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 **AtkinsRéalis**



ANNEX A

Habitats Regulations Assessment Stage 1
Screening and Stage 2 Appropriate
Assessment



In Partnership with:



**Belfast
City Council**





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1. Introduction

1.1. Terms of reference

- 1.1.1. AtkinsRéalis UK Limited has been appointed by Department for Infrastructure to provide a shadow Habitats Regulations Assessment (HRA) for the Eastern Transport Plan (ETP) (hereafter referred to as 'the Proposed Scheme'). The location of the ETP is shown on the Site Location Plan in **Appendix A**.
- 1.1.2. HRA is required by Regulation 43 of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended) for all plans and projects which may have a likely significant effect on and are not directly connected with or necessary to the management of a European Site.

1.2. Background to HRA

- 1.2.1. In Northern Ireland, the European Habitats Directive (Directive 92/42/EEC) has been transposed into national legislation through the Conservations (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended) (referred to hereafter as the Habitats Regulations). Under this legislation, assessment is required to meet the requirements of Article 6.3 of the Directive for Habitats Regulations Assessment (HRA) of a project or plan. Such an assessment is required where a plan or project under consideration could have a significant effect on Special Area of Conservation (SACs) or Special Protection Area (SPAs). According to Planning Policy Statement 2: Planning and Nature Conservation (PPS2), in such assessments, consideration is also given to proposed SPAs, candidate SACs, Sites of Community Importance (SCI) and listed or proposed sites designated as Wetlands of International Importance (Ramsar sites) Collectively, within this report, these are referred to as 'European Sites'.
- 1.2.2. The Scheme is not directly connected with, or necessary to, the nature conservation management of any European Site.
- 1.2.3. The stages of the HRA process are:
- Stage 1 - Screening: To assess whether a plan or project either alone or in combination with other plans and projects is likely to have a significant effect on a European Site;
 - Stage 2 - Appropriate Assessment: To determine whether, in view of a European Site's conservation objectives, the project or plan (either alone or in combination with other projects and plans) would have an adverse effect (or risk of this) on the integrity of the site with respect to the conservation objectives. If adverse impacts are anticipated, potential mitigation measures to alleviate impacts should be proposed and assessed;
 - Stage 3¹ – Derogations (allow exceptions): Where a project or plan is assessed as having an adverse residual impact (or risk of this) on the integrity of a European Site, it may qualify for a derogation. Three legal tests must be applied in the following order:
 1. There are no feasible alternative solutions that would be less damaging or avoid damage to the site.
 2. The proposal needs to be carried out for imperative reasons of overriding public interest.
 3. The necessary compensatory measures can be secured.

¹ Derogations stages were previously described as two separate stages, but now commonly grouped together.



- 1.2.4. This report comprises Stage 1 - HRA Screening of the project and Stage 2 Appropriate Assessment.

1.3. Legal Context to HRA

- 1.3.1. A critical part of the HRA Screening process is determining whether or not the proposals are likely to have a significant effect on European Sites and, therefore, if they will require an Appropriate Assessment. The concept of likely significant effects is central to their operation. Its interpretation is well established in law and guidance and embraces the precautionary principle.
- 1.3.2. The European Court Waddenzee judgement² provides clarification regarding the term 'likely'. It concludes that: "any plan or project not directly connected with or necessary to the management of the site is to be subject to an Appropriate Assessment of its implications for the site in view of the site's conservation objectives if it cannot be excluded, on the basis of objective information, that it will have a significant effect on that site, either individually or in combination with other plans or projects."
- 1.3.3. Clarification has also been provided through case law on the meaning of 'likely' in relation to Bagmoor Wind Ltd. v The Scottish Ministers³: "the word 'likely' in the regulation is not to be construed as an expression of probability, in a legal sense, but as a description of the existence of a risk (or possibility)." Consequently, if the possibility of a significant effect cannot be excluded based on objective information, an Appropriate Assessment will be required.
- 1.3.4. The European Court Waddenzee judgement also provides further clarification regarding the term 'significant': "...where a plan or project not directly connected with or necessary to the management of a site is likely to undermine the site's conservation objectives, it must be considered likely to have a significant effect on that site. The assessment of that risk must be made in the light inter alia of the characteristics and specific environmental conditions of the site concerned by such a plan or project."
- 1.3.5. The Bagmoor Wind case also provides guidance on the term 'objective'. It states: "...objective, in this context, means information based on clear verifiable fact rather than subjective opinion". The Habitats Regulations Assessment Handbook⁴ states: "...it will not normally be sufficient for an applicant merely to assert that the plan or project will not have an adverse effect on a site, nor will it be appropriate for a competent authority to rely on reassurances based on supposition or speculation. On the other hand, there should be credible evidence to show that there is a real rather than a hypothetical risk of effects that could undermine the site's conservation objectives. Any serious possibility of a risk that the conservation objectives could be undermined should trigger an appropriate assessment".
- 1.3.6. The test for likelihood of significant effects requires that consideration is given to potential causes and potential effects (i.e. any potential impact pathways). To do this, information on the Scheme is needed to identify the potential causes of effects and information on the European Site is needed to identify any potential implications related to these effects. In the absence of a potential impact pathway, it can be concluded that no likely significant effect would arise. Relevant aspects (effects) of the Scheme have

² Case C – 127/02 Waddenzee, reference for a preliminary ruling from the Raad van State: Landelijke Vereniging tot Behoud van de Waddenzee, Nederlandse Vereniging tot Bescherming van Vogels v Staatssecretaris van Landbouw, Natuurbeheer en Visserij, 7th September 2004.

³ Bagmoor Wind Limited v The Scottish Ministers, Court of Sessions (2012) CSIH 93.

⁴ Tyldesley, D., and Chapman, C., (2013) *The Habitats Regulations Assessment Handbook: DTA Publications Limited*. Available at: www.dtapublications.co.uk (Accessed April 2025).



been checked against all features of the relevant European Sites (i.e. screened) to determine whether a likely significant effect may arise.

- 1.3.7. The judgement as to whether a significant effect is likely, needs to be based on the best readily available information. Sources of information may include evidence from projects where similar operations have affected sites with similar qualifying features and conservation objectives and the judgement of relevant specialists that an effect is likely, as well as survey data collected to date for a particular project. In line with the precautionary principle, where there is uncertainty and/ or information is lacking in relation to the capacity of the effect to undermine the site's conservation objectives, it must be assumed that there will be an effect, unless further information can be made available to eliminate any areas of doubt.
- 1.3.8. The implication of the Court of Justice of the European Union (CJEU) judgement referred to as 'People Over Wind'⁵ is that competent authorities cannot take account of any "...measures that are intended to avoid or reduce the harmful effects of the envisaged project on the site concerned", when considering at the HRA screening stage whether the plan or project is likely to have an adverse effect on a European Site. The effect of this is that the screening stage must be undertaken on a precautionary basis with no regard to any proposed integrated or additional avoidance or reduction measures. Where the likelihood of significant effects cannot be excluded on the basis of objective information, the competent authority must proceed to carry out an Appropriate Assessment to establish whether the plan or project will affect the integrity of the European Site, which can include at that stage consideration of the effectiveness of the proposed avoidance or reduction measures.
- 1.3.9. Case law in 2017 referred to as the 'Wealden Judgement'⁶ prompted Natural England to make their internal guidance on assessing the effects of road traffic emissions on European Sites public⁷. The guidance provides further information on the in-combination assessment at screening stage with regard to air quality effects following the Wealden Judgement.

⁵ Peter Sweetman v Coillte Teoranta, Case C-323/17

⁶ Case no: CO/3943/2016 – Between Wealden District Council and Secretary of State for Communities and Local Government, Lewes District Council and South Downs National Park Authority and Natural England.

⁷ NE Internal Guidance – *Approach to advising Competent Authorities on Road Traffic Emissions and HRAs* V1.4 Final – June 2018.



2. The Eastern Transport Plan

2.1. The background and need for the ETP

- 2.1.1. The ETP sets out the Departments priorities for changes to the transport network to 2035 across the following five councils:
- Antrim and Newtownabbey Borough Council (ANBC);
 - Ards and North Down Borough Council (ANDBC);
 - Belfast City Council (BCC);
 - Lisburn and Castlereagh City Council (LCCC); and
 - Mid and East Antrim Borough Council (MEABC).
- 2.1.2. The ETP takes forward the strategic direction of the Transport Strategy 2035⁸, presenting a long-term vision for change across the region's transport network as well as detailing specific schemes and interventions to be delivered by 2035 (subject to detailed economic appraisal, funding availability and adherence to statutory processes).
- 2.1.3. The ETP is part of a wider suite of Transport Plans being brought forward by the Department which include:
- Regional Strategic Transport Network Transport Plan (RSTNTP)⁹: dealing with the principal roads and public transport networks;
 - North West Transport Plan (NWTP)¹⁰: dealing with the council areas of Derry City and Strabane District Council; and
 - Five separate Sub-Regional Transport Plans (SRTP)¹¹: dealing with the council areas of Armagh Banbridge and Craigavon, Causeway Coast and Glens, Fermanagh and Omagh, Mid Ulster and Newry Mourne and Down.
- 2.1.4. The transport plans are being prepared by the Department in parallel with the Local Development Plans (LDPs) prepared by the councils. The ETP supports the preparation of Local Policy Plans (LPP) for each of the five council areas. The integration of land-use and transport planning processes provides a unique opportunity to combine the shared objectives of central and local government.

ETP Scope and Phasing

- 2.1.5. Due to the varied delivery timescales for the five LPPs, the ETP 2035 has been developed and published in iterative phases to align with the publication of each council's LPP. With each iterative publication, a new chapter is added to the ETP to cover the respective council area, as outlined below in Table 2-1.

⁸ <https://www.infrastructure-ni.gov.uk/articles/transport-strategy>

⁹ <https://www.infrastructure-ni.gov.uk/articles/regional-strategic-transport-network-transport-plan>

¹⁰ [North West Transport Plan 2035 | Department for Infrastructure](#)

¹¹ [Transport plans | Department for Infrastructure](#)



Table 2-1 - ETP Phasing and ISA

Phase	ETP Chapter	ISA Chapter
Belfast City Centre	Chapter 3	Chapter 10.2
Metropolitan Area Transport Plan	Chapter 4	Chapter 10.3
Antrim and Newtownabbey Borough Council Transport Plan	To be added later in 2026/27	To be added later in 2026/27
Ards and North Down Borough Council Transport Plan	To be added later in 2027	To be added later in 2027
Lisburn and Castlereagh City Council Transport Plan	To be added later in 2026/27	To be added later in 2026/27
Mid and East Antrim Borough Council Transport Plan	To be added later in 2026/27	To be added later in 2026/27

ETP Vision, Objectives and Guiding Principles

2.1.6. To ensure that the individual priorities presented in the ETP complement each other and work towards a shared long-term goal, an overarching vision and associated objectives were defined in consultation with stakeholders and the public. The ETP's vision and objectives also take account of the LDP objectives of the five councils.

2.1.7. The ETP vision is to:

'Deliver an integrated and re-balanced transport network in favour of sustainable, efficient modes, which connected communities creating an accessible, inclusive, safe and prosperous economic region by delivery carbon reduction, improvement air quality, enhancing the built and natural environment and facilitating healthy and sustainable travel choices over unnecessary private car travel'.

2.1.8. The vision is supported by seven objectives:

1. Reduce travel distances by promoting safe, inclusive and connected neighbourhoods, supported by integrated planning.
2. Deliver a reduction in carbon emissions by increasing accessibility to jobs, services and recreation by sustainable transport modes.
3. Promote healthy and inclusive communities by developing safe sustainable transport modes that respect the local built and natural environment.
4. Reduce unnecessary use of the private car by implementing effective demand management measures.
5. Improve air quality and the environment by encouraging the use of sustainable transport modes and vehicles which utilise sustainable fuels.
6. Enhance the resilience and safety of the transport network to support the economy and meet the challenges of climate change.
7. Support the efficient, sustainable movement of goods and people and enhance connectivity to regional networks including access to airports and ports.

2.1.9. When considering a vision for the future transport network, it is important to reflect on the dual role that roads and streets often play. They facilitate both the 'movement' of people and goods by various modes of transport, as well as providing 'places' for people to spend time and undertake activity within.



- 2.1.10. The Transport Strategy identifies nine categories of road type (Place and Movement Framework (PMF) categories) against which, a bespoke modal hierarchy has been defined for ETP. The modal hierarchies aim to reflect the varied 'movement' and 'place' needs of each road type in a way that will equitably balance the needs of different transport modes; enhancing the use of sustainable modes without compromising the efficiency and integrity of the wider transport network.
- 2.1.11. The nine PMF categories have been applied across the ETP transport network to confirm priorities by travel mode and geography. The spatial application of the PMF represents the long-term, aspirational vision for change to the region's transport network. ETP further sets out a number of guiding principles that ensure the modal hierarchy is observed and the relevant modal priorities. The guiding principles, aligning to the PMF categories include:
- People Places;
 - Traffic Free Route;
 - People and Movement Places;
 - City and Town Centres;
 - Quality mass Movement Routes;
 - Connecting Movement Routes;
 - Strategic Movement Routes;
 - Rural Movement Routes; and
 - Regional Strategic Movement Routes.



3. Methodology

3.1. Overview

- 3.1.1. The Habitats Regulations Assessment Handbook¹² outlines that screening for appropriate assessment requires gathering sufficient information to objectively conclude whether effects on a European Site will be significant or not. On this basis, screening to ascertain whether appropriate assessment is required covers four themes:
- Determining whether the plan (or project) is directly connected with or necessary to the management of the European Site;
 - Identifying the potential effects on the European Site;
 - Assessing the likely significant effect (LSE) on the European Site; and,
 - Describing the plans (or projects) and characterising other plans (or projects) that in combination have the potential for having significant effects on the European Site.
- 3.1.2. The preliminary steps in the assessment have been based on these themes.

3.2. Preliminary steps

- 3.2.1. In the first instance, the ETP was considered to determine whether it is directly connected with or necessary to the management of the European Site.

Discounting sites

- 3.2.2. Following the identification of European Sites for consideration, an initial 'coarse screening' (also sometimes referred to as 'Stage 0 screening') was undertaken to ascertain whether any of the European Sites identified could be discounted as irrelevant. Sites were only discounted where there was no conceivable effect pathway that could be considered. Where this is the case, the reasons for discounting are presented in the Results section.

3.3. Identification of sites for consideration

- 3.3.1. The following selection criteria based on the geographic extent of any impacts which could arise as a result of the ETP and as explained below, have been used to determine what European Sites to consider in the HRA screening assessment:
- All European Sites within 2 km of the Proposed Scheme, or functionally linked land (see below);
 - All European Sites up to 30 km from the ETP where bats are a qualifying interest feature;
 - All European Sites up to 20 km from the ETP where birds are a qualifying interest feature (see below);
 - All European Sites upstream or downstream of watercourses either within, adjoining or crossed by the Proposed Scheme; and

¹² Tyldesley, D., and Chapman, C., (2013) *The Habitats Regulations Assessment Handbook*, edition UK: DTA Publications Limited. Available at: www.dtapublications.co.uk (Accessed April 2025).



- All European Sites which have a potential hydrological or hydrogeological linkage to a European Site containing a groundwater dependent terrestrial ecosystem (GWDTE).

3.3.2. Following consultation with DAERA¹³, the following ranges have been used where Marine Protection Areas (MPAs) have marine mammals as a site selection feature when screening for the species listed below:

- all SACs within 100 km of the ETP area should be screened for grey seals (*Halichoerus grypus*);
- all SACs within 50 km of the ETP area should be screened for harbour seals (*Phoca vitulina*); and
- all SACs within 100 km of the ETP area should be screened for harbour porpoise (*Phocoena phocoena*).

3.3.3. The core range for many species for example breeding and non-breeding bird species, otters and fish can extend beyond the boundaries of SAC, SPA and Ramsar site designations, meaning land beyond a designated site boundary having 'functional linkage' with the designated sites. Functional linkages include key flyways, foraging areas, breeding or roost sites. Although core ranges of species can vary from very short distances to tens of kilometres or more, for inland sites in this assessment a distance of 20 km is considered to be sufficient and precautionary.

3.3.4. The core range for Annex II bat species can extend beyond the boundaries of SAC designations, meaning land beyond a designated site boundary having functional linkage with the SAC. Functional linkages include key habitat resources surrounding a communal roost (e.g. maternity roost and/ or hibernation site), which will have an important influence on the conservation status of colonies utilising the roost. Current BCT guidelines¹⁴ indicate that the Core Sustenance Zone (CSZ) for lesser horseshoe bat, greater horseshoe bat and Bechstein's bat is typically a 3 km radius around communal roosts, and 6 km for barbastelle bat; however, this will vary according to the quality and accessibility of habitats. Dietz and Keifer (2016)¹⁵ states that whilst foraging, barbastelle bats typically utilise habitats at a distance of up to 7 km from nursery colonies, although individual barbastelle bats have been recorded travelling between 3.8 km and 20 km from nursery roosts in south west England (Greenway 2004¹⁶; Zeale 2009¹⁷).

3.4. Data gathering

3.4.1. Gathering the information on the European Sites to be included in the HRA involved a desk-based review of the Joint Nature Conservation Committee (JNCC) data sheets¹⁸, Northern Ireland Environmental Agency (NIEA) Natural Environment Map Viewer¹⁹ as well as a review of information available on the DAERA website²⁰.

¹³ Letter received from DAERA on 22nd July 2024.

¹⁴ Collins, J. (ed.) (2023) *Bat Surveys for Professional Ecologists: Good Practice Guidelines (4th edition)*. London: Bat Conservation Trust.

¹⁵ Dietz C., and Keifer A. (2016) *Bats of Britain and Europe*. Bloomsbury Naturalist, London.

¹⁶ Greenway, F (2004). *Advice for the management of flightlines and foraging habitats of the barbastelle bat *Barbastella barbastellus**. Peterborough: English Nature.

¹⁷ Zeale, M.R.K. (2009). *Barbastelles in the Landscape: Ecological Research and Conservation in Dartmoor*. Research report to Dartmoor National Park Authority and SITA Trust. University of Bristol.

