



P2288

**ADDENDUM ENVIRONMENTAL IMPACT ASSESSMENT REPORT
VOLUME 1: ADDENDUM NON-TECHINCAL SUMMARY**

RIVERINE COMMUNITY PARK

LIFFORD-STRABANE

CLIENT: McADAM

APRIL 2022



the paul hogarth company



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



Derry City & Strabane
District Council

Comhairle Chathair
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1.0 INTRODUCTION

In September 2021, planning applications for a cross-border community park, comprising complementary facilities located on the Lifford and Strabane banks of the river Foyle and linked by a pedestrian and cycle bridge were submitted to An Bord Pleanála (the Board). The proposed pedestrian and cycle bridge were directed to An Bord Pleanála under section 51(2) of the Roads Act 1993, as amended. The remaining proposed park, which involves works partially within the Foreshore of the River Foyle, was directed to the Board under Section 226(1) and Section 177AE(3) of the Planning and Development Act, 2000 (as amended). Although two separate applications, submitted under separate consent routes, the information contained within each was identical, with each assessing the full scope of the bridge and the wider park.

Following consideration of these applications, the Board issued a request for further information on 17th February 2022 requesting further information. A letter was issued for both the application for the bridge (ABP-311468-21) and the application for the community park (ABP-311542-21). The request for information contained in both of these letters was the same due to the fact that the information contained within both of the applications was the same (as explained above).

An Addendum to the originally submitted Environmental Impact Assessment report (EIAR) has been prepared, which contains all of the information requested by the Board as well as further information where necessary. This Addendum EIAR is provided as Volume 2. Further to providing the Board with the requested information, the Addendum EIAR also provides the Board with an update as to the current design of the Project, as this has evolved since the submission of the original applications (see Section 1.3 of this document).

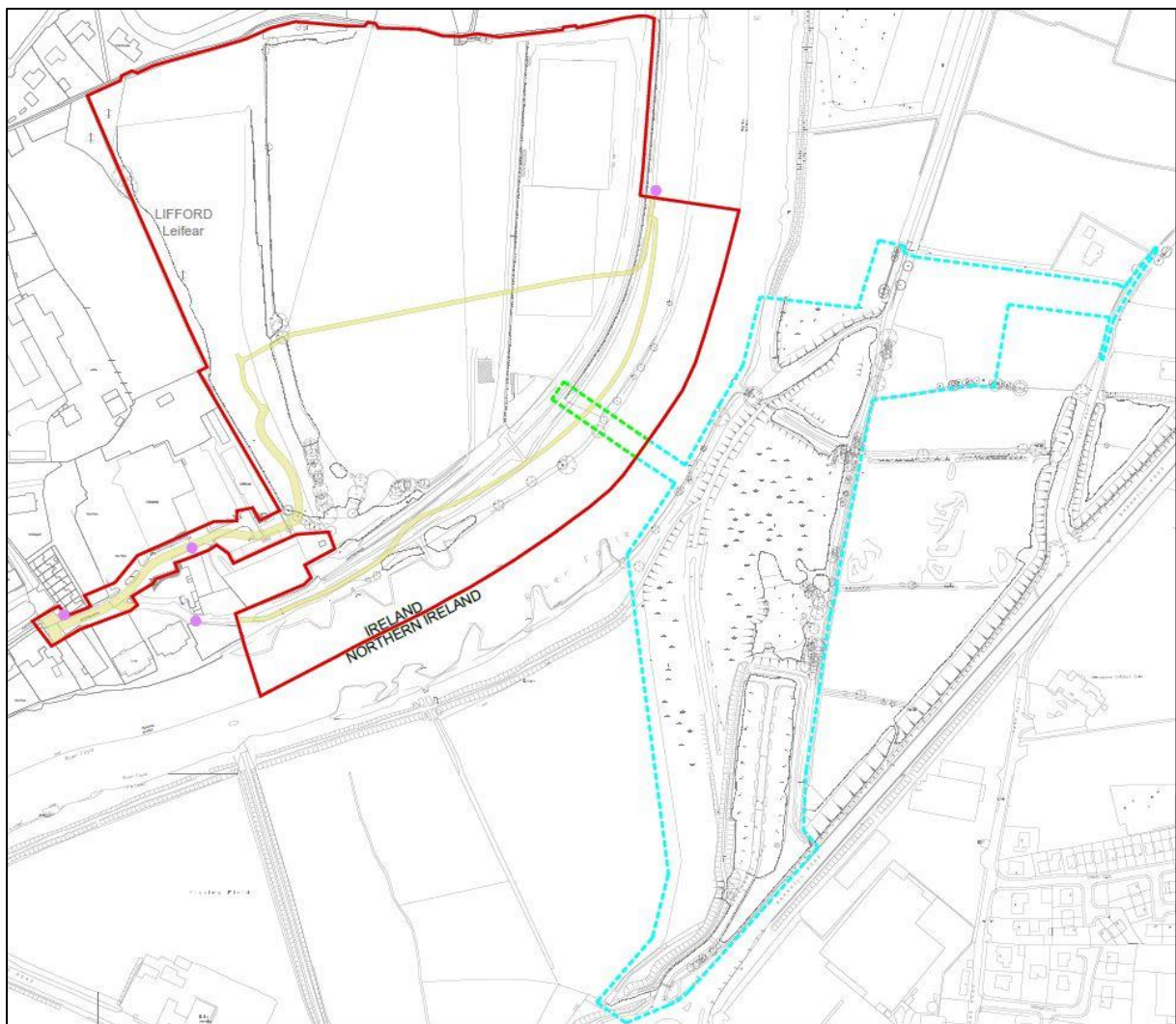
This document sets of the Non-Technical Summary of the Addendum EIAR.

