Initial Assessment

SCHEME NAME	JOB NO
A2 Clooney Road, Ballykelly, Limavady.	**MI/B277**
Completed By	**Date**
[redacted]	March 2021

CRITERIA*	SCORE
SAFETY	**0 to 4**
-Collision history over last 3 years.[1]	1.60
-Improvement in standards to benefit of all road users.[2]	1.00
ACCESSIBILITY AND INTEGRATION	**0 to 4**
-Improve access to everyday facilities for those without a car and reduce community severance.[3]	0.67
-Measures are consistent with the integrated transport policy.[4]	0.50
ECONOMY	**0 to 2**
-Supporting sustainable economic activity in appropriate locations and getting good value for money.[5]	1.50
TOTAL SCORE (MAX SCORE 10) (A score of 4 or more recommends a scheme for further investigation.)	**5.27**

[1] 4 points per collision, with an additional 4 per collision where sub-standard road conditions contributed to the collision history, max score 20 – divide total by 10. (4 x 4 = 16 ÷ 10 = 1.6)

[2] Improvement in road standards – max score 2. (Fw/cw - Full DMRB standard can be applied)

[3] Improve facilities for pedestrians, cyclists and mobility impaired – max score 2. (One out of three)

[4] Making it easier to cycle, making it easier to walk, improved conditions for public transport and commercial traffic – max score 2. (One out of four)

[5] Relative costs of construction works, accommodation works, services and land purchases – max score 2. (0.50 + 0.50 + 0.50)

Appendix 5: Technical Assessment Score

Scheme Name	A2_02 Clooney Road, Carrickhugh/Coolagh, Ballykelly, Limavady.	Job No.	MI/B276

Council Area	C Coast & Glens
Cost £K	£310,000
Completed By	[redacted]

	Signed:	Date:
Project Owner - PPTO	[redacted]	April 2021
Project Sponsor - SPTO	[redacted]	April 2021

For detail of scoring refer to "Notes for Guidance"

		Max Score	SCORE	COMMENT	TOTAL
Section 5.5.2 : SAFETY		**45**			
5.5.2.1	**Accident History**	20	12	3 x 4 = 12	
5.5.2.2	**Improvement in standards** (Score a or b)				
a) carriageway	i. Existing conditions	5		N/A	
	ii. Design Standards	10		N/A	
	iii. (&iv) Traffic Flow	10		N/A	
b) footway	i. Existing conditions	5	3	Existing h/shoulder	
	ii. Provisions	10	10	Footway/cycleway	
	iii. Type of pedestrian activity	5	2	Leisure walking	
	iv. Pedestrian count	5	2	Rural <10 per hour	
				Total Section 1	29
Section 5.5. 3:	**ACCESSIBILITY and INTEGRATION**	**25**			
5.5.3.1	**Transportation**	15	15	First six	
5.5.3.2	**Practicality**	10	5	Exist. f/w & verge	
				Total Section 2	20
Section 5.5.4 :	**ECONOMY**	**20**			
5.5.4.1	**Cost** (Score a or b)				
a) carriageway	i. Construction costs	10		N/A	
	ii. Accommodation works & lands	5		N/A	
	iii. Services	5		N/A	
b) footway	i. Construction costs	10	3	£310,000	
	ii. Accommodation works & lands	5	5	<100%	
	iii. Services	5	5	<50%	
				Total Section 3	13
Section 5.5.5 :	**ENVIRONMENT**	**10**			
5.5.5.1	**Environment**	10	-2	Remove grass	
				Total Section 4	-2
	Possible Max Score 100			TOTAL	60

CHECKED BY [redacted] **Grade** SPTO **Date** April 2021

Initial Assessment

SCHEME NAME	JOB NO
A2_02 Clooney Road, Ballykelly, Limavady.	**MI/B276**
Completed By	**Date**
[redacted]	April 2021

CRITERIA*	SCORE
SAFETY	**0 to 4**
-Collision history over last 3 years.[1] -Improvement in standards to benefit of all road users.[2]	1.20 1.00
ACCESSIBILITY AND INTEGRATION	**0 to 4**
-Improve access to everyday facilities for those without a car and reduce community severance.[3] -Measures are consistent with the integrated transport policy.[4]	0.67 0.50
ECONOMY	**0 to 2**
-Supporting sustainable economic activity in appropriate locations and getting good value for money.[5]	1.30
TOTAL SCORE (MAX SCORE 10) (A score of 4 or more recommends a scheme for further investigation.)	**4.67**

[1] 4 points per collision, with an additional 4 per collision where sub-standard road conditions contributed to the collision history, max score 20 – divide total by 10. (3 x 4 = 12 ÷ 10 = 1.2)

[2] Improvement in road standards – max score 2. (Fw/cw - Full DMRB standard can be applied)

[3] Improve facilities for pedestrians, cyclists and mobility impaired – max score 2. (One out of three)

[4] Making it easier to cycle, making it easier to walk, improved conditions for public transport and commercial traffic – max score 2. (One out of four)

[5] Relative costs of construction works, accommodation works, services and land purchases – max score 2. (0.30 + 0.50 + 0.50)

SHADOW HABITATS REGULATIONS ASSESSMENT

Ballykelly to Greysteel Active Travel Path

NI2648 Ballykelly to
Greysteel ATP
sHRA
F01
22 November 2022

www.rpsgroup.com

Document Status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
D01	For internal review		--	--	--
F01	For client review	[redacted]	[redacted]	[redacted]	22/11/22

Approval for issue

[redacted]	[redacted]	2022-11-22

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Prepared for:

Department for Infrastructure, Northern Division

Contents

Figures

1 INTRODUCTION

1.1 Introduction

This shadow Habitats Regulations Assessment ("sHRA") report has been prepared by RPS on behalf of the Department of Infrastructure, Northern Division and examines whether or not the proposed active travel path between Ballykelly and Greysteel is likely to give rise to a significant effect on any European site.

The relevant competent authority shall be provided with this sHRA Report in support of the proposals and to assist the competent authority fulfil its duties in accordance with The Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended), which transposes certain aspects of Article 6(3) of Habitats Directive 92/43/EEC.

1.2 Appropriate Assessment

Article 6(3) of the Habitats Directive requires that–

> *Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and if appropriate, after having obtained the opinion of the general public.*

Thus, Article 6(3) provides a two-stage process:

- The first stage involves a screening for appropriate assessment; and
- The second stage arises where, having screened the proposed development, a competent authority determines that an appropriate assessment is required, in which case it must then carry out an appropriate assessment.

It must be stated quite clearly at the outset that the project considered here is not directly connected with or necessary to the management of any site as a European site.

2 METHODOLOGY

2.1 Guidance on Appropriate Assessment

The Environment and Heritage Service of the then Department of the Environment for Northern Ireland published '*Habitats Regulations guidance notes for competent authorities'* (EHS, 2002). Their purpose was to help competent authorities and others with an interest in such sites interpret and implement the Habitats Regulations and were intended to provide a framework for making judgements under the Regulations in order to promote consistency amongst decision-makers.

In addition to the guidelines published by the Department, the European Commission has published a number of documents which provide a significant body of guidance on the requirements of Appropriate Assessment, most notably including, '*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'* (EC, 2001), which sets out the principles of how to approach decision making during the process.

These guidelines have been followed in the preparation of this report. The following list identifies these and other pertinent guidance documents:

- Communication from the Commission on the Precautionary Principle., Office for Official Publications of the European Communities, Luxembourg (EC, 2000);
- Managing Natura 2000 Sites: the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC, Office for Official Publications of the European Communities, Luxembourg (EC, 2000b);
- Habitats Regulations Guidance Notes for Competent Authorities. Environment and Heritage Service. Belfast (EHS, 2002) [*not available online*];
- Guidance document on Article 6(4) of the 'Habitats Directive' 92/43/EEC – Clarification of the concepts of: alternative solutions, imperative reasons of overriding public interest, compensatory measures, overall coherence, opinion of the commission. Publications Office of the European Union, Luxembourg (EC, 2007);
- The Appropriate Assessment of Plans in Northern Ireland. RSPB, Belfast (RSPB, 2008);
- Interpretation Manual of European Union Habitats. Version EUR 28. Publications Office of the European Union, Luxembourg (EC, 2013);
- European Commission Notice C(2018) 7621 'Managing Natura 2000 Sites: the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC', Office for Official Publications of the European Communities, Luxembourg (EC, 2019);
- Institute of Air Quality Management 'A guide to the assessment of air quality impacts on designated nature conservation sites (Version 1.1)' (IAQM, 2020); and
- Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Articles 6(3) and (4) of the Habitats Directive 92/43/EEC. Office for Official Publications of the European Communities, Brussels (EC, 2021).

2.2 Approach

2.2.1 Stages of the Appropriate Assessment Process

According to European Commission Methodological Guidance on the provisions of Article 6(3) and 6(4) of the Habitats Directive, the assessment requirements of Article 6 establish a four-staged approach as described below. An important aspect of the process is that the outcome at each successive stage determines whether a further stage in the process is required. The four stages are as follows:

- Stage 1 – Screening of the proposed plan or project for Appropriate Assessment (AA);
- Stage 2 – An AA of the proposed plan or project;
- Stage 3 – Assessment of alternative solutions; and
- Stage 4 – Imperative Reasons of Overriding Public Interest (IROPI)/ Derogation.

Stages 1 and 2 relate to Article 6(3) of the Habitats Directive; and Stages 3 and 4 to Article 6(4).

Stage 1: Screening for a Likely Significant Effect

The aim of screening is to assess firstly if the plan or project is directly connected with or necessary to the management of European site(s); or in view of best scientific knowledge, if the plan or project, individually or in combination with other plans or projects, is likely to have a significant effect on a European site. This is done by examining the proposed plan or project and the conservation objectives of any European sites that might potentially be affected. If screening determines that there is potential for likely significant effects or there is uncertainty regarding the significance of effects, then it will be recommended that the plan is brought forward to full AA.

Stage 2: Appropriate Assessment

The aim of Stage 2 of the AA process is to identify any adverse impacts that the plan or project might have on the integrity of relevant European Sites. As part of the assessment, a key consideration is 'in combination' effects with other plans or projects. Where adverse impacts are identified, mitigation measures can be proposed that would avoid, reduce or remedy any such negative impacts and the plan or project should then be amended accordingly, thereby avoiding the need to progress to Stage 3.