¹⁸ <http://jncc.defra.gov.uk/Default.aspx>

¹⁹ <https://gis.daera-ni.gov.uk/arcgis/apps/webappviewer/index.html?id=bb721449cb8949e7a4f90c722bd2d80b>

²⁰ <https://www.daera-ni.gov.uk/topics/biodiversity-land-and-landscapes/protected-areas>



3.5. Effect pathways

3.5.1. Plans or projects can adversely affect a site by:

- Causing delays in progress towards achieving the Conservation Objectives of the European Site;
- Interrupting progress towards achieving the Conservation Objectives of the European Site;
- Disrupting those factors that help to maintain the favourable conditions of the European Site; and,
- Interfering with the balance, distribution and density of key species that are the indicators of the favourable condition of the European Site.

3.5.2. The following effect pathways on the Conservation Objectives for the European Site were considered against the following list:

- **Habitat loss and fragmentation** – includes direct loss of habitats under the footprint of temporary or permanent works. Indirect effects through the loss of functionally linked habitats, i.e. habitats that support species outside of the European Site boundary;
- **Species disturbance** (visual, noise, vibration) – this refers to disturbance during construction, operation or decommissioning works on species that may cause behavioural effects, e.g. avoidance, change in foraging behaviour. Physical works, vehicle movements, light pollution and presence of staff/ workers are all considered;
- **Changes to water quality** – considers effects on species (and their prey) as a result of contamination, changes in pH, increased nutrient loads, salinity, turbidity, alterations in the thermal regime, discharges or changes in sedimentation levels;
- **Changes to air quality** – evaluates the risk of discharges to air, including fugitive dust and combustion emissions;
- **Changes to surface and groundwater hydrology** – changes to the flow, supply, availability and drainage of water, and increased risks associated with flooding;
- **Introduction of Invasive Non-Native Species (INNS)** – the risk of introducing or spreading INNS as a result of the Proposed Scheme;
- **Recreation** – direct and indirect impacts on species and habitats as a result of increased recreational use, including increased visitor numbers, dog walkers, vehicle or watercraft use and associated issues such as dog fouling, litter and anti-social behaviour (littering, vandalism and fires).

3.6. Obtaining information on other projects and plans

3.6.1. The Habitats Regulations requires assessment of the potential for LSE of the project 'in combination' with other projects and plans.

3.6.2. The effects of this project in combination with other projects are the cumulative effects which will, or might, result from the addition of the effects of other relevant plans or projects, and making an assessment as to whether these could be significant.



- 3.6.3. The Habitats Regulations Assessment Handbook²¹ advises that any plans or projects at the following stages may be relevant to an in-combination assessment:
- Planning applications submitted but not yet determined;
 - Planning application refusals subject to appeal procedures and not yet determined;
 - Projects authorised but not yet started;
 - Projects started but not yet completed;
 - Known projects that do not require external authorisation, e.g. permitted development;
 - 'Projects' subject to periodic review e.g. annual licences, during the time that their renewal is under consideration;
 - Proposals in adopted plans (e.g. land use plans, transport plans, minerals and waste plans, shoreline management plans, etc.); and
 - Proposals in finalised draft plans (see examples above) formally published or submitted for final consultation, examination or adoption.
- 3.6.4. The search included the following local authority planning website(s) for relevant planning documents, planning applications and consents, as well as a review of allocated and proposed sites:
- Belfast City Council²²;
 - Antrim and Newtownabbey Borough Council²³;
 - Mid and East Antrim Borough Council²⁴;
 - Lisburn and Castlereagh City Council²⁵;
 - Ards and North Down Borough Council²⁶
 - Causeway Coast and Glens Borough Council²⁷;
 - Mid Ulster District Council²⁸;
 - Armagh City, Banbridge and Craigavon Borough Council²⁹
 - Newry Mourne and Down District Council³⁰;
 - Department for Infrastructure³¹;
 - DAERA³².
- 3.6.5. Based on the scale, complexity and duration of the Proposed Scheme, a desktop review of projects and plans proposed or consented within the last five years is considered to be sufficient and precautionary in this instance. Only 'reasonably foreseeable' and 'committed' projects and plans have been included in this assessment.

²¹ Tyldesley, D., and Chapman, C., (2013) *The Habitats Regulations Assessment Handbook*, edition UK: DTA Publications Limited. Available at: www.dtapublications.co.uk (Accessed April 2025).

²² <https://www.belfastcity.gov.uk/>

²³ <https://antrimandnewtownabbey.gov.uk/>

²⁴ <https://www.midandeastantrim.gov.uk/>

²⁵ <https://www.lisburncastlereagh.gov.uk/>

²⁶ <https://ardsandnorthdown.gov.uk/>

²⁷ <https://causewaycoastandglens.gov.uk/>

²⁸ <https://www.midulstercouncil.org/>

²⁹ <https://www.armaghbanbridgecraigavon.gov.uk/>

³⁰ <https://www.newrymournedown.org/>

³¹ <https://www.infrastructure-ni.gov.uk/>

³² <https://www.daera-ni.gov.uk/>



3.7. Stage 1: Screening for Likely Significant Effects (LSE)

Alone

- 3.7.1. The precautionary principle (as enshrined in the Habitats Regulations) has been taken into account during this HRA. Whenever potential significant effects could not be objectively discounted, the European Site has been screened in.
- 3.7.2. Following the gathering of information on the ETP and European Sites, and the identification of effect pathways, each European Site was screened against each potential pathway to identify whether LSE were possible or whether they could be discounted by the ETP 'alone'. The results are presented in **Appendix C – H**.
- 3.7.3. Any plan or project that causes the interest features of a European Site to fall into unfavourable condition is considered to have an LSE on the site. Stage 1 of the HRA process does not assess effects on the integrity of European Sites, this forms Stage 2 of the HRA process. In-combination with other plans and projects

3.8. Stage 2: Appropriate Assessment

- 3.8.1. For European Sites where an LSE is predicted (alone or in combination with other plans or projects), or it cannot be concluded that there is no LSE, an Appropriate Assessment has been undertaken. The purpose of the Appropriate Assessment is to establish whether there are elements of the project which could have an adverse effect on the integrity (AEol) of any European Site. The integrity of a European Site is defined as:

“..the coherence of the site’s ecological structure and function, across its whole area, that enables it to sustain the habitat, complex of habitats and/ or the populations of the species for which the site is, or will be, designated”³³
- 3.8.2. The Habitats Regulations Assessment Handbook provides guidance on the ‘integrity test’³⁴. It emphasises that the integrity of a European Site involves its ecological structure, function and ecological processes, and relates to the site’s Conservation Objectives; if the Conservation Objective for a feature will be undermined, site integrity is adversely affected.
- 3.8.3. The Appropriate Assessment considers each individual effect pathway separately, as well as any combination of relevant effect pathways from the ETP and any other plans or projects. Assessment is based on the final Scheme and any necessary mitigation measures have been considered.
- 3.8.4. Following the completion of the Stage 2 Appropriate Assessment. Consideration was also given to the potential for the effects of the ETP to combine with other plans and projects and result in additional LSEs that were discounted by the scheme ‘alone’.

³³ Natural England (2019) MPA Conservation Advice Glossary of Terms. Available here:

https://designatedsites.naturalengland.org.uk/pdfs/MPA_CAGlossary_March2019.pdf

³⁴ Section C11 The ‘integrity test’. Available here: <https://www.dtapublications.co.uk/handbook/content.aspx?section=C11>



- 3.8.5. Any European Sites with LSE pathways 'alone', that were already screened in and requiring Stage 2 Appropriate Assessment, were not subject to 'in-combination' assessment.
- 3.8.6. Effects or effect pathways which were wholly discounted or considered to be so unlikely or limited that they were in effect negligible and, therefore, not likely to combine with anything else were not subject to 'in-combination' assessment.
- 3.8.7. Therefore, the Appropriate Assessment:
- Outlines the elements of the ETP that were identified as having a potential LSE on one or more qualifying features of each European Site;
 - Presents available baseline data from desk study or field work, as necessary, to characterise the potential effects, e.g. whether short/ long-term, reversible or irreversible, and in relation to the proportion/ importance of the interest affected, and the overall effect on the European Site's Conservation Objectives. This has been done in sufficient detail to ensure all impacts have been considered and sufficiently appraised;
 - Assesses the effects of the ETP on the Conservation Objectives of the relevant interest features, with reference to any Supplementary Advice;
 - Determines whether or not the integrity of the European Site(s) will be affected, taking into account proposed mitigation measures.

4. Stage 1 - Screening

4.1. European Sites Identified for Screening

List of European Sites Identified

- 4.1.1. The desk study identified 30 European Sites within the search areas defined in Paragraph 2.3. These are as follows:

European Sites located within the ETP area

- Garron Plateau SAC;
- Main Valley Bogs SAC;
- North Channel SAC;
- Rea's Wood and Farr's Bay SAC;
- Strangford Lough SAC;
- Aughnadarragh Lough SAC;
- Antrim Hills SPA;
- Lough Neagh and Lough Beg SPA;
- Belfast Lough SPA;
- Belfast Lough Open Water SPA;
- Larne Lough SPA;
- Outer Ards SPA;
- Copeland Islands SPA;
- Strangford Lough SPA;
- Garron Plateau Ramsar site;
- Larne Lough Ramsar site;
- Lough Neagh and Lough Beg Ramsar site;
- Belfast Lough Ramsar site; and
- Outer Ards Ramsar site.

European Sites located within 20 km of the ETP area

- Lecale Fans SAC (located approximately 3.7 km south);
- Turmennan Ramsar site (located approximately 7.2 km south);
- Ballynahone Bog Ramsar site (located approximately 10.9 km west);
- Killough Bay Ramsar site (located approximately 11.3 km south);
- Killough Bay SPA (located approximately 11.4 km south);
- Garry Bog Ramsar site (located approximately 15.6 km north west); and
- Murlough SAC (located approximately 13.5 km south).

European Sites designated for Grey seals, Harbour seals and Harbour porpoise (outside 20 km search area)

- Skerries and Causeway SAC (located approximately 26.9 km north west);
- Inner Hebrides and the Minches SAC (located approximately 76.1 km north);
- Rocksbill to Dalkey Island SAC (located approximately 88.4 km south); and
- Hornhead and Rinclevan SAC (located approximately 97.0 km west).

- 4.1.2. No European Sites with bats as a qualifying feature were recorded within 30 km of the ETP boundary.
- 4.1.3. Information pertaining to the European Sites included within the assessment are provided in Tables B-1 to B-30 in **Appendix B**.
- 4.1.4. The location of the European Sites identified in relation the ETP are shown in **Appendix A**.

European Sites Discounted

4.1.5. Based on the information currently available the extent of the ETP is limited to Belfast City and Metropolitan Area. Based on the proposed options the following 16 sites were discounted from the Stage 1 screening:

- Dead Island Bog SAC – located approximately 2.9 km west at its closest point from the ETP boundary. The site qualifies as a SAC for its raised bog habitat; therefore, based on the qualifying features and distance from the ETP and an absence of potential impact pathways it has been discounted;
- Wolf Island Bog SAC – located approximately 2.9 km west at its closest point from the ETP boundary. The site qualifies as a SAC for its raised bog habitat; therefore, based on the qualifying features and distance from the ETP and an absence of potential impact pathways it has been discounted;
- Red Bay SAC - located approximately 4.4 km north of the ETP boundary and is designated for its sandbanks which are slightly covered by sea water all the time. Due to the distance from the ETP and absence of potential impact pathways it has been discounted;
- Turmennan SAC - located approximately 7.2 km south of the ETP boundary and is designated for Transition mires and quaking bogs. Due to the distance from the ETP and absence of potential pathways it has been discounted;
- Curran Bog SAC - located approximately 9.5 km west of the ETP boundary and is designated for active raised bogs and degraded raised bogs still capable of natural regeneration. Due to the distance from the ETP and absence of potential pathways it has been discounted;
- Ballynahone Bog SAC - located approximately 10.9 km west of the ETP boundary and is designated for active raised bogs. Due to the distance from the ETP and absence of potential pathways it has been discounted;
- Breen Wood SAC - located approximately 11.7 km north of the ETP boundary and is designated for old sessile oak woods with *Ilex* and *Blechnum* in the British Isles and bog woodland. Due to the distance from the ETP and absence of potential pathways it has been discounted;
- Peatlands Park SAC - located approximately 13.4 km south west of the ETP boundary and is designated for Degraded raised bogs still capable of natural regeneration, Bog woodland, Active raised bogs and Old sessile oak woods with *Ilex* and *Blechnum* in the British Isles. Due to the distance from the ETP and absence of potential pathways it has been discounted;
- Hollymount SAC - located approximately 13.4 km south west of the ETP boundary and is designated for Alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior* (*Alno-Padion*, *Alnion incanae*, *Salicion albae*) and Old sessile oak woods with *Ilex* and *Blechnum* in the British Isles. Due to the distance from the ETP and absence of potential pathways it has been discounted;
- Carn – Glenshane Pass SAC - located approximately 15.2 km west of the ETP boundary and is designated for blanket bogs. Due to the distance from the ETP and absence of potential pathways it has been discounted;
- Garry Bog SAC - located approximately 15.6 km north west of the ETP boundary and is designated for active raised bogs. Due to the distance from the ETP and absence of potential pathways it has been discounted;
- Ballykilbeg SAC - located approximately 16.9 km south of the ETP boundary and is designated for Marsh fritillary butterfly. Due to the distance from the ETP and absence of potential pathways it has been discounted;
- Eastern Mourne SAC - located approximately 17.9 km south of the ETP boundary and is designated for Northern Atlantic wet heaths with *Erica tetralix*, European dry heaths, Alpine and Boreal heaths, Siliceous alpine and boreal grasslands, Blanket bogs, Siliceous scree of the montane to snow levels (*Androsacetalia alpinae* and *Galeopsietalia ladani*) and Siliceous rocky

slopes with chasmophytic vegetation. Due to the distance from the ETP and absence of potential pathways it has been discounted;

- River Roe and Tributaries SAC - located approximately 18.8 km west of the ETP. The river and its tributaries are not hydrologically connected to the land within the ETP boundary;
- Upper Ballinderry River SAC - located approximately 18.9 km west of the ETP. The river is not hydrologically connected to the land within the ETP boundary;
- Teal Lough SAC - located approximately 22.1 km west of the ETP boundary and is designated for blanket bog. Due to the distance from the ETP and absence of potential pathways it has been discounted.

4.2. Information on European Sites Identified for Screening

- 4.2.1. Relevant environmental information for the 30 European Sites taken forward for Stage 1 Screening is presented in Tables B-1 to B-30 in Appendix B.

4.3. Stage 1 Screening Results

Identified effect pathways

- 4.3.1. As outlined in paragraph 3.5.2 the following effect pathways have been identified. Each Conservation Objective has been considered against each pathway:
- Habitat loss and fragmentation;
 - Species disturbance (visual, noise, vibration);
 - Changes to water quality;
 - Changes to air quality;
 - Changes to surface and groundwater hydrology;
 - Introduction of INNS; and
 - Recreation.

Likely Significant Effect Screening – Alone

Belfast City Centre

- 4.3.2. LSE screening for the identified European Sites is provided in Table 4-1 below. The assessment considers the construction and operation of the ETP. As the ETP will be operational for the foreseeable future, decommissioning has not been considered within the assessment.

Table 4-1 – Belfast City Centre Likely Significant Effects Summary Table

Policy Reference	Policy	LSE	Justification
Walking and Wheeling			
CC-01	City centre 20mph speed limit	No	This policy will not lead to development, indeed it will reduce emissions which would have a positive impact on the environment.
CC-02	Walking and Wheeling improvements in the North of the City Centre	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
CC-03	Walking and Wheeling improvements to the Primary Retail Core	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
CC-04	Enhanced city centre gateways	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
CC-05	Walking and Wheeling improvements in the South of the City Centre	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
Cycling			
CC-06	Cycling improvements in the North of the City Centre	No	This policy is likely to include only the realignment of white lines and, therefore, unlikely to result in an LSE.
CC-07	Cycling improvements to the Primary Retail Core	No	This policy is likely to include only minor localised development of cycle storage and the realignment of white lines and, therefore, unlikely to result in an LSE.
CC-08	Cycling improvements in the South of the City Centre	No	This policy is likely to include only the realignment of white lines and, therefore, unlikely to result in an LSE.
Bus			
CC-09	Bus priority in the North of the City Centre	No	This policy is likely to include only the realignment of white lines and, therefore, unlikely to result in an LSE.
CC-10	Bus routing changes to the Primary Retail Core	No	This policy is not expected to lead to development as it is concerned with bus routing changes and, therefore, unlikely to result in an LSE.
CC-11	Bus priority in the South of the City Centre	No	This policy is likely to include only the realignment of white lines and, therefore, unlikely to result in an LSE.

Policy Reference	Policy	LSE	Justification
CC-12	Bus stop upgrades	No	This policy is likely to include only minor localised improvements to bus stops and, therefore, unlikely to result in an LSE.
CC-13	Bus routing changes	No	This policy is not expected to lead to development as it is concerned with bus routing changes and, therefore, unlikely to result in an LSE.
Bus Rapid Transit (BRT)			
CC-14	Glider routing changes	No	This policy is not expected to lead to development as it is concerned with glider routing changes and, therefore, unlikely to result in an LSE.
CC-15	Belfast Rapid Transit 3 via Shore Road	Yes	There is insufficient detail at this stage to know if this option would result in a change of white lines only or other changes, therefore, the precautionary principal has been used.
CC-16	Belfast Rapid Transit 3 via Lisburn Road	Yes	There is insufficient detail at this stage to know if this option would result in a change of white lines only or other changes, therefore, the precautionary principal has been used.
Travel Hubs			
CC-17	Travel Hubs	Yes	There is insufficient detail at this stage to know if this option would result in a change of white lines only or other changes, therefore, the precautionary principal has been used.
Traffic Management			
CC-18	Traffic management North of the City Centre	Yes	There is insufficient detail at this stage to know if this option would result in a change of white lines only or other changes, therefore, the precautionary principal has been used.
CC-19	Traffic management within the Primary Retail Core	Yes	There is insufficient detail at this stage to know if this option would result in a change of white lines only or other changes, therefore, the precautionary principal has been used.
CC-20	Traffic management South of the City Centre	Yes	There is insufficient detail at this stage to know if this option would result in a change of white lines only or other changes, therefore, the precautionary principal has been used.
CC-26	Road space reallocation and closure to general traffic	Yes	There is insufficient detail at this stage to know if this option would result in a change of white lines only or other changes, therefore, the precautionary principal has been used.
Other			
CC-21	City centre kerbside review	No	This policy is not anticipated to lead to development.

