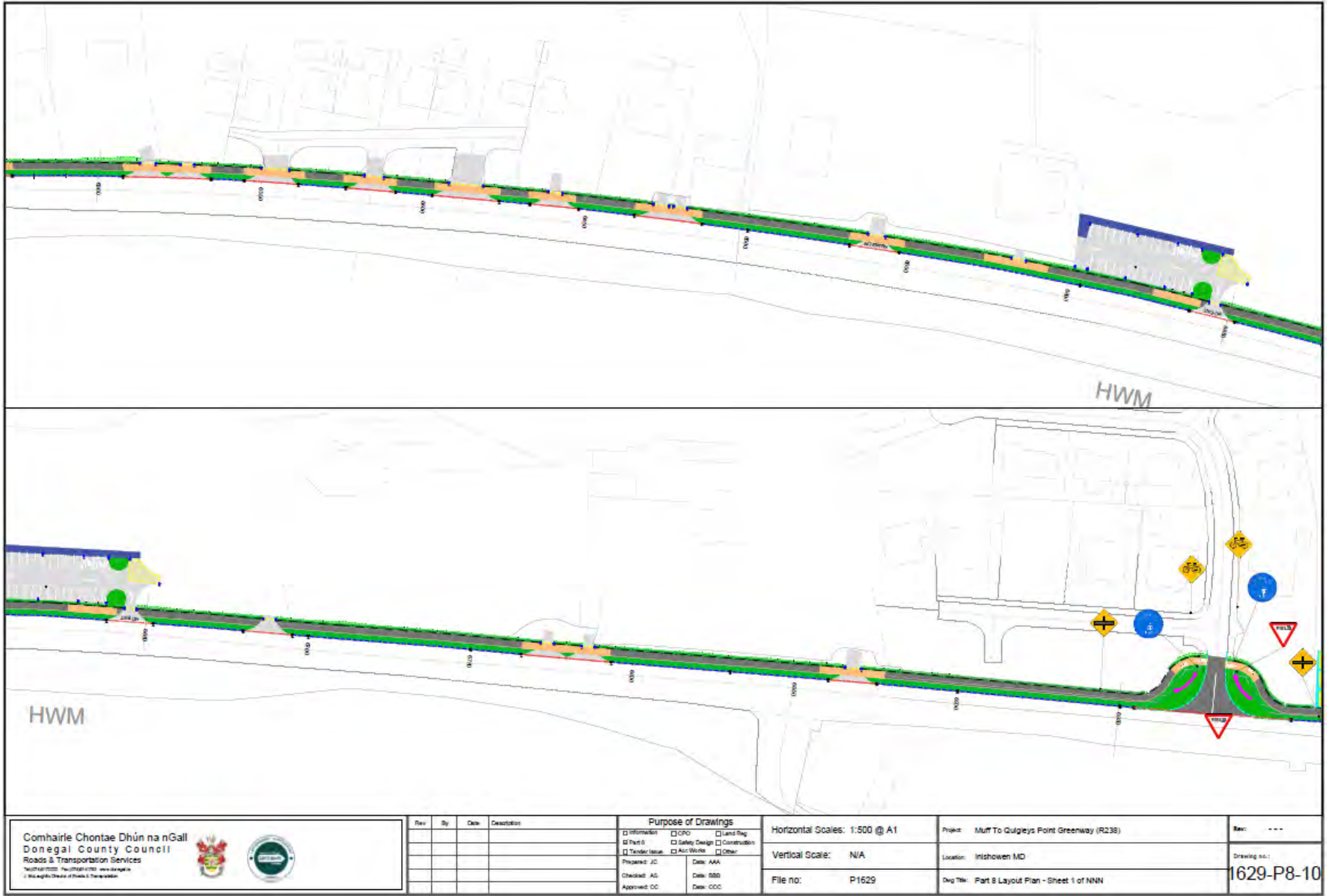
Rev	By	Date	Description

Purpose of Drawings			
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<input type="checkbox"/> Plans 01	<input type="checkbox"/> Safety Design	<input type="checkbox"/> Construction	<input type="checkbox"/> Other
<input type="checkbox"/> Tender Issue	<input type="checkbox"/> Add Works	<input type="checkbox"/> Other	<input type="checkbox"/> Other
Prepared: JC	Date: AAA		
Checked: AS	Date: BBB		
Approved: CC	Date: CCC		

Horizontal Scales: 1:500 @ A1
Vertical Scale: N/A
File no: P1629

Project: Muff To Gulneys Point Greenway (R238)
Location: Inishowen MD
Dwg Title: Part 8 Layout Plan - Sheet 1 of NNN

Rev: ---
Drawing no.: 1629-P8-09





Comhairle Chontae Dhún na nGall
Donegal County Council
Roads & Transportation Services
Newry Road, Newry, Co. Down, BT41 9AA
Tel: 028 30 20000 Fax: 028 30 20000 Email: roads@ccc.gov.uk




Rev	By	Date	Description

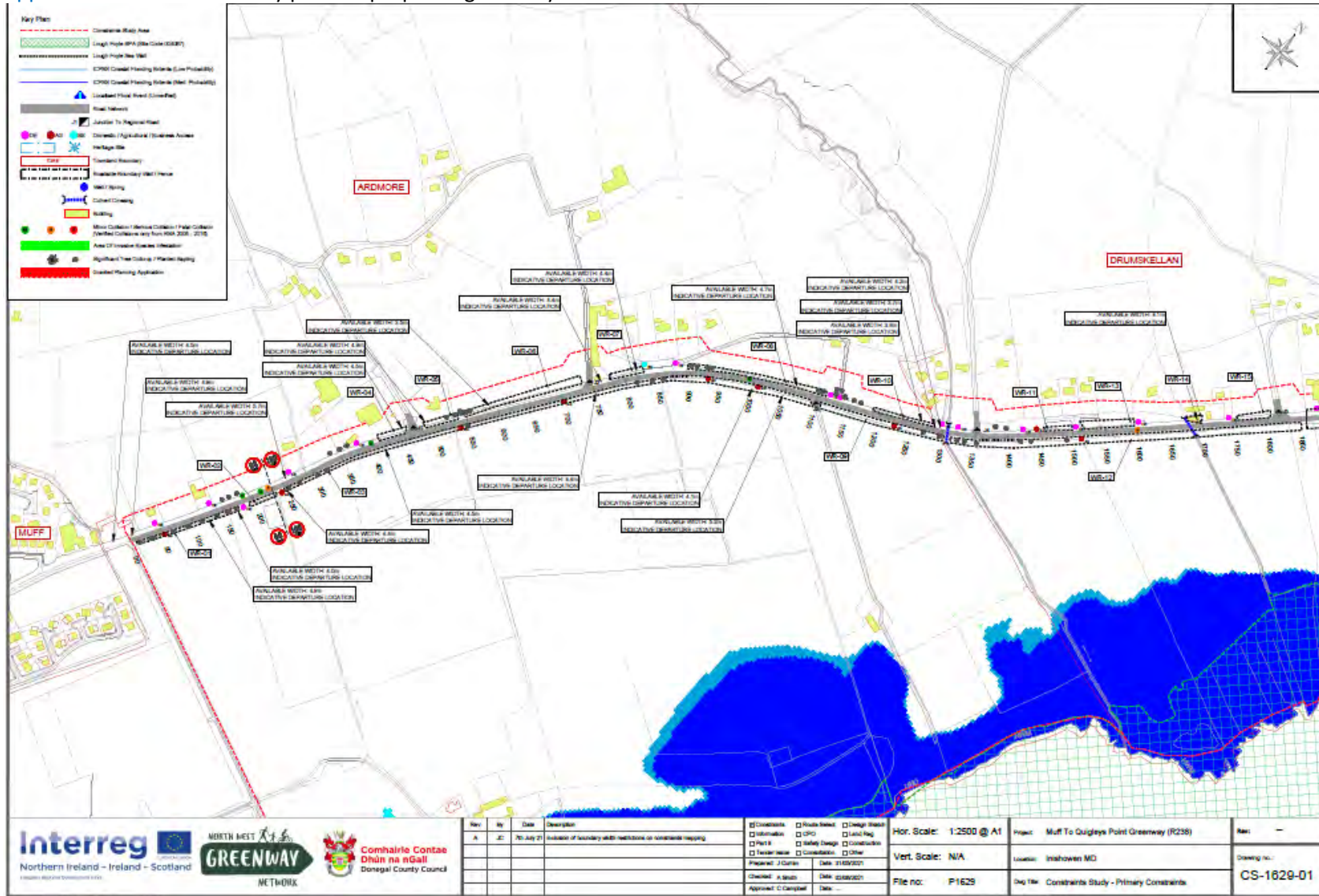
Purpose of Drawings			
<input type="checkbox"/> Information	<input type="checkbox"/> CIP	<input type="checkbox"/> Land Reg	<input type="checkbox"/> Other
<input type="checkbox"/> Plans &	<input type="checkbox"/> Safety Design	<input type="checkbox"/> Construction	<input type="checkbox"/> Other
<input type="checkbox"/> Tender Issue	<input type="checkbox"/> As-Worked	<input type="checkbox"/> Other	<input type="checkbox"/> Other
Prepared: JC	Date: AAA		
Checked: AG	Date: BBB		
Approved: CC	Date: CCC		

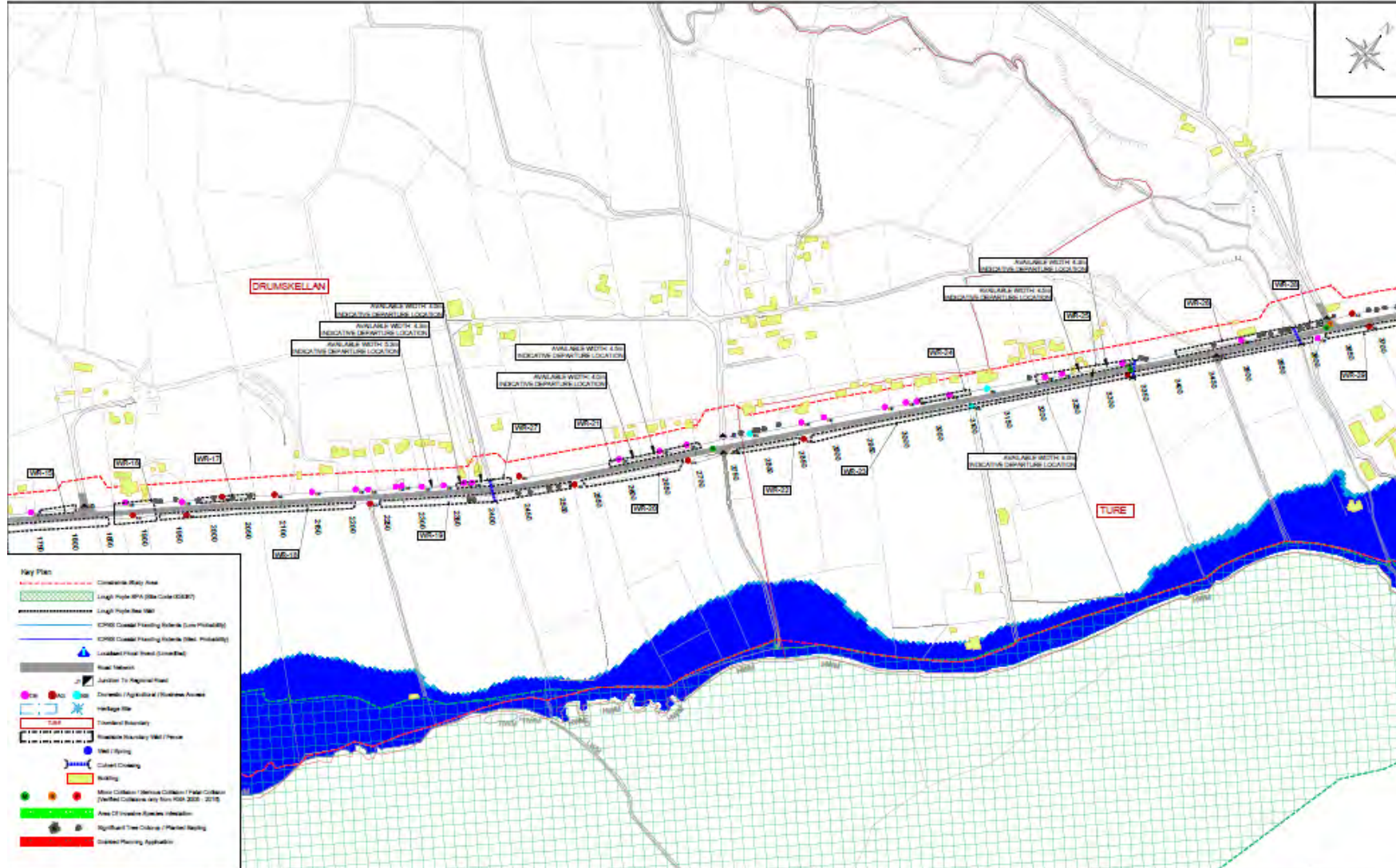
Horizontal Scales: 1:500 @ A1
Vertical Scale: N/A
File no: P1629

Project: Muff To Gulgeys Point Greenway (R238)
Location: Inishowen MD
Dwg Title: Part 8 Layout Plan - Sheet 1 of NNN

Rev: ---
Drawing no.: 1629-P8-11

Appendix 1c: Constraint study plans of proposed greenway.