Stage 3: Assessment of Alternative Solutions

If it is not possible during stage 2 to reduce impacts to acceptable, non-significant levels by avoidance and/or mitigation, Stage 3 of the process must be undertaken which is to objectively assess whether alternative solutions exist by which the objectives of the plan or project can be achieved. Explicitly, this means alternative solutions that do not have negative impacts on the integrity of a European Site. It should also be noted that EU guidance on this stage of the process states that, 'other assessment criteria, such as economic criteria, cannot be seen as overruling ecological criteria' (EC, 2002). In other words, if alternative solutions exist that do not have negative impacts on European Sites; they should be adopted regardless of economic considerations.

Stage 4: Imperative Reasons of Overriding Public Interest (IROPI)/Derogation

This stage of the AA process is undertaken where no alternative solutions exist and where adverse impacts remain. At this stage, it is the characteristics of the plan or project itself that will determine whether or not the competent authority can allow it to progress. This is the determination of ‘over-riding public interest’.

It is important to note that in the case of European Sites that include in their qualifying features ‘priority’ habitats or species, as defined in Annex I and II of the Directive, the demonstration of ‘over-riding public interest’ is not sufficient and it must be demonstrated that the plan or project is necessary for ‘human health or safety considerations’. Where plans or projects meet these criteria, they can be allowed, provided adequate compensatory measures are proposed. Stage 4 of the process defines and describes these compensation measures.

2.2.2 Likely Significant Effect

The threshold for a Likely Significant Effect (LSE) is treated in the screening exercise as being above a *de minimis* level. A *de minimis* effect is a level of risk that is too small to be concerned with when considering ecological requirements of an Annex I habitat or a population of Annex II species present on a European site necessary to ensure their favourable conservation condition. If low level effects on habitats or individuals of species are judged to be in this order of magnitude and that judgment has been made in the absence of reasonable scientific doubt, then those effects are not considered to be likely significant effects.

“the requirement that the effect in question be ‘significant’ exists in order to lay down a de minimis threshold. Plans or projects that have no appreciable effect on a European site are thereby excluded. If all plans or projects capable of having any effect whatsoever on the site were to be caught by Article 6(3), activities on or near the site would risk being impossible by reason of legislative overkill”.

[Paragraphs 46-50 of the Opinion of the Advocate General in CJEU case C-258/11]

2.2.3 Mitigation Measures at Screening Stage

In determining whether or not likely significant effects will occur or can be excluded in the Stage 1 appraisal, measures intended to avoid or reduce the harmful effects of the proposed development on European sites, (i.e. “mitigation measures”) or best practice measures have not been taken into account in this screening stage appraisal. This approach is consistent with EU guidance and the case law of the Court of Justice of the European Union (CJEU).

EC (2001) states that “project and plan proponents are often encouraged to design mitigation measures into their proposals at the outset. However, it is important to recognise that the screening assessment should be carried out in the absence of any consideration of mitigation measures that form part of a project or plan and are designed to avoid or reduce the impact of a project or plan on a Natura 2000 site”. This direction in the European Commission’s guidance document is unambiguous in that it does not permit the inclusion of mitigation at screening stage.

In April 2018, the Court of Justice of the European Union issued a ruling in case C-323/17 People Over Wind & Peter Sweetman v Coillte Teoranta (“People Over Wind”) that Article 6(3) of Directive 92/43/EEC must be interpreted as meaning that, in order to determine whether it is necessary to carry out, subsequently, an appropriate assessment of the implications, for a site concerned, of a plan or project, it is not appropriate, at the screening stage, to take account of the measures intended to avoid or reduce the harmful effects of the plan or project on that site.

The judgment in People Over Wind is further reinforced in EC (2019) which refers to CJEU Case C-323/17.

2.2.4 Consideration of *ex-situ* Effects

EC (2019) advises that Member States, both in their legislation and in their practice, allow for the Article 6(3) safeguards to be applied to any development pressures, including those which are external to European sites but which are likely to have significant effects on any of them.

The CJEU developed this point when it issued a ruling in case C-461/17 *Brian Holohan and Others v An Bord Pleanála* ("Holohan") that determined inter alia that Article 6(3) of Directive 92/43/EEC must be interpreted as meaning that an appropriate assessment must on the one hand, catalogue the entirety of habitat types and species for which a site is protected, and, on the other, identify and examine both the implications of the proposed project for the species present on that site, and for which that site has not been listed, and the implications for habitat types and species to be found outside the boundaries of that site, provided that those implications are liable to affect the conservation objectives of the site.

In that regard, consideration has been given in this Habitats Directive appraisal to implications for habitats and species located both inside and outside of the European sites considered in the screening appraisal with reference to those sites' Conservation Objectives where effects upon those habitats and/or species are liable to affect the conservation objectives of the sites concerned.

2.2.5 Conservation Objectives

The conservation objectives ("COs") for each European site are to maintain or restore the favourable conservation condition of the Annex I habitat(s) and/or the Annex II species for which the site has been selected.

The favourable conservation status of a habitat is achieved when:

- its natural range, and area it covers within that range, are stable or increasing;
- 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 (or condition, at a site level) 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;
- 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.

2.2.6 In-combination Effects

Article 6(3) of the Habitats Directive requires that in-combination effects with other plans or projects are also considered. As set out in the Commission's 2018 Notice (EC, 2019), significance will vary depending on factors such as magnitude of impact, type, extent, duration, intensity, timing, probability, cumulative effects and the vulnerability of the habitats and species concerned.

In addition, other plans or projects which are completed, approved but uncompleted, or proposed have been considered. EC (2019) specifically advises that “as regards other proposed plans or projects, on grounds of legal certainty it would seem appropriate to restrict the in-combination provision to those which have been actually proposed, i.e. for which an application for approval or consent has been introduced”.

3 THE PROPOSED PROJECT

This scheme is being developed on behalf of the Department of Infrastructure Northern division, to develop an active travel path starting at Ballykelly in the east and finishing at Greysteel to the west. The proposed project involves widening of the road verges and conversion of the hard shoulder into an active travel path, along the section of road.

All works will be undertaken within the site location illustrated on **Figure 1.0 Site Location**.

The construction activities will involve:

- General Site Clearance, which will include the removal of a small number of trees and roadside vegetation, including the loss of some localised lengths of fences and hedgerows;
- Widening of areas of narrow roadside verge in order to facilitate delivery of the active travel path;
- Conversion of lengths of existing vehicular hard shoulder into a footpath and cycleway or the creation of new lengths of footpath and cycleway, in addition to a narrow grass reservation separating it from the carriageway.
- Proposed Active Travel Path will utilise existing bridging structures along the Clooney Road.

Phase 1 of the proposed ATP route is due to be constructed between late-February and early April 2023, with Phase 2 to be constructed between November 2023 and March 2024.

3.1 Best Practice Measures

Best practice measures will be implemented as part of the proposed works. The implementation of a range of measures during the construction phase of the proposed project will occur to ensure that the potential for spillage and sedimentation is reduced to the greatest extent possible throughout construction in line with the Construction Industry Research and Information Association (CIRIA) good practice guidelines on the control of water pollution, Netregs Guidance for Pollution Prevention and DAERA Standing Advice for pollution prevention guidance.

Such measures are to include the timing of works, the use of sediment traps, silt busters or lagoons, minimal use of stockpiling and the use of appropriate storage for all hazardous contaminants and pollutants within an appropriate compound during the construction. These measures are normal aspects of a major public sector construction contract and would be incorporated into any significant development of this type, whether it be located upstream of a European site or not.

They are typical and environmentally responsible approaches that the employer will require their successful contractor to apply to the execution of any construction contract awarded by the employer. These measures have not been specified because the proposed project is upstream of the European sites, on the contrary they are specified because that is the standard that the employer requires as part its contract with the successful contractor. They are measures that the employer will demand of its contractors carrying out construction activities on its behalf in all circumstances, and as such they have been included in the specification for the works. Their use is not triggered by the downstream presence of European sites.

In that regard these best practice measures are not *"measures intended to avoid or reduce the harmful effects of the plan or project"* on a European site.

In any event, as stated in Section 2.2.3 above, the Stage 1 screening appraisal does not consider the implementation of those measures to reach its conclusion as required by the CJEU in Case C-323/17.

4 SCREENING APPRAISAL FOR APPROPRIATE ASSESSMENT

4.1 European Sites

This screening exercise considers European sites designated under European Council Directives 92/43/EEC and 2009/147/EC. The proposed project must be screened against those European sites for which a pathway of effect can be reasonably established between a receptor and the source of an effect.

The site of the proposed project is not located within the boundary any statutory or non-statutory designated site of international, national or local nature conservation importance. A total of eight European sites were identified within 15km radius of the proposed project.

Table 4.1 below provides descriptive details of designated sites and features of natural heritage importance located within proximity to the site of the proposed project; or connected to it through an identifiable impact pathway. The boundary of each of these designated sites in relation the proposed project is illustrated in **Figure 2.0 Designated Sites.**

Table 4.1: European or International Sites and their Qualifying Interests within the zone of influence of the proposed project

European site	Distance and direction from site	Selection feature
Lough Foyle SPA (NI) [UK9020031]	0.39km N (straight line distance) 0.52km Hydrological Connection	• Bewick's Swan wintering population • Whooper Swan wintering population • Golden Plover wintering population • Bar-tailed Godwit wintering population • Light-bellied Brent Goose wintering population • Great Crested Grebe wintering population • Cormorant wintering population • Greylag Goose wintering population • Shelduck wintering population • Wigeon wintering population • Teal wintering population • Mallard wintering population • Eider wintering population • Red-breasted Merganser wintering population • Oystercatcher wintering population • Lapwing wintering population • Knot wintering population • Dunlin wintering population • Curlew wintering population • Redshank wintering population • Waterfowl Assemblage wintering population • Habitat: Habitat extent • Habitat: Roost site locations
Lough Foyle Ramsar Site [UK12014]	0.39km W (straight line distance) 0.52km Hydrological Connection	• See Lough Foyle SPA (above)
River Roe and Tributaries SAC [UK0030360]	5.6km E (straight line distance) 12.3km Hydrological connection	• Atlantic salmon *Salmo salar* • Water courses of plain to montane levels with the *Ranunculus fluitans* and *Callitricho-Batrachion* vegetation • Old sessile oak woods with *Ilex* and *Blechnum* in the British Isles • Otter *Lutra lutra*.