Policy Reference	Policy	LSE	Justification
CC-22	Update to Belfast City Centre Core Parking Zone Boundary	No	This policy is not anticipated to lead to development.
CC-23	Update to Belfast City Centre Fringe Parking Zone Boundary	No	This policy is not anticipated to lead to development.
CC-24	Blue Badge and Accessible Bays	No	This policy is not anticipated to lead to development.
CC-25	Introduction of new residents parking zones	No	This policy is not anticipated to lead to development.

Belfast Metropolitan Area

- 4.3.3. LSE screening for the identified European Sites is provided in Table 4-2 below. The assessment considers the construction and operation of the ETP. As the ETP will be operational for the foreseeable future, decommissioning has not been considered within the assessment.

Table 4-2 – Belfast Metropolitan Area Likely Significant Effects Summary Table

Policy Reference	Policy	LSE	Justification
Walking and Wheeling			
MA-01	Metropolitan Area 20mph speed limit	No	This policy will not lead to development.
MA-02	BCC People and Movement Places	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
MA-03	Glengormley Town Centre	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
MA-04	ANBC People and Movement Places	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
MA-05	LCCC People and Movement Places	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
MA-06	Targeted improvements to footways and crossings	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
Cycling			
MA-07	Upgrades to existing cycle routes	No	This policy is likely to include only the realignment of white lines and, therefore, unlikely to result in an LSE.

Policy Reference	Policy	LSE	Justification
MA-08	Providing new supporting infrastructure including secure cycle storage and cycle hire options	No	This policy is likely to include only minor localised development of cycle storage and realignment of white lines and, therefore, is unlikely to result in an LSE.
MA-09	People and Movement Places	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
MA-10	Priority cycle routes	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
Bus and BRT			
MA-11	Development of enhanced Bus Performance, Infrastructure and Service Standards	No	This policy will not directly lead to development as it is concerned with Bus Performance, Infrastructure and Service Standards.
MA-12	Enhanced Bus Passenger Proposition	No	This policy is not expected to lead to development as it is concerned with routing changes.
MA-13	Bus priority infrastructure	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
MA-14	Belfast Rapid Transit 3 via Lisburn Road	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
MA-15	Belfast Rapid Transit 3 via Shore Road	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
Park & Ride			
MA-16	P&R / Travel Hub services	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
MA-17	McKinstry Road P&R (new)	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
MA-18	Black's Road P&R link to Lisburn Road (enhancement)	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
MA-19	Hollywood Road P&R (new)	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
MA-20	Repurposing of city centre P&Rs	No	This policy is not anticipated to lead to development.

Policy Reference	Policy	LSE	Justification
MA-21	Shore Road P&R (new)	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
Traffic Management and Parking			
MA-22	Expansion of areas of parking restraint	No	This policy is not anticipated to lead to development.
MA-23	Rationalisation of on street parking provision	No	This policy is not anticipated to lead to development.
MA-24	Targeted amendments to on street parking and loading activity	No	This policy is not anticipated to lead to development.
MA-25	Targeted changes to speed limits	No	This policy is not anticipated to lead to development.
MA-26	Introduction of new south facing slip roads at the Black's Road junction of the M1	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.
MA-27	Targeted hard shoulder running on M1 and M2 to improve reliability and punctuality of bus services	No	This policy is not anticipated to lead to development.

Antrim and Newtownabbey Borough Council

- 4.3.4. LSE screening for the identified European Sites is provided in Table 4-3 below. The assessment considers the construction and operation of the ETP. As the ETP will be operational for the foreseeable future, decommissioning has not been considered within the assessment.

This section will be updated once this chapter of the ETP is completed

Table 4-3 – Antrim and Newtownabbey Borough Council Likely Significant Effects Summary Table

Policy Reference	Policy	LSE	Justification

Ards and North Down Borough Council

- 4.3.5. LSE screening for the identified European Sites is provided in Table 4-4 below. The assessment considers the construction and operation of the ETP. As the ETP will be operational for the foreseeable future, decommissioning has not been considered within the assessment.

This section will be updated once this chapter of the ETP is completed

Table 4-4 – Ards and North Down Borough Council Likely Significant Effects Summary Table

Policy Reference	Policy	LSE	Justification

Lisburn and Castlereagh City Council

- 4.3.6. LSE screening for the identified European Sites is provided in Table 4-5 below. The assessment considers the construction and operation of the ETP. As the ETP will be operational for the foreseeable future, decommissioning has not been considered within the assessment.

This section will be updated once this chapter of the ETP is completed

Table 4-5 – Lisburn and Castlereagh City Council Likely Significant Effects Summary Table

Policy Reference	Policy	LSE	Justification

Mid and East Antrim Borough Council

- 4.3.7. LSE screening for the identified European Sites is provided in Table 4-6 below. The assessment considers the construction and operation of the ETP. As the ETP will be operational for the foreseeable future, decommissioning has not been considered within the assessment.

This section will be updated once this chapter of the ETP is completed

Table 4-6 – Mid and East Antrim Borough Council Likely Significant Effects Summary Table

Policy Reference	Policy	LSE	Justification

Stage 1 Screening Conclusions

- 4.3.8. The HRA Stage 1 Screening assessment has concluded that LSE cannot be discounted for all impact pathways. Potential LSE pathways identified are summarised below:
- Changes to water quality (pollution from any construction);
 - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes);
 - Introduction of INNS (spread of INNS);
 - Recreation (improved movement allowing people improved access to European Sites).
- 4.3.9. Owing to the location, likely size and nature of any schemes arising out of the ETP the following pathways have been discounted:
- Habitat loss and fragmentation;
 - Species disturbance (visual, noise, vibration);
 - Changes to surface and groundwater hydrology.
- 4.3.10. Owing to the potential LSE, the in-combination assessment will be undertaken at Stage 2 Appropriate Assessment.
- 4.3.11. Therefore, Stage 2 Appropriate Assessment has been undertaken and is detailed in Section 5.

5. Stage 2 - Appropriate Assessment

5.1. Introduction

5.1.1. Following completion of the HRA Stage 1 Screening assessment, potential LSE risks were identified due to a potential LSE from the following on a number of qualifying features:

- Changes to water quality (pollution from any construction);
- Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes);
- Introduction of INNS (spread of INNS);
- Recreation (improved movement allowing people improved access to European Sites).

5.1.2. Potential LSE on the following sites were identified and taken forward for Stage 2 Appropriate Assessment:

European Sites Located within the ETP

- Garron Plateau SAC;
- Main Valley Bogs SAC;
- North Channel SAC;
- Rea's Wood and Farr's Bay SAC;
- Strangford Lough SAC;
- Aughnadarragh Lough SAC;
- Antrim Hills SPA;
- Lough Neagh and Lough Beg SPA;
- Belfast Lough SPA;
- Belfast Lough Open Water SPA;
- Larne Lough SPA;
- Outer Ards SPA;
- Copeland Islands SPA;
- Strangford Lough SPA;
- Garron Plateau Ramsar site;
- Larne Lough Ramsar site;
- Lough Neagh and Lough Beg Ramsar site;
- Belfast Lough Ramsar site;
- Outer Ards Ramsar site.

European Sites Located within 20 km of the ETP

- Turmennan Ramsar site (located approximately 7.2 km south)
- Ballynahone Bog Ramsar site (located approximately 10.9 km west)
- Killough Bay Ramsar site (located approximately 11.3 km south)
- Garry Bog Ramsar site (located approximately 15.6 km north west)
- Killough Bay SPA (located approximately 11.4 km south)
- Lecale Fans SAC (located approximately 3.7 km south)

- Murlough SAC (located approximately 13.5km south)

European Sites Designated for Grey seals, Harbour seals and Harbour porpoise (outside 20 km search area)

- Skerries and Causeway SAC (located approximately 26.9km north west);
- Inner Hebrides and the Minches SAC (located approximately 76.1km north);
- Rocksbill to Dalkey Island SAC (located approximately 88.4km south);
- Hornhead and Rinclevan SAC (located approximately 97.0 km west).

5.1.3. Therefore, Stage 2 Appropriate Assessment is required for each of these sites.

5.2. Protection within the ETP

5.2.1. Currently within the plan the following reference is made within the ETP which outlines the requirements for further assessments of any schemes arising from the plan:

‘Implementation of any individual scheme will be progressed following appropriate guidance and alignment with relevant planning requirements. Engagement with local communities and other relevant interest groups will be undertaken throughout any scheme development and design stages. As schemes are progressed to more detailed design and planning, there will be a requirement to carry out further assessment work of both environmental or social issues. This could include, where appropriate, Environmental Impact Assessment, Habitats Regulations Assessment or assessments such as Health Impact or Equalities Impact. Environmental management plans will also be developed ahead of construction.’

5.3. Assessment of Effects

5.3.1. Each potential LSE of the ETP identified by the Screening stage is considered in turn, below, taking into account relevant specific information and mitigation measures. Table 5-1 below summarises those policies for which an LSE was considered possible at Stage 1.

Table 5-1 - In-Combination Effect Assessment Table

Policy Reference	Policy	Water Quality	Air Quality	INNS	Recreation
Belfast City Centre					
Walking and Wheeling					
CC-02	Walking and Wheeling improvements in the North of the City Centre	Yes	Yes	Yes	Yes
CC-03	Walking and Wheeling improvements to the Primary Retail Core	Yes	Yes	Yes	Yes
CC-04	Enhanced city centre gateways	Yes	Yes	Yes	Yes
CC-05	Walking and Wheeling improvements in the South of the City Centre	Yes	Yes	Yes	Yes
Bus Rapid Transit (BRT)					
CC-15	Belfast Rapid Transit 3 via Shore Road	Yes	Yes	Yes	Yes
CC-16	Belfast Rapid Transit 3 via Lisburn Road	Yes	Yes	Yes	Yes
Travel hubs					
CC-17	Travel Hubs	Yes	Yes	Yes	Yes
Traffic Management					
CC-18	Traffic management North of the City Centre	Yes	Yes	Yes	Yes
CC-19	Traffic management within the Primary Retail Core	Yes	Yes	Yes	Yes
CC-20	Traffic management South of the City Centre	Yes	Yes	Yes	Yes
CC-26	Road space reallocation and closure to general traffic	Yes	Yes	Yes	Yes
Belfast Metropolitan Area					
Walking and Wheeling					
MA-02	BCC People and Movement Places	Yes	Yes	Yes	Yes

Policy Reference	Policy	Water Quality	Air Quality	INNS	Recreation
MA-03	Glengormley Town Centre	Yes	Yes	Yes	Yes
MA-04	ANBC People and Movement Places	Yes	Yes	Yes	Yes
MA-05	LCCC People and Movement Places	Yes	Yes	Yes	Yes
MA-06	Targeted improvements to footways and crossings	Yes	Yes	Yes	Yes
Cycling					
MA-09	People and Movement Places	Yes	Yes	Yes	Yes
MA-10	Priority cycle routes	Yes	Yes	Yes	Yes
MA-13	Bus priority infrastructure	Yes	Yes	Yes	Yes
MA-14	Belfast Rapid Transit 3 via Lisburn Road	Yes	Yes	Yes	Yes
MA-15	Belfast Rapid Transit 3 via Shore Road	Yes	Yes	Yes	Yes
Bus					
MAxx	BRT – Phase 3	Yes	Yes	Yes	Yes
MA06	Hollywood Road Quality Mass Movement Route	Yes	Yes	Yes	Yes
MA07	Castlereagh Road Quality Mass Movement Route	Yes	Yes	Yes	Yes
MA08	Cregagh Road Quality Mass Movement Route	Yes	Yes	Yes	Yes
MA09	Malone Road Quality Mass Movement Route	Yes	Yes	Yes	Yes
MA10	Shankill Road Quality Mass Movement Route	Yes	Yes	Yes	Yes
Park & Ride					
MA-16	P&R / Travel Hub services	Yes	Yes	Yes	Yes
MA-17	McKinstry Road P&R (new)	Yes	Yes	Yes	Yes
MA-18	Black's Road P&R link to Lisburn Road (enhancement)	Yes	Yes	Yes	Yes

Policy Reference	Policy	Water Quality	Air Quality	INNS	Recreation
MA-19	Hollywood Road P&R (new)	Yes	Yes	Yes	Yes
MA-21	Shore Road P&R (new)	Yes	Yes	Yes	Yes
Traffic Management and Parking					
MA-26	Introduction of new south facing slip roads at the Black's Road junction of the M1	Yes	Yes	Yes	Yes
Antrim and Newtownabbey Borough Council Transport Plan					
<i>This section will be updated when this chapter of the ETP is completed</i>					
Ards and North Down Borough Council Transport Plan					
<i>This section will be updated when this chapter of the ETP is completed</i>					
Lisburn and Castlereagh City Council Transport Plan					
<i>This section will be updated when this chapter of the ETP is completed</i>					
Mid and East Antrim Borough Council Transport Plan					
<i>This section will be updated when this chapter of the ETP is completed</i>					

Changes to Water Quality

- 5.3.2. Any construction activities in implementing the ETP could result in changes in water quality could result from direct discharges from sewage or surface water run-off outfalls, altering water chemistry, nutrient levels, pH or oxygen levels. Other potential pollutant sources include accidental spillages of fuels or oil, heavy metals leaching from soil run-off, pollutants such as dust and construction waste in surface water run-off and increases in nutrient loading. Any surface water discharges that are made into local watercourses and waterbodies or directly or indirectly into European Sites could be damaging. Such changes in water quality could result in direct and/ or indirect impacts on European sites qualifying features.
- 5.3.3. In order to mitigate the potential for changes in water quality within the European sites the following mitigation measures could be implemented:
- Works should be undertaken following pollution prevention guidelines³⁵;
 - Drainage systems should be designed to avoid direct discharge into watercourses;
 - Attenuation and/ or settlement ponds installed to reduce the risk of pollutants and suspended sediment reaching the receptors;
 - Sustainable Drainage Systems (SuDS) installed;
 - Implementation of a flocculant system before discharge;
 - Implementation of effective soil management plans to avoid run-off from any earthworks;
 - Foul water discharged to existing treatment plants and not to surface water; and,
 - Appropriate bunding around fuel storage.

Conclusion

- 5.3.4. It is concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from ETP alone through changes in water quality.

Changes to Air Quality

- 5.3.5. During construction, emissions to air would be mainly from plant and machinery, road traffic and dust from works, or emissions from concrete batching plants. During operation, traffic on new roads or increased volumes of traffic on existing roads may alter local air quality resulting in additional impacts on sensitive habitats within 200 m of the affected road network.
- 5.3.6. The potential effects of increases in deposition of nitrogen compounds (NO_x) include long-term changes in habitat and species distribution and diversity as nutrient loading encourages more vigorous species, such as grasses, to out-compete forbs and slow growing non-vascular plants. Acidification of soils and freshwater (primarily today through nitrogen deposition) causes similar effects, depending on the geology and soil chemistry influence susceptibility of an ecosystem to acid deposition.
- 5.3.7. An assessment of any adverse impacts from changes in air quality should be undertaken on a site-by-site basis, through determination of the applicability of the critical levels and critical loads at each site,

³⁵ <https://www.netregs.org.uk/legislation/northern-ireland-environmental-legislation/ Guidance - Pollution Prevention for Businesses: https://www.gov.uk/guidance/pollution-prevention-for-businesses>.

and further ecological assessment and modelling. Critical loads for vegetation types are presented on the Air Pollution Information System (APIS) website³⁶.

- 5.3.8. Good practice measures to control dust from construction sites is considered likely to be sufficient to limit the amount of emissions reaching the European Sites. With respect to emissions of NO_x or acidic compounds through construction activities, generic mitigation measures such as turning engines off when not required, operating equipment on ultra-low sulphur diesel, ensuring engines are routinely maintained and providing public transport for workers, are considered likely to limit emissions to within acceptable thresholds.
- 5.3.9. In order to limit the potential for impacts the following mitigation could be implemented for any schemes or actions arising out of the ETP:
- Enclosure of silos, cement powder delivery systems and installation of dust mitigation systems;
 - Avoid dust releasing activities;
 - Site design to reduce dust emissions (e.g. covering stockpiles, reducing vehicle speed);
 - Dust control measures implemented (e.g. damping down with water bowsers);
 - Regular maintenance of plant and machinery;
 - Drivers to switch off vehicles when stationary;
 - Avoid use of diesel generators;
 - Implement air quality monitoring scheme.
- 5.3.10. Operational impacts cannot be mitigated in this way and would need to be avoided through modelling and management of the affected road network, particularly roads that lie within 200 m of a European Site.

Conclusion

- 5.3.11. It is concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from ETP alone through changes in air quality.

Introduction of INNS

- 5.3.12. The risk of terrestrial INNS introduction to European Sites remains if appropriate mitigation measures are not implemented. Any works have the potential to spread INNS that are already established on the site or outside of the site.
- 5.3.13. In practice, to manage these risks, any future project proponent will be required to apply Biosecurity Risk Assessments and Method Statements to cover all activities. These are likely to include regular survey and monitoring requirements for INNS. The implementation of effective Biosecurity Risk Assessments and procedures are considered likely to rule out any risk to site integrity from INNS.
- 5.3.14. In order to limit the potential for impacts, the following mitigation could be implemented for any schemes or actions arising out of the ETP:
- Implementation of Biosecurity Risk Assessments and Method Statements to cover all activities;
 - Undertake measures that would control and eradicate INNS within the area of works; and

³⁶ <http://www.apis.ac.uk/>

- Implementation of regular survey and monitoring requirements for INNS.

Conclusion

- 5.3.15. It is concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from ETP alone through the introduction of INNS.

Recreational Pressures

- 5.3.16. Improving access to European Sites, particularly in combination with local increases in population driven by housing and employment development, can increase the amount of recreation at a European Site. This may result in increased disturbance/ erosion of habitats, disturbance of species within the site from increased numbers of people and dogs, littering, vandalism and other anti-social behaviour. It can also drive the need for more visitor facilities and car parking facilities, visitor management, an educational programme and site warden; increased recreational pressure on European Sites from increased accessibility and visitor numbers, can result in disturbance and habitat erosion if not managed.
- 5.3.17. In order to limit the potential for impacts the following mitigation could be implemented for any schemes or actions arising out of the ETP:
- Visitor management schemes, including provision of dedicated footpaths, fencing and screening of sensitive areas;
 - Education of visitors through signage and online information; and
 - Investment in alternative accessible greenspace for recreation.

Conclusion

- 5.3.18. It is concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from ETP alone through recreational pressures.

5.4. In-combination Assessment

- 5.4.1. In-combination assessment of adverse effects for the European Sites screened in for AA is provided in Table 5-2 below.