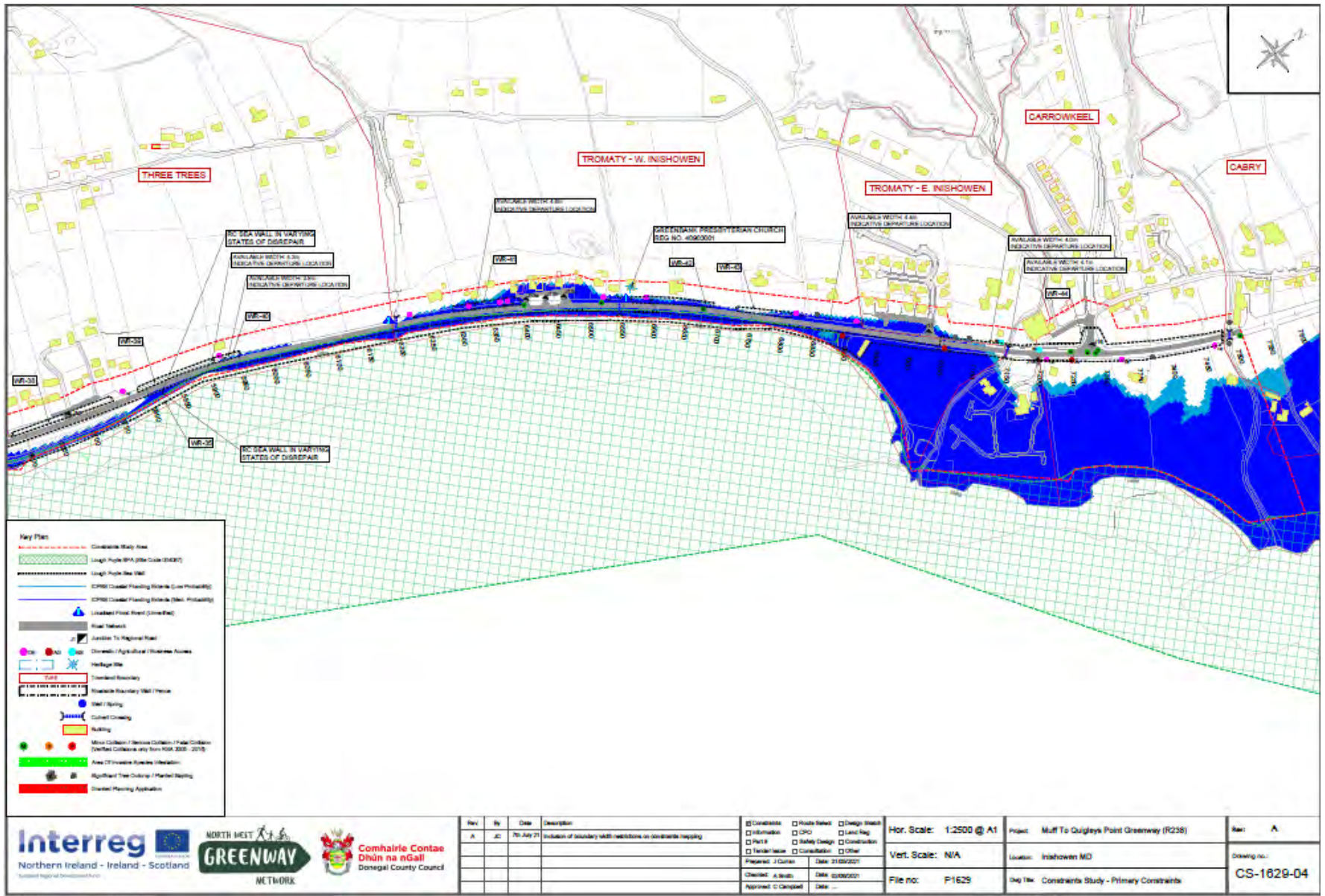


Northern Ireland - Ireland - Scotland
 NORTH WEST GREENWAY NETWORK
 Comhairle Contae Dhún na nGall Donegal County Council

Rev	By	Date	Description
A	JC	26 July 21	Inclusion of boundary walls/vegetation on constraints mapping

<input checked="" type="checkbox"/> Constraints	<input type="checkbox"/> Road Network	<input type="checkbox"/> Design Issues
<input type="checkbox"/> Information	<input type="checkbox"/> CPO	<input type="checkbox"/> Land Reg
<input type="checkbox"/> Part 8	<input type="checkbox"/> Safety Design	<input type="checkbox"/> Construction
<input type="checkbox"/> Tender Issue	<input type="checkbox"/> Consultation	<input type="checkbox"/> Other
Prepared: J Clarke	Date: 21/06/2021	
Checked: A Scott	Date: 22/06/2021	
Approved: C Campbell	Date: ...	

Hor. Scale: 1:2500 @ A1	Project: Muff To Ouligheys Point Greenway (R238)	Rev: -
Vert. Scale: N/A	Location: Inishowen MD	Drawing no.: CS-1629-02
File no.: P1629	Obj Title: Constraints Study - Primary Constraints	



Interreg
Northern Ireland - Ireland - Scotland
European Regional Development Fund

NORTH WEST GREENWAY NETWORK

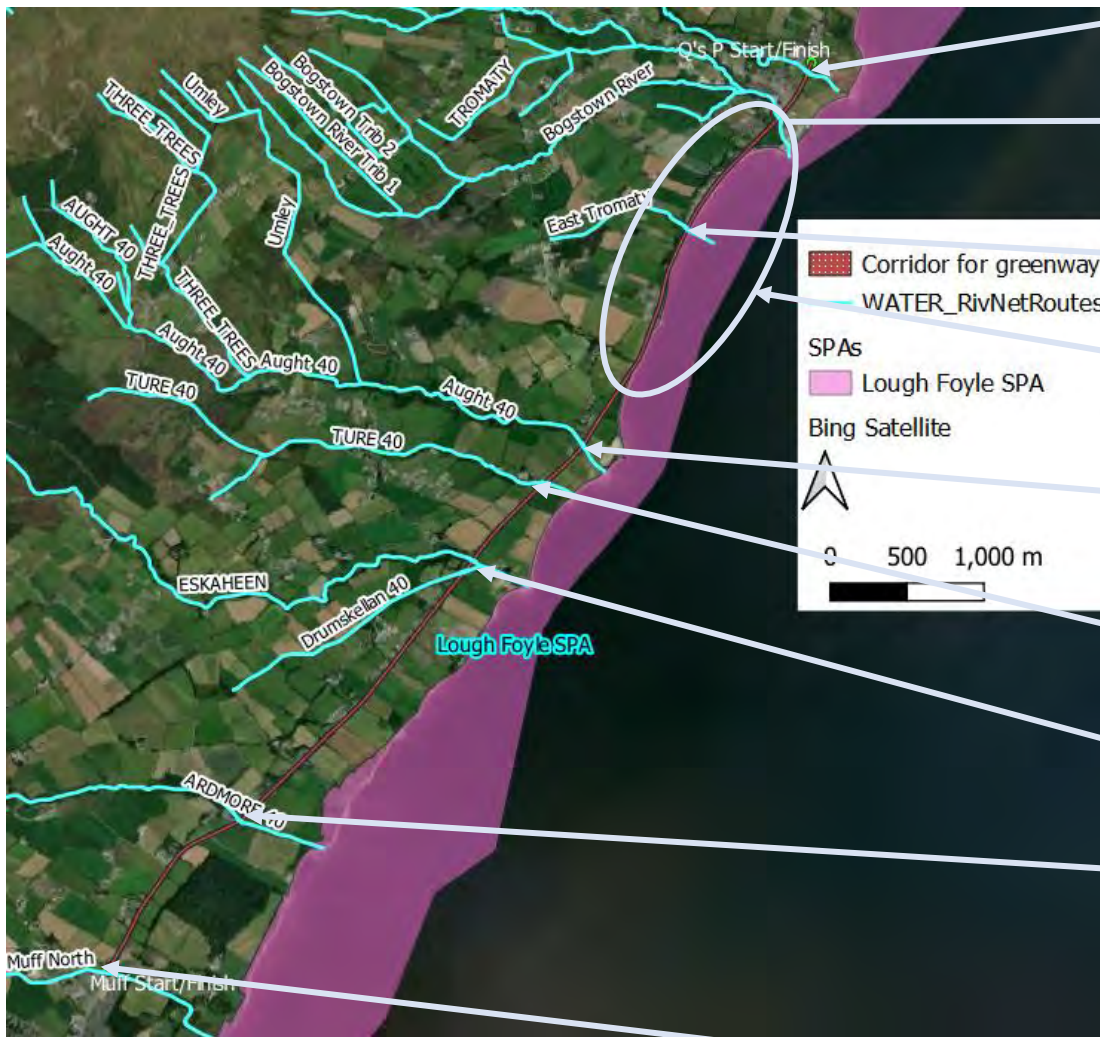
Comhairle Contae Dhún na nGall
Donegal County Council

Rev	By	Date	Description
A	JC	20 July 21	Inclusion of boundary wall restrictions on constraints mapping

<input checked="" type="checkbox"/> Constraints	<input type="checkbox"/> Road Network	<input type="checkbox"/> Design Status
<input type="checkbox"/> Floodplain	<input type="checkbox"/> LPO	<input type="checkbox"/> Land Reg
<input type="checkbox"/> RPS	<input type="checkbox"/> SWS	<input type="checkbox"/> Construction
<input type="checkbox"/> Flood Risk	<input type="checkbox"/> Constraints	<input type="checkbox"/> Other
Prepared: J Conroy	Date: 31/05/2021	
Checked: A Scott	Date: 02/06/2021	
Approved: C Campbell	Date: -	

Hor. Scale: 1:2500 @ A1	Project: Mull To Guileys Point Greenway (R238)	Rev: A
Vert. Scale: N/A	Location: Inishowen MD	Drawing no.: CS-1629-04
File no.: P1629	Doc Title: Constraints Study - Primary Constraints	

Appendix 2a: Sections of the corridor route considered to have potential 'risk' to European sites.