An Addendum Volume 3: Appendices has also been issued as part of the wider Addendum EIAR. Within this Addendum Appendices have been provided where necessary. As with the Addendum Text (Volume 2) Addendum Appendices have been provided where amendments have been required either due to the request of further information from the Board, or an update necessitated by the revised car park location in Strabane. Where any appendices have not been impacted by either of these (i.e. they remain identical to those submitted with the original EIAR), then they have not been provided within the Addendum and the originally submitted documents should be referred to.

1.1 Red Line Boundary Update

The Addendum EIA involves an update to the red line boundary of the Project in order to accommodate the largest possible scale temporary bridge construction platform. Planning drawings with the updated red line boundary have been submitted however the maps shown with the Addendum EIA Main Text (Volume 2) and the Addendum Appendices (Volume 3) have not been updated. The revised red boundary is shown in Figure 1-1 below for information.

Figure 1-1: Updated Red Line Boundary



Please refer back to this boundary when a site map is shown within the Addendum EIA (including appendices). Both the original and Addendum EIA have assessed not just the site itself but also the surrounding environs and therefore this amendment to the red line boundary has no impact on the assessments completed to date.

1.2 An Bord Pleanála Requests

An Bord Pleanála (the Board) submitted a total of 7 requests for further information. Within these requests, it was also necessary to respond to comments raised by P.E. Lusby and Department of housing, Local Government and Heritage as co-ordinated by Development Applications Unit (DAU) on both Nature Conservation and Underwater Archaeology.

Please see Section 1.1 of the Addendum EIA Main text (Volume 2) for the responses to each of these requests. Where it has not been possible to provide an answer directly within that Section, the sections within the Addendum EIA where the requested information has been provided, has been referenced.

1.3 Design Update

Although the main purpose of this Addendum EIA is to provide the additional information requested by the Board, it is also necessary to provide updated information due to a design change which was necessary on the Strabane side of the Project. Although the applications submitted to the Board seek consent only for that development which is situated within Lifford, the Project is transboundary in nature and therefore it is necessary to ensure the information provided within the ROI and NI applications is consistent.

1.3.1 Strabane Car Park Update

Within the design originally assessed by the EIA, the car park on the Strabane side of the Project was proposed to be located within land to the north east of the proposed development in order to reduce Riverine Community Park infrastructure within the planned A5 Western Transport Corridor (WTC) Vesting Boundary. Excavation of the existing former halting site, situated to the south of Strabane side was to be excavated (concrete and sub-base removed) and the lands restored with imported soils and seeded out as a wildflower meadow.

The car park on the Strabane side is now proposed to be located within the former halting site and within the A5 WTC Vesting Boundary. Whilst it was agreed that the location of the car park to the north east of the Project would have been the optimum solution, this land remains under private ownership and cannot be procured by the Council for integration in the Project. The original agricultural lands proposed for the car park will not now be developed in any way.