Table 5-2 - In-Combination Effect Assessment Table

Competent Authority	Project/Plan Name	Findings of HRA	In-combination assessment
Belfast City Council	Belfast Local Development Plan Plan Strategy 2035 HRA Annex A: Conservation Objectives for Designated Sites May 2023 ³⁷	The screening identified 98 policies that could result in LSE on European site and were thus taken forward to Stage 2 AA. Mitigation measures, in the form of suggested case-specific policy caveats, were incorporated in respect of these policies and reviewed as part of an appropriate assessment. It was, therefore, concluded that with the policies protecting European sites and case specific caveats there would be no effect on the integrity of the European sites.	As the development ETP includes policies to protect the European sites, the policies within the ETP are high level and each development coming forward will require assessment, it is considered that at this stage there will be no in-combination effects. Furthermore, any development as a result of the ETP will be subject to further assessment.
Antrim and Newtownabbey Borough Council	Antrim and Newtownabbey Borough Council, Local Development Plan 2030, Draft Plan Strategy, Draft Habitats Regulations Assessment, April 2025 ³⁸	The screening identified 44 policies that could result in LSE on European site and were thus taken forward to Stage 2 AA. Mitigation measures in the form of case specific policy caveats. The next stage is the production of the Local Policies Plan which will also be subject to HRA.	As the development ETP includes policies to protect the European sites, the policies within the ETP are high level and each development coming forward will require assessment, it is considered that at this stage there will be no in-combination effects. Furthermore, any development as a result of the ETP will be subject to further assessment.
Mid and East Antrim Borough Council	Mid and East Antrim Borough Council Local Development Plan 2030, Habitats Regulations	The screening identified 87 policies that could result in LSE on European site and were thus taken forward to Stage 2 AA. Mitigation measures in the form of case specific policy	As the development ETP includes policies to protect the European sites, the policies within the ETP are high level and each development coming forward will require

³⁷ <https://www.belfastcity.gov.uk/getmedia/886ecfa9-611b-44ef-81d3-33f6120f88cd/PS006-HRA-Final-May-2023.pdf>

³⁸ <https://antrimandnewtownabbey.gov.uk/getmedia/059f73cd-03b7-41b2-8b0e-a42e50c5bd9e/Addendum-Equality-Screening-and-Rural-Needs-Report-2025.pdf.aspx>

Competent Authority	Project/Plan Name	Findings of HRA	In-combination assessment
	Assessment, Report of the Plan Strategy, October 2023 ³⁹	caveats. The next stage is the production of the Local Policies Plan which will also be subject to HRA.	assessment, it is considered that at this stage there will be no in-combination effects. Furthermore, any development as a result of the ETP will be subject to further assessment.
Lisburn and Castlereagh City Council	Lisburn and Castlereagh City Council Local Development Plan 2032, Habitats Regulations Assessment (HRA) September 2023 ⁴⁰	The screening identified 90 policies that could result in LSE on European site and were thus taken forward to Stage 2 AA. Mitigation measures in the form of case specific policy caveats. The next stage is the production of the Local Policies Plan which will also be subject to HRA.	As the development ETP includes specific policy caveats to protect the European sites, the policies within the ETP are high level and each development coming forward will require assessment, it is considered that at this stage there will be no in-combination effects.
Mid Ulster District Council	Mid Ulster District Council Draft Habitats Regulations Assessment Report of Local Development Plan 2030 – Draft Plan Strategy, February 2019 ⁴¹	The assessment identified a total of 22 sites that could be impacted by the plan. Impacts identified were habitat loss, direct and indirect disturbance, introduced species, aerial emissions, water pollution or hydrological change. The assessment concluded that with the mitigation measures identified there would be adverse effect on the integrity of the sites.	As the development ETP includes specific policy caveats to protect the European sites, the policies within the ETP are high level and each development coming forward will require assessment, it is considered that at this stage there will be no in-combination effects.
Department for Infrastructure	Habitat Regulations Assessment Report, for Northern Ireland Flood	The assessment concluded that there was a potential LSE on European sites and therefore a Stage 2 Appropriate Assessment was undertaken. The assessment concluded that	As the ETP is high level and the works are relatively minor and localised, it is considered reasonably unlikely that with the mitigation measures identified in both

³⁹ https://issuu.com/meabc/docs/habitats_regulations_assessment_report_of_the_plan?fr=xGAEgASgBPf81NTU

⁴⁰ https://www.lisburncastlereagh.gov.uk/documents/d/guest/habitats_regulation_assessment_-_hra-

⁴¹ <https://www.midulstercouncil.org/MidUlsterCouncil/media/Mid-Ulster-Council/Publications/Planning/Local%20Development%20Plan/Habitat-Regulations-Assessment.pdf>

Competent Authority	Project/Plan Name	Findings of HRA	In-combination assessment
	Risk Management Plan, 2021-2027, December 2021 ⁴²	'having applied measures appropriate at a plan level intended to avoid or reduce the harmful effects of the implementation of the plan on N2K sites' that there would be no effect on the integrity of the European sites.	plans that there would be no in-combination effects. Furthermore, any development as a result of the ETP will be subject to further assessment.
	Living with Water in Belfast – An Integrated Plan for Drainage and Wastewater Management In Greater Belfast, Habitats Regulations Assessment Report, November 2020 ⁴³	A total of 71 projects that could come forward for development under the plan were screened in for appropriate assessment. This concluded that 'having applied measures appropriate at a plan level intended to avoid or reduce the harmful effects of the implementation of the plan on European sites' that there would be no effect on the integrity of the European sites.	As the ETP is high level and the works are relatively minor and localised it is considered reasonably unlikely that with the mitigation measures identified in both plans that there would be no in-combination effects. Furthermore, any development as a result of the ETP will be subject to further assessment.
	Newry Southern Relief Road Habitats Regulations Assessment Report, Department for Infrastructure, Project number: 60736603, January 2025 ⁴⁴	The assessment concluded that there was a potential LSE on European sites and therefore a Stage 2 Appropriate Assessment was undertaken. The assessment concluded that provided the mitigation measures identified are implemented there would be no effect on the integrity of the European designated sites.	As the ETP is high level and the works are relatively minor and localised it is considered reasonably unlikely that with the mitigation measures identified in both plans that there would be no in-combination effects. Furthermore, any development as a result of the ETP will be subject to further assessment.

⁴² <https://niopa.qub.ac.uk/bitstream/NIOPA/14075/1/habitats-regulation-assessment-report-for-ni-flood-risk-management-plan-2021-2027.pdf>

⁴³ <https://www.infrastructure-ni.gov.uk/sites/default/files/consultations/infrastructure/lwwp-sdip-habitats-regulation-assessment.pdf>

⁴⁴ <https://www.infrastructure-ni.gov.uk/sites/default/files/2025-01/nssr-hra.pdf>

Competent Authority	Project/Plan Name	Findings of HRA	In-combination assessment
	Portadown Flood Alleviation Scheme, Statement to Inform Habitats Regulations Assessment, March 2022 ⁴⁵	The Stage 1 Screening concluded that without mitigation there is a potential LSE on the Lough Neagh and Lough Beg SPA and Ramsar site, as a result of habitat degradation and species mortality arising from hydrological and hydrogeological impacts on sensitive qualifying habitats and habitat degradation as a result of introducing/spreading non-native invasive species. The assessment concluded that provided the mitigation measures identified are implemented there would be no effect on the integrity of the European designated sites.	As the ETP is high level and the works are relatively minor and localised it is considered reasonably unlikely that with the mitigation measures identified in both plans that there would be no in-combination effects. Furthermore, any development as a result of the ETP will be subject to further assessment.
DAERA	Habitats Regulations Assessment, Stage 2 Appraisal to Inform Appropriate Assessment, DAERA Future Agricultural Proposals for Northern Ireland, April 2022 ⁴⁶	The Stage 1 Screening concluded that a Stage 2 Appropriate Assessment was required. The Stage 2 assessment concluded that provided the mitigation measures identified are implemented there would be no effect on the integrity of the European designated sites.	As the ETP is high level and the works are relatively minor and localised it is considered reasonably unlikely that with the mitigation measures identified in both plans that there would be no in-combination effects. Furthermore, any development as a result of the ETP will be subject to further assessment.

⁴⁵ <https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/portadown-fas-statement-to-inform-hra.PDF>

⁴⁶ https://www.daera-ni.gov.uk/sites/default/files/consultations/daera/Habitats%20Regulations%20Assessment_0.PDF

6. Conclusions

6.1.1. Following an initial pre-screening, the following European Sites were excluded from the Stage 1 Screening;

- Dead Island Bog SAC;
- Wolf Island Bog SAC;
- Red Bay SAC;
- Turmennan SAC;
- Curran Bog SAC;
- Ballynahone Bog SAC;
- Breen Wood SAC;
- Peatlands Park SAC;
- Hollymount SAC;
- Carn – Glenshane Pass SAC;
- Garry Bog SAC;
- Ballykilbeg SAC;
- Eastern Mourne SAC;
- River Roe and Tributaries SAC;
- Upper Ballinderry River SAC;
- Teal Lough SAC.

6.1.2. The following European Sites were considered at Screening:

Site Located within the ETP area

- Garron Plateau SAC;
- Main Valley Bogs SAC;
- North Channel SAC;
- Rea's Wood and Farr's Bay SAC;
- Strangford Lough SAC;
- Aughnadarragh Lough SAC;
- Antrim Hills SPA;
- Lough Neagh and Lough Beg SPA;
- Belfast Lough SPA;
- Belfast Lough Open Water SPA;
- Larne Lough SPA;
- Outer Ards SPA;
- Copeland Islands SPA;
- Strangford Lough SPA;
- Garron Plateau Ramsar site;
- Larne Lough Ramsar site;
- Lough Neagh and Lough Beg Ramsar site;
- Belfast Lough Ramsar site;
- Outer Ards Ramsar site.

Sites Located within 20 km of the ETP area

- Turmennan Ramsar site (located approximately 7.2 km south);
- Ballynahone Bog Ramsar site (located approximately 10.9 km west);
- Killough Bay Ramsar site (located approximately 11.3 km south);
- Garry Bog Ramsar site (located approximately 15.6 km north west);
- Killough Bay SPA (located approximately 11.4 km south);
- Lecale Fans SAC (located approximately 3.7 km south);
- Murlough SAC (located approximately 13.5 km south).

Sites Designated for Grey seals, Harbour seals and Harbour porpoise (outside 20 km search area)

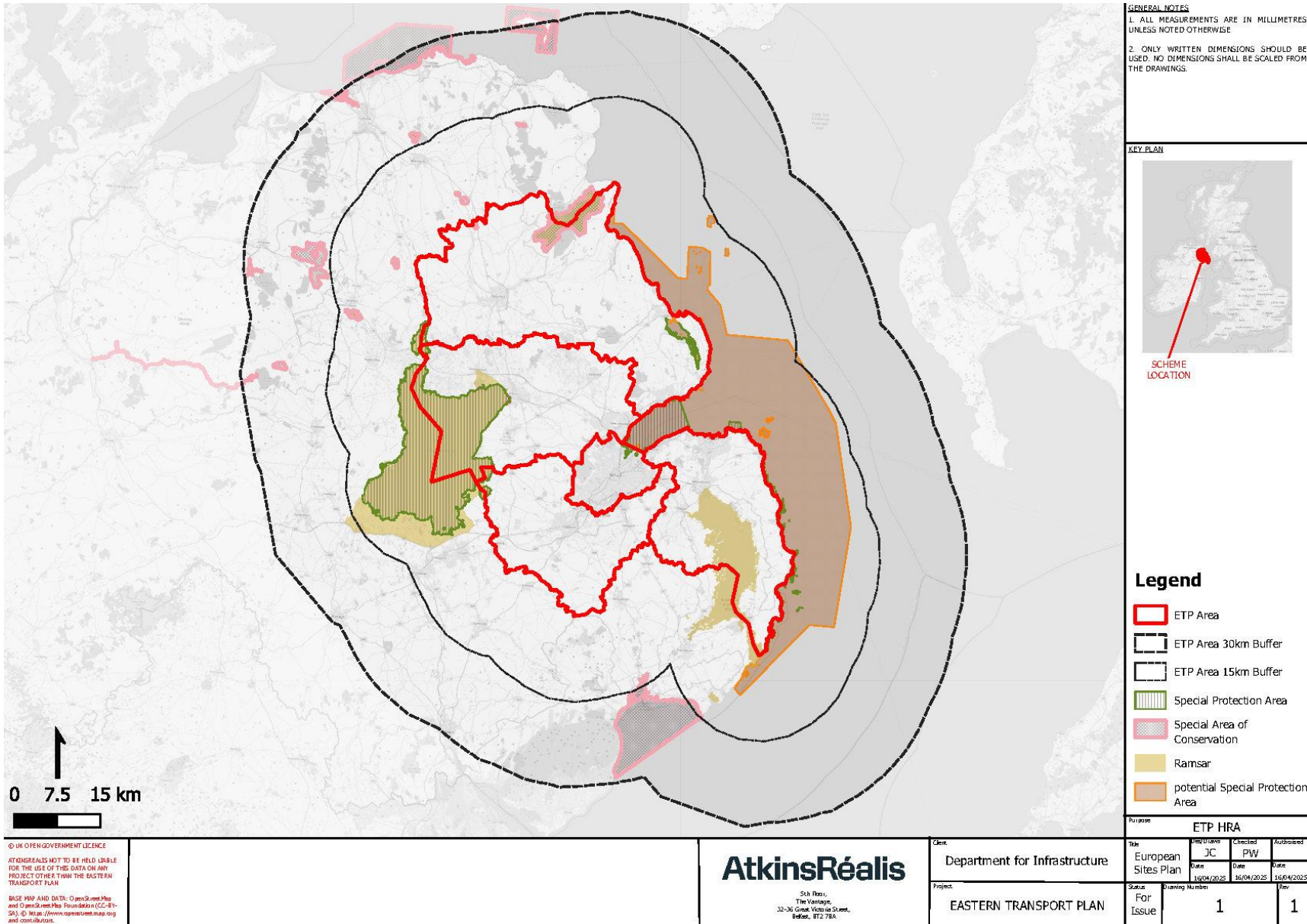
- Skerries and Causeway SAC (located approximately 26.9 km north west);
- Inner Hebrides and the Minches SAC (located approximately 76.1 km north);
- Rocksbill to Dalkey Island SAC (located approximately 88.4 km south);
- Hornhead and Rinclevan SAC (located approximately 97.0 km west).

- 6.1.3. HRA Stage 1 Screening Assessment has concluded that an LSE could **not** be discounted for all LSE pathways, and so, a Stage 2 Appropriate Assessment was undertaken.
- 6.1.4. With due consideration given to the information provided above for the Stage 2 Appropriate Assessment, it is considered that with the mitigation proposed, the ETP will not adversely affect the integrity of the European Sites, alone or in-combination with other plans or projects.

APPENDICES

Appendix A. Scheme Location and European Sites Plan





Appendix B. European Designated Sites

Table B-1 - Garron Plateau SAC

EU Site Code	UK0016606
Designation	SAC
Name	Garron Plateau SAC
Area	4652.18 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	Annex I habitats that are a primary reason for selection of this site - Blanket Bogs; - Alkaline fens. Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site - Oligotrophic to mesotrophic standing waters with vegetation of the <i>Littorelletea uniflorae</i> and/or of the <i>Isoëto-Nanojuncetea</i>; - Natural dystrophic lakes and ponds; - Northern Atlantic wet heaths with <i>Erica tetralix</i>; - Transition mires and quaking bogs. Annex II species that are a primary reason for selection of this site - Marsh saxifrage (<i>Saxifraga hirculus</i>).
Conservation Objectives	To maintain (or restore where appropriate) the - Active Blanket Bog - Alkaline fen (upland) - Marsh saxifrage <i>Saxifraga hirculus</i> L - Oligotrophic to mesotrophic standing water with vegetation belonging to <i>Littorelletea uniflorae</i> and/or <i>Isoëto-Nanojuncetea</i> - Northern Atlantic wet heath - Natural dystrophic lakes and pools - Transition mires and quaking bogs
Vulnerabilities	The site is vulnerable to: - Fire and fire suppression; - Human induced changes in hydraulic conditions; - Grazing; - Air pollution, air-borne pollutants.

Table B-2 - Main Valley Bogs SAC

EU Site Code	UK0030199
Designation	SAC



Name	Main Valley Bogs
Area	186.35 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	Annex I habitats that are a primary reason for selection of this site ▪ Active raised bogs.
Conservation Objectives	To maintain (or restore where appropriate) the active raised bog to favourable condition.
Vulnerabilities	The site is vulnerable to: ▪ Biocenotic evolution, succession; ▪ Fire and fire suppression; ▪ Grazing; ▪ Air pollution, air-borne pollutants; ▪ Human induced changes in hydraulic conditions.

Table B-3 - North Channel SAC

EU Site Code	160367
Designation	SAC
Name	North Channel
Area	160400 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	Annex II species that are a primary reason for selection of this site ▪ Harbour porpoise (<i>Phocoena Phocoena</i>).
Conservation Objectives	To maintain (or restore where appropriate) the ▪ Reefs; ▪ Sandbanks which are slightly covered by sea water all the time; ▪ Grey Seal.
Vulnerabilities	The site is vulnerable to: ▪ Fishing and harvesting aquatic resources; ▪ Marine water pollution; ▪ Shipping lanes, ports, marine constructions; ▪ Exploration and extraction of oil or gas; ▪ Military use and civil unrest

Table B-4 - Rea's Wood and Farr's Bay SAC

EU Site Code	UK0030244
Designation	SAC
Name	Rea's Wood and Farr's Bay



Area	41.83 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	Annex I habitats that are a primary reason for selection of this site Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i>, <i>Alnion incanae</i>, <i>Salicion albae</i>)
Conservation Objectives	To maintain (or restore where appropriate) the Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i> , <i>Alnion incanae</i> , <i>Salicion albae</i>) to favourable condition.
Vulnerabilities	The site is vulnerable to: - Human induced changes in hydraulic conditions; - Pollution to surface waters (limnic & terrestrial, marine & brackish); - Hunting and collection of wild animals (terrestrial), including damage caused by game (excessive density), and taking/removal of terrestrial animals (including collection of insects, reptiles, amphibians, birds of prey, etc., trapping, poisoning, poaching, predator control, accidental capture (e.g. due to fishing gear), etc.); - Invasive non-native species.