Hydrological pathway via stream

Hydrological pathway via stream

Hydrological pathway via stream

At risk due to proximity to boundary

Hydrological pathway via stream

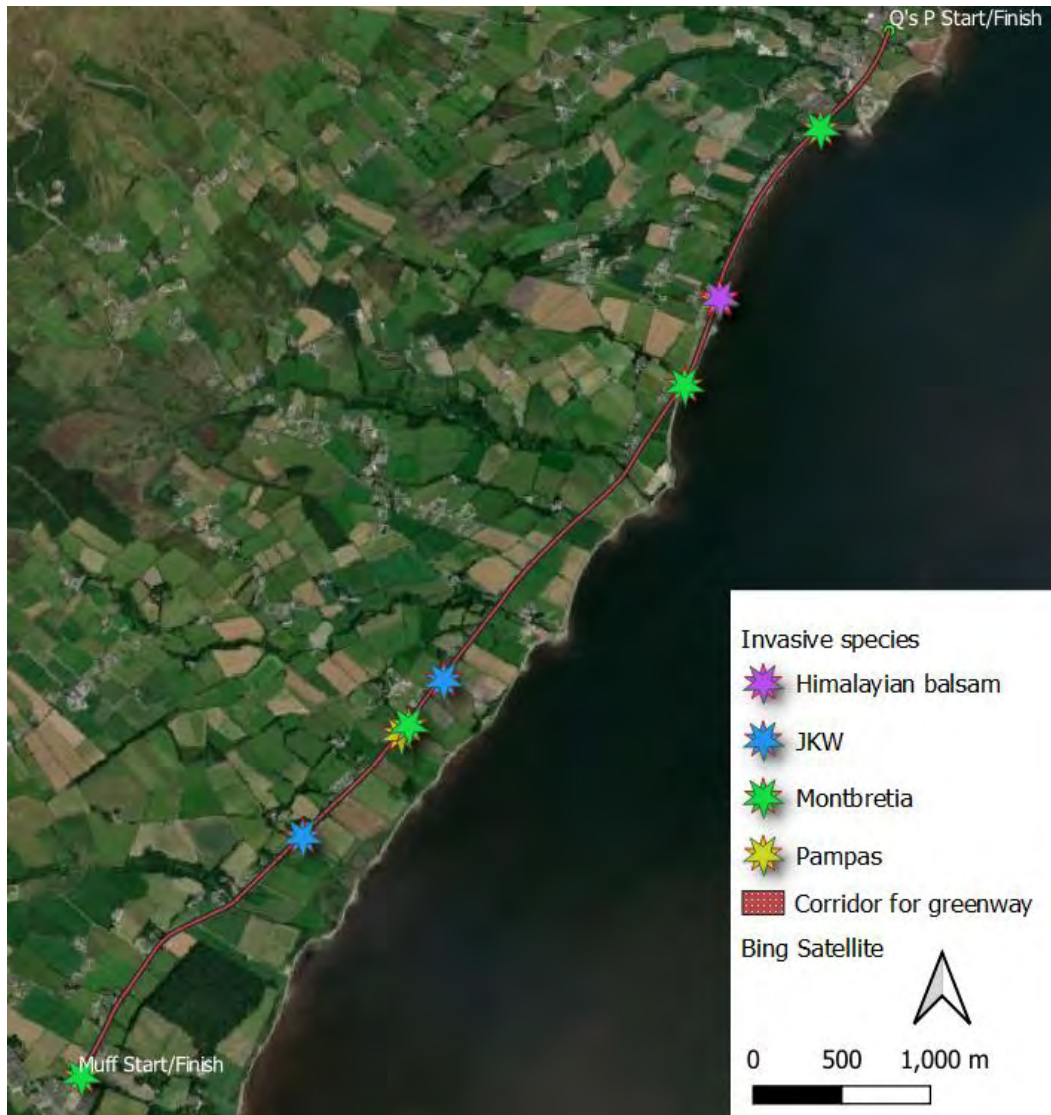
Hydrological pathway via stream

Hydrological pathway via stream

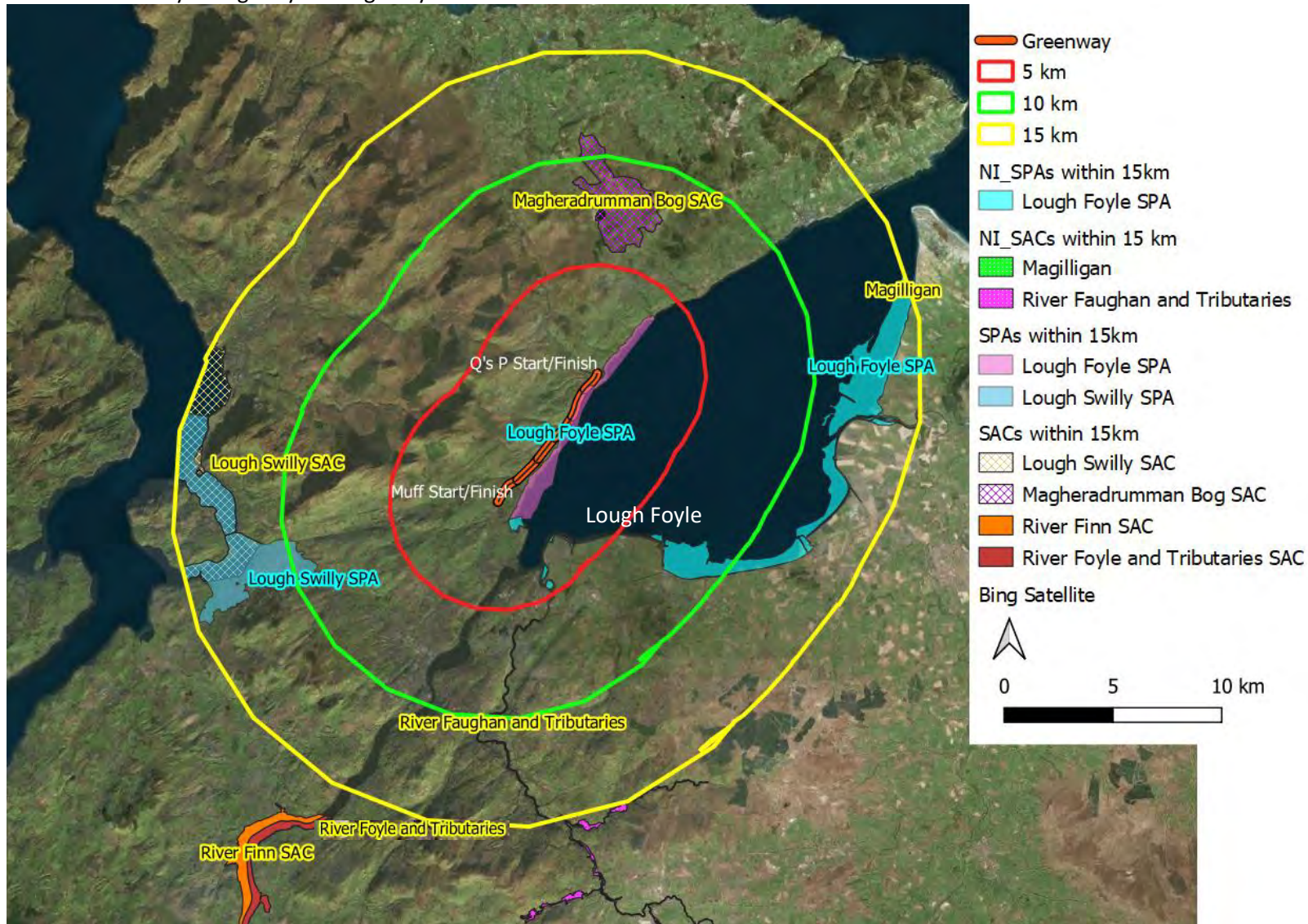
Hydrological pathway via stream

No hydrological pathway via stream

Appendix 2b: Invasive species locations along the proposed route.



Appendix 2c: Location of Greenway between Muff and Quigley's Point vis-à-vis European Sites (SAC and SPA) within 5, 10 and 15 km radius and more remote SACs connected hydrologically to Lough Foyle.



Appendix 2d: Site location vis-à-vis European Sites (SAC and SPA) in close proximity to the proposed Greenway.



Appendix 3: Site Synopsis and Conservation Objectives of identified European sites.

SITE NAME: LOUGH FOYLE SPA SITE CODE: 004087

The site comprises a section of the western shore of Lough Foyle from Muff to north of Vances Point in Co. Donegal. The site is part of the larger cross-border Lough Foyle complex which regularly supports in excess of 20,000 wintering waterbirds.

The majority of the wintering waterbirds that utilise this site occur along the southern and eastern shoreline of Lough Foyle in Derry, which is also designated as an SPA in Northern Ireland.

The site is selected as a Special Protection Area (SPA) under the E.U. Birds Directive, as it is part of an internationally important wetland site that regularly supports in excess of 20,000 wintering waterbirds. The assemblage of birds that utilise Lough Foyle includes internationally important populations of Whooper Swan (811), Light-bellied Brent Goose (3,765) and Bar-tailed Godwit (2,059), and nationally important populations of a further 18 species: Great Crested Grebe(148), Bewick's Swan (43), Greylag Goose (391), Shelduck (468), Wigeon (9,011), Teal (660), Mallard (1,635), Red-breasted Merganser (82), Oystercatcher (3,101), Golden Plover (4,562), Lapwing (4,024), Knot (499), Dunlin (4,991), Curlew (2,265), Redshank (988), Black-headed Gull (2,212), Common Gull (2,846) and Herring Gull (1,261) – all counts are five year mean peaks for the entire Lough Foyle complex during the period 1995/96 to 1999/2000. 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.

Lough Foyle SPA is of high ornithological importance as it is part of an internationally important wetland site that regularly supports internationally important populations of Whooper Swan, Light-bellied Brent Goose and Bar-tailed Godwit, and nationally important populations of a further 18 species.

Conservation Objectives for Lough Foyle SPA [004087]

The overall aim of the Habitats Directive is to maintain or restore the favourable conservation status of habitats and species of community interest. These habitats and species are listed in the Habitats and Birds Directives and Special Areas of Conservation and Special Protection Areas are designated to afford protection to the most vulnerable of them. These two designations are collectively known as the Natura 2000 network.

European and national legislation places a collective obligation on Ireland and its citizens to maintain habitats and species in the Natura 2000 network at favourable conservation condition. The Government and its agencies are responsible for the implementation and enforcement of regulations that will ensure the ecological integrity of these sites.

The maintenance of habitats and species within Natura 2000 sites at favourable conservation condition will contribute to the overall maintenance of favourable conservation status of those habitats and species at a national level.

Favourable conservation status of a habitat is achieved when:

- its natural range, and area 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 favourable conservation status of a species is achieved when:

- 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 on a long-term basis.