Originally, the planning application submitted to Derry City and Strabane District Council (DCSDC) in September 2021 included the car park to the north east on the Strabane side, matching the design that was submitted to the Board for the ROI applications. However, the NI planning application was not validated and in the interim the car park design change was adopted. A revised application and EIA incorporating the amended car park location was submitted to DCSDC and validated on Tuesday 15th February 2022. As such, the live NI application and live ROI applications currently contain inconsistent designs with regards to car parking on the Strabane side of the Project.

The required relocation of this car park has had several knock-on effects to the overall design of the Project on the Strabane side. These are fully detailed within the amended Chapter 2 Proposed Development but are summarised as follows:

Drainage – the relocation of the car park to the halting site will involve a SuDS scheme comprising permeable hard surfacing across the car park, with underlying granular collection system, delivering infiltrated runoff to the Park Road Drain via a suitably-sized full retention interceptor and hence discharging to the River Foyle via the Nancy Burn.

Lighting for Strabane North Greenway – Originally a two-way access road was to connect the Strabane entrance at the roundabout to the car park in the northeast, following the eastern boundary of the site. This was to be lit to the required level appropriate for this use. With the car park now to be located immediately at the site entrance, this two-way access road is no longer required. Instead, only a pedestrian:cycle route is to be provided along the eastern boundary. This is to be provided as part of the Strabane North Greenway and will be provided in advance of the Riverine Project. Lighting for this greenway is then to be provided by the Riverine Project upon its implementation. This lighting will provide a minimum average horizontal illuminance of 5 lux with a minimum vertical illumination of 1.5 lux for facial recognition.

Car Park & Associated Lighting - As the car park is to now be located at the former halting site, hardstanding and lighting will be introduced to this area where it was not before. Lighting of the car park will provide a minimum average horizontal illuminance of 10 lux, with lux levels not exceeding 1 lux at the perimeter of the car park. This 1 lux level was agreed with NIEA as being acceptable with regards to impact to bats.

2.0 NEED FOR DEVELOPEMNT

No amendments have been required of this Chapter and the originally submitted Need for Development Chapter therefore remains the current and relevant Chapter for the EIAR.

3.0 PROPOSED DEVELOPEMNT

The Proposed Development Chapter (Chapter 3) of the Addendum EIAR provides un update on the Project design due to the relocation of the car park in Strabane. The Lifford Proposals and Bridge construction remain unafected by this car park relocation.

3.1 Lifford Proposals

Development of the western portion of the new Riverine Community Park (i.e., the area of the development falling within the Donegal County Council area) and the creation of new community park infrastructure with multi-purpose community facilities and amenities will include:

- Construction of a single storey community resource building with a gross internal floor area 305m², for use as community space including office and refreshment use;
- Construction of a 300m² maintenance compound, surround by 2.25m high ibex fencing to include installation of an approximate 4.0m high by 6.0m wide by 9.0m long prefabricated maintenance shed vehicle storage, washdown area and material storage, surround be ibex fence and access gates;
- Provision of a multi-functional outdoor space and external stage area to accommodate a variety of outdoor events;
- Creation of play areas, a river walk and river access;
- Construction of walkways and cycleways;
- Associated landscaping inclusive of the wetlands of the River Foyle;
- Amenity lighting;
- Provision of car parking with 74 spaces and provisions for cycle parking;
- Site Security including estate style fencing, 2.4m high security fencing and lockable vehicle and pedestrian gates
- Construction of a one way traffic access road 4.5m in width and a 2 way traffic access road 6m in width, with a combined length of 265m to be provided internally within the park;
- Demolition of the existing spectator stand and the construction of a new spectator stand to accommodate 123 spectators;

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- Relocation of existing hare coursing track and the construction of greyhound training runs;
 - Provision of an informal parking area to accommodate 8 cars;
 - Provision of a new 10kV ESB Substation and diversion underground of existing MV (10kV/20kV) ESB overhead cables traversing the site;
 - Provision of ground mounted electrical kiosk;
 - Provision of a new wastewater pumping station for onward transfer of foul wastewater to the local network;
 - Reconfiguration of existing cinema drainage soakaway;
 - Works on the foreshore including construction of a cast in-situ concrete slipway, 5m wide, with adjoining steps of natural stone paving and the provision of a reinforced grass path to a new timber fishing pod; and,
 - all ancillary development, accommodation works and site services; on a site extending to 14.9 hectares.