Table B-5 - Strangford Lough SAC

EU Site Code	UK0016618
Designation	SAC
Name	Strangford Lough
Area	15391.77 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	Annex I habitats that are a primary reason for selection of this site - Mudflats and sandflats not covered by seawater at low tide; - Coastal lagoons ; - Large shallow inlets and bays; - Reefs. Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site - Annual vegetation of drift lines; - Perennial vegetation of stony banks; - Salicornia and other annuals colonizing mud and sand; - Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>).
Conservation Objectives	To maintain (or restore where appropriate) the - Large shallow inlet and bay; - Coastal lagoons; - Mudflats and sandflats not covered by sea water at low tide; - Reefs; - Annual vegetation of drift lines; - Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>);



	▪ Perennial vegetation of stony banks; ▪ Salicornia and other annuals colonising mud and sand; ▪ Harbour (Common) Seal.
Vulnerabilities	The site is vulnerable to: ▪ Changes in abiotic conditions; ▪ Renewable abiotic energy use; ▪ Invasive non-native species; ▪ Marine water pollution; ▪ Outdoor sports and leisure activities, recreational activities; ▪ Fishing and harvesting aquatic resources; ▪ Marine and Freshwater Aquaculture; ▪ Pollution to surface waters (limnic & terrestrial, marine & brackish).

Table B-6 - Aughnadarragh Lough SAC

EU Site Code	UK0030318
Designation	SAC
Name	Aughnadarragh Lough
Area	12.8 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	Annex II species that are a primary reason for selection of this site ▪ Marsh fritillary butterfly (<i>Euphydryas (Eurodryas, Hypodryas) aurinia</i>)
Conservation Objectives	To maintain (or restore where appropriate) the Marsh Fritillary Butterfly population to favourable condition.
Vulnerabilities	The site is vulnerable to: ▪ Pollution to surface waters (limnic & terrestrial, marine & brackish); ▪ Air pollution, air-borne pollutants; ▪ Human induced changes in hydraulic conditions; ▪ Biocenotic evolution, succession.

Table B-7 - Antrim Hills SPA

EU Site Code	UK9020301
Designation	SPA
Name	Antrim Hills
Area	27092.69 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports: ▪ <i>Circus cyaneus</i> 13.7% of the all-Ireland breeding population 2004;



	▪ <i>Census Falco columbarius</i> 7.3% of the all-Ireland breeding population Various years 2000 - 2005
Conservation Objectives	To maintain each feature in favourable condition.
Vulnerabilities	The site is vulnerable to: ▪ Outdoor sports and leisure activities, recreational activities; ▪ Renewable abiotic energy use; ▪ Forest and Plantation management & use; ▪ Hunting and collection of wild animals (terrestrial), including damage caused by game (excessive density), and taking/removal of terrestrial animals (including collection of insects, reptiles, amphibians, birds of prey, etc., trapping, poisoning, poaching, predator control, accidental capture (e.g. due to fishing gear), etc.); ▪ Fire and fire suppression; ▪ Grazing; ▪ Changes in biotic conditions; ▪ Changes in abiotic conditions; ▪ Other ecosystem modifications.

Table B-8 - Lough Neagh and Lough Beg SPA

EU Site Code	UK9020091
Designation	SPA
Name	Lough Neagh and Lough Beg SPA
Area	40857.18 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	ARTICLE 4.1 QUALIFICATION (79/409/EEC): During the breeding season the area regularly supports: ▪ <i>Sterna hirundo</i> (Northern/Eastern Europe - breeding) 6% of the all-Ireland breeding population (Count, as at 1995). Over winter the area regularly supports: ▪ <i>Cygnus columbianus bewickii</i> (Western Siberia/North-eastern & North-western Europe) 5.4% of the all-Ireland population (5 year peak mean 1991/92-1995/96); ▪ <i>Cygnus cygnus</i> (Iceland/UK/Ireland) 10% of the all-Ireland population (5 year peak mean 1991/92-1995/96). ARTICLE 4.2 QUALIFICATION (79/409/EEC): Over winter the area regularly supports: ▪ <i>Aythya farina</i> (North-western/North-eastern Europe) 7.5% of the population (5 year peak mean 1991/92-1995/96); ▪ <i>Aythya fuligula</i> (North-western Europe) 2.2% of the population (5 year peak mean 1991/92-1995/96); ▪ <i>Bucephala clangula</i> (North-western/Central Europe) 3.6% of the population (5 year peak mean 1991/92-1995/96). ARTICLE 4.2 QUALIFICATION (79/409/EEC):

	An internationally important assemblage of birds. In the non-breeding season the area regularly supports: 99262 waterfowl (5 year peak mean 1991/92-1995/96) including the species listed above plus: <i>Tachybaptus ruficollis</i> , <i>Podiceps cristatus</i> , <i>Phalacrocorax carbo carbo</i> , <i>Anser anser</i> , <i>Tadorna tadorna</i> , <i>Anas penelope</i> , <i>Anas strepera</i> , <i>Anas creaca</i> , <i>Anas platyrhynchos</i> , <i>Anas clypeata</i> , <i>Aythya marila</i> and <i>Fulica atra</i> .
Conservation Objectives	To maintain each feature in favourable condition.
Vulnerabilities	The site is vulnerable to: ▪ Pollution to surface waters (limnic & terrestrial, marine & brackish); ▪ Utility and service lines; ▪ Mining and quarrying; ▪ Grazing; ▪ Outdoor sports and leisure activities, recreational activities; ▪ Invasive non-native species; ▪ Airports, flightpaths; ▪ Changes in abiotic conditions; ▪ Changes in biotic conditions; ▪ Other ecosystem modifications; ▪ Modification of cultivation practices.

Table B-9 - Belfast Lough SPA

EU Site Code	UK9020101
Designation	SPA
Name	Belfast Lough
Area	428.64 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	ARTICLE 4.1 QUALIFICATION (79/409/EEC): ▪ During the breeding season the area regularly supports: ▪ <i>Sterna hirundo</i> 5.8 % of the all-Ireland population (5 year mean 2010 - 2014); ▪ <i>Sterna paradisaea</i> 1.5% of the all-Ireland population (5 year mean 2010 - 2014). Over winter the area regularly supports: ▪ <i>Limosa lapponica</i> 1.2 % of the all-Ireland population (5 year mean 2010/11 - 2014/15). ARTICLE 4.2 QUALIFICATION (79/409/EEC): Over winter the area regularly supports: ▪ <i>Tringa totanus</i> (Eastern Atlantic - wintering) 1.4% of the biogeographic population (5 year peak mean 1991/92 - 1995/96); ▪ <i>Limosa limosa islandica</i> 2.2% of the biogeographic population (2010/11-2014/15).
Conservation Objectives	To maintain each feature in favourable condition.
Vulnerabilities	The site is vulnerable to:

- Marine water pollution;
- Airports, flightpaths;
- Changes in biotic conditions;
- Changes in abiotic conditions;
- Outdoor sports and leisure activities, recreational activities;
- Pollution to surface waters (limnic & terrestrial, marine & brackish);
- Shipping lanes, ports, marine constructions;
- Problematic native species;
- Fishing and harvesting aquatic resources.

Table B-10 - Belfast Lough Open Water SPA

EU Site Code	UK9020290
Designation	SPA
Name	Belfast Lough Open Water
Area	5591.73 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	ARTICLE 4.2 QUALIFICATION (79/409/EEC) Over winter the area regularly supports: ▪ <i>Podiceps cristatus</i> (North-western Europe - wintering) 0.35% of the NW European population 5-year mean 1996/97-2000/01
Conservation Objectives	To maintain each feature in favourable condition
Vulnerabilities	The site is vulnerable to: ▪ Changes in abiotic conditions; ▪ Fishing and harvesting aquatic resources; ▪ Outdoor sports and leisure activities, recreational activities; ▪ Marine water pollution; ▪ Shipping lanes, ports, marine constructions; ▪ Changes in biotic conditions; ▪ Pollution to surface waters (limnic & terrestrial, marine & brackish).

Table B-11 - Larne Lough SPA

EU Site Code	UK9020042
Designation	SPA
Name	Larne Lough
Area	398 ha
Proximity	Within the ETP boundary



Qualifying Interest Features	ARTICLE 4.1 QUALIFICATION (2009/147/EC): During the breeding season the area regularly supports: ▪ <i>Sterna dougallii</i> (Europe - breeding) 1.5% of the all-Ireland breeding population (5 year mean 1993-1997); ▪ <i>Sterna hirundo</i> (Northern/Eastern Europe - breeding) 8% of the all-Ireland breeding population (5 year mean 1993-1997); ▪ <i>Sterna sandvicensis</i> (Western Europe/Western Africa) 4.3% of the all-Ireland breeding population (5 year mean 1993-1997); ▪ <i>Larus melanocephalus</i> 10% of the all-Ireland breeding population (2014 population estimate) (5 year mean 2010-2014). ARTICLE 4.2 QUALIFICATION (2009/147/EC): Over winter the area regularly supports: ▪ <i>Branta bernicla hrota</i> [Canada/Ireland] 1.1% of the biogeographic population (5 year peak mean 1991/92-1995/96)
Conservation Objectives	To maintain each feature in favourable condition.
Vulnerabilities	The site is vulnerable to: ▪ Marine and Freshwater Aquaculture; ▪ Outdoor sports and leisure activities, recreational activities; ▪ Changes in abiotic conditions; ▪ Pollution to surface waters (limnic & terrestrial, marine & brackish); ▪ Marine water pollution; ▪ Shipping lanes, ports, marine constructions; ▪ Other ecosystem modifications; ▪ Utility and service lines; ▪ Changes in biotic conditions; ▪ Invasive non-native species.

Table B-12 - Outer Ards SPA

EU Site Code	UK9020271
Designation	SPA
Name	Outer Ards
Area	1410.41 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	ARTICLE 4.1 QUALIFICATION (2009/147/EC): During the breeding season the area regularly supports: ▪ <i>Sterna paradisaea</i> (Arctic - breeding/Southern Oceans - wintering) 4.7% of the all-Ireland breeding population 5-year mean (period not specified) Over winter the area regularly supports: ▪ <i>Pluvialis apricaria</i> [North-western Europe - wintering] 1.1% of the all-Ireland population 5 year peak mean 1991/92-1995/96

	ARTICLE 4.2 QUALIFICATION (2009/147/EC) Over winter the area regularly supports: ▪ <i>Arenaria interpres</i> (Western Palearctic - wintering) 1.7% of the population 5-year peak mean 1991/92 ? 1995/96 ▪ <i>Branta bernicla hrota</i> [Canada/Ireland] 1.1% of the population 5-year peak mean 1991/92 ? 1995/96 ▪ <i>Charadrius hiaticula</i> (Europe/Northern Africa - wintering) 1.2% of the population 5-year peak mean 1991/92 ? 1995/96
Conservation Objectives	To maintain each feature in favourable condition.
Vulnerabilities	The site is vulnerable to: ▪ Marine water pollution; ▪ Utility and service lines; ▪ Other ecosystem modifications; ▪ Interspecific faunal relations; ▪ Outdoor sports and leisure activities, recreational activities; ▪ Changes in biotic conditions; ▪ Changes in abiotic conditions.

Table B-13 - Copeland Islands SPA

EU Site Code	UK9020291
Designation	SPA
Name	Copeland Islands
Area	200.19 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports: ▪ <i>Sterna paradisaea</i> (Arctic - breeding/Southern Oceans - wintering) 22.6% of the population in Ireland 5-year mean 1998?2002 ARTICLE 4.2 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports: ▪ <i>Puffinus puffinus</i> 1.7% of the World population Total survey 2000?2002
Conservation Objectives	To maintain each feature in favourable condition.
Vulnerabilities	The site is vulnerable to: ▪ Interspecific faunal relations; ▪ Changes in biotic conditions; ▪ Grazing;

- Other ecosystem modifications;
- Changes in abiotic conditions;
- Marine water pollution;
- Outdoor sports and leisure activities, recreational activities.

Table B-14 - Strangford Lough SPA

EU Site Code	UK9020111
Designation	SPA
Name	Strangford Lough
Area	15564.4 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports: ▪ <i>Sterna hirundo</i> (Northern/Eastern Europe - breeding) 19.5% of the all-Ireland breeding population (5 year peak mean 1992/3-1996/7); ▪ <i>Sterna paradisaea</i> (Arctic - breeding/Southern Oceans - wintering) 8.4% of the all-Ireland breeding population (5 year peak mean 1992/3-1996/7); ▪ <i>Sterna sandvicensis</i> (Western Europe/Western Africa) 13.5% of the all-Ireland breeding population (5 year peak mean 1992/3-1996/7). ARTICLE 4.2 QUALIFICATION (79/409/EEC): Over winter the area regularly supports: ▪ <i>Branta bernicla hrota</i> [Canada/Ireland] 52.6% of the population (5 year peak mean 1992/3-1996/7); ▪ <i>Calidris canutus</i> (North-eastern Canada/Greenland/Iceland/North-western Europe) 2.5% of the population (5 year peak mean 1992/3-1996/7); ▪ <i>Tringa totanus</i> (Eastern Atlantic - wintering) 1.8% of the population (5 year peak mean 1992/3-1996/7). ARTICLE 4.2 QUALIFICATION (79/409/EEC): An internationally important assemblage of birds. In the non-breeding season the area regularly supports: 70200 waterfowl (5 year peak mean 1991/92-1995/96) including the species listed above plus: <i>Limosa lapponica</i>, <i>Limosa limosa islandica</i>, <i>Fulica atra</i>, <i>Numenius arquata</i>, <i>Calidris alpina alpina</i>, <i>Somateria mollissima mollissima</i>, <i>Anas strepera</i>, <i>Podiceps cristatus</i>, <i>Anser anser</i>, <i>Tringa nebularia</i>, <i>Bucephala clangula</i>, <i>Pluvialis apricaria</i>, <i>Pluvialis squatarola</i>, <i>Vanellus vanellus</i>, <i>Anas platyrhynchos</i>, <i>Haematopus ostralegus</i>, <i>Anas acuta</i>, <i>Mergus serrator</i>, <i>Charadrius hiaticula</i>, <i>Tadorna tadorna</i>, <i>Anas clypeata</i>, <i>Anas crecca</i>, <i>Arenaria interpres</i> and <i>Anas penelope</i>.
Conservation Objectives	To maintain each feature in favourable condition.
Vulnerabilities	The site is vulnerable to: ▪ Changes in biotic conditions; ▪ Interspecific faunal relations;

	▪ Marine and Freshwater Aquaculture; ▪ Changes in abiotic conditions; ▪ Outdoor sports and leisure activities, recreational activities; ▪ Marine water pollution; ▪ Airports, flightpaths; ▪ Modification of cultivation practices; ▪ Pollution to surface waters (limnic & terrestrial, marine & brackish); ▪ Other ecosystem modifications; ▪ Invasive non-native species; ▪ Utility and service lines; ▪ Fishing and harvesting aquatic resources.
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Table B-15 - Garron Plateau Ramsar site

EU Site Code	UK12010
Designation	Ramsar site
Name	Garron Plateau
Area	4650.07 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	Ramsar criterion 1 The site is a large and relatively intact example of a blanket bog and one of the best examples of this habitat in the UK. It also contains nationally important examples of transitional and alkaline fen and oligotrophic/mesotrophic lakes. Ramsar criterion 2 Supports at least six species listed in the Irish Red Data Book-Vascular Plants and up to five species of birds (one of which breeds in nationally important numbers) which are listed in the Irish Red Data Book.
Conservation Objectives	Conservation objectives are not available for Ramsar site, therefore the conservation objectives for Garron Plateau SAC have been referenced.
Vulnerabilities	None reported.

Table B-16 - Larne Lough Ramsar site

EU Site Code	UK12013
Designation	Ramsar site
Name	Larne Lough
Area	395.94 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	Ramsar criterion 2 By supporting an important assemblage of vulnerable and endangered Irish Red Data Book bird species. The site regularly supports nationally important numbers of breeding

	populations of the following species: roseate tern (<i>Sterna dougallii</i>) and common tern (<i>Sterna Hirundo</i>). Ramsar criterion 6 – species/populations occurring at levels of international importance. Qualifying Species/populations (as identified at designation): Species with peak counts in winter: Light-bellied brent goose (<i>Branta bernicla hrota</i>), East Canada/Ireland 222 individuals, representing an average of 1.1% of the population (5 year peak mean 1998/9-2002/3)
Conservation Objectives	Conservation objectives are not available for Ramsar site, therefore the conservation objectives for Larne Lough SPA have been referenced.
Vulnerabilities	None reported.