Objective: To maintain or restore the favourable conservation condition of the bird species listed as Special Conservation Interests for this SPA:

- ♦ [wintering] *Gavia stellata*
- ♦ [wintering] *Podiceps cristatus*
- ♦ [wintering] *Cygnus columbianus*
- ♦ [wintering] *Cygnus cygnus*
- ♦ [wintering] *Anser anser*
- ♦ [wintering] *Branta bernicla hrota*
- ♦ [wintering] *Tadorna tadorna*
- ♦ [wintering] *Anas penelope*
- ♦ [wintering] *Anas crecca*
- ♦ [wintering] *Anas platyrhynchos*
- ♦ [wintering] *Somateria mollissima*
- ♦ [wintering] *Mergus serrator*
- ♦ [wintering] *Haematopus ostralegus*
- ♦ [wintering] *Pluvialis apricaria*
- ♦ [wintering] *Vanellus vanellus*

Citation:

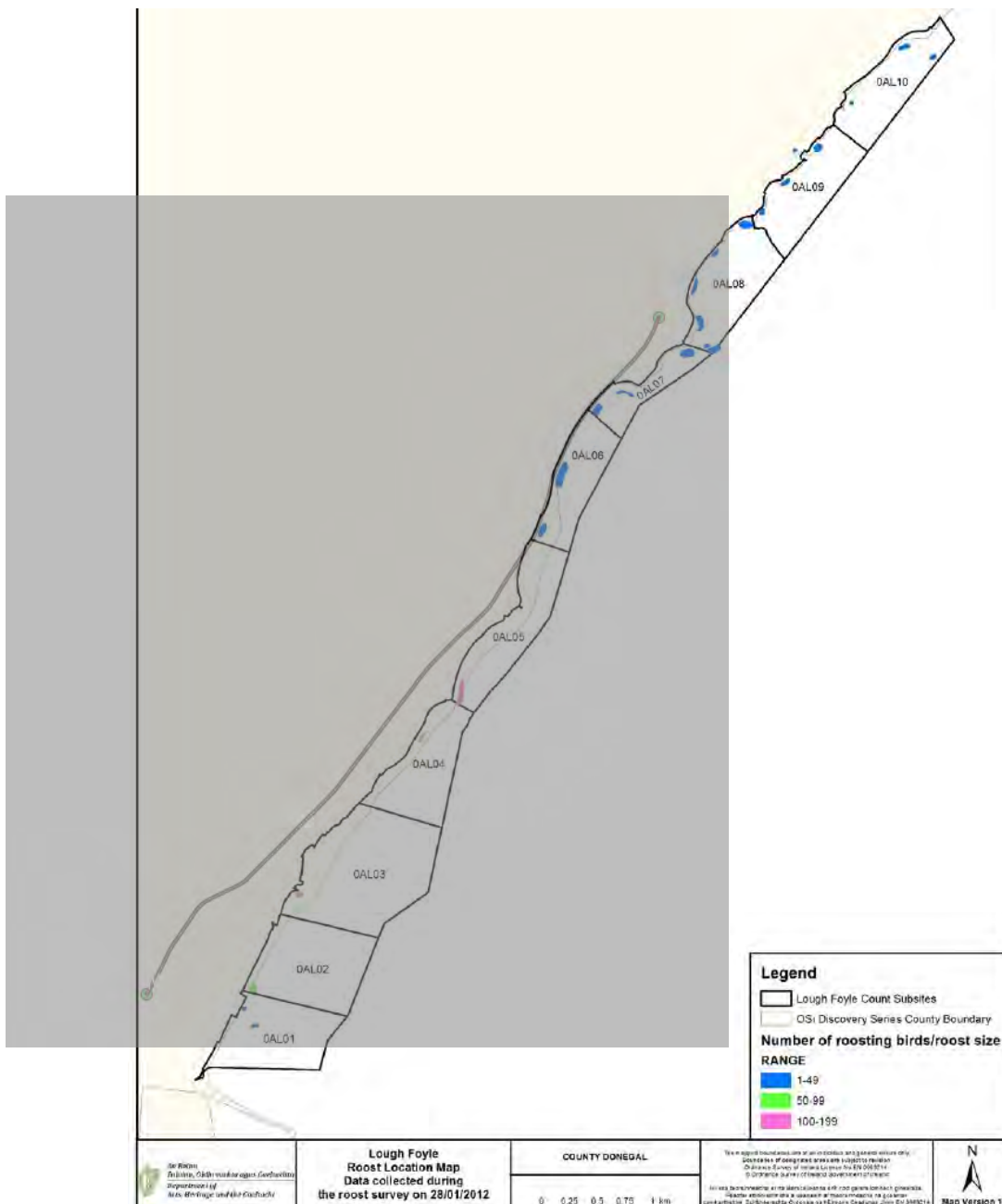
NPWS (2011) Conservation objectives for Lough Foyle SPA [004087]. Generic Version 3.0. Department of Arts, Heritage & the Gaeltacht.

For more information please go to: www.npws.ie/protectedsites/conservationmanagementplanning

- ♦ [wintering] *Callidris canutus*
- ♦ [wintering] *Callidris alpina*
- ♦ [wintering] *Limosa lapponica*
- ♦ [wintering] *Numenius arquata*
- ♦ [wintering] *Tringa totanus*
- ♦ [wintering] *Chroicocephalus ridibundus*
- ♦ [wintering] *Larus canus*
- ♦ [wintering] *Larus argentatus*
- ♦ [] Wetlands & Waterbirds

Appendix 4a: Proposed project (Greenway) vis-à-vis location of conservation objectives (NPWS 2014).

Lough Foyle SPA Conservation Objectives supporting document Version 1 (NPWS, 2014).



Lough Foyle

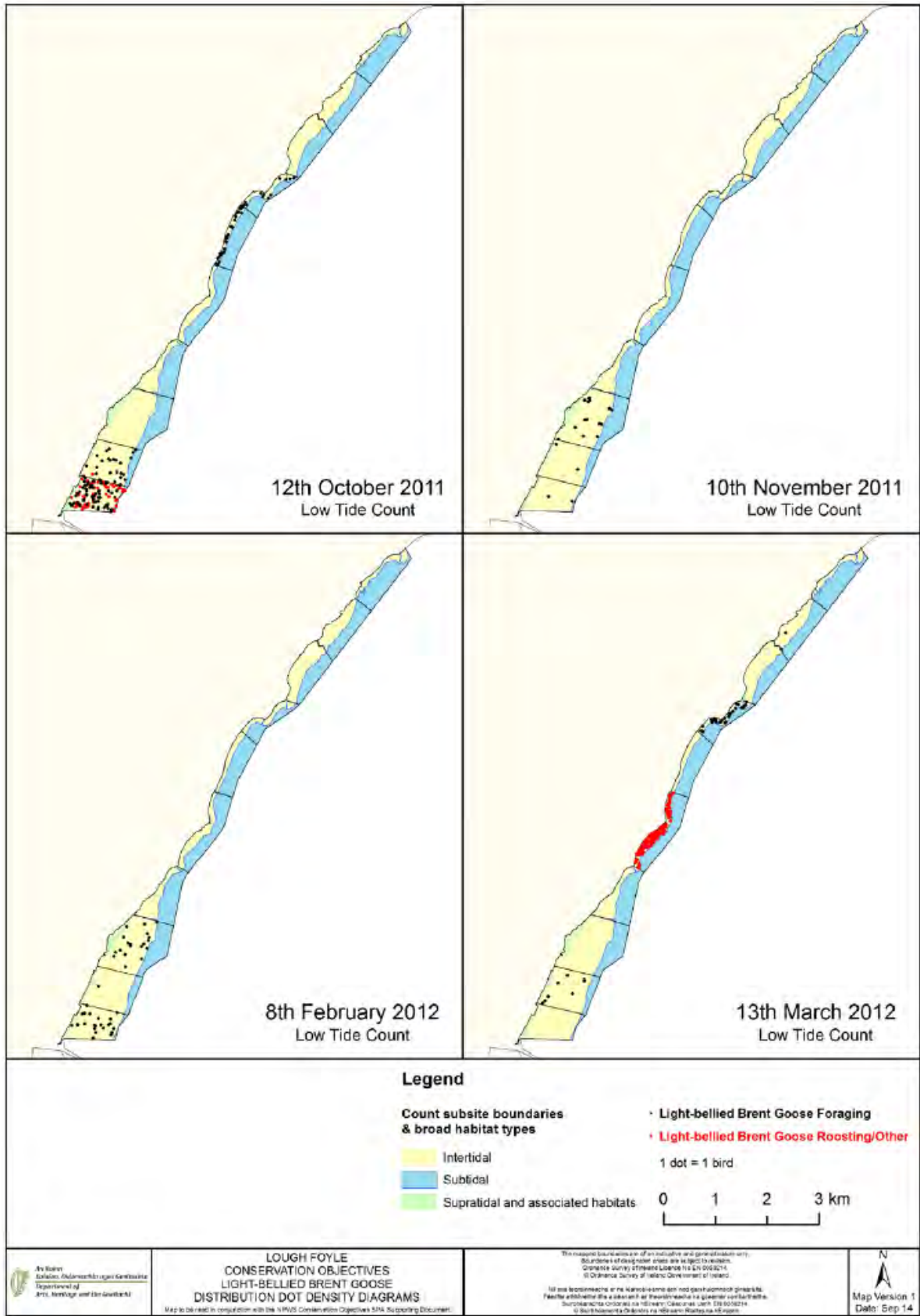
(1) Summary data and roost location map from the high tide survey on 28th January 2012.

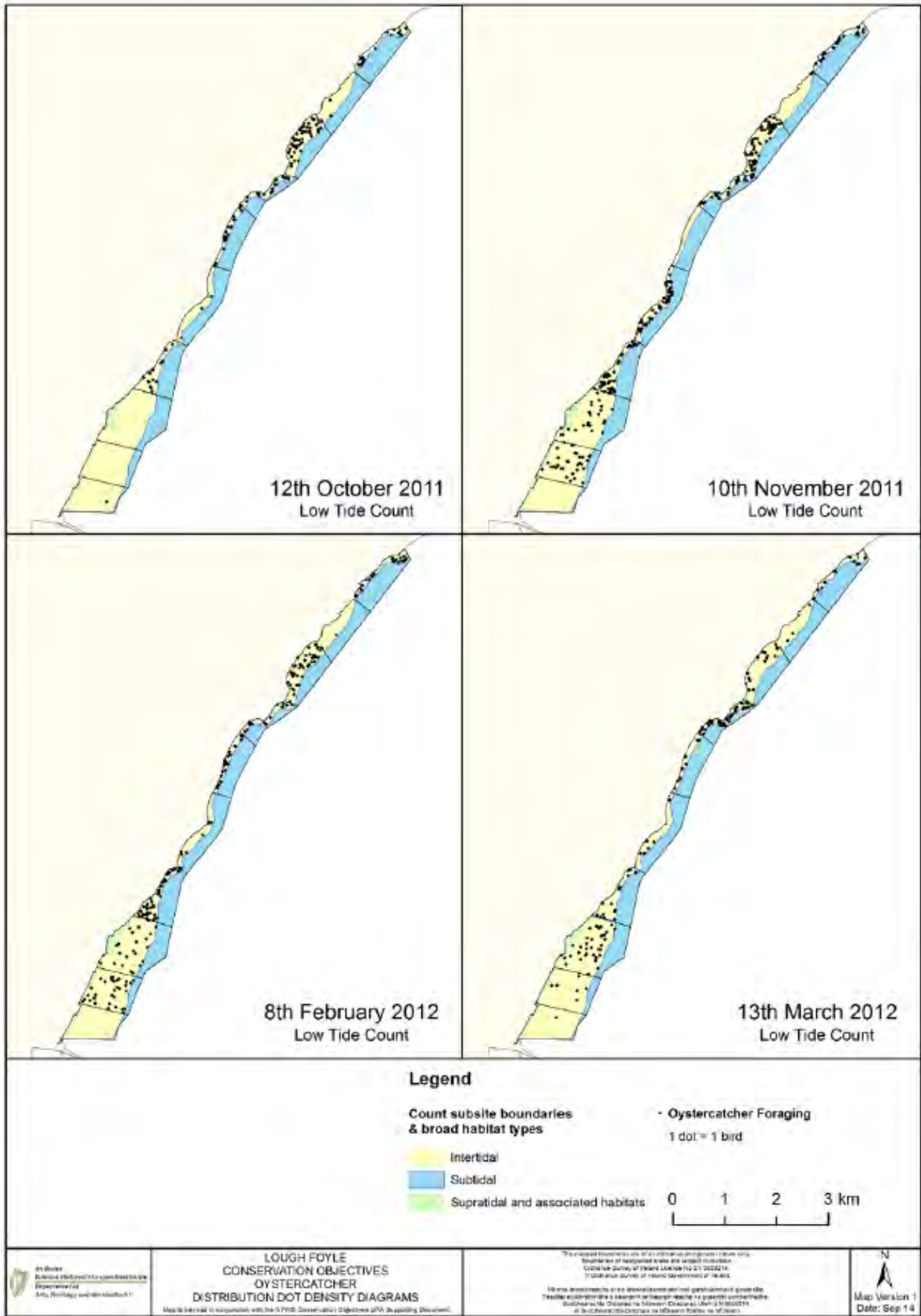
(Please see Sections 5.3.1 and 5.3.2 for further details on methods/limitations)