European site	Distance and direction from site	Selection feature
River Faughan and Tr butaries SAC [UK0030361]	8.8km W (straight line distance) 16.5km hydrological connection	• Atlantic Salmon Salmo salar • Old sessile oak woods with Ilex and Blechnum in the British Isles • Otter Lutra lutra • Sea Lamprey Petromyzon marinus • Brook Lamprey Lampetra planeri • River Lamprey Lampetra fluviatilis
Lough Foyle SPA (ROI) [004087]	9.2km (Straight line distance) 10.9km hydrological connection	• [A001] Red-throated Diver *Gavia stellata* • [A005] Great Crested Grebe *Podiceps cristatus* • [A037] Bewick's Swan *Cygnus columbianus bewickii* • [A038] Whooper Swan *Cygnus cygnus* • [A043] Greylag Goose *Anser anser* • [A046] Brent Goose *Branta bernicla hrota* • [A048] Shelduck *Tadorna tadorna* • [A050] Wigeon *Anas penelope* • [A052] Teal *Anas crecca* • [A053] Mallard *Anas platyrhynchos* • [A063] Eider *Somateria mollissima* • [A069] Red-breasted Merganser *Mergus serrator* • [A130] Oystercatcher *Haematopus ostralegus* • [A140] Golden Plover *Pluvialis apricaria* • [A142] Lapwing *Vanellus vanellus* • [A143] Knot *Calidris canutus* • [A149] Dunlin *Calidris alpina alpina* • [A157] Bar-tailed Godwit *Limosa lapponica* • [A160] Curlew *Numenius arquata* • [A162] Redshank *Tringa totanus* • [A179] Black-headed Gull *Chroicocephalus ridibundus* • [A182] Common Gull *Larus canus* • [A184] Herring Gull *Larus argentatus* • [A999] Wetlands
Binevenagh SAC [UK0030089]	10.8km NE (straight line distance)	• Calcareous rocky slopes with chasmophytic vegetation • Species-rich *Nardus* grassland, on siliceous substrates in mountain areas (and submountain areas in continental Europe) • Calcareous and calcshist screes of the montane to alpine levels (*Thlaspletea rotundifolli*)
Magilligan SAC [UK0016613]	13.4km N (straight line distance) 13.7km Hydrological connection	• Dunes with *Salix repens ssp. Argentea* (Salicion arenariae) • Embryonic shifting dunes • Fixed dunes with herbaceous vegetation ("grey dunes") • Humid dune slacks • Shifting dunes along the shoreline with *Ammophila arenaria* (white dunes) • Marsh Fritillary *Euphydryas aurinia* • Petalwort *Petalophyllum ralfsii*

4.2 Establishing an Impact Pathway

The possibility of significant effects is considered in this report using the source-pathway-receptor model.

- '**Source**' is defined as the individual elements of the proposed works that have the potential to affect the identified ecological feature (or receptor).
- '**Pathway**' is defined as the means or route by which a source can affect the ecological feature.
- An '**Ecological feature**' is defined as qualifying features the SPA or SAC for which conservation objectives have been set for the European sites under consideration (refer to Table 4.1).

Each element can exist independently however an effect is created when there is a linkage between the source, pathway and receptor.

The principle identified pathways of effect upon European sites arise as a result of aspects of the proposed project which have potential to lead to:

- Deterioration of water quality in the freshwater environment is via the hydrological connections to downstream sites; and
- Noise and visual disturbance generated at construction phase of the proposed project.

The proposed project does not lie within any European site. Given the nature of the proposals, which principally involve works affecting the terrestrial environment along the proposed route, there is no potential for terrestrial impact pathways upon designated sites in the wider locality. It is considered that there is no likelihood of the proposed project to give rise to a Likely significant effect upon qualifying interests of any entirely terrestrial European site, which are significantly spatially separated from the proposed route.

4.2.1 Water Quality and Habitat Deterioration

4.2.1.1 Suspended Sediments and Pollution

The closest European site to the proposed project is Lough Foyle SPA and Ramsar site which is located approximately 0.39km (straight line distance) north of the site boundary and linked to the site via five minor watercourses. These include the Faughavale river and several streams that flow through the proposed site from the south to north draining into the Lough Foyle SPA. These hydrological pathways are at least 0.52km in length. The supported surface water hydrological connections are illustrated at **Figure 3.0 Site and Surface Water Hydrological Connections**.

Conservation Objectives for Lough Foyle SPA (DAERA 2015) list, "*alternation of habitat quality through diminution of water quality, invasive species and changes in coastal processes in both inter-tidal and open water habitats",* as a threat to conservation objectives.

Significant water quality impacts would give rise to adverse indirect effects upon the special conservation interests of the site which is designated for its wintering waterfowl assemblage including Bewick's Swan, Whooper Swan, Golden Plover, Bar-tailed Godwit and Light-bellied Brent goose.

At construction stage, there is some limited potential for the proposals, which will involve works at five water crossings (existing bridge structures) and further works within 10m either side of these watercourses, to give rise to the inadvertent release of sediments, pollutants or contaminants into the freshwater environment. Such inputs could ultimately enter the marine environment within the Lough Foyle SPA via the supported surface water connections.

The proposals are small scale and will involve extremely limited works within proximity to watercourses, as the proposed ATP will be installed above existing bridge structures along Clooney Road and along the margin of an existing road and associated hard shoulder. Works in a given location will also take place over a relatively short period. As such it is considered that proposed works would, in a worst-case scenario, have extremely limited potential to give rise to significant levels of suspended sediments or the release of pollutants or contaminants into the aquatic environment.

It is noted that if a small quantity of pollutant substances were to be washed into the aquatic environment within watercourses linked to Lough Foyle and carried into the SPA, such inputs would be subject to high levels of dilution within the marine waters of Lough Foyle through tidal mixing. It is envisaged that any such inputs arising as a result of the proposals, in a worst-case scenario, would likely be diluted to *de minimis* levels over a short distance from their entry into the marine environment and within a short time frame.

On this basis, in the absence of mitigation measures to prevent construction related pollutants entering Lough Foyle, the potential for likely significant effects on Lough Foyle SPA (NI) and Ramsar site as a result of sedimentation or accidental pollution **can be excluded** at the screening stage of the appraisal.

No likely significant water quality and habitat deterioration effects are likely to arise to any further European Sites which are hydrologically linked to the site, via marine waters but at greater distances including the Lough Foyle SPA (RoI)

A reasonable pathway for likely significant effects is not supported between the proposed project and the European sites. The potential for likely significant effects on the following sites **can be excluded** at the screening stage, in the absence of mitigation measures.

- Lough Foyle SPA and Ramsar Site
- River Roe & Tributaries SAC
- River Faughan and Tributaries SAC
- Lough Foyle SPA (ROI)
- Binevenagh SAC
- Magilligan SAC

4.2.2 Noise and Disturbance

4.2.2.1 Aerial Noise and Visual Disturbance

Lough Foyle SPA (NI) and Ramsar site lies in close proximity to the proposed development. The site is designated for its range of waterfowl assemblage wintering population, including Bewick's Swan, Whooper Swan, Golden Plover, Bar-tailed Godwit and Light-bellied Brent goose.

It is noted that the site comprises the margin of an existing A-road (the A2), which supports heavy and regular traffic. In addition, areas of adjacent agricultural land are likely to be subject to relatively frequent use of agricultural machinery. As such it is considered that there are high levels of aerial noise and visual disturbance which occur at the site currently and as such, areas of habitat within proximity to the proposed development which are suitable as supporting habitat for wintering waterfowl associated with the Lough

Foyle SPA are unlikely to be of high value for these populations. Other opportunities for foraging wintering birds are present across less disturbed areas of agricultural habitat in proximity to Lough Foyle SPA to the north and along much of the coastline.

Construction activities will involve limited earthwork activities adjacent to the existing road and the use of excavating machinery (diggers and other plant). These activities will be short term, in a given location, and the noise generated by machinery will be similar to existing levels of noise associated with current use of the road by traffic, road works and adjacent farmland by agricultural machinery. Any noise generated during construction will attenuate to background levels long before reaching the nearest SPA site. It is considered that appreciable risks of disturbance to or displacement of feature species populations within Lough Foyle SPA are negligible. There is no possibility of a significant effect upon the conservation objectives of Lough Foyle SPA site as a consequence of aerial noise or visual disturbance. Likely significant effects **can be excluded** at the screening stage of appraisal. This is the case in the absence of mitigation.

Furthermore, it is considered that no further European sites, situated more distantly from the site, would be subject to any potential for likely significant effects arising through aerial noise or visual disturbance.

4.3 In-combination with Other Plans and Projects

Article 6(3) of the Habitats Directive requires that in-combination effects with other plans or projects are considered. On this basis, the Northern Area Plan 2016 was considered in terms of its potential to have in-combination effects when considered alongside the proposed project.

The Northern Area Plan has been subject to HRA. It is considered that adequate assessment of the likely extent of envisaged projects which are to come forward within the Plan areas has been undertaken. This Plans were reviewed and considered in terms of their potential to result in ‘in-combination’ effects likely to have a significant effect on any European site.

There are no appreciable effects above a *de minimis* threshold likely to result in significant effects as a result of the proposed project alone.

Within the Northern Area Plan, mitigation measures to address potential adverse impacts associated with increased aerial pollution, water quality effects, loss of suitable foraging, feeding or roosting habitat for birds and hydrological effects upon the nearby European designated sites have been specified to ensure that no adverse effect upon the integrity of any potentially affected European site arise as a result of the respective Plan.

Proposals in proximity to the site are limited to an application for a replacement dwelling and a ingle application for a new dwelling. It is not considered that these proposals would have potential to give rise to significant in-combination effects when considered alongside the proposed development.