Table B-17 - Lough Neagh and Lough Beg Ramsar site

EU Site Code	UK12016
Designation	Ramsar site
Name	Lough Neagh and Lough Beg
Area	50165.84 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	Ramsar criterion 1 A particularly good representative example of natural or near-natural wetlands, common to more than one biogeographic region. The site is the largest freshwater lake in the United Kingdom. Lough Neagh a relatively shallow body of water supporting beds of submerged aquatic vegetation fringed by associated species-rich damp grassland, reedbeds, islands, fens, marginal swampy woodland and pasture. Other interesting vegetation types include those associated with pockets of cut-over bog, basalt rock outcrops and boulders, and the mobile sandy shore. Ramsar criterion 2 Supports an appreciable assemblage of rare, vulnerable or endangered species or sub-species of plant or animal or an appreciable number of individuals of any one of these species. The site supports over 40 rare or local vascular plants which have been recorded for the site since 1970; the most notable are eight-stamened waterwort (<i>Elatine hydropiper</i>), marsh pea (<i>Lathyrus palustris</i>), Irish lady's tresses (<i>Spiranthes romanzoffiana</i>), alder buckthorn (<i>Frangula alnus</i>), narrow small-reed (<i>Calamagrostis stricta</i>) and holy grass Hierochloa odorata. The Lough and its margin are also home to a large number of rare or local invertebrates, including two aquatic and two terrestrial molluscs, a freshwater shrimp (<i>Mysis relicta</i>), eight beetles, five hoverflies, seven moths and two butterflies. Of the rare beetles recorded two, <i>Stenus palposus</i> and <i>Dyschirius obscurus</i>, have their only known Irish location around the Lough. The Lough also supports twelve species of dragonfly. Ramsar criterion 3 This site is of special value for maintaining the genetic and ecological diversity of a region because of the quality and peculiarities of its flora and fauna. The site regularly supports substantial numbers of individuals from particular groups of waterfowl which are indicative of wetland values, productivity and diversity. In addition, this site is of special value for

	maintaining the genetic and ecological diversity of Northern Ireland because of the quality and peculiarities of its flora and fauna. A large number of plants and animal species are confined or almost confined to this area within Northern Ireland. Ramsar criterion 4 This site is of special value as the habitat of plants or animals at a critical stage of their biological cycles. The site supports an important assemblage of breeding birds including the following species with which occur in nationally important numbers: great crested grebe (<i>Podiceps cristatus</i>), gadwall (<i>Anas strepera</i>), pochard (<i>Aythya farina</i>), tufted duck (<i>Aythya fuligula</i>), snipe (<i>Gallinago gallinago</i>) and redshank (<i>Tringa tetanus</i>). Other important breeding wetland species include shelduck (<i>Tadorna tadorna</i>), teal (<i>Anas crecca</i>), shoveler (<i>Anas clypeata</i>), lapwing (<i>Vanellus vanellus</i>) and curlew (<i>Numenius Arquata</i>). Ramsar criterion 5 Assemblages of international importance: Species with peak counts in winter: ▪ 86639 waterfowl (5 year peak mean 1998/99-2002/2003) Ramsar criterion 6 – species/populations occurring at levels of international importance. Qualifying Species/populations (as identified at designation): Species with peak counts in spring/autumn: ▪ Tundra swan (<i>Cygnus columbianus bewickii</i>), NW Europe 26 individuals, representing an average of 1% of the all-Ireland population (5 year peak mean 1998/9-2002/3) Species with peak counts in winter: ▪ Common goldeneye (<i>Bucephala clangula clangula</i>), NW & C Europe 6645 individuals, representing an average of 1.6% of the population (5 year peak mean 1998/9-2002/3) ▪ Common pochard (<i>Aythya farina</i>), NE & NW Europe 20279 individuals, representing an average of 5.7% of the population (5 year peak mean 1998/9-2002/3) ▪ Greater scaup (<i>Aythya marila marila</i>), W Europe 3377 individuals, representing an average of 1% of the population (5 year peak mean 1998/9-2002/3) ▪ Tufted duck (<i>Aythya fuligula</i>), NW Europe 17807 individuals, representing an average of 1.4% of the population (5 year peak mean 1998/9-2002/3) ▪ Whooper swan (<i>Cygnus cygnus</i>), Iceland/UK/Ireland 1523 individuals, representing an average of 7.2% of the population (5 year peak mean 1998/9-2002/3) Ramsar criterion 7 The site supports a population of pollan <i>Coregonus autumnalis</i>, one of the few locations in Ireland and one of the two known locations in the UK (the other is Lower Lough Erne). It is one of the most important species in Ireland in terms of faunal biodiversity since it occurs nowhere else in Europe, and the Irish populations are all well outside the typical range – the Arctic Ocean drainages of Siberia, Alaska and north-western Canada, where it is known as the Arctic cisco.
Conservation Objectives	Conservation objectives are not available for Ramsar site, therefore the conservation objectives for Lough Neagh and Lough Beg SPA have been referenced.
Vulnerabilities	The site is vulnerable to: ▪ Eutrophication;



- Pollution – fertilisers.

Table B-18 - Belfast Lough Ramsar site

EU Site Code	UK958
Designation	Ramsar site
Name	Belfast Lough
Area	432.14 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	Ramsar criterion 6 – species/populations occurring at levels of international importance. Qualifying Species/populations: Species with peak counts in spring/autumn: ▪ Common redshank (<i>Tringa totanus totanus</i>), 1897 individuals, representing an average of 1.4% of the population (5 year peak mean 1998/9-2002/3) Species/populations identified as internationally important subsequent to designation Species with peak counts in spring/autumn: ▪ Black-tailed godwit (<i>Limosa limosa islandica</i>), Iceland/W Europe 521 individuals, representing an average of 1.4% of the population (5 year peak mean 1998/9-2002/3)
Conservation Objectives	Conservation objectives are not available for Ramsar site, therefore the conservation objectives for Belfast Lough SPA have been referenced.
Vulnerabilities	None reported

Table B-19 - Outer Ards Ramsar site

EU Site Code	UK12018
Designation	Ramsar site
Name	Outer Ards
Area	1154.16 ha
Proximity	Within the ETP boundary
Qualifying Interest Features	Ramsar criterion 6 – species/populations occurring at levels of international importance. Qualifying Species/populations (as identified at designation): Species with peak counts in winter: ▪ Light-bellied brent goose (<i>Branta bernicla hrota</i>), East Canada/Ireland 209 individuals, representing an average of 1.1% of the population (5-year peak mean 1991/92 – 1995/96); ▪ Ringed plover (<i>Charadrius hiaticula</i>), Europe/Northwest Africa 516 individuals, representing an average of 1.2% of the population (5-year peak mean 1991/92 – 1995/96);



	- European golden plover (<i>Pluvialis apricaria apricaria</i>, <i>P. a. altifrons</i>) Iceland & Faroes/E Atlantic 2109 individuals, representing an average of 1.1% of the all-Ireland population (5-year peak mean 1991/92 – 1995/96); - Ruddy turnstone (<i>Arenaria interpres interpres</i>), NE Canada, Greenland/W Europe & NW Africa 1210 individuals, representing an average of 1.7% of the population (5-year peak mean 1991/92 – 1995/96).
Conservation Objectives	To maintain each feature in favourable condition.
Vulnerabilities	None recorded

Table B-20 - Lecale Fans SAC

EU Site Code	SAC
Designation	Ramsar site
Name	Lecale Fans
Area	40.87 ha
Proximity	Approximately 3.7 km south of the ETP
Qualifying Interest Features	Annex I habitats that are a primary reason for selection of this site Alkaline fens.
Conservation Objectives	To maintain (or restore where appropriate) the Alkaline Fens to favourable condition.
Vulnerabilities	The site is vulnerable to: - Pollution to groundwater (point sources and diffuse sources); - Biocenotic evolution, succession; - Pollution to surface waters (limnic & terrestrial, marine & brackish); - Grazing; - Human induced changes in hydraulic conditions; - Air pollution, air-borne pollutants.

Table B-21 - Turmennan Ramsar site

EU Site Code	UK12023
Designation	Ramsar site
Name	Turmennan
Area	14.83 ha
Proximity	Approximately 7.2 km south of the ETP
Qualifying Interest Features	Ramsar Criteria 1 Turmennan is a lowland valley mire with a range of edaphic conditions
Conservation Objectives	Conservation objectives are not available for Ramsar sites



Vulnerabilities	The site is vulnerable to: Vegetation succession.
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Table B-22 - Ballynahone Bog Ramsar site

EU Site Code	UK12001
Designation	Ramsar site
Name	Ballynahone Bog
Area	243 ha
Proximity	Approximately 10.9 km west of the ETP
Qualifying Interest Features	Ramsar criterion 1 The site is a large and relatively intact example of a lowland raised bog and one of the best examples of this habitat in the UK.
Conservation Objectives	Conservation objectives are not available for Ramsar sites
Vulnerabilities	None reported

Table B-23 - Killough Bay Ramsar site

EU Site Code	UK12012
Designation	Ramsar site
Name	Killough Bay
Area	104 ha
Proximity	Approximately 11.3 km south of the ETP
Qualifying Interest Features	Ramsar criterion 6 Because it regularly supports 1% of the individuals in a population of one species or subspecies of waterbird in any season.
Conservation Objectives	Conservation objectives are not available for Ramsar sites
Vulnerabilities	None recorded

Table B-24 - Killough Bay SPA

EU Site Code	UK9020221
Designation	SPA
Name	Killough Bay
Area	132.71 ha
Proximity	Approximately 11.4 km south of the ETP
Qualifying Interest Features	ARTICLE 4.2 QUALIFICATION (79/409/EEC) Over winter the area regularly supports:



	Branta bernicla hrota [Canada/Ireland] 1.8% of the population WeBS 5yr peak mean 92/3 ? 96/7
Conservation Objectives	
Vulnerabilities	Changes in abiotic conditions

Table B-25 - Garry Bog Ramsar site

EU Site Code	UK12011
Designation	Ramsar site
Name	Garry Bog
Area	154.76 ha
Proximity	Approximately 15.6 km north west of the ETP
Qualifying Interest Features	Ramsar criterion 1 The site is a large and relatively intact example of a lowland raised bog and one of the best examples of this habitat in the UK
Conservation Objectives	Conservation objectives are not available for Ramsar sites
Vulnerabilities	None recorded

Table B-26 - Murlough SAC

EU Site Code	UK0016612
Designation	SAC
Name	Murlough
Area	11903.9 ha
Proximity	Approximately 13.5 km south of the ETP
Qualifying Interest Features	Annex I habitats that are a primary reason for selection of this site "Fixed coastal dunes with herbaceous vegetation ("grey dunes"); - Atlantic decalcified fixed dunes (<i>Calluno-Ulicetea</i>). Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site - Sandbanks which are slightly covered by sea water all the time; - Mudflats and sandflats not covered by seawater at low tide; - Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>); - Embryonic shifting dunes; "Shifting dunes along the shoreline with <i>Ammophila arenaria</i> ("white dunes"); - Dunes with <i>Salix repens</i> ssp. <i>argentea</i> (<i>Salicion arenariae</i>)
Conservation Objectives	To maintain (or restore where appropriate) the Atlantic decalcified fixed dunes (<i>Calluno-Ulicetea</i>)

	▪ Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>); ▪ Dunes with <i>Salix repens</i> ssp. <i>Argentea</i> (<i>Salicion arenariae</i>); ▪ Embryonic shifting dunes ▪ Fixed dunes with herbaceous vegetation (grey dunes) ▪ Mudflats and sandflats not covered by seawater at low tide; ▪ Sandbanks which are slightly covered by sea water all the time; ▪ Shifting dunes along the shoreline with <i>Ammophila arenaria</i> (white dunes); ▪ Marsh Fritillary (<i>Euphydryas aurinia</i>); ▪ Harbour (Common) Seal (<i>Phoca vitulina</i>).
Vulnerabilities	The site is vulnerable to: ▪ Pollution to surface waters (limnic & terrestrial, marine & brackish); ▪ Grazing; ▪ Fishing and harvesting aquatic resources; ▪ Renewable abiotic energy use; ▪ Military use and civil unrest; ▪ Air pollution, air-borne pollutants; ▪ Changes in abiotic conditions; ▪ Biocenotic evolution, succession; ▪ Fire and fire suppression; ▪ Problematic native species; ▪ Outdoor sports and leisure activities, recreational activities; ▪ Invasive non-native species; ▪ Marine and Freshwater Aquaculture.

Table B-27 - Skerries and Causeway SAC

EU Site Code	UK0030383
Designation	SAC
Name	Skerries and Causeway
Area	10867.43
Proximity	Approximately 26.9 km north west of the ETP
Qualifying Interest Features	Annex I habitats that are a primary reason for selection of this site ▪ Sandbanks which are slightly covered by sea water all the time; ▪ Reefs; ▪ Submerged or partially submerged sea caves. Annex II species present as a qualifying feature, but not a primary reason for site selection Harbour porpoise (<i>Phocoena Phocoena</i>).
Conservation Objectives	To maintain (or restore where appropriate) the ▪ Reefs; ▪ Sandbanks which are slightly covered by sea water all the time;

	- Submerged and partially submerged sea caves; - Harbour porpoise (<i>Phocoena phocoena</i>).
Vulnerabilities	The site is vulnerable to: - Renewable abiotic energy use; - Exploration and extraction of oil or gas; - Changes in abiotic conditions; - Invasive non-native species; - Shipping lanes, ports, marine constructions; - Outdoor sports and leisure activities, recreational activities; - Fishing and harvesting aquatic resources; - Marine water pollution; - Pollution to surface waters (limnic & terrestrial, marine & brackish).

Table B-28 - Inner Hebrides and the Minches SAC

EU Site Code	UK0030393
Designation	SAC
Name	Inner Hebrides and the Minches
Area	1381391.37
Proximity	Approximately 76.1 km north of the ETP
Qualifying Interest Features	Annex II species that are a primary reason for selection of this site Harbour porpoise (<i>Phocoena Phocoena</i>).
Conservation Objectives	1. To ensure that the Inner Hebrides and the Minches SAC continues to make an appropriate contribution to harbour porpoise remaining at favourable conservation status; 2. To ensure for harbour porpoise within the context of environmental changes, that the integrity of the Inner Hebrides and the Minches SAC is maintained through 2a, 2b and 2c: 2a. Harbour porpoise within the Inner Hebrides and the Minches are not at significant risk from injury or killing; 2b. The distribution of harbour porpoise throughout the site is maintained by avoiding significant disturbance; 2c. The condition of supporting habitats and the availability of prey for harbour porpoise are maintained.
Vulnerabilities	The site is vulnerable to: - Military use and civil unrest; - Shipping lanes, ports, marine constructions; - Fishing and harvesting aquatic resources; - Renewable abiotic energy use; - Exploration and extraction of oil or gas; - Marine water pollution.



Table B-29 - Rocksbill to Dalkey Island SAC

EU Site Code	003000
Designation	SAC
Name	Rocksbill to Dalkey Island
Area	182 ha
Proximity	Approximately 88.4 km south of the ETP
Qualifying Interest Features	The site is a Special Area of Conservation (SAC) selected for the following habitats and/or species listed on Annex I / II of the E.U. Habitats Directive ▪ Reefs; ▪ Harbour Porpoise (<i>Phocoena phocoena</i>).
Conservation Objectives	Reefs ▪ The permanent area is stable or increasing, subject to natural processes; ▪ Distribution is stable or increasing, subject to natural processes; ▪ Conserve the following community types in a natural condition: Intertidal reef community complex; and Subtidal reef community complex. Harbour Porpoise ▪ Species range within the site should not be restricted by artificial barriers to site use; ▪ Human activities should occur at levels that do not adversely affect the harbour porpoise community at the site.
Vulnerabilities	Unknown

Table B-30 - Hornhead and Rinclevan SAC

EU Site Code	000147
Designation	SAC
Name	Hornhead and Rinclevan
Area	2343.31 ha
Proximity	Approximately 97.0 km west of the ETP
Qualifying Interest Features	The site is a Special Area of Conservation (SAC) selected for the following habitats and/or species listed on Annex I / II of the E.U. Habitats Directive ▪ Embryonic Shifting Dunes; ▪ Marram Dunes (White Dunes); ▪ Fixed Dunes (Grey Dunes); ▪ Dunes with Creeping Willow; ▪ Humid Dune Slacks; ▪ Machairs; ▪ Oligotrophic to Mesotrophic Standing Waters; ▪ Geyer's Whorl Snail (<i>Vertigo geyeri</i>); ▪ Grey Seal (<i>Halichoerus grypus</i>); ▪ Petalwort (<i>Petalophyllum ralfsii</i>);

	▪ Slender Naiad (<i>Najas flexilis</i>).
Conservation Objectives	Embryonic Shifting Dunes ▪ Area stable or increasing, subject to natural processes including erosion and succession. For subsites mapped: Rinclevan - 4.08ha; Dunfanaghy - 1.09ha; ▪ No decline, or change in habitat distribution, subject to natural processes; ▪ Maintain the natural circulation of sediment and organic matter, without any physical obstructions; ▪ Maintain the range of coastal habitats including transitional zones, subject to natural processes including erosion and succession; ▪ 95% of marram grass (<i>Ammophila arenaria</i>) and/or lyme-grass (<i>Leymus arenarius</i>) should be healthy (i.e. green plant parts above ground and flowering heads present) ▪ Maintain the presence of species-poor communities dominated by marram grass (<i>Ammophila arenaria</i>) and/or lymegrass (<i>Leymus arenarius</i>); ▪ Negative indicator species (including non-natives) to represent less than 5% cover. Marram Dunes (White Dunes) ▪ Area stable or increasing, subject to natural processes including erosion and succession. For subsites mapped: Rinclevan - 4.08ha; Dunfanaghy - 1.09ha; ▪ No decline, or change in habitat distribution, subject to natural processes; ▪ Maintain the natural circulation of sediment and organic matter, without any physical obstructions; ▪ Maintain the range of coastal habitats including transitional zones, subject to natural processes including erosion and succession; ▪ 95% of marram grass (<i>Ammophila arenaria</i>) and/or lyme-grass (<i>Leymus arenarius</i>) should be healthy (i.e. green plant parts above ground and flowering heads present); ▪ Maintain the presence of species-poor communities dominated by marram grass (<i>Ammophila arenaria</i>) and/or lymegrass (<i>Leymus arenarius</i>); ▪ Negative indicator species (including non-natives) to represent less than 5% cover. Fixed Dunes (Grey Dunes) ▪ Area stable or increasing, subject to natural processes including erosion and succession. No decline, or change in ▪ habitat distribution, subject to natural processes. For subsites mapped: Rinclevan 277.75ha; Dunfanaghy - 14.58ha; ▪ Maintain the natural circulation of sediment and organic matter, without any physical obstructions; ▪ Maintain the range of coastal habitats including transitional zones, subject to natural processes including erosion and succession; ▪ Bare ground should not exceed 10% of fixed dune habitat, subject to natural processes; ▪ Maintain structural variation within sward; ▪ Maintain range of subcommunities with typical species listed in Delaney et al. (2013); ▪ Negative indicator species (including non-natives) to represent less than 5% cover; ▪ No more than 5% cover or under control. Dunes with Creeping Willow

Humid Dune Slacks

- Area stable or increasing, subject to natural processes including erosion and succession. For subsites mapped: Rinclevan - 42.57ha;
- No decline, subject to natural processes;
- Maintain the natural circulation of sediment and organic matter, without any physical obstructions;
- Maintain natural hydrological regime;
- Maintain the range of coastal habitats including transitional zones, subject to natural processes including erosion and succession;
- Bare ground should not exceed 5% of dune slack habitat, with the exception of pioneer slacks which can have up to 20% bare ground;
- Maintain structural variation within sward;
- Maintain range of subcommunities with typical species listed in Delaney et al. (2013);
- Maintain less than 40% cover of creeping willow (*Salix repens*);
- Negative indicator species (including non-natives) to represent less than 5% cover;
- No more than 5% cover or under control.

Machairs

- Area stable or increasing, subject to natural processes including erosion and succession. For subsite mapped: Rinclevan - 41.32ha;
- No decline, subject to natural processes;
- Maintain the natural circulation of sediment and organic matter, without any physical obstructions;
- Maintain natural hydrological regime;
- Maintain the range of coastal habitats including transitional zones, subject to natural processes including erosion and succession;
- Bare ground should not exceed 10% of Machair habitat, subject to natural processes;
- Maintain structural variation within sward;
- Maintain range of subcommunities with typical species listed in Delaney et al. (2013);
- Negative indicator species (including non-natives) to represent less than 5% cover;
- No more than 5% cover or under control;
- Should always be at least an occasional component of the vegetation.