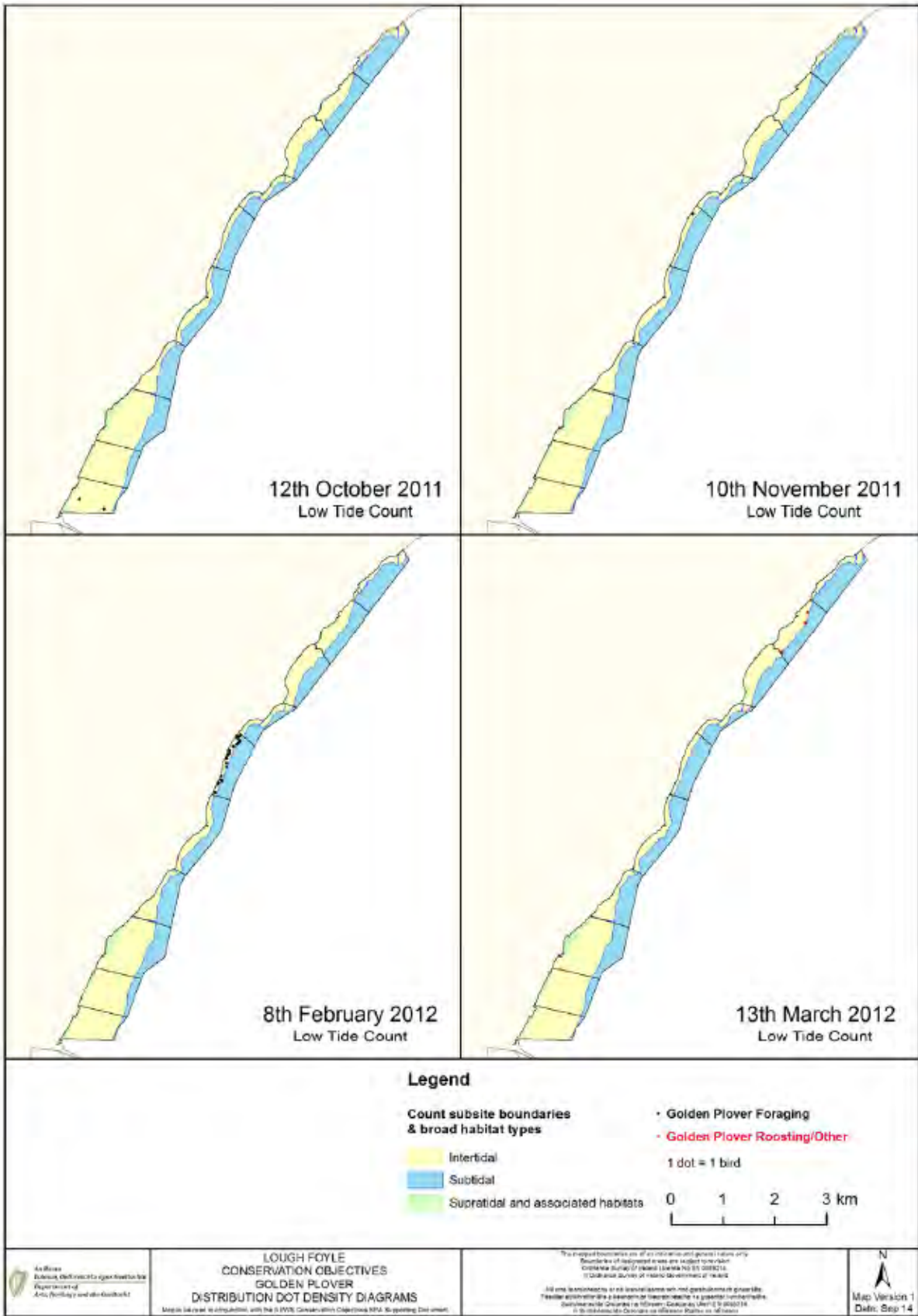
Subsite	No. roost locations	No. species	species
DAL01	2	2	CU, TT
DAL02	1	4	CU, MA, WN, UW,
DAL03	1	3	BH, CM, RK
DAL04	1	2	CU, OC
DAL05	1	5	CM, HG, L., OC, PB
DAL06	2	5	BH, CM, CU, PB, RK
DAL07	3	5	BH, CM, LB, PB, RK
DAL08	6	6	BH, CM, E., LB, MA, PB
DAL09	4	3	BH, CU, RK
DAL10	3	2	E., L.

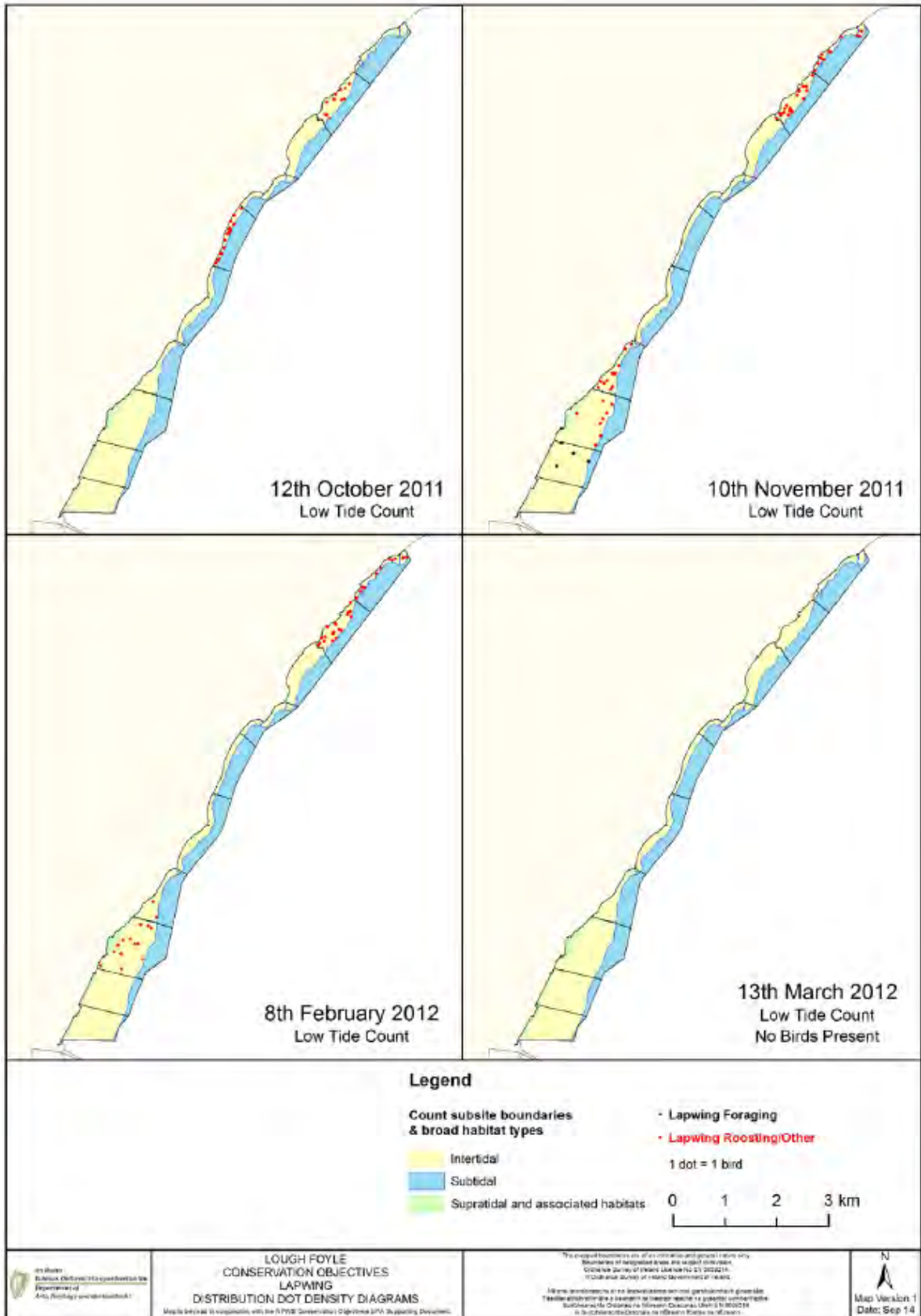
Lough Foyle – Waterbird Survey Programme 2011/12 – Count Subsites

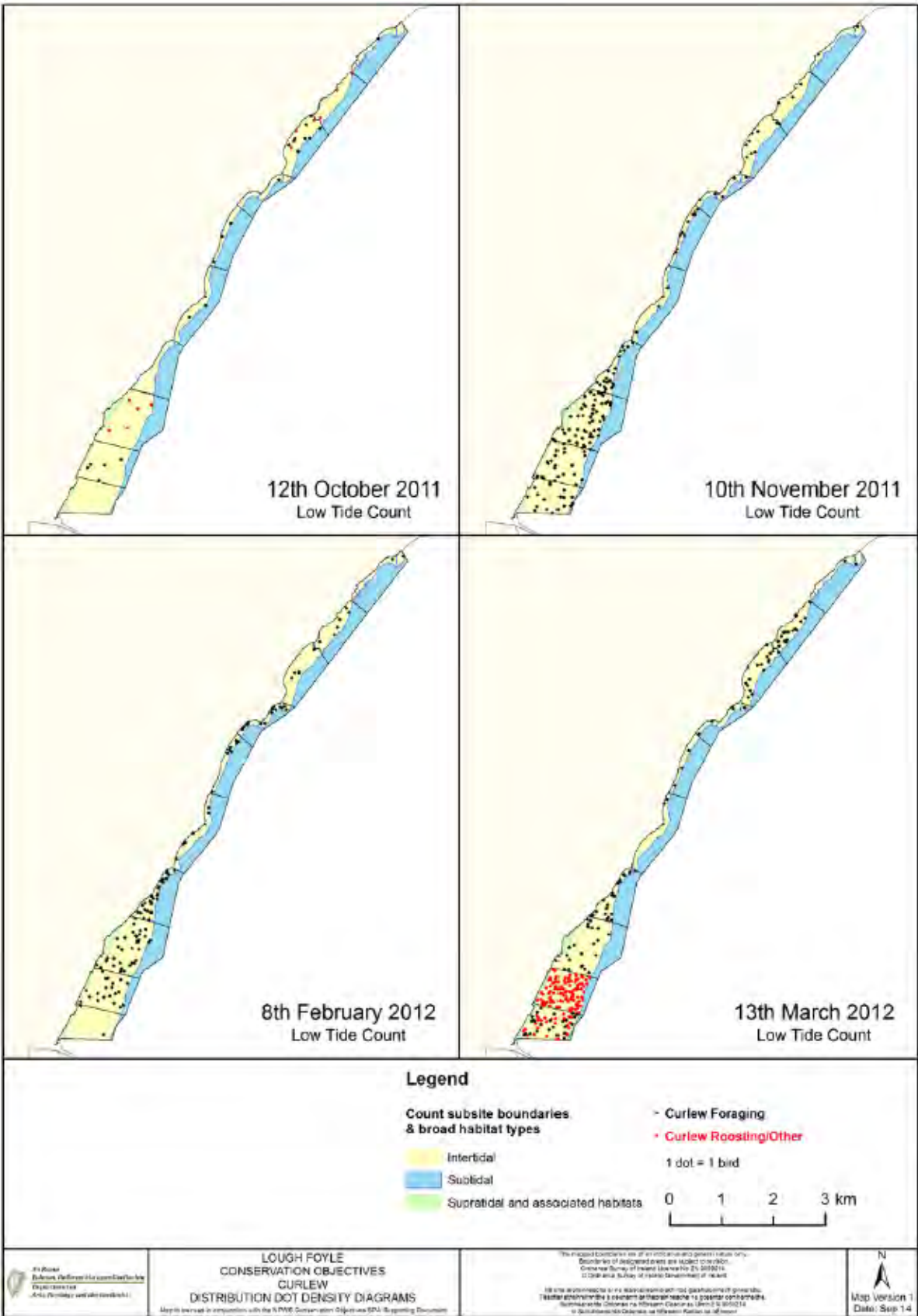
Subsite Code	Subsite Area (ha)
DAL01	58
DAL02	70
DAL03	110
DAL04	55
DAL05	59
DAL06	45
DAL07	29
DAL08	58
DAL09	52
DAL10	52
TOTAL	588