When the effects of the proposed project are considered in-combination, there is no additive pathway of for significant cumulative or in-combination effects which can be considered to significantly affect the qualifying interests or conservation objectives of the European sites being assessed.

4.4 Summary of the Stage 1 Screening Appraisal

Having considered the possibility of likely significant effects on the European sites within the zone of influence of the proposed project, under the identified impact pathways, evaluation and analysis has revealed that there are no likely significant detrimental effects upon reaching, achieving or delaying the conservation objective targets for any of the qualifying interests of any European site.

5 CONCLUSION OF THE STAGE 1 SCREENING APPRAISAL

This report has been prepared by RPS on behalf The Department of Infrastructure Northern Division for the proposed works of an active travel path from Ballykelly to Greysteel. The purpose of the report is to provide the necessary information in respect of the potential for adverse impacts to arise upon sites protected under the Habitat Regulations (1995) as a result of the proposed project, in order that the local authority, as the competent authority, may undertake a Habitat Regulations Assessment of the proposed project and so-doing discharge their obligations under said Regulations.

The Screening Assessment was completed in accordance with the approach set out at Section 2 of this report. The potential impacts of the proposed works have been considered in the context of the European Sites identified, their Qualifying Interests and Special Conservation Interests and any Conservation Objectives which have been set.

From the findings of the Screening exercise, it is concluded that the proposed project:

- Is not directly connected with or necessary to the management of any European site;
- Will not give rise to potential significant effects on the selection features of any European site; and
- Will not give rise to potential in-combination or cumulative effects with the other projects considered.

Having regard to the methodology employed and the findings of the screening stage assessment, it has been concluded that an assessment of implications for European sites (an Appropriate Assessment) is not required in relation to any European site.

REFERENCES

CIEEM (2017[1]) *Guidelines for Preliminary Ecological Appraisal*, 2nd Edition, Chartered Institute of Ecology and Environmental Management, Winchester.

CIEEM (2017[2]) *Guidelines for Ecological Report Writing*, Chartered Institute of Ecology and Environmental Management, Winchester.

DAERA (2015) Lough Foyle SPA: Conservation Objectives (Lough Foyle SPA Conservation objectives 2015 (daera-ni.gov.uk))

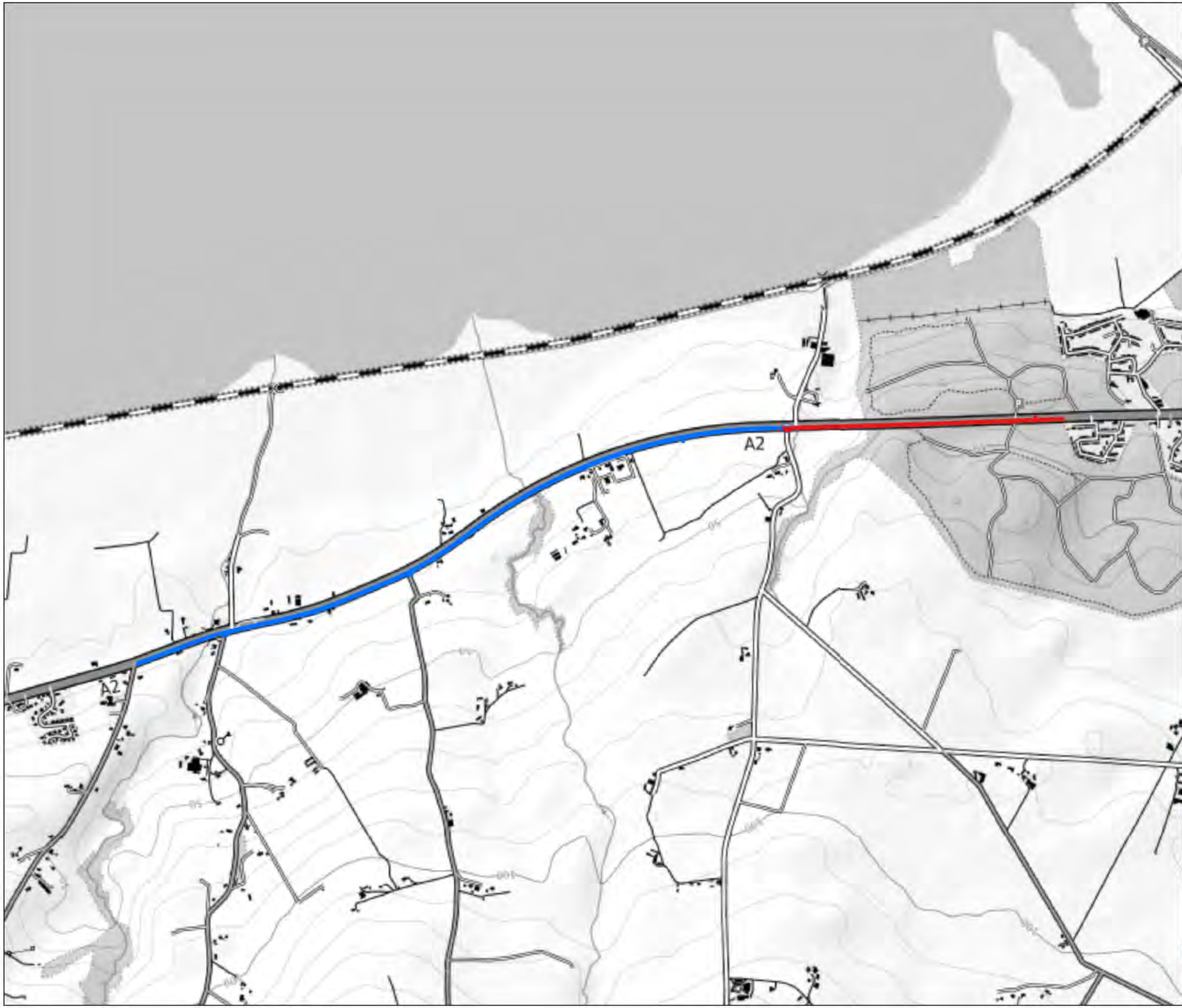
DOE (2015) *Strategic Planning Policy Statement for Northern Ireland, Planning for Sustainable Development*, Department of the Environment, Belfast.

JNCC (2010) *Handbook for Phase 1 habitat survey – a technique for environmental audit*, 5th Revised Reprint, Joint Nature Conservation Committee, Peterborough.

Natural England (2016) Commissioned Report: NECR199 "The ecological effects of air pollution from road transport: an updated review"

The Planning Inspectorate (May 2018) Pins Note 05/2018: Consideration of avoidance and reduction measures in Habitats Regulations Assessment: People over Wind, Peter Sweetman v Coillte Teoranta

Figures



Legend

- Proposed ATP - Phase 1
- Proposed ATP - Phase 2

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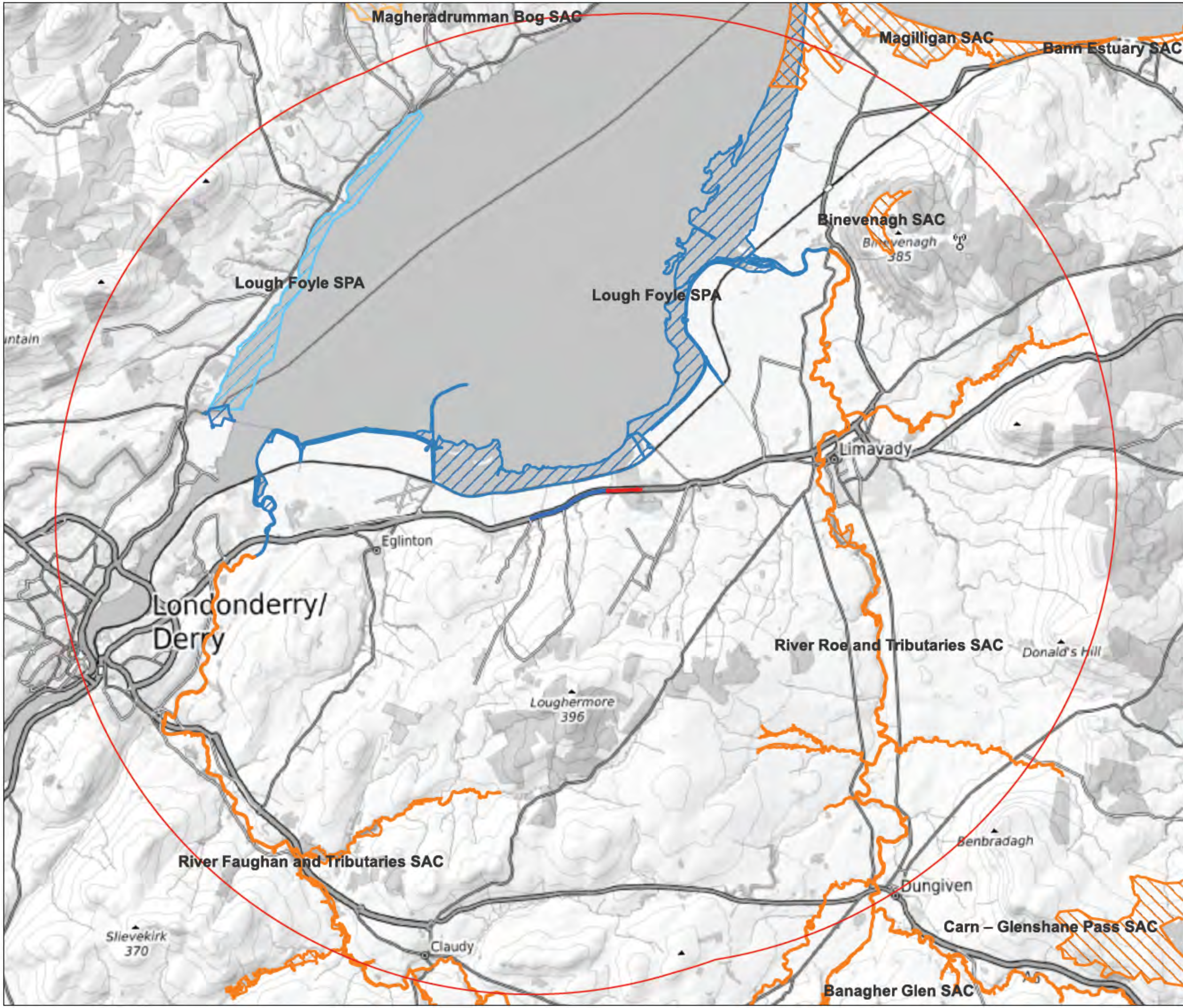
C ent: DF Northern Division