Oligotrophic to Mesotrophic Standing Waters

- Area stable or increasing, subject to natural processes;
- No decline, subject to natural processes;
- Maintain appropriate species richness;
- Maintain typical species, in good condition, and demonstrating typical abundances and distribution;
- Maintain characteristic deep-water vegetation;
- Maintain maximum depth of vegetation, subject to natural processes;
- Maintain appropriate hydrological regime necessary to support the habitat;
- Maintain appropriate substratum type, extent and chemistry to support the vegetation;

- Maintain appropriate water and sediment pH, alkalinity and cation concentrations to support the habitat, subject to natural processes;
- Restore the concentration of nutrients in the water column to sufficiently low levels to support the habitat and its typical species;
- Restore appropriate water colour to support the habitat;
- Maintain/restore appropriate organic carbon levels to support the habitat;
- Maintain appropriate turbidity to support the habitat;
- Maintain appropriate Secchi transparency. There should be no decline in Secchi depth/ transparency;
- Maintain trace/absent attached algal biomass (<5% cover);
- Maintain/restore the area and condition of fringing habitats necessary to support the natural structure and functioning of habitat 3130.

Geyer's Whorl Snail (*Vertigo geyeri*)

- No decline. There is one known site for this species in this SAC, which overlaps three 1km squares C0038, C0039 and B9938. Grey Seal (*Halichoerus grypus*);
- Adults or sub-adult snails present in at least two samples (out of a minimum of four) taken from discrete areas of suitable habitat;
- Adult or sub-adult snails are present in at least two of the four samples taken from optimal or suboptimal habitat on the transect;
- 18m of habitat along the transect is classed as optimal or sub-optimal and there are five zones of habitat along the transect classed as optimal or suboptimal;
- Soils, at time of sampling, are damp (optimal wetness) and covered with a layer of humid thatch for 18m of the transect;
- At least 4ha of optimal habitat with a further 6ha supporting some suboptimal habitat.

Grey Seal (*Halichoerus grypus*)

- Species range within the site should not be restricted by artificial barriers to site use;
- Conserve the breeding sites in a natural condition;
- Conserve the moult haulout sites in a natural condition;
- Conserve the resting haulout sites in a natural condition;
- The grey seal population occurring within this site should contain adult, juvenile and pup cohorts annually;
- Human activities should occur at levels that do not adversely affect the grey seal population at the site.

Petalwort (*Petalophyllum ralfsii*)

- No decline;
- No decline. The population is estimated at a minimum of 3 thalli;
- No decline. Area of suitable habitat at Tramore/Black Burrow/SW of Dunfanaghy is estimated at c.0.000006ha;
- Maintain hydrological conditions so that substrate is kept moist and damp throughout the year, but not subject to prolonged inundation by flooding in winter;
- Maintain open, low vegetation, with a high percentage cover of bryophytes (small acrocarps and liverwort turf) and bare ground.

Slender Naiad (*Najas flexilis*)

	▪ No change to the spatial extent of <i>Najas flexilis</i> within the lake, subject to natural processes; ▪ No change to the depth range of <i>Najas flexilis</i> within the lake, subject to natural processes; ▪ No decline in plant fitness, subject to natural processes; ▪ No change to the cover abundance of <i>Najas flexilis</i>, subject to natural processes; ▪ No decline, subject to natural processes; ▪ No decline, subject to natural processes; ▪ Maintain appropriate natural hydrological regime necessary to support the habitat for the species; ▪ Maintain appropriate substratum type, extent and chemistry to support the population of the species; ▪ Maintain appropriate water quality to support the population of the species; ▪ Maintain appropriate water and sediment pH, alkalinity and cation concentrations to support the population of <i>Najas flexilis</i>, subject to natural processes; ▪ Maintain appropriate water colour to support the population of <i>Najas flexilis</i>; ▪ Maintain appropriate associated species and vegetation communities to support the population of <i>Najas flexilis</i>; ▪ Maintain the area and condition of fringing habitats necessary to support the population of <i>Najas flexilis</i>.
Vulnerabilities	Unknown



Appendix C. Belfast City Stage 1 Screening Assessment

Table C-31 – Belfast City Stage 1 Screening Assessment

Policy Reference	Policy	Policy Proposal	LSE	Justification
Walking and Wheeling				
CC-01	City centre 20mph speed limit	Expansion of existing 20mph zone to cover all city centre streets within the city centre boundary, excluding Westlink and M2/M3, making the city centre a safer and more attractive place to walk or wheel.	No	This policy will not lead to development, indeed it will reduce emissions which would have a positive impact on the environment.
CC-02	Walking and Wheeling improvements in the North of the City Centre	Enhanced pedestrian priority will be realised across the city centre through improvements to footways, priority at crossings, enhanced public realm and traffic management measures. The existing walking and wheeling priority area will be expanded through restriction of traffic movements along sections of Academy Street, York Lane, Library Street and Union Street, complementing Department for Communities proposals in the area. Improvements to footways, priority at crossings, traffic restrictions and enhanced public realm along York Street and Royal Avenue will combine with improvements in other areas of the city centre to form a high-quality, continuous pedestrian priority route via the Civic Spine. In front of the City Hall, in Donegall Square West and outside Saint George's Market, space will be unlocked for public realm and seating areas through the relocation of bus stands, removal of through traffic and upgrades to footways and crossings.	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location. There are no European designated sites within the Belfast City area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: - Changes to water quality (pollution from any construction); - Introduction of INNS (spread of INNS); - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Recreation (improved movement allowing people improved access to European Sites).

Policy Reference	Policy	Policy Proposal	LSE	Justification
CC-03	Walking and Wheeling improvements to the Primary Retail Core	Enhancements to Royal Avenue, Donegall Place, Donegall Square North and Donegall Square West will combine with improvements in other areas of the city centre to form a high-quality, continuous walking and wheeling priority route via the Civic Spine. Surrounding these, improvements to key streets including North Street, Bridge Street and Castle Place will extend the existing area that prioritises walking and wheeling within the core of the city centre.	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location. There are no European designated sites within the Belfast City area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: - Changes to water quality (pollution from any construction); - Introduction of INNS (spread of INNS); - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Recreation (improved movement allowing people improved access to European Sites).
CC-04	Enhanced city centre gateways	Enhanced footways and pedestrian priority at crossing facilities at the identified gateways across the city centre will combine with a reduction in traffic lanes to reduce the severing impact of wide highways in the city centre.	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location. There are no European designated sites within the Belfast City area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: - Changes to water quality (pollution from any construction); - Introduction of INNS (spread of INNS); - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Recreation (improved movement allowing people improved access to European Sites).

Policy Reference	Policy	Policy Proposal	LSE	Justification
CC-05	Walking and Wheeling improvements in the South of the City Centre	A high-quality, continuous walking and wheeling priority route, forming the Civic Spine, will connect areas in the south of the city centre with the rest of the city centre via Botanic Avenue, Dublin Road and Bedford Street. Proposed traffic management measures also unlock the opportunity to provide new public space in Clarence Street, which will connect to a key bus route along Adelaide Street. Enhanced pedestrian priority, including upgrades to footways and crossings will also be delivered across the area, complementing other multi-modal proposals.	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location. There are no European designated sites within the Belfast City area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: - Changes to water quality (pollution from any construction); - Introduction of INNS (spread of INNS); - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Recreation (improved movement allowing people improved access to European Sites).
Cycling				
CC-06	Cycling improvements in the North of the City Centre	New segregated and shared cycle routes will be delivered across the North of the city centre, delivered alongside wider multi-modal improvements. These include delivery of two-way segregated cycle routes via the inner ring, connecting all areas of the city centre together to provide faster, convenient and safe cross-city connections for cyclists. New and upgraded segregated and shared options for cyclists to connect between the wider Metropolitan Area and the core of the city centre will be delivered.	No	This policy is likely to include only the realignment of white lines and, therefore, unlikely to result in an LSE.
CC-07	Cycling improvements to	While many of the new and enhanced cycle routes will converge on the core of the city centre, transport interventions in the Primary Retail Core will focus on enhancing the walking and	No	This policy is likely to include only minor localised development of cycle storage and realignment of white lines and, therefore, is unlikely to result in an LSE.

Policy Reference	Policy	Policy Proposal	LSE	Justification
	the Primary Retail Core	wheeling environment and connectivity rather than creation of new segregated routes. Provision of safe and conveniently located cycle storage will be provided in strategic locations on entry to the Primary Retail Core. Shared facilities for cyclists will be delivered as part of multi-modal improvements in this area, including along the Civic Spine and east-west across Castle Street, Castle Place and High Street.		
CC-08	Cycling improvements in the South of the City Centre	New segregated and shared cycle routes will be delivered across the southern part of the city centre alongside upgrades to existing routes. These will connect to priority radial corridors, Belfast Grand Central Station and the rest of the city centre. Enhancements to existing cycle lanes along Dublin Road and new segregated connections via Bedford Street will connect into multi-modal improvements to the Civic Spine.	No	This policy is likely to include only the realignment of white lines and, therefore, unlikely to result in an LSE.
Bus				
CC-09	Bus priority in the North of the City Centre	Delivery of bus lanes along northern sections of both Donegall Street, North Street, around the inner ring and connecting to key radial corridors will improve bus journey times and reliability across and into the city centre. These may also be crucial links to provide access to the proposed new northern travel hub. Bus only links will also be delivered alongside walking and wheeling improvements and restriction of general traffic in front of and behind City Hall which will enhance waiting facilities.	No	This policy is likely to include only the realignment of white lines and, therefore unlikely to result in an LSE.
CC-10	Bus routing changes to the	While many of the new and enhanced bus routes will converge on the core of the city centre, transport interventions in the Primary Retail Core will focus on enhancing the pedestrian	No	This policy is not expected to lead to development as it is concerned with bus routing changes.

Policy Reference	Policy	Policy Proposal	LSE	Justification
	Primary Retail Core	environment and enhancing connectivity rather than facilitating bus routes. Accessibility to the primary retail core will be maintained through the enhanced bus journey times and reliability to its edges, as well as through the introduction of Glider services along the Civic Spine .		
CC-11	Bus priority in the South of the City Centre	Delivery of bus lanes along Adelaide Street, supported by improved bus waiting facilities, will improve bus journey times and reliability across the city centre and reduce overcrowding at bus stops. This priority will connect into extended bus lanes around the inner ring as well as to the planned sustainable transport corridor via Bankmore Street and a new southern travel hub.	No	This policy is likely to include only the realignment of white lines and, therefore unlikely to result in an LSE.
CC-12	Bus stop upgrades	The quality of bus stops will be reviewed and enhanced across the city centre, including expanding provision of real time passenger information, seating and shelters.	No	This policy is likely to include only minor localised improvements to bus stops and, therefore, unlikely to result in an LSE.
CC-13	Bus routing changes	In order to realise the benefits of far siding, create routing efficiencies and maximise the use of new bus lanes, bus service routings through the city centre will be reviewed and refined. Changes will aim to maximise accessibility for passengers, helping people to make quicker and more reliable end to end journeys via sustainable modes.	No	This policy is not expected to lead to development as it is concerned with bus routing changes.
Bus Rapid Transit				
CC-14	Glider routing changes	Alongside the review of city centre bus routeings, changes to existing and new Glider routings will be implemented. These will realise the benefits of far siding, create routing efficiencies and maximise the use of new bus lanes. Changes will include allowing Glider services to penetrate the core of the city centre via a Glider-only link along Royal Avenue and Donegall Place.	No	This policy is not expected to lead to major development as it is concerned with glider routing changes, although it is worth noting that there may be very localised works e.g. kerb realignment along existing urban routes or amendments to junctions.

Policy Reference	Policy	Policy Proposal	LSE	Justification
		This will help passengers to reach city centre attractions via the region's most accessible mode of public transport. Safety in this walking and wheeling priority area will be managed through very low vehicle speeds and careful street design.		
CC-15	Belfast Rapid Transit 3 via Shore Road	Shore Road has been identified as a priority corridor for delivery of future Glider services. During the Plan period, further appraisal and design work will be undertaken, leading to refinement and delivery of the BRT3 proposals. It is expected that the BRT3 route will travel into the city centre via bus lanes on York Street, running past Ulster University, traversing the city centre and connecting to the existing rapid transit network.	Yes	There is insufficient detail at this stage to know if this option would result in a change of white lines only or other changes/ development; therefore, the precautionary principal has been used. There are no European designated sites within the Belfast City area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: ▪ Changes to water quality (pollution from any construction); ▪ Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); ▪ Introduction of INNS (spread of INNS); ▪ Recreation (improved movement allowing people improved access to European Sites).
CC-16	Belfast Rapid Transit 3 via Lisburn Road	Lisburn Road has been identified as a priority corridor for delivery of future Glider services. During the Plan period, further appraisal and design work will be undertaken, leading to refinement and delivery of the BRT3 proposals. It is expected that the BRT3 route will travel into the city centre via bus lanes on Lisburn Road, via Shaftesbury Square and Great Victoria Street, traversing the city centre and connecting to the existing rapid transit network.	Yes	There is insufficient detail at this stage to know if this option would result in a change of white lines only or other changes/ development; therefore, the precautionary principal has been used. There are no European designated sites within the Belfast City area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: ▪ Changes to water quality (pollution from any construction);

Policy Reference	Policy	Policy Proposal	LSE	Justification
				- Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Introduction of INNS (spread of INNS); - Recreation (improved movement allowing people improved access to European Sites).
Travel Hubs				
CC-17	Travel Hubs	During the Plan period, two new travel hubs will be developed and delivered. Appraisal, design and delivery of the sites will be progressed following appropriate guidance and aligning with relevant planning requirements. Engagement with local communities and other relevant stakeholders will be undertaken throughout scheme development and design stages.	Yes	There is insufficient detail at this stage to know if this option would result in development; therefore, the precautionary principal has been used. There are no European designated sites within the Belfast City area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: - Changes to water quality (pollution from any construction); - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Introduction of INNS (spread of INNS); - Recreation (improved movement allowing people improved access to European Sites).
Traffic management				
CC-18	Traffic management North of the City Centre	To realise the significant improvements to the sustainable transport network across the North of the City Centre, traffic management measures will be put in place including road space reallocation away from private vehicles. Key streets where this is proposed are Fisherwick Place, College Square East, College Avenue, Millfield, Carrick Hill, North Queen Street, Frederick	Yes	There is insufficient detail at this stage to know if this option would result in a change of white lines only or other changes, therefore the precautionary principal has been used. Therefore, the potential pathways for an LSE comprise:

Policy Reference	Policy	Policy Proposal	LSE	Justification
		Street, Great Patrick Street, Dunbar Link, Victoria Street, Albert Square, Waring Street, Donegall Quay, Ann Street, Oxford Street, May Street and Cromac Street. In these locations on-street parking, traffic directionality changes and in some cases, roads will be closed to through traffic (including along York Street). This also includes making Oxford Street two-way for general traffic, enabling priority for sustainable modes along Victoria Street. Access will be retained for those that need it, including for loading / unloading.		- Changes to water quality (pollution from any construction); - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Introduction of INNS (spread of INNS); - Recreation (improved movement allowing people improved access to European Sites).
CC-19	Traffic management within the Primary Retail Core	To realise the significant improvements to the sustainable transport network within the Primary Retail Core, including the expansion of the walking and wheeling priority area, traffic management measures will be put in place. These will include further access restrictions for through traffic, with access limited to those who need to be there (e.g. for loading activity or to access or service properties and businesses). On-street parking provision will also be reduced, with accessible parking bays located away from pedestrianised streets to other nearby, suitable locations.	Yes	There is insufficient detail at this stage to know if this option would result in a change of white lines only or other changes, therefore the precautionary principal has been used. Therefore, the potential pathways for an LSE comprise: - Changes to water quality (pollution from any construction); - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Introduction of INNS (spread of INNS); - Recreation (improved movement allowing people improved access to European Sites).
CC-20	Traffic management South of the City Centre	To realise the proposed enhancements to sustainable transport network across the South of the City Centre and to reduce known challenges relating to rat running, changes to traffic movements will be required. This will include directionality changes and limiting access for general traffic on certain streets. In particular, restrictions will be added to the streets around City Hall, and within the area to the south of May Street.	Yes	There is insufficient detail at this stage to know if this option would result in a change of white lines only or other changes, therefore the precautionary principal has been used. Therefore, the potential pathways for an LSE comprise: Changes to water quality (pollution from any construction);

Policy Reference	Policy	Policy Proposal	LSE	Justification
		Road space reallocation and a reduction in on-street parking provision will also be delivered.		- Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Introduction of INNS (spread of INNS); - Recreation (improved movement allowing people improved access to European Sites).
CC-26	Road space reallocation and closure to general traffic	Streets within the core of the city centre, aligning closely with the walking and wheeling priority area, have been identified to be closed to general traffic. This will ensure that vehicles will no longer be able to use these streets as a means to cross the city centre between 0700-1900. Road space will be reallocated away from on-street parking to realise the expansion of cycle and bus lanes, provide development potential and unlock new public amenity space. The long-term vision for car parking within Belfast city centre focuses on the rationalisation of parking spaces and a review of parking charges, in line with a policy of encouraging increased use of sustainable transport modes.	Yes	There is insufficient detail at this stage to know if this option would result in a change of white lines only or other changes, therefore the precautionary principal has been used. Therefore, the potential pathways for an LSE comprise: - Changes to water quality (pollution from any construction); - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Introduction of INNS (spread of INNS); - Recreation (improved movement allowing people improved access to European Sites).
Other				
CC-21	City centre kerbside review	As part of a wider city centre kerbside review, on-street parking provision will be rationalised to accommodate proposed improvements to walking, wheeling, cycling and bus priority. The locations of accessible parking bays, along with new provision for taxis, coach drop off/pick up and tourist buses will be reviewed. Changes are expected to enhance provision and facilitate easier access to key destinations.	No	This policy is not anticipated to lead to development.