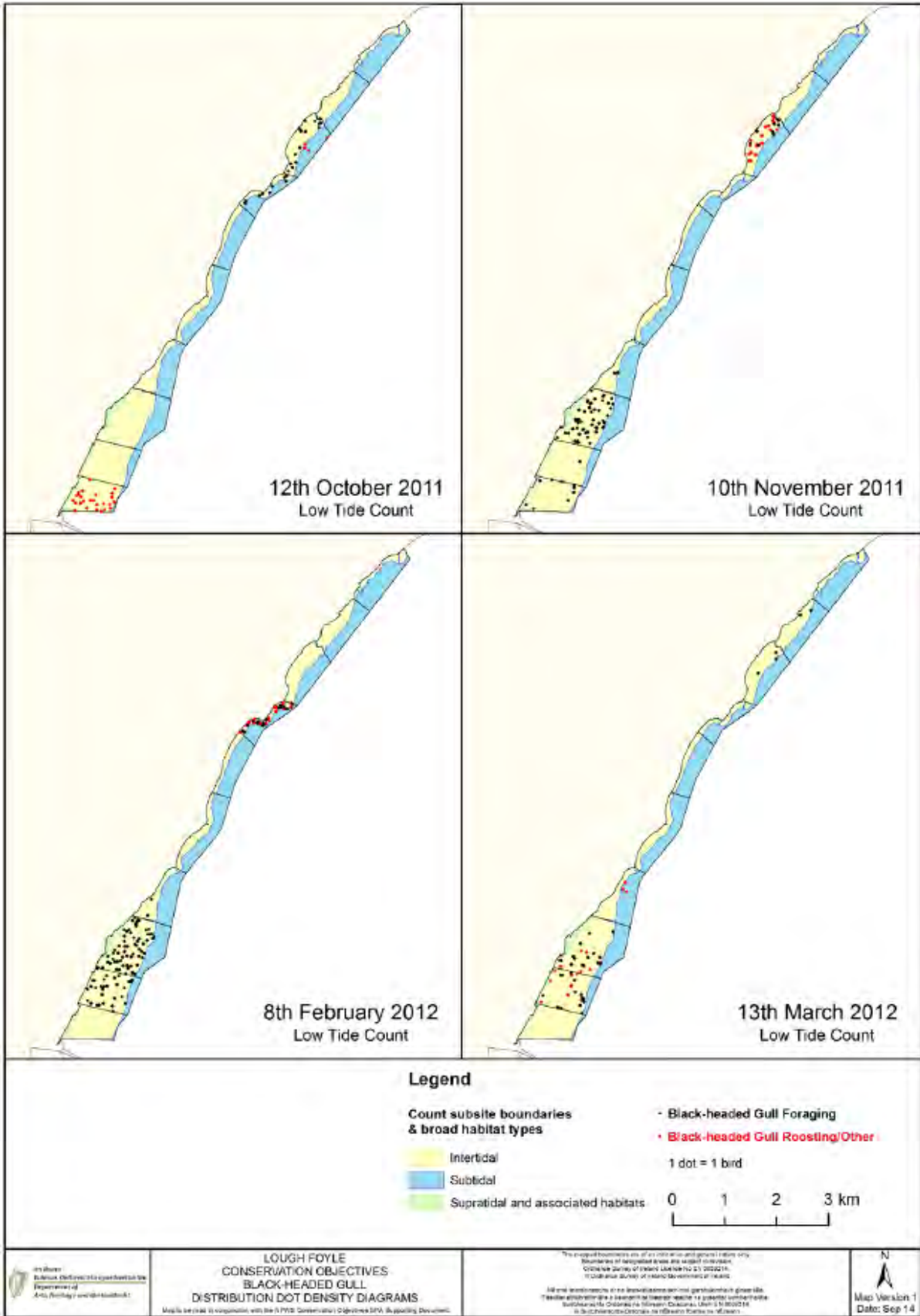


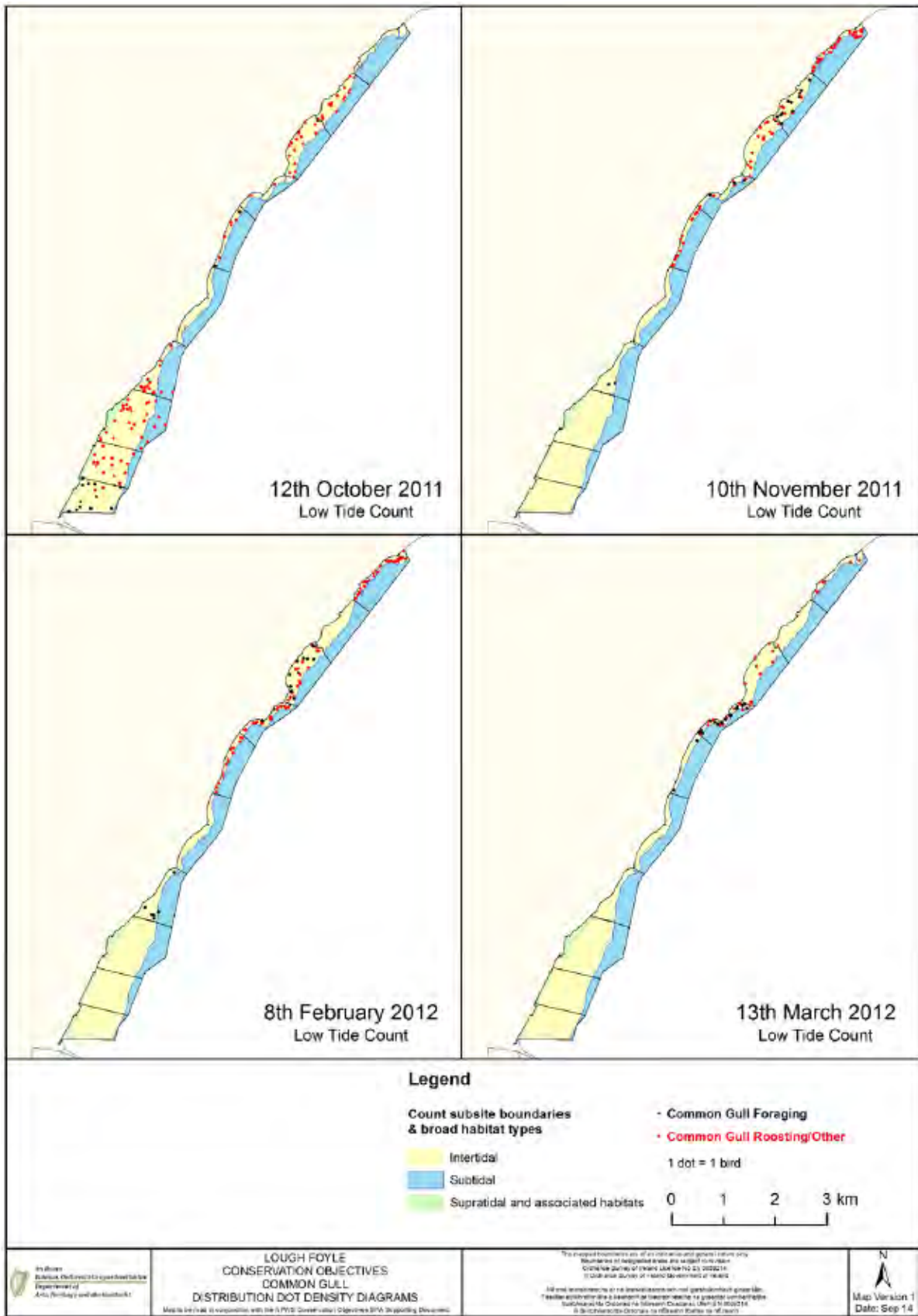


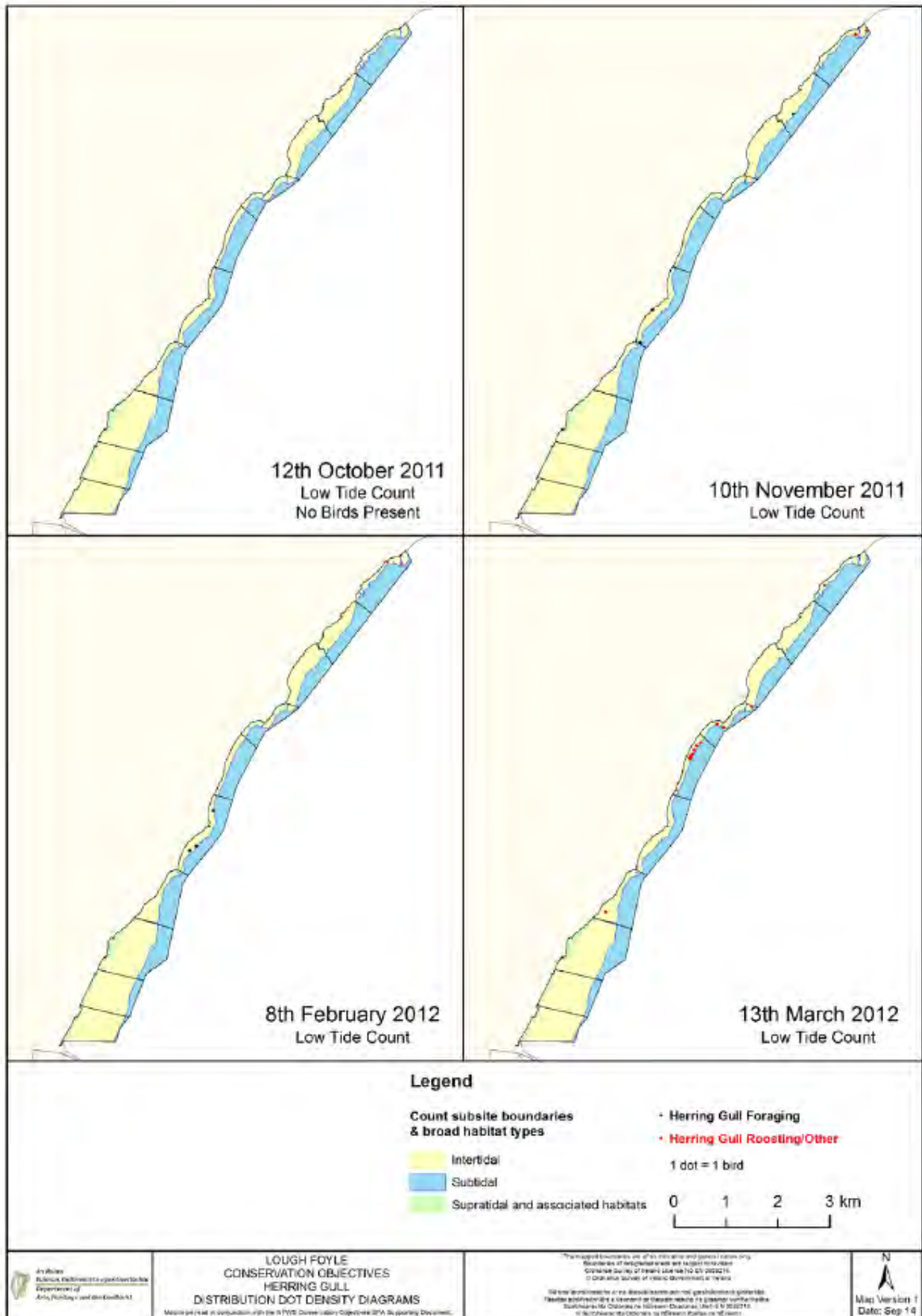












Appendix 5: Photos (August 2021), ordered from Quigley's Point towards Muff.