Project: Ballykelly to Greysteel ATP

T t e: Site Location

Figure No. 1 0

Project No.	Date	Revision
NI2648	22.11.2022	D01



Legend

- Proposed ATP - Phase 1
- Proposed ATP - Phase 2
- 15km Site Buffer
- SAC
- SPA
- SAC (RoI)
- SPA (RoI)

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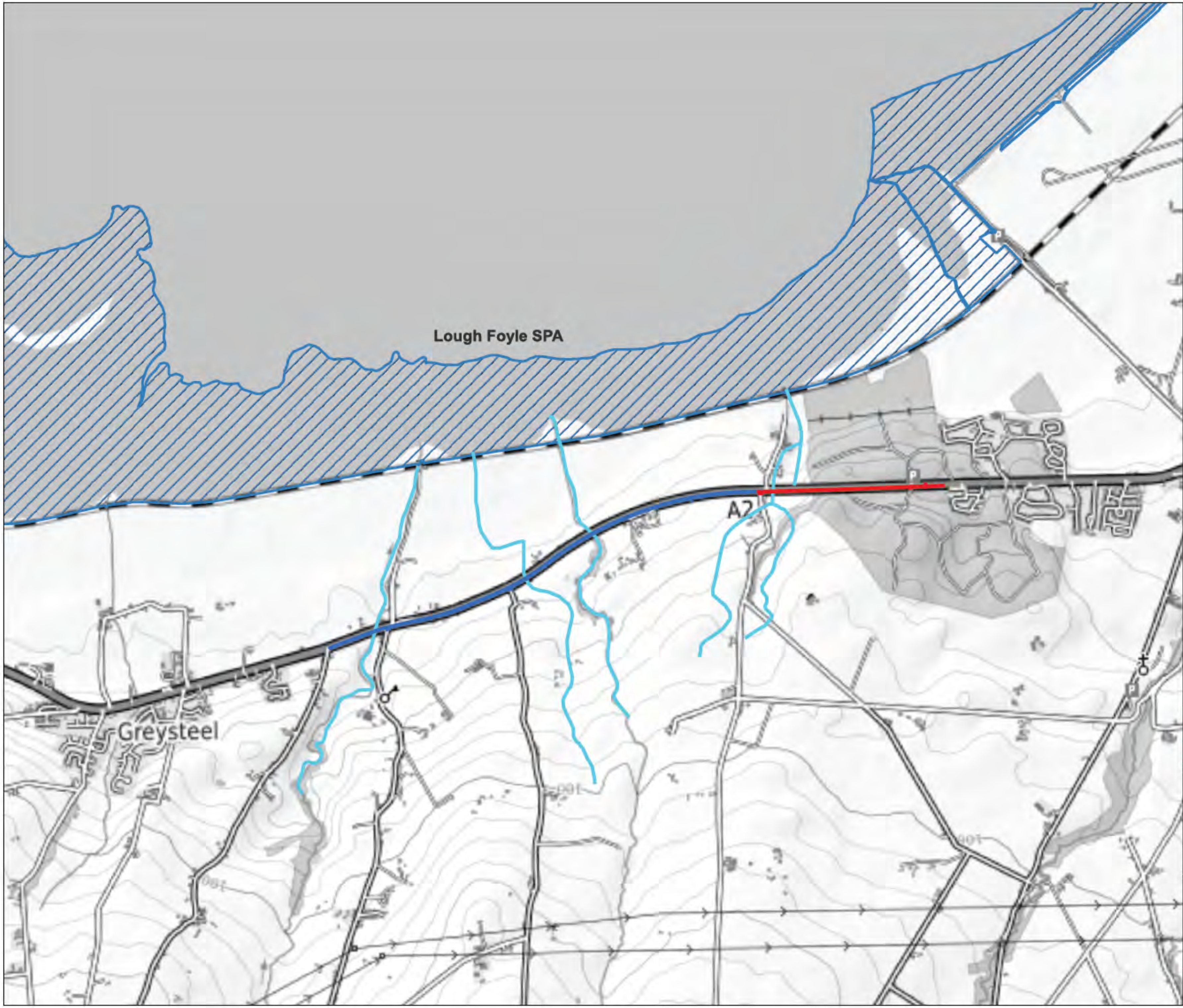
C ent: DF Northern Division

Project: Ballykelly to Greysteel ATP

T t e: Designated Sites

Figure No. 2 0

Project No.	Date	Revision
NI2648	22.11.2022	D01



Legend

- Proposed ATP - Phase 1
- Proposed ATP - Phase 2
- SPA
- Surface Water Hydro ogica Connections

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C ent: DF Northern Division

Project: Ballykelly to Greysteel ATP

T t e: Site and Surface Water Hydrological Connections

Figure No. 3 0

Project No.	Date	Revision
NI2648	22.11.2022	D01

Personal Reference:

DEM 181/22 v3 - Cycling Infrastructure Scheme Design Overview (CISDO)

Scheme name/Location:	A2 Clooney Road Ballykelly – Greysteel Active Travel Pathway Phase 2	
Design organisation:	RPS (RPS-Sweco Consortium)	Designer ref: RSC-PN
Contact details:	Name: XXXXXXXXXXXX	Tel no: XXXXXXXXXXXX

1. Current highway details

A	Road Name	A2 Clooney Road
B	Road speed (mph)	40mph - 60 mph
C	Traffic flows/day	15,680 AADT (measured at Limavady – Counter No376)
D	Number of cyclists/day	Unknown

2. Scheme design proposals

A	Identified Improvement Measures	The design will introduce an improved offline facility for both pedestrians and cyclists, as part of a much larger Active Travel strategy for the northwest. The existing west bound hardshoulder and verge will be converted to a 3.0m wide active travel path with a sealed asphalt surface, separated from the carriageway by a 2.0m minimum width buffer strip for the majority of its length. The buffer strip will consist of a 1.0m hard strip (as per CD127) and a grass landscape strip (varying in width between 1.0m and 1.25m) for added protection and user ambiance/comfort.
B	Relevant Design Documents	LTN1/20 Cycling by Design DMRB CD109 DMRB CD127

3. Assessment of improvement measures.

	A	Key design features (Including comparison of proposed with existing and required values)	**1) Cross Section** **Existing**: approx. 1.0m verge, 3.0m Hardshoulder, 2 no 4m lanes, 3.0m Hardshoulder, varying width verge. **Proposed**: 0.5m – 0.8m verge, 3.0m shared pathway, 1.0-1.25m grass strip, 1.0m hard strip, 2 no 3.65m lanes, 1.0m hardstrip, varying width verge. **2) Horizontal Geometry** The existing carriageway has been re-aligned slightly to provide for the active travel path and widened right turn lanes. A summary of the horizontal geometry is presented below;

Notes for completion:
1. If a particular box is not relevant, do not leave it blank, instead state "not applicable" or similar.
2. Text boxes can be expanded if necessary.

Personal Reference:

Existing Horizontal Alignment			
Chainage	R	Superelevation	Step Departure
150.000 - 560.000	1858	3.5%	-
580.000 - 1200.000	1873	2.5%	-
1360.000 - 1610.000	1300	2.5%	1R
1820.000 - 2040.000	1440	2.5%	-
2280.000 - 2370.000	1100	3.5%	-

Proposed Horizontal Alignment			
Chainage	R	Superelevation	Step Departure
148.100 – 557.510	1750	2.5%	-
581.120 - 1243.050	1880	2.5%	-
1390.810 - 1578.020	1020	2.5%	1R
1822.590 - 2034.720	1400	2.5%	1R
2277.900 - 2369.310	1100	2.5%	-

3) Vertical Geometry

As existing. (overlay)

Vertical Alignment		
Chainage	K	Step Departure
032.020 - 042.000	100 – Sag	-
053.590 - 347.590	140 - Crest	-
357.480 - 520.680	136 - Crest	-
702.830 - 734.390	227.9 - Sag	-
854.040 - 865.990	68.8 - Crest	1 Step (Gas)
1000.820 - 1196.560	54 - Sag	-
1309.600 – 1427.510	95.8 - Crest	1 Step (Tie In)
1469.970 - 1551.000	100 - Crest	-
1693.640 – 1701.200	50 – Sag	-
1740.150 – 1751.970	100 – Sag	-
1884.590 – 1890.160	100 – Crest	-

4) Forward Visibility

Full forward visibility of 215m from an eye height of 1.05 to an object height of 0.26 is achievable on both the eastbound and westbound lanes.

5) Drainage

It is proposed to drain the shared pathway towards the carriageway. The road drainage will be completely renewed where required and the existing outfalls will be utilised as per the agreed Schedule 6 applications. Existing falls will be utilised within the vicinity of properties that border the existing pathway/carriageway due to the very limited scope with modifying levels and the risk of flooding properties.