3.2 Strabane Proposals

Development of the eastern portion of the new Riverine Community Park (i.e., the area of the development falling within the Derry City & Strabane District Council area) and the creation of new community park infrastructure with multi-purpose community facilities and amenities. The development will include:

- a new area of open space;
- vehicle, cycle and pedestrian access;
- car parking area;
- amenity lighting; and,
- all ancillary development and site services; within the site extending to 6.7 hectares (reduced from the previously reported development area of 7.8 hectares).

3.3 Bridge Proposal

The pedestrian and cycle bridge will be a transboundary structure, providing the iconic and symbolic connection between the two currently separated lands either side of the border.

The proposed bridge location is positioned to ensure best connection between both sides of the park.

The bridge design takes inspiration from the historic railway proposing a steel truss design.

The pedestrian and cycle bridge will be a steel truss structure with an overall length of approximately 115m. It will have two spans. The larger span will extend across the river with a length of approximately 88m. The second span will extend over land from the Lifford riverbank to raised ground. The second span will have a length of 27m.

3.4 Accommodation Works Proposal

The operational boundary of the Riverine Community Park on the Lifford side is entirely located within lands belonging to East Donegal Coursing Club (EDCC), with the proposed Park boundary occupying approximately fifteen acres of this property, which is currently populated with existing infrastructure associated with Club activities. In order to facilitate the proposed development on the Lifford site, it is therefore necessary to relocate and/or replace all existing infrastructure belonging to the Club. These relocation and/or replacement works are defined as the Accommodation Works and are as follows:

- Demolition of the existing spectator stand and the construction of a new spectator stand to accommodate 123 spectators;
- Relocation of existing hare coursing track and the construction of greyhound training runs;
- Provision of an informal parking area to accommodate 8 cars; and,
- all ancillary development and site services; within the site extending to 6.5 hectares.

4.0 CONSULTATION

In addition to a response from the Board, a response was also received from the Department of Housing, Local Government and Heritage as co-ordinated by Development Applications Unit (DAU). Following receipt of this correspondence, a consultation meeting was held on 31st March 2022 between members of the Project team and DAU via Microsoft Teams, following confirmation from the Board that written permission was not required for such a meeting. Minutes of this meeting have provided within Section 3.1 of the Addendum EIAR.

5.0 CONSIDERATION OF ALTERNATIVES

The Consideration of Alternatives Chapter (Chapter 5) was updated both due to the relocation of the car park on the Strabane site and due to the Board's FI Request.

Due to the relocation of the car park on the Strabane site, Table 5-1 of Chapter 5 was updated to assess the Project against both the A5 Western Transport Corridor and the proposed Strabane north Greenway. Table 5-3 was also updated to assess Excavation of the existing halting site infrastructure (including concrete slabs and utilities) and the provision of car park infrastructure and the Drainage Proposals to [Strabane] Car Park.

Due to the Board's FI Request, Table 5-3 of Chapter 5 was updated to consider the existing bridge and embankment infrastructure to connect the Strabane and Lifford elements of the park across the River Foyle (in response to request from P.E. Lusby) and to assess the Three Rivers Complex and Access Road Surface Water Requirements (in response to request from (DAU).

- Table 2 Assessment of Specific Layout and Design Proposals against the 2017 CWMF Stage 2(i) / RIBA Stage D Concept Design, i.e., The Alternative Layout and Design Proposal
- Table 3 Assessment of Specific Layout and Design Proposals following Statutory Consultation.

6.0 AMENDMENTS TO ENVIRONMENTAL TOPICS COVERED IN THE EIAR

6.1 Population and Human Health

The correspondence received from both the Board and DAU contained no specific request of any additional information relating to Population and Human Health. The correspondence received by P.E. Lusby contained one point relating to Human Health in the form of a request for the EIAR to consider the impact of Brucella Abortus/Brucellosis. A response to this has been provided in Section 1.1 of the Addendum EAIR Main Text (Volume 2).

The relocation of the car park on the Strabane side has had no material change to the impacts on Population and Human Health. The relocation of the car resulted in an improved outcome for Noise and Air Impacts, as summarised in Chapter 8 Air and Climate, and Chapter 9 Noise and Vibration of the Addendum EIAR.