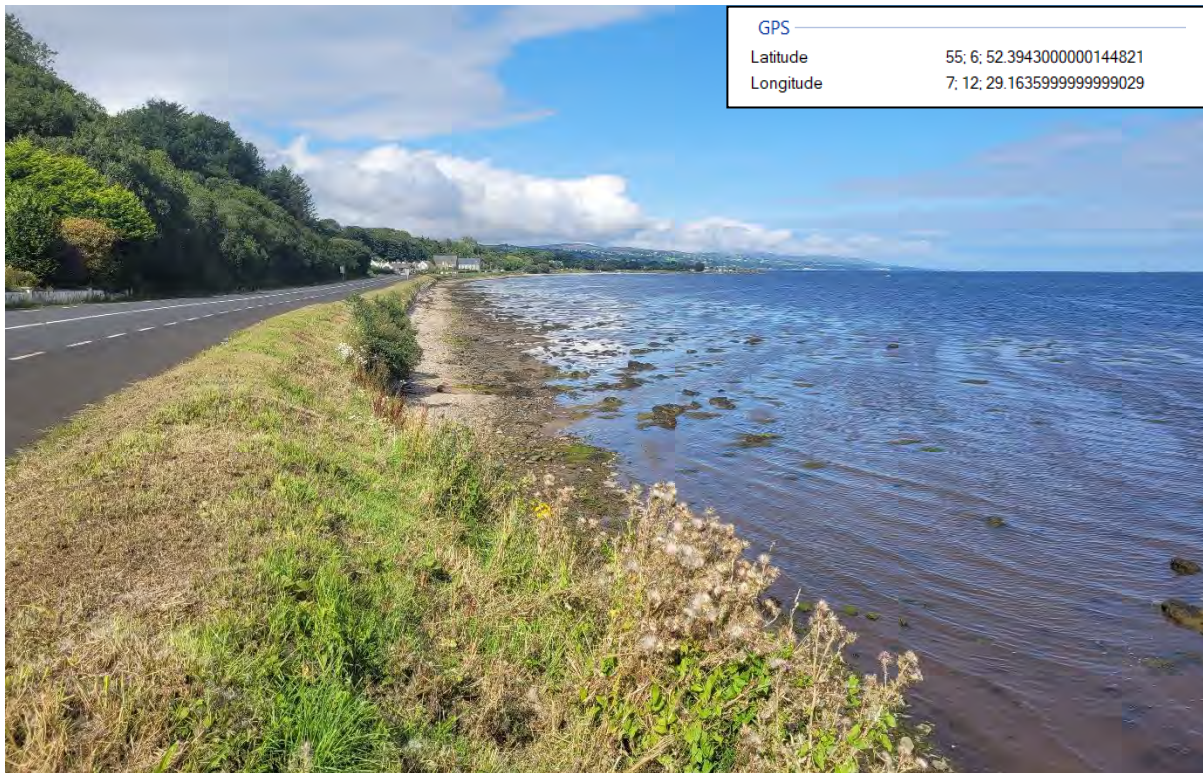
Typical hedgerows bordering the sea side and land side of the R238 (facing west).



Sea-side verges where adjoining Lough Foyle SPA, and occurrence of montbretia (facing west).



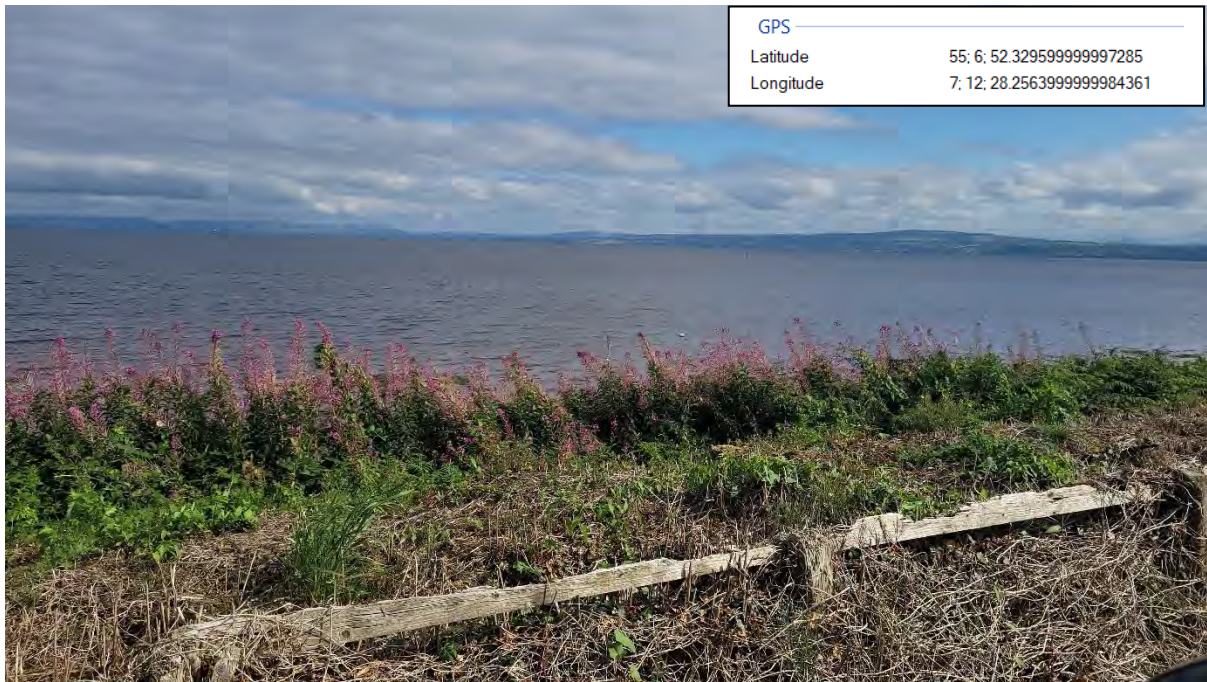
Grasse verge separating the road from Lough Foyle at the closest location (facing east).



Seawall between Lough Foyle and the road (facing west).



Narrow land between road and Lough Foyle with high cover of *Epilobium* spp. (facing south).



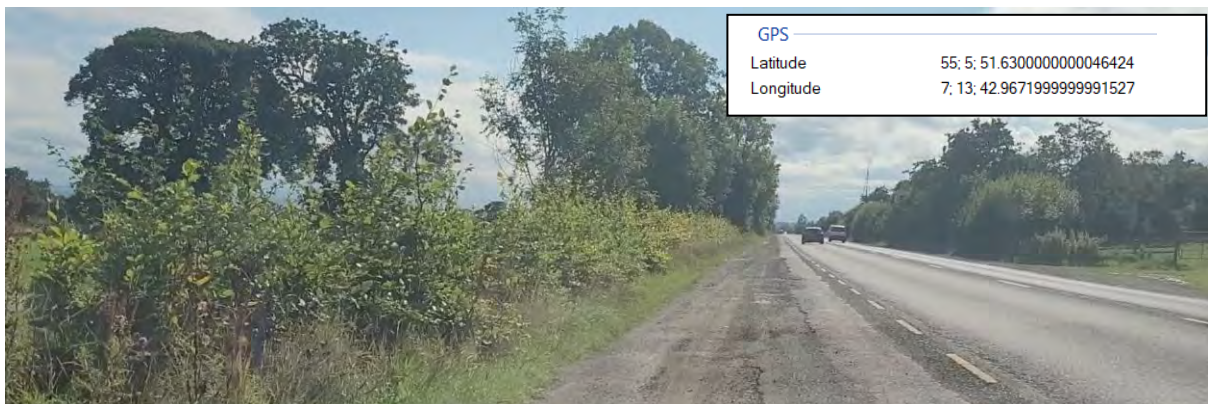
Narrow land between the road and Lough Foyle with occurrence of Pampas grass and Himalayan balsam (facing south).



Sea-side verge separating the road and Lough Foyle where small shrubs form a hedge (montbretia colonies are also present here) (facing west).



Hedgerows become more wooded towards Muff (facing west).



Sea-side verge where Japanese knotweed has been managed and controlled (facing south).



Sea-side verge where Japanese knotweed has been managed and controlled (facing north).



Sea-side verge with montbretia and Pampas grass (facing south-west).



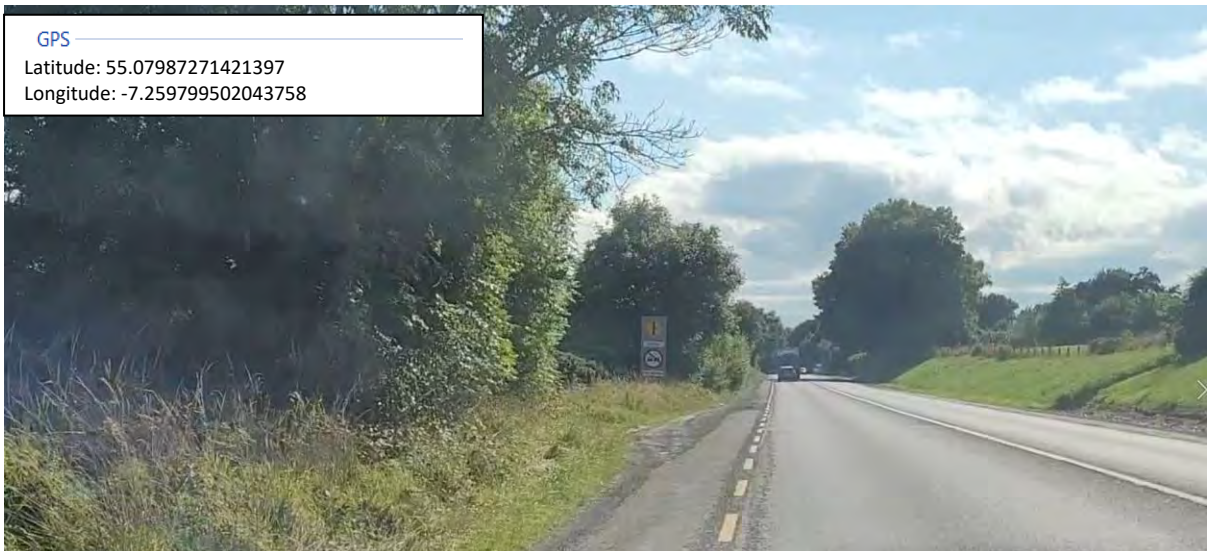
Japanese knotweed on sea-side verge has been managed and controlled (facing west).