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Personal Reference:

			6) Shared Active Travel Path Designation A shared path design was selected rather than a segregated pathway for the following reasons; Space – A shared path design has a narrower cross section than segregated, therefore at localised pinch points the minimum cross section was only achievable with a shared path design. A segregated path would result in placing two-way cyclist flow into a very narrow space, which would not provide enough space for cyclists to pass comfortably. If a segregated solution was required additional 3rd party land would have been required or extensive rebuilding/ widening of the existing road embankment to accommodate the active travel corridor. Route Consistency - The existing tie in points are largely shared in nature and it was noted that the recent upgrades to the pathways through Ballykelly and Greysteel are shared. Path segregation where crossings are required introduces lack of route consistency, as a segregated path would need to be shared for road/ private access crossings. Enforcement - A segregated design option may have the potential to increase the likelihood of conflict between pedestrians and cyclists. 7**) Posted Speed Limits** In co-ordination with the PSNI, permission has been given to extend the 40mph zone from its current location to a location immediately east of Shore Road, before the layby behind the tree line. The extension of the 40mph allows the reconfigured Faughanvale Bus Stop to be positioned online rather than within a layby.
	B	Description of Constraints / Limiting Factors	The works require the retrofitting of a new shared pathway within the existing highway boundary on the southern side/ west bound side of the A2 Clooney Road. Constraints - The current road is lined by a range of mature and semi-mature trees and a mixture of mature agricultural and maintained hedge rows on each side of the carriageway. - There are existing properties located at the rear of the hardshoulder where there have been historic issues with the surface water drainage on the road. - The existing carriageway contains several very narrow right turn facilities in addition to extended lengths of central hatching to encourage road users to slow down. - The highway for the most part is situated on top of a shallow (approx. 0.5m – 3.0m high) earth embankment with side slopes of approx. 1:2. - There are services located within both existing hardshoulders which will need to be either avoided or the impact on them suitably mitigated. - There is an existing Gas Networks Ireland supply main underneath the carriageway with very limited clearance. This will require specific mitigation measures and a minor alteration of the vertical profile of the road to accommodate the new proposals. - There are 8 existing offline bus stops (located on the

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Personal Reference:

			hardshoulder) within the section of carriageway to be upgraded. - The design will require the transfer of land from 3rd party owners to DfI. - The design must ensure that the standards set in LTN1/20 are equalled or improved upon. - The existing Faughanvale Bridge will not facilitate a 1.0m buffer, 3.0m pathway, 0.5 clearance buffer and parapet within the bridge deck available. During design stage there were considerable difficulties arranging access for ground Investigation and consequently this could not be undertaken in parallel with the main investigation.
	C	Impact of constraints on the achievable design	As noted, the key impact of the constraints on the design are as follows: - Removal of the west bound hardshoulder and replacement with a hardstrip. - Reduction in west bound traffic lane width from 4.0m to 3.65m. - Inclusion of a minimum 2m buffer zone. - A renewed drainage line to capture surface runoff generated from both the carriageway and landscape strip. - A renewed drainage line on the east bound side to capture carriageway surface run off. - The road has been raised slightly to enable the existing drainage to be renewed and increased in diameter to account for climate change at the gas networks Ireland crossing point. - The number of bus stops have been decreased to 6 within the boundary of the scheme. Where possible new bus laybys have been incorporated into the project. Due to land acquisition and landowner layout issues, the west bound Faughanvale stop has been designed as an online bus stop. This was made possible by extending the 40 mph zone further east to a point between the Shore Road and the parking layby. - As a consequence of the delay in acquiring ground investigation and general agreement of the proposals within the Faughanvale Bridge area, the bridge will be subject to a future project to widen the structure to LTN1/20 standards.

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Personal Reference:

4. Benefits and adverse impacts of the proposed design to all road users.

JUSTIFICATION	A	Safety and Operation Considerations	Inclusion where possible of a minimum 2m buffer strip to separate pedestrian/ cyclist traffic from vehicles. The absolute minimum 2m total buffer width was selected to minimise 3rd party land take and enable a constant path cross section to be maintained for user consistency. Shared pathway to be 3.0m where possible to ensure adequate space for both cyclists and pedestrians in a shared environment. The shared nature of the path is likely to reduce conflict at crossing points etc between pedestrians and cyclists. The existing east and west bound carriageways have been reduced in width from 4.0m to 3.65m +1.0m hardstrip. This may impact on the driver experience of the road, however it is a compliant design of carriageway cross section in accordance with CD127 of the DMRB. Removal of the hardshoulder may potentially cause a traffic issue where there was not one previously in the case of a broken down vehicle. However, this is not a unique scenario and is common across the province. The design aims to maintain a minimum of a 0.5m verge between path edge and the top/bottom of the road embankment/ new fenceline to maintain a suitable buffer for errant path users.
	B	Buildability and Maintenance considerations	Conventional design and construction methods have either been used or are proposed for this project. A shared pathway should be easier to maintain as there will not be demarcation strips/ additional kerbing to catch material/ leaves in, which would require additional maintenance.
	C	Environmental Considerations	The upgrade of the existing non-vehicular facilities may encourage local users to reduce their reliance on their car and may encourage local commuters to cycle/ walk in addition to proposed future tourist traffic. The introduction of a grass strip in the alignment reduces the surface area of impermeable surface and may benefit the local biodiversity.
	D	Social / Community Issues	The improved pathway should encourage both cyclists and pedestrians to utilise the pathway as well as promoting active travel. The project will also form part of a much larger project to open up additional active travel corridors and provide a through active travel route along the A2.
	E	Economy / cost effectiveness	Not applicable

5. Compensatory (mitigation) measures - to address/reduce potential risks

MITIGATION	A	Included Measures	Not applicable
	B	Rejected Options	Not applicable

6. Attachments and other information

Notes for completion:

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2. Text boxes can be expanded if necessary.

Personal Reference:

A	List of Attachments / Drawings	As attached
B	Consultations	As attached
C	Other Relevant Information	Not applicable

7. Checked and submitted by design organisation

Submissions from DfI Roads Design and Consultancy Services must be checked and signed by an SPTO or above. Submissions from external Consultants must be checked and signed by a chartered engineer within the design team.		
Design organisation: RSC	Grade: Senior Engineer	Professional qualification: MEng, CEng MICE, MIEI,
Signed:XXXXXXXXXXXX	Print name: XXXXXXXXXXXX	Date: 24.06.2024

8. Divisional client recommendation/ comments

No comments to make	
Signed: XXXXXXXXXXXX	Project Sponsor (Client SPTO)
Print name: XXXXXXXXXXXX	Date: 31/07/2024

9. Decision

Approved : XXXXXXXXXXXX	Client PPTO
Print name: XXXXXXXXXXXX	Date:31/07/24

Notes for completion:
1. If a particular box is not relevant, do not leave it blank, instead state “not applicable” or similar.
2. Text boxes can be expanded if necessary.

DFI Roads – Northern Division

A Group Meeting

Wednesday 13th April 2022

Meeting via Webex

Present : Northern Division Senior Management group

Agenda Item No.	
4.	**<u>Active Travel – CSDO / WISDO</u>** **<u>Clooney Rd, Greysteel (£202k) – WISDO</u>** XXXXXXXXX discussed the two separate schemes on the Clooney Rd (Footway to the southern side and Cycleway to the North). This proposal relates to the footway section. Chainage 0 – 150 – 1.3m buffer / 2.0m footway / 0.5m grass to rear of footway. 150 – 235 – 3.5m footway which includes 0.5m buffer and 0.5m to rear. 235 – 780 - 1.3m buffer / 2.0m footway / 0.5m grass to rear. Maintenance of the grass strip was discussed including cutting, low maintenance grass, TTM and coloured surfacing. XX to discuss buffer strips with the Active Travel Working group and to be discussed with the Network Maintenance working group. XX highlight an agreement with council to purchase equipment for cutting particularly around the Ring Rd Coleraine, but this could be extended to other areas. No objections to WISDO **<u>Clooney Rd Cycle Track (Ballykelly to Greysteel)</u>** The scheme requires additional land to facilitate full standard Bus Stops. Buses currently pull up on the hard shoulder to stop. Land required from 3 landowners for 3 bus stops and another 4 stops being done away with. Vesting was discussed but agreed to try and buy the land by agreement. No objection to scheme progressing.

DFI Roads – Northern Division

A Group Meeting

Wednesday 1st February 2023

Meeting via Teams

Present : Northern Division Senior Management group

Agenda Item No.	
3.	**<u>Active Travel – CSDO / WISDO</u>** **<u>Clooney Rd Ballykelly Phase 1 – CSDO- 440k</u>** XXXXXXXX outlined phase 1 of the scheme between Ballykelly and Greysteel which is just over 1Km long. The concept of connecting the two villages has already been discussed at A-Group and it was agreed to construct the cycle path on the southern side of the road. Minimal land take is required for the scheme from the forestry service. The cross section of the proposal includes 3.0m shared cycle track, 1.0m grass verge and 1.0m hard strip. XX raised a few concerns from consultancy regarding additional land required and quantities of subbase and surfacing seemed low. He also asked if fence boundaries could be included on cross-sections. Permission to enter has been agreed for the drainage at the end of the scheme and the light blue fence line at this location is to be removed. Maintenance has drainage issues around Greysteel so it may be useful to check with CCGW Section Office although there should be no issues at this location. No objections to scheme progressing subject to the following: - - CSDO to be updated to include reason why a 2.0m buffer has been chosen rather that a 2.5m buffer (Possibly under section 4). - If estimate alters due to reasons above, it may need presented to A-Group again perhaps via e-mail.

DFI Roads – Northern Division

A Group Meeting

Wednesday 7th June 2023 10:00

County Hall, Coleraine

Present : Northern Division Senior Management group

Agenda Item No.	
3.	**<u>Active Travel</u>** **<u>Clooney Road shared use path– Forrest Drive – Retaining wall.</u>** There is a small wall required (1.0m high) to retain a slope and ultimately Forrest Drive which sits beyond the top of the slope. The design / check certificate needs signed off by a chartered engineer within the department so it can be adopted. The document has been signed by RPS but there is a lack of geotechnical information. RPS have asked the contractor to carry out plate bearing readings to check existing ground conditions. Tests are to be carried out before the certificate will be signed