Policy Reference	Policy	Policy Proposal	LSE	Justification
CC-22	Update to Belfast City Centre Core Parking Zone Boundary	The core zone has been brought into line with Belfast City Councils LDP City Centre boundary. The zone now includes the Grand Central Station, as it is a regional transport interchange and highly accessible by sustainable modes. In addition, there are a number of redevelopment proposals within the City Centre boundary and their inclusion within this area will limit the dominance of car use.	No	This policy is not anticipated to lead to development.
CC-23	Update to Belfast City Centre Fringe Parking Zone Boundary	The city centre fringe zone has been extended to represent a 10 minute walk time from the core zone. The change allows for areas around Queens Island and Queen's Quarter to be included within the Fringe zone of Belfast.	No	This policy is not anticipated to lead to development.
CC-24	Blue Badge and Accessible Bays	Retaining convenient access for Blue Badge holders is a key priority. There are currently approximately 60 dedicated Blue Badge parking bays available on city centre streets (2025). While some of these bays may need to be relocated, the overall provision is expected to increase across the Plan period.	No	This policy is not anticipated to lead to development.
CC-25	Introduction of new residents parking zones	To help to manage the potential impacts of city centre parking restrictions on surrounding residential communities, it is anticipated that residents parking zones will be expanded across areas within a ten-minute walk time. This will help to eliminate the possibility of commuters and other parking occurring within residential streets for access to city centre amenities. New residents parking zone will be developed in collaboration with the local community and in accordance with DfI Policy.	No	This policy is not anticipated to lead to development.

Appendix D. Belfast Metropolitan Area Stage 1 Screening Assessment

Table D-32 – Belfast Metropolitan Area Stage 1 Screening Assessment

Policy Reference	Policy	Policy Proposal	LSE	Justification
Walking and Wheeling				
MA-01	Metropolitan Area 20 mph speed limit	Speed limit reductions to 20 mph across all People Places and People and Movement Places within the Metropolitan Area will make residential areas and local high street areas safer and more attractive places to walk or wheel.	No	This policy will not lead to development; indeed it will reduce emissions which would have a positive impact on the environment.
MA-02	BCC People and Movement Places	Belfast City Council have identified 33 local centres within their Local Development Plan, representing locations that conveniently provide accessible shopping and services for local communities. Transport-related improvements to footways and crossing facilities within these and surrounding areas will be progressed to improve community access to these locations. In line with the Belfast Agenda Community Plan 'Our Place Action Plan', four place based exemplar areas will be progressed within the Plan period to demonstrate not only what can be achieved, but also to establish a best practice process that can be followed to deliver community-led, co-designed solutions. These will be located at Andersonstown, Antrim Road, Ballyhackamore, and Ormeau Road. These locations have been selected due to the potential to tie into wider multi-modal improvements and benefit a high number of people. Interventions will be developed collaboratively with the local community and council, drawing on suggestions outlined in the	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location. There are no European designated sites within the Belfast Metropolitan Area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: ▪ Changes to water quality (pollution from any construction); ▪ Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); ▪ Introduction of INNS (spread of INNS); ▪ Recreation (improved movement allowing people improved access to European Sites).

Policy Reference	Policy	Policy Proposal	LSE	Justification
		ETP Guiding Principles and People and Movement Places toolkit.		
MA-03	Glengormley Town Centre	The ETP vision for Glengormley is as follows. ▪ Support Public Realm improvements proposed by ANBC. ▪ Speed limit reduction to 20mph to further support pedestrian and cycle safety. ▪ Improve connection to BRT2 O'Neill Park and Ride ▪ Enhanced bus stop waiting facilities in line with the new ETP Performance, Service and Infrastructure Standards as proposed in MA-11. ▪ Parking – Consideration of Glengormley as an area of parking restraint	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location. There are no European designated sites within the Belfast Metropolitan Area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: ▪ Changes to water quality (pollution from any construction); ▪ Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); ▪ Introduction of INNS (spread of INNS); ▪ Recreation (improved movement allowing people improved access to European Sites).
MA-04	ANBC People and Movement Places	Antrim and Newtownabbey Borough Council's Local Development Plan identifies 17 local centres within Metropolitan Newtownabbey. These represent areas that provide (or have the potential to provide) a range of shops and services to a surrounding community. In support of these, transport-related improvements to footways and crossing facilities within these and surrounding areas will be progressed to help make walking and wheeling a more attractive and convenient option for local journeys. Within the Plan period, a study area centred on two local centres will be the focus of interventions: Abbot's Cross and Cloughfern local centres. These locations have the potential to benefit a	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location. There are no European designated sites within the Belfast Metropolitan Area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: ▪ Changes to water quality (pollution from any construction);

Policy Reference	Policy	Policy Proposal	LSE	Justification
		comparably high number of people, including those that may have more limited access to a car or van, as well as having the potential to connect into the wider sustainable transport network. The study area has been defined as all areas within approximately a 10-minute walk time of each local centre, however this may be subject to refinement as any proposals are progressed. Transport interventions will be developed collaboratively with the local community and council, drawing on suggestions outlined in the ETP Guiding Principles and People and Movement Places toolkit.		- Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Introduction of INNS (spread of INNS); - Recreation (improved movement allowing people improved access to European Sites).
MA-05	LCCC People and Movement Places	Three potential People and Movement Places have been identified by Lisburn and Castlereagh City Council within Metropolitan Lisburn and Castlereagh. To support enhancement of these locations, transport-related improvements to footways and crossing facilities within these areas and from the surrounding communities will be progressed in order to make walking and wheeling a more attractive and convenient option for local journeys. Within the Plan period, Dundonald has been selected due to the potential to benefit a high number of people in the surrounding residential area, and due to strong connections with the existing Glider route and Park and Ride. Interventions will be developed collaboratively with the local community and council, drawing on suggestions outlined in the ETP Guiding Principles and People and Movement Places toolkit.	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location. There are no European designated sites within the Belfast Metropolitan Area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: - Changes to water quality (pollution from any construction); - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Introduction of INNS (spread of INNS); - Recreation (improved movement allowing people improved access to European Sites).
MA-06	Targeted improvements to footways and crossings	Targeted improvements to footways and crossings as need is identified, including within People Places, Quality Mass Movement Routes and Connecting Movement Routes as required.	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.

Policy Reference	Policy	Policy Proposal	LSE	Justification
				There are no European designated sites within the Belfast Metropolitan Area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: ▪ Changes to water quality (pollution from any construction); ▪ Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); ▪ Introduction of INNS (spread of INNS); ▪ Recreation (improved movement allowing people improved access to European Sites).
Cycling				
MA-07	Upgrades to existing cycle routes	Where necessary, improvements to existing cycle routes will be delivered. For example, to provide improved separation between cyclists and motor traffic, or in the resurfacing of degraded routes.	No	This policy is likely to include for the most part the realignment of white lines, together with some minor and very localised works to improve segregation and, therefore, unlikely to result in an LSE.
MA-08	Providing new supporting infrastructure including secure cycle storage and cycle hire options	To support end-to-end journeys and unlock cycling as an opportunity mode for people that do not own their own bikes, the Department will continue working with partners to support the provision of secure cycle storage and cycle hire options across the region.	No	This policy is likely to include only minor localised development of cycle storage and realignment of white lines and, therefore, is unlikely to result in an LSE.
MA-09	People and Movement Places	Interventions to be progressed within the seven initial People and Movement Places, will consider the needs of cyclists. Interventions may involve improved wayfinding for cyclists, introduction of new or improved cycle storage and introduction of	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.

Policy Reference	Policy	Policy Proposal	LSE	Justification
		new cycle lanes connecting the amenities in the local centre to the wider cycle network.		There are no European designated sites within the Belfast Metropolitan Area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: ▪ Changes to water quality (pollution from any construction); ▪ Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); ▪ Introduction of INNS (spread of INNS); ▪ Recreation (improved movement allowing people improved access to European Sites).
MA-10	Priority cycle routes	New high-quality, segregated cycle routes will be delivered along key routes across the Metropolitan Area. These have been carefully identified to close gaps in the existing cycle network and introduce new travel options serving corridors that have low levels of existing cycle priority infrastructure. Together with existing routes and connections within Belfast City Centre, these priority cycle routes will help to make cycling a more attractive and realistic travel choice for many in the city.	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location. There are no European designated sites within the Belfast Metropolitan Area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: ▪ Changes to water quality (pollution from any construction); ▪ Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); ▪ Introduction of INNS (spread of INNS); ▪ Recreation (improved movement allowing people improved access to European Sites).
Bus and BRT				

Policy Reference	Policy	Policy Proposal	LSE	Justification
MA-11	Development of enhanced Bus Performance, Infrastructure and Service Standards	A new set of Bus Performance, Infrastructure and Service Standards will be developed in close collaboration with Translink. These will establish the high quality aspects for the bus and BRT network including: ▪ Fixed infrastructure, vehicles, operations and customer services; ▪ High standards of reliability with punctual service operation and predictable journey times; ▪ Delivery of a complete system with a consistent approach to every aspect and component of the system design; ▪ Integration at all levels, including policy areas such as social inclusion and economic regeneration, and with other modes of transport including walking, wheeling, cyclists and car users	No	This policy will not directly lead to development as it is concerned with Bus Performance, Infrastructure and Service Standards.
MA-12	Enhanced Bus Passenger Proposition	A new, Bus Passenger Proposition will be developed. DfI will work with Translink to identify opportunities to improve the overall passenger proposition, including a review of Metro service routeings, with the aim of delivering a simplification in bus routeings and leading to an improvement in service frequencies and passenger experience across the area. This will also include a review of fares, integrating payment mechanisms and ticketing to improve the information available to existing and prospective bus users. These benefits will be felt across the full Metropolitan Area bus network.	No	This policy is not expected to lead to development as it is concerned with routing changes.
MA-13	Bus priority infrastructure	Associated with the new Bus Performance, Infrastructure and Service Standards, enhancements to existing bus stops and associated infrastructure, including implementation of real-time passenger information, will be delivered along identified Quality	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.

Policy Reference	Policy	Policy Proposal	LSE	Justification
		Mass Movement Routes in anticipation of the future expansion of bus priority measures and future Glider phases. Implementation of the Standards will also result in increased levels of bus priority measures (bus lanes and priority at signalised junctions) leading to improvements in bus journey times and reliability.		There are no European designated sites within the Belfast Metropolitan Area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: - Changes to water quality (pollution from any construction); - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Introduction of INNS (spread of INNS); Recreation (improved movement allowing people improved access to European Sites); Recreation (improved movement allowing people improved access to European Sites).
MA-14	Belfast Rapid Transit 3 via Lisburn Road	Lisburn Road has been identified as a priority corridor for delivery of future Glider services. The Lisburn Road service will connect Belfast city centre to the south-west of the city, with a potential connection to the existing Blacks Road Park and Ride facility. During the Plan period, progression of appraisal and design work will continue ahead of scheme delivery. The scheme will include delivery of high levels of bus priority (bus lanes) along the corridor in line with the proposals for Quality Mass Movement Routes, as well as implementation of new Glider services and installation of Glider halts.	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location. There are no European designated sites within the Belfast Metropolitan Area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: - Changes to water quality (pollution from any construction); - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Introduction of INNS (spread of INNS); Recreation (improved movement allowing people improved access to European Sites);

Policy Reference	Policy	Policy Proposal	LSE	Justification
				Recreation (improved movement allowing people improved access to European Sites).
MA-15	Belfast Rapid Transit 3 via Shore Road	Shore Road has been identified as a priority corridor for delivery of future Glider services. The Shore Road proposal would operate from a new Park and Ride in Metropolitan Newtownabbey serving Shore Road, connecting to Belfast city centre and beyond. During the Plan period, progression of appraisal and design work will continue ahead of scheme delivery. The scheme will include delivery of high levels of bus priority (bus lanes) along the corridor in line with the proposals for Quality Mass Movement Routes, as well as implementation of new Glider services and installation of Glider halts.	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location. There are no European designated sites within the Belfast Metropolitan Area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: - Changes to water quality (pollution from any construction); - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Introduction of INNS (spread of INNS); - Recreation (improved movement allowing people improved access to European Sites).
Park & Ride				
MA-16	P&R / Travel Hub services	Across all existing and planned Park and Ride sites, options to introduce new and improved mobility services will be considered. For example, introducing improved or expanded provision of cycle parking and cycle hire.	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location. There are no European designated sites within the Belfast Metropolitan Area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: Changes to water quality (pollution from any construction);

Policy Reference	Policy	Policy Proposal	LSE	Justification
				- Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Introduction of INNS (spread of INNS); - Recreation (improved movement allowing people improved access to European Sites).
MA-17	McKinstry Road P&R (new)	To build on the success of the existing BRT Phase 1 G1 Glider route, it is proposed to introduce a new Park and Ride to serve this corridor. Works to identify a suitable site and progress its development will be undertaken within the Plan period.	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location. There are no European designated sites within the Belfast Metropolitan Area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: - Changes to water quality (pollution from any construction); - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Introduction of INNS (spread of INNS); - Recreation (improved movement allowing people improved access to European Sites).
MA-18	Black's Road P&R link to Lisburn Road (enhancement)	In support of Quality Mass Movement Route and BRT Phase 3 proposals via Lisburn Road, opportunities to connect existing and new bus and Glider services serving Lisburn Road into the existing Park and Ride at Black's Road will be progressed.	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location. There are no European designated sites within the Belfast Metropolitan Area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise:

Policy Reference	Policy	Policy Proposal	LSE	Justification
				- Changes to water quality (pollution from any construction); - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Introduction of INNS (spread of INNS); - Recreation (improved movement allowing people improved access to European Sites).
MA-19	Hollywood Road P&R (new)	Options to introduce a new Park and Ride site serving the Quality Mass Movement Route along Hollywood Road will be pursued within the Plan period.	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location. There are no European designated sites within the Belfast Metropolitan Area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: - Changes to water quality (pollution from any construction); - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Introduction of INNS (spread of INNS); - Recreation (improved movement allowing people improved access to European Sites).
MA-20	Repurposing of city centre P&Rs	Alternative transport related uses for Eastside and Northside Park and Rides will be considered during the plan period.	No	This policy is not anticipated to lead to development.
MA-21	Shore Road P&R (new)	As part of BRT3 proposals, it is recommended that a new Park and Ride site is introduced to capture trips from the north of the	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location.

Policy Reference	Policy	Policy Proposal	LSE	Justification
		Metropolitan Area and beyond, connecting into a new BRT Phase 3 Glider service. Site selection, design and bus service changes associated with delivery of this site will be progressed alongside wider BRT3 proposals during the Plan period.		There are no European designated sites within the Belfast Metropolitan Area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: - Changes to water quality (pollution from any construction); - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Introduction of INNS (spread of INNS); - Recreation (improved movement allowing people improved access to European Sites).
Traffic Management and Parking				
MA-22	Expansion of areas of parking restraint	Within the Belfast City Council area ETP recommends the expansion of existing areas of parking restraint, within which more restrictive parking standards are applied, to include within: - Belfast city centre fringe boundary; - Within 100m of a Local Centre (People and Movement Places); - Within 50m of a Quality Mass Movement Route; - Within 100m of a rail station; and Within ANBC and LCCC, in line with local policy plans.	No	This policy is not anticipated to lead to development.
MA-23	Rationalisation of on street parking provision	Rationalisation of on street parking provision where necessary to accommodate bus lanes, cycle lanes and / or footway widening.	No	This policy is not anticipated to lead to development.
MA-24	Targeted amendments to on	Rationalisation of on street parking provision to accommodate extended bus priority measures. The designs for new bus lanes and associated bus infrastructure will be developed over the	No	This policy is not anticipated to lead to development.

Policy Reference	Policy	Policy Proposal	LSE	Justification
	street parking and loading activity	course of the Plan period and will include liaison with local communities and businesses to ensure that access and servicing requirements along the corridors are appropriately maintained or relocated.		
MA-25	Targeted changes to speed limits	Targeted changes to speed limits on connecting movement routes to ensure that traffic speeds are appropriate to the nature of the road and activity on it. For example, part time 20mph speed limits will continue to be introduced at schools that do not already have them.	No	This policy is not anticipated to lead to development.
MA-26	Introduction of new south facing slip roads at the Black's Road junction of the M1	Introducing new south facing slip roads at the Black's Road junction of the M1 (junction 3). The new slips would enable access to south Belfast and Metropolitan Lisburn, reducing pressure on alternative Connecting and Quality Mass Movement Routes. The slips would enable direct access from the M1 to Black's Road Park and Ride for traffic travelling from south of Belfast. This will relieve pressure on alternative bus and rail-based Park and Ride sites along the corridor and will enable people travelling to Belfast from Lisburn City and other settlements to the south to access proposed new Glider services via the Lisburn Road, as well as express bus and Park and Ride services that use the M1.	Yes	The policy may lead to improvements to transport infrastructure, therefore, there is a potential risk of an LSE subject to design and location. There are no European designated sites within the Belfast Metropolitan Area, which is heavily urbanised. Therefore, the potential pathways for an LSE comprise: - Changes to water quality (pollution from any construction); - Changes to air quality (the existing traffic routes (affected road network) may change as a result of traffic having to find alternative routes); - Introduction of INNS (spread of INNS); Recreation (improved movement allowing people improved access to European Sites).
MA-27	Targeted hard shoulder running on M1 and M2 to improve reliability	This involves permitting buses and coaches to use the motorway hard shoulders as a dedicated running lane during specific time periods e.g. peak commuter times or special events. This will enable bus and coach passengers to bypass traffic congestion,	No	This policy is not anticipated to lead to development.

Policy Reference	Policy	Policy Proposal	LSE	Justification
	and punctuality of bus services	thereby enhancing the attractiveness of services and park and ride as an alternative to travelling by car into Belfast.		

Appendix E. Antrim and Newtownabbey Borough Council Stage 1 Screening Assessment

Table G-33 – Antrim and Newtownabbey Borough Council Stage 1 Screening Assessment

Policy Reference	Policy	Policy Proposal	LSE	Justification
This section will be updated when this chapter of the ETP has been completed				

Appendix F. Ards and North Down Borough Council Stage 1 Screening Assessment

Table H-34 – Ards and North Down Borough Council Stage 1 Screening Assessment

Policy Reference	Policy	Policy Proposal	LSE	Justification
This section will be updated when this chapter of the ETP has been completed				

Appendix G. Lisburn and Castlereagh City Council Stage 1 Screening Assessment

Table E-35 – Lisburn and Castlereagh City Council Stage 1 Screening Assessment

Policy Reference	Policy	Policy Proposal	LSE	Justification
This section will be updated when this chapter of the ETP has been completed				

Appendix H. Mid and East Antrim Borough Council Stage 1 Screening Assessment

Table F-36 – Mid and East Antrim Borough Council Stage 1 Screening Assessment

Policy Reference	Policy	Policy Proposal	LSE	Justification
This section will be updated when this chapter of the ETP has been completed				

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