GPS
Latitude 55; 5: 11.6266999999934484
Longitude 7; 14: 44.6206999999994736



Wooded hedgerows heading towards Muff (facing west).

GPS
Latitude: 55.07987271421397
Longitude: -7.259799502043758



Eastern entrance of Muff (facing west).



Muff North stream at eastern entrance of Muff village with montbretia colonies (facing south on the sea-side)



Location of proposed car park #1 at Muff (facing north) (55.123412494, -7.19728272781)



Location of proposed car park #2 (facing north-west) to replace existing ad-hoc parking on the road to access the church located westward. (55.12083134, -7.201948096857298)



APPENDIX 6 – Description of the Works (Donegal County Council).

DESCRIPTION OF THE PROPOSED WORKS

Site and Function

Site Location

The proposed greenway is located between the urban areas of Muff and Quigley's Point in Inishowen, County Donegal.

Function of the Greenway

The primary function of the greenway is to provide a safe and accessible pedestrian/cyclepath to improve safety for vulnerable road users and reduce their interaction with vehicular traffic along the R238 between Muff and Quigley's Point.

Site Description and Topography

The area comprises mostly of a rural setting with dispersed rural housing and agriculture land use. The R238 runs between the two towns with agricultural lands rising away from the road to the west into higher ground with steep terrain. The lands to the east of the R238 are also used for agriculture and slope toward Lough Foyle. The terrain is typically good agricultural land, with mixed uses. The R238 consists of a 2-lane carriageway with wide hard shoulders and verges. It is considered the local terrain and topography in general is suited for this project.

Structure and Aesthetics

General Description

The proposed greenway will be 6m wide overall consisting of a 3m wide pedestrian/cycling path with grass separation verges on either side. The pedestrian/cycling path will be constructed of a base layer of crushed stone with a macadam top layer to provide a smooth finished surface for users. Given the nature of construction and end-user requirements, the path will follow a relatively level route to ensure gradients are suitable. Ground excavation will be limited as the pedestrian/cyclepath does not require significant support to function as intended. Appropriately sized filter drains will be included where required for surface water management. Safety barriers (in compliance with DN-REQ-03034 formally TD 19) may be required at some locations where the greenway is in close proximity to existing roads to ensure safety of greenway users along with pedestrian and cyclist guardrails.

Aesthetic Considerations

The greenway is located in a mixture of suburban and rural areas and the aesthetic impact of the proposed structure will be considered accordingly in each area in regard to selection of landscaping and finishes. Greenways by their nature provide a functional yet attractive design.

Construction and Buildability

Access to the works area and construction activities shall be restricted to the working corridor along the route. The overall route will be divided into a series of works areas that will be constructed in sequence to minimise impact on the area. Locally sourced aggregates from licensed facilities will be imported for construction of the greenway.

Construction of proposed structure

Construction of the proposed structure will require excavation of topsoil for re-use in separation verges and landscaping; excavation of sub-soil for re-use in raising low-lying sections of the works area; transportation of licensed fill material (stone) to construct the base course; transportation of macadam for construction of the finished surface.

The following gives an indication of the envisaged construction sequence:

- i) Install double silt fence around extents of proposed works area;
- ii) Excavate to proposed base of crushed stone base-course level. If dewatering of excavation is required, the water will be pumped to a temporary settling pool in adjacent fields;
- iii) Install crushed stone basecourse to appropriate level and compact;
- iv) Install permanent filter drains as required for surface water management of the path;
- v) Form separation verges and finish with topsoil
- vii) Install safety barriers (if required)
- vi) Install path surfacing and finishes;
- vii) Landscaping

It is proposed to dispose of excavated material unsuitable for use within the works area to a licensed facility.

The Contractor shall undertake the works in such a manner as to avoid degradation of water quality at any tributary to Lough Foyle either by pollution from oil spills, or contamination due to concreting operations, ensuring that there is no generation of suspended solids or other deleterious matters to the Lough. The Contractor shall take all appropriate measures to avoid causing turbidity in watercourses due to disturbance of silt or spoil from excavation or construction operations.

The Contractor shall be required to undertake the following specific measures to prevent the above:

- (i) The appointed contractor will have in his possession, be familiar with and adhere to the relevant measures detailed within the 'Control of Water Pollution from Construction Sites: Guidance for Consultants and Contractors (SP156) (CIRIA 2002);
- (ii) Site preparation and construction will adhere to best practices and conform to the Inland Fisheries Ireland 'Requirements for the Protection of Fisheries Habitat during Construction and Development Works at River Sites' (www.fisheriesireland.ie).
- (iii) Construction method statements will be submitted to the Loughs Agency for approval prior to commencement of construction.
- (iv) Contractors plant, equipment etc. shall be free of any mechanical defects, and be well maintained and serviced so as to prevent oil or fuel leaks into the river;

- (vi) Fuels, lubricants and hydraulic fluids for equipment used on the construction site will be stored in bunded tanks or bowzers away from drainage ditches or grated gullies and carefully handled to avoid spillage, properly secured against unauthorised access or vandalism, and provided with spill containment according to codes of practice;
- (vi) No re-fuelling and maintenance of vehicles should occur within sections at risk to potential impacts via hydrological pathways. Refuelling to be conducted in an appropriately bunded designated refuelling area located on a level surface, and by personnel that have undertaken the site induction.
- (vii) Waste oils and hydraulic fluids will be collected in leak-proof containers and removed from the site for disposal or re-cycling. Appropriate spill kits will be kept on site in strategic locations, such as close to refuelling areas, chemical handling areas or waste storage areas. Staff will be trained in their use and in deployment of the spill kits.
- (viii) All hazardous chemicals shall be stored in a designated lockable bunded storage where bunding will be of sufficient capacity to hold 25% of the total of the containers or 10% of the largest container, whichever is greater.
- (ix) No batching of concrete will occur onsite, concrete for kerbing will be delivered to site and carefully placed at the location required. The pouring of concrete, sealing of joints, application of water-proofing paint or protective systems, curing agents, etc will be completed in dry weather.
- (x) No cement/concrete should enter the storm drain system. Where necessary, a concrete washout area will be designated for washing out concrete delivery lorries, concrete pumps and grout lines. Concrete and cement mixing will be sited at least 10 m away from any watercourse.
- (xi) The removal of existing trees will follow strict guidelines near streams and will be removed appropriately so that no debris or brush are left.
- (xii) Throughout all stages of the construction phase of the project the contractor shall ensure that good housekeeping is maintained at all times and that all site personnel are made aware of the importance of the surrounding environment and the requirement to avoid pollution of all types;
- (xiii) Foul drainage from site compound etc. will be stored for periodic transfer to a suitable treatment facility.
- (xiv) Waste segregation areas are to be established utilising containers of an appropriate design to ensure that no waste can escape. There shall be no disposal of waste to any streams, ditches or storm drains. No excavated material should be disposed of within or near Lough Foyle SPA boundaries.
- (xv) Any earthworks required on the banks of crossing streams will be undertaken only when appropriate measures are in place. Such measures will include silt fencing where needed.
- (xvi) Strict biosecurity protocols are to be put in place with measures designed to avoid the risk of dispersal of Invasive Species. Contractors staff to be made aware of the location of past and current invasive species infestations.

Existing and Proposed Services

The following existing services have been identified following consultation and desk top analysis.

- Existing watermain pipe along the R238 corridor
- Overhead ESB lines along the R238 corridor.

- Public Street lights in urban areas along the R238 corridor.
- Overhead Eircom line along the R238 corridor.

Lighting

Lighting will be carefully sited to avoid light pollution towards Lough Foyle. Lighting will be carefully sited with a design that will allow minimal but adequate lighting to the footway/cycleway and no direct light facing the shore. The works will be undertaken during daylight hours so as to avoid any disturbance to wildlife from temporary lighting.

End of report

APPENDIX D – PLANNING SITE NOTICE

SITE NOTICE

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

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

TAKE NOTICE that Donegal County Council proposes to carry out a development between the towns of Muff and Quigleys Point, in the Inishowen Municipal District of County Donegal as described in the schedule below.

Muff to Quigleys Point Greenway

SCHEDULE OF PROPOSED WORK

No.	Title	Townlands	For Viewing Plans Online Only at
1	Muff to Quigleys Point Greenway	Ardmore, Drumskillan, Ture, Aught, Three Trees	www.donegalcoco.ie Services > Roads Service > Roads Service Public Consultation. County House Lifford. Carndonagh Public Services Centre.

Description and Extents

Donegal County Council proposes to provide a greenway adjacent to the existing R238 regional road between the towns of Muff and Quigleys Point in County Donegal in accordance with the drawings and documents associated with the Part 8 application.

The project will include:

- Retention of the southbound hard shoulder, removal of the grass verge and the construction of a 3m wide Greenway facility (exclusive of grass verges).
- Construction of appropriate earthworks
- Culvert extensions with all associated ancillary works.
- Provision of new roadside drainage and connection to existing drainage networks.
- Erection of appropriate warning and regulatory signage.
- Installation of all appropriate road restraint systems for the project.
- Provision of new and revised road markings.
- Completion of appropriate landscaping and agreed accommodation works.

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

- Donegal County Council, Public Services Centre, Malin Road Carndonagh, F93 YV1N**
- Donegal County Council, County House, Lifford, F93 Y622**

NOTE: Due to Covid 19 restrictions that may be currently in place, viewing of the 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 9.00am on Tuesday 8th February 2022 to 5.00pm on Wednesday 9th March 2022.

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, before **4.00pm on Friday 25th March 2022**.

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

Signed:

Brendan O'Donnell., Director of Service

Roads & Transportation., Donegal County Council, County House, Lifford.

APPENDIX E – NEWSPAPER ADVERTISEMENT

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

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

TAKE NOTICE that Donegal County Council proposes to carry out a development between the towns of Muff and Quigleys Point, in the Inishowen Municipal District of County Donegal as described in the schedule below.

Muff to Quigleys Point Greenway

SCHEDULE OF PROPOSED WORK

No.	Title	Townlands	Local Authority Offices For Viewing Plans / Online Viewing
1	Muff to Quigleys Point Greenway	Ardmore, Drumskeellan, Ture, Aught, Three Trees	www.donegalcoco.ie Services > Roads Service > Roads Service Public Consultation. County House Lifford. Carndonagh Public Services Centre.

Description and Extents

Donegal County Council proposes to provide a greenway adjacent to the existing R238 regional road between the towns of Muff and Quigleys Point in County Donegal in accordance with the drawings and documents associated with the Part 8 application.

The project will include:

- a) Retention of the southbound hard shoulder, removal of the grass verge and the construction of a 3m wide Greenway facility (exclusive of grass verges).
- b) Construction of appropriate earthworks
- c) Culvert extensions with all associated ancillary works.
- d) Provision of new roadside drainage and connection to existing drainage networks.
- e) Erection of appropriate warning and regulatory signage.
- f) Installation of all appropriate road restraint systems for the project.
- g) Provision of new and revised road markings.
- h) Completion of appropriate landscaping and agreed accommodation works.

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

- **Donegal County Council, Public Services Centre, Malin Road Carndonagh, F93 YV1N**
- **Donegal County Council, County House, Lifford, F93 Y622**

NOTE: Due to Covid 19 restrictions that may be currently in place, viewing of the 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 9.00am on Tuesday 8th February 2022 to 5.00pm on Wednesday 9th March 2022.

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, before **4.00pm on Friday 25th March 2022**.

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

Signed:

Brendan O'Donnell., Director of Service

Roads & Transportation., Donegal County Council, County House, Lifford.