DFI Roads – Northern Division

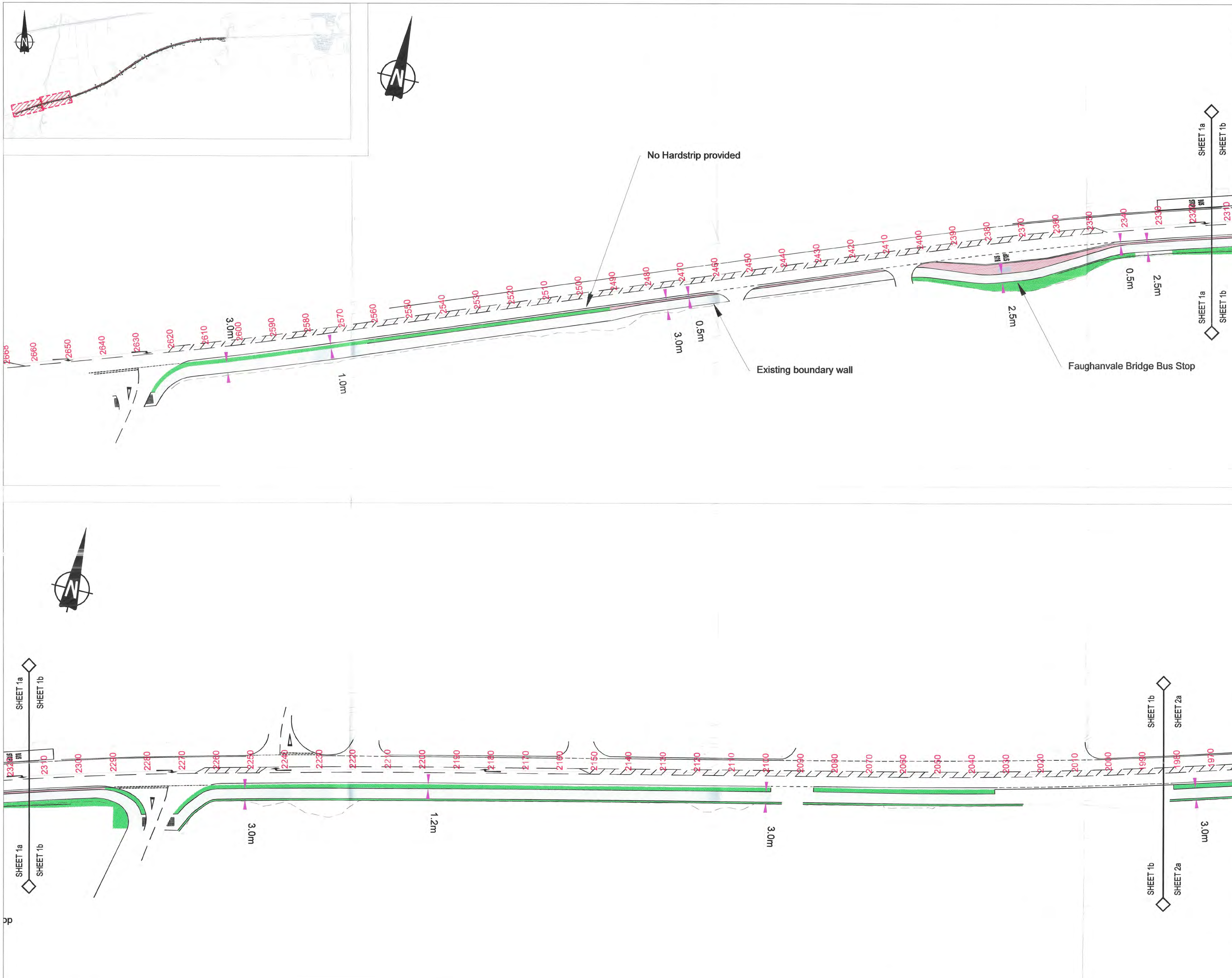
A Group Meeting

Tuesday 27th February 2024 10:00

Conference Room 1, County Hall, Coleraine

Present : Northern Division Senior Management group

Agenda Item No.	
4.	**Active Travel** **Clooney Road shared use path.** This scheme runs from the end of Phase 1 to Vale Road. There are currently 5 bus stops along the route and this will be reduced to 3 (1 at each end and 1 in the middle). The 40mph speed limit will be moved further out of Greysteel. Drainage will be upgraded on both sides of the road and the carriageway resurfaced. Accommodation works are still being discussed with 3 of the 4 landowners but no issues are anticipated. The estimate for this portion of the tender is £2.2m. The group approved this scheme.



NOTES

1. Verifying Dimensions.
   The contractor shall verify dimensions against such other drawings or site conditions as pertain to this part of the work.

2. Existing Services.
   Any information concerning the location of existing services indicated on this drawing is intended for general guidance only. It shall be the responsibility of the contractor to determine and verify the exact horizontal and vertical alignment of all cables, pipes, etc. (both underground and overhead) before work commences.

3. Issue of Drawings.
   Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg, dxf etc.) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors arising from the use of these files, either by human error by the recipient, listing of un-dimensioned measurements, compatibility issues with the recipient's software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

4. Datum.

Key

Existing Survey

Proposed Layout

Proposed Shared Footway / Cycleway

Proposed Verge / Grassed Buffer Strip

Proposed Hardstand buffer strip/Cycleway Hardstand for Bus Stop

rev	amendments	check	date

RPS SWECO

Client

DFI Northern Division

Project

Northern Active Travel Paths

Title

Greysteel to Ballykelly
Proposed Layout
Sheet 1 of 4

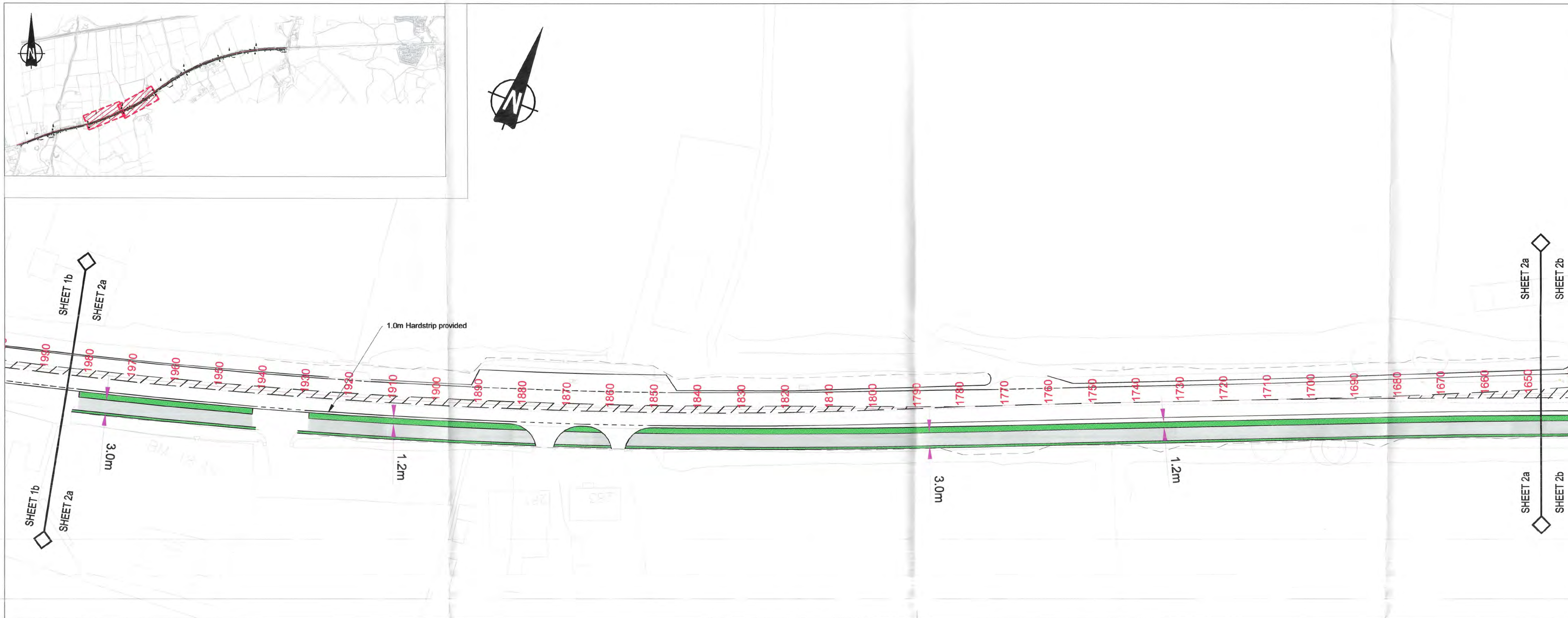
Project Number	Sheet Size	Drawing Scale
IBH0760	A1	1:500

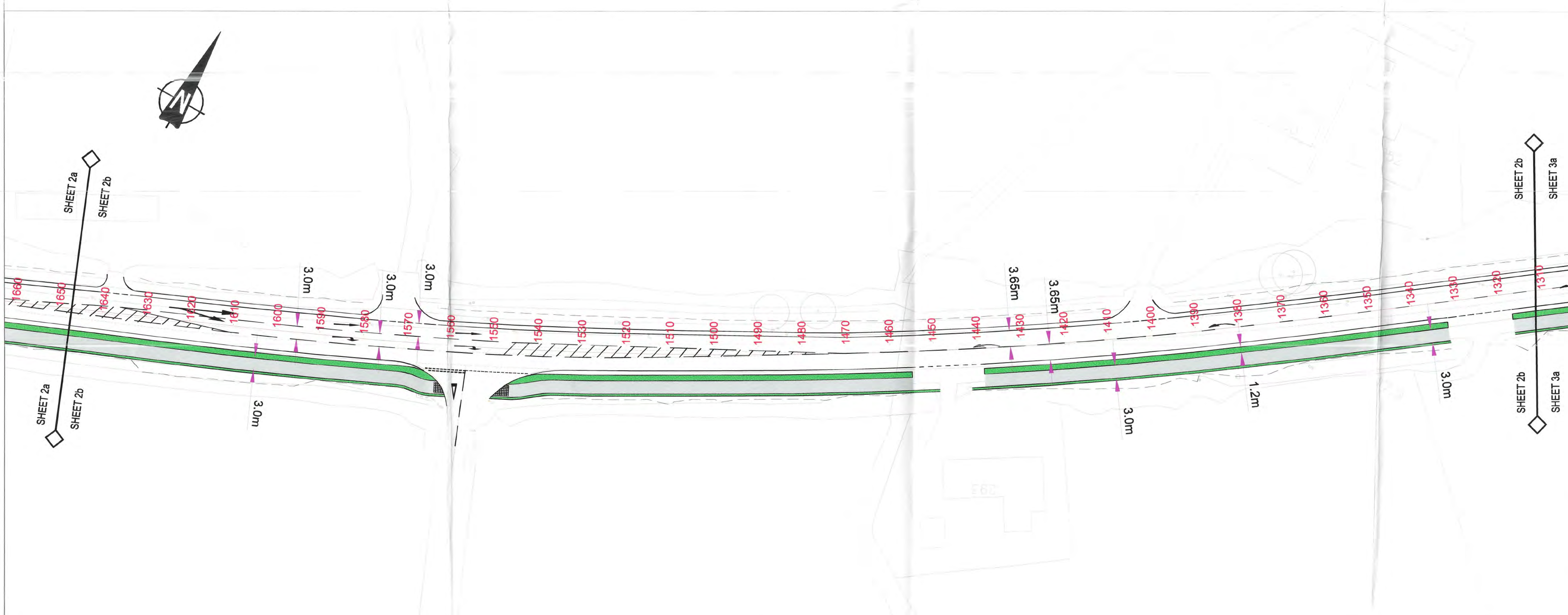
Drawing Number

0760-RPS-HGN-GTB-DR-HE-100-00005

Drawn By	Status	Revision
[redacted]	D2	P1

Checked By	Approved By	Date
[redacted]	[redacted]	21.02.24





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4. Datum.