6.2 Biodiversity

As suggested by the Board the Biodiversity Chapter (Chapter 8) of the EIAR has been amended to better highlight the potential impacts and mitigation suggestions for the construction phase and the operational phase independently as requested. All other comments and requested amendments have been made and can be found within each independent Appendices for Chapter 8.

6.3 Lands, Soils and Waters

The Lands, Soils and Waters Chapter (Chapter 9) has been updated to address comments made by the Board and DAU in relation to unauthorised gravel extractions, impacts from wastewater treatment works, environmental pollution risks due to flooding. In addition, the Chapter has been updated to reflect the relocation of the car in Strabane, since this resulted in redesigning the SuDS drainage management and to incorporate additional details of construction methodologies and phasing into the risk assessment and mitigation measures for environmental protection. The previously anticipated management for the Three River drainage has been removed to reflect the solution delivered by Irish Water as part of their wastewater treatment works upgrades. New management systems for access road drainage at Lifford has been discussed and assessed.

6.4 Air and Climate

The correspondence received from the Board, DAU and P.E. Lusby contained no specific request for any additional information relating to Air and Climate. Therefore, the only additional information relating to Air and Climate provided within the Air and Climate Chapter is to provide an update to the layout on the Strabane side of the Project, required due to a change in location of the Strabane car park.

Overall, the change in location of the car park has not had a material change on the Air and Climate impacts of the Project. By relocating the car park from the north east corner of the Strabane site, to the south of the site, the distance from the nearest receptor to the Project boundary has increased, therefore resulting in an improvement (less impact) in Air impact. Climate impact remains unchanged.

6.5 Noise and Vibration

As with Air and Climate, the correspondence received from the Board, DAU and P.E. Lusby contained no specific request for any additional information relating to Noise and Vibration. Therefore, the only additional information relating to Noise and Vibration provided within the noise and Vibration Chapter is to provide an update based on the revised layout on the Strabane side of the Project, required due to a change in location of the Strabane car park.

Overall, the change in location of the car park has not had a material change on the Noise and Vibration impacts of the Project. By relocating the car park from the north east corner of the Strabane site, to the south of the site, the distance from the nearest receptor to the Project boundary has increased, therefore resulting in an improvement (less impact) in Noise and Vibration impacts.

6.6 Materials Assets

The key amendments made in the Material Assets Chapter (Chapter 12) can be found within Appendix 12-1 Traffic Statement. The amendments made within the Traffic Statement can be found in a summary at the front of that document. These amendments have been driven by Point 6 of the Board's correspondence as summarised in Chapter 1 of this Addendum EIAR.

6.7 Cultural Heritage

The Cultural Heritage Chapter (Chapter 13) has been updated to incorporate the findings of an Underwater Archaeological Impact Assessment (UAIA) which was undertaken by ADCO in April 2022.

A full UAIA was not available at the time of writing, however a Memorandum produced at the conclusion of the surveys provided information on the findings. The survey focussed on an 800m long section of intertidal foreshore and riverbank, including the location of the proposed slipway and pedestrian and cycle bridge at Lifford and a 600m long section of intertidal foreshore and riverbank, including the location of the proposed pedestrian and cycle bridge abutment at Strabane. Please refer to the Underwater Archaeological Impact Assessment Memorandum provided as Appendix 13-5 pf Volume 3 for further details.

The Cultural Heritage Chapter was also updated to include further information on construction phase impacts on the River Foyle (both direct and indirect), construction phase mitigation for the River Foyle and proposed archaeological monitoring.

6.8 Landscape and Visual

The Landscape and Visual Chapter (Chapter 14) has been updated to include to following:

- Strabane potential impacts resulting from the relocation of the car park on the Strabane site
- Summary description the likely significant effects of the project on the environment during construction
- Summary description of the likely significant effects of the project on the environment during operation
- Description of mitigation measures proposed to avoid, prevent, reduce or offset any identified significant adverse effect identified
- Further mitigation measure for both construction and operational phase of the Project.

7.0 CUMULATIVE IMPACTS, INTERACTIONS & MAJOR ACCIDENTS AND DISASTERS

The Cumulative Impacts, Interactions & Major Accidents and Disasters Chapter (Chapter 15) has been updated to include consideration of the A5 Western Transport Corridor and Strabane Northern Greenway as a result of the relocation of the car park on the Strabane site.