Key

Existing Survey

Proposed Layout

Proposed Shared Footway / Cycleway

Proposed Verge / Grassed Buffer Strip

Proposed Hardstand buffer strip/Cycleway Hardstand for Bus Stop

rev	amendments	check	date

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Client
DFI Northern Division

Project
Northern Active Travel Paths

Title
Greysteel to Ballykelly
Proposed Layout
Sheet 2 of 4

Project Number	Sheet Size	Drawing Scale
IBH0760	A1	1:500

Drawing Number
0760-RPS-HGN-GTB-DR-HE-100-00006

Drawn By	Status	Revision
[redacted]	D2	P1

Checked By	Approved By	Date
[redacted]	[redacted]	21.02.24

NOTES

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   The contractor shall verify dimensions against such other drawings or site conditions as pertain to this part of the work.

2. Existing Services.
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4. Datum.

Key

- Existing Survey
- Proposed Layout
- Proposed Shared Footway / Cycleway
- Proposed Verge / Grassed Buffer Strip
- Proposed Hardstand buffer strip/Cycleway Hardstand for Bus Stop

rev	amendments	check	date

rps SWECO

Client

DFI Northern Division

Project

Northern Active Travel Paths

Title

Greysteel to Ballykelly
Proposed Layout
Sheet 3 of 4

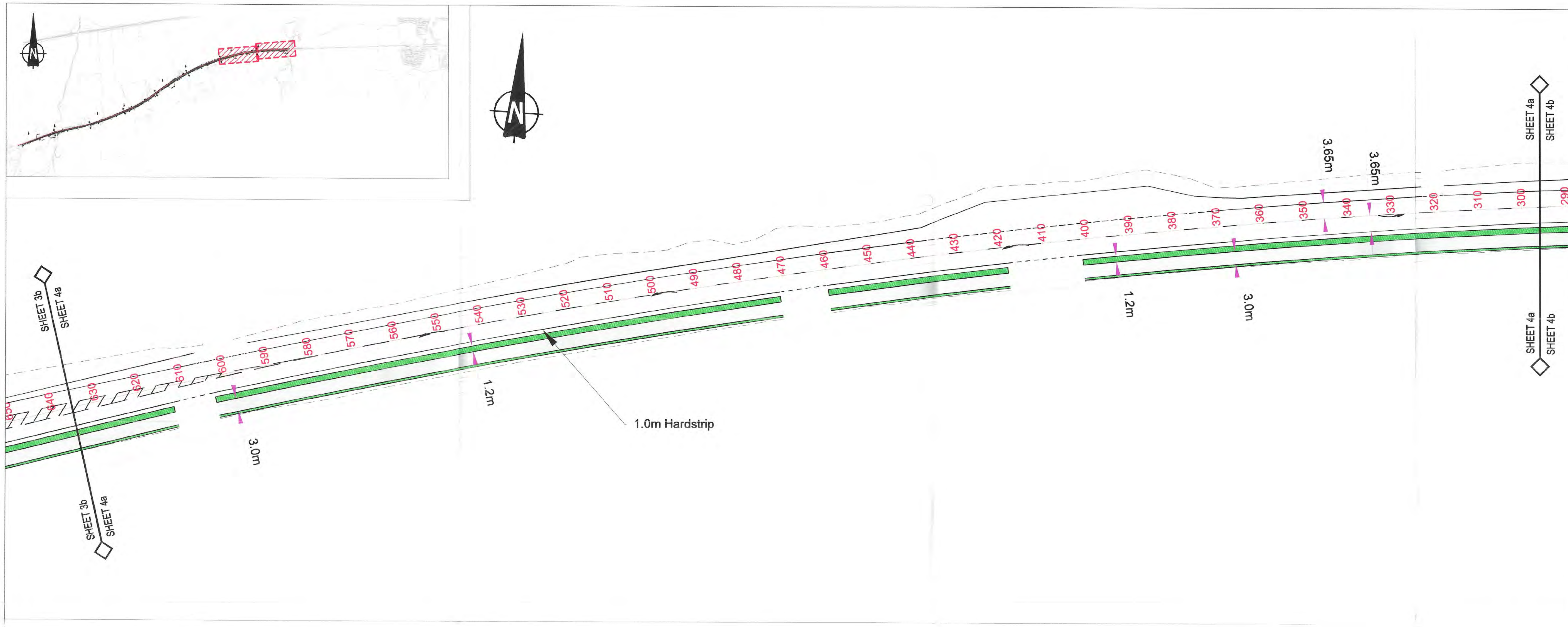
Project Number	Sheet Size	Drawing Scale
IBH0760	A1	1:500

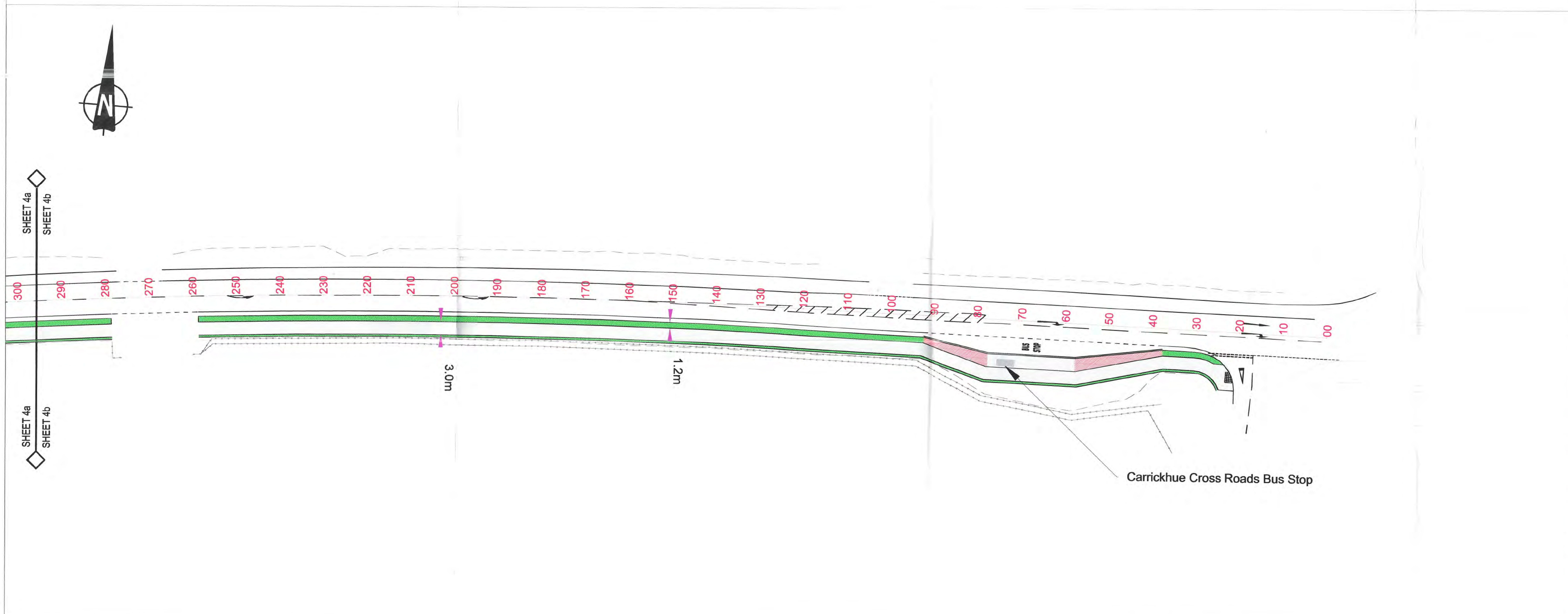
Drawing Number

0760-RPS-HGN-GTB-DR-HE-100-00007

Drawn By	Status	Revision
[redacted]	D2	P1

Checked By	Approved By	Date
[redacted]	[redacted]	21.02.24





NOTES

1. Verifying Dimensions.
   The contractor shall verify dimensions against such other drawings or site conditions as pertain to this part of the work.

2. Existing Services.
   Any information concerning the location of existing services indicated on this drawing is intended for general guidance only. It shall be the responsibility of the contractor to determine and verify the exact horizontal and vertical alignment of all cables, pipes, etc. (both underground and overhead) before work commences.

3. Issue of Drawings.
   Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg, dxf etc.) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipients own risk. RPS will not accept any responsibility for any errors arising from the use of these files, either by human error by the recipient, listing of un-dimensioned measurements, compatibility issues with the recipient's software, and any errors arising when these files are used to aid the recipients drawing production, or setting out on site.

4. Datum.

Key

- Existing Survey
- Proposed Layout
- Proposed Shared Footway / Cycleway
- Proposed Verge / Grassed Buffer Strip
- Proposed Hardstand buffer strip/Cycleway Hardstand for Bus Stop

rev	amendments	check	date

rps SWECO

Client
DFI Northern Division

Project
Northern Active Travel Paths

Title
Greysteel to Ballykelly
Proposed Layout
Sheet 4 of 4

Project Number	Sheet Size	Drawing Scale
IBH0760	A1	1:500

Drawing Number
0760-RPS-HGN-GTB-DR-HE-100-00008

Drawn By	Status	Revision
[redacted]	D2	P1

Checked By	Approved By	Date
[redacted]	[redacted]	21.02.24