Chapter 20
Interactions and Cumulative Effects

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20.0 Interactions and Cumulative Effects

20.1 Introduction

This chapter of the EIAR presents the Interactions and Cumulative assessment of Effects of the proposed Barnesmore Gap Greenway project (the 'proposed development' hereafter).

This chapter assesses the potential 'interactions' or in-combination effects arising between one or more of the on individual environmental factors assessed in the previous chapters of this EIAR for the proposed development (hereafter referred to as "the proposed development"). Close co-ordination and discussion between the EIA team has informed the preparation of this chapter to ensure that interactions identified by each specialist is adequately assessed and incorporated as part of the mitigation measures by the respective specialists. A summary table is presented identifying the interacting environmental factors for both the construction and operation impacts of the proposed development in Section 20.4. The main chapters of the respective environmental factors of the EIAR details the associated mitigation measures to address these effects.

'Cumulative Effects' in the context of this chapter refers to effects which arise or experience a change in magnitude when the proposed development is assessed in conjunction with other existing and/or approved plans and projects during the construction and operational phase of the proposed development.

This chapter sets out the methodology used to undertake both the Interactions and Cumulative Effects assessment (Section 20.3), describes the environmental factors which interact with other environmental factors during the construction and/or operational phase (Section 20.4) and identifies the policies, plans and projects which may result in cumulative impacts when considered in conjunction with the proposed development (Section 20.5). This chapter should be read in conjunction with all other Chapters, and their appendices, which present related impacts arising from the proposed development.

20.2 Legislation, Policy and Guidance

20.2.1 Legislation

Directive 2011/92/EU ('the EIA Directive'), as amended by Directive 2014/52/EU, requires the consideration of the potential for interactions and cumulative effects to arise as a result of (i) the interaction between the various impacts within a single project ('interactions', hereafter) and (ii) the potential impacts as a result of all of the different existing and/or approved projects in the same area as the proposed project ('cumulative impacts', hereafter).

According to the 'Strategy for the Future Development of National and Regional Greenways' published by the Department of Transport, Tourism and Sport (DoTTS) in 2018, a 'greenway' is defined as "…*a recreational or pedestrian corridor reserved exclusively for non-motorised journeys*..."

Section 68(1) of the Roads Act, 1993 (as amended) defines 'cycleway' as:

> "*… 'cycleway' means a public road or proposed public road reserved for the exclusive use of pedal cyclists or pedal cyclists and pedestrians*".

Furthermore, Section (10)(1)(c) of the Roads Act, 1993 (as amended) states that:

> "*A public road, other than a national road or a regional road, shall be a local road*."

In respect of the above definition under Section 68 of the Roads Act 1993 (as amended), the proposed development is considered to be a public road, therefore, this EIAR is prepared under Section 50 of the Roads Act 1993 (as amended).

In addition, an Appropriate Assessment (AA) and Natura Impact Statement (NIS) is also submitted with this application and cumulative effects are considered in this assessment.

20.2.2 Guidance

This Chapter has been prepared with reference to the following guidance documents:

- *Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment,* UK Government, 2025.
- *Environmental* Planning *of National Road and Greenway Projects RE-ENV-07008* (TII, 2023) and *Environmental Impact Assessment of Rural Cycleways (Offline & Greenway) – A Practical Guide PE-ENV-01109*, TII 2024
- *Advice notes on current practice (in the preparation of Environmental Impact Statements),* EPA 2003.
- *Draft Advice notes for preparing Environmental Impact Statements,* EPA, 2015.
- *Guidelines on the information to be contained in Environmental Impact Assessment Reports,* EPA, 2022.
- *Guidelines for Planning Authorities and An Coimisiún Pleanála on carrying out Environmental Impact Assessment,* DHPLG, August 2018.
- *Environmental Impact Assessment of National Road Schemes - A Practical Guide, Revision 1,* National Roads Authority/Transport Infrastructure Ireland, 20 November 2008.
- *Environmental Impact Assessment of Projects: Guidance on the preparation of the Environmental Impact Assessment Report,* European Commission, 2017.
- *Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions, European Commission 1999*

20.3 Methodology

20.3.1 Interactions

"Interactions" refers to interactions between effects of the proposed development (in isolation) which relate to two or more different environmental factors of this EIAR. Where potential exists for significant environmental effects to arise as a result of interaction, the relevant EIAR specialists have considered this and assessed the interactions for significant effects. *"For example, where it is established in the Hydrology section that there will be an increase in suspended solids in discharged surface waters during construction, then the Biodiversity section should assess the effect of that on sensitive aquatic receptors" (*EPA, 2022, p. 56).

Mitigation measures have been prescribed and considered in the appropriate chapter to address the associated direct, indirect and synergistic effects.

This chapter presents the assessment of interactions between different environmental topics which have been identified and addressed in this EIAR. The determination of interactions was facilitated through an iterative design process that included consultations between designers, environmental specialists and technical specialists. Identified interactions were then assessed using information provided in the preceding relevant EIAR chapters. This chapter also considers the potential for mitigation measures prescribed in respect of one particular environmental factor to give rise to unintended negative impacts in respect of one or more other factor, as appropriate.

20.3.2 Cumulative Effects

Cumulative effects result from the addition of many minor or significant effects, including effects of other projects, to create larger, more significant effects (EPA, 2022). Cumulative effects can be caused due to incremental changes by other past, present or reasonably foreseeable projects together with the proposed development.

The Department of Housing, Planning and Local Government's EIA guidance states: *"Effects are not to be considered in isolation but cumulatively i.e., when they are added to other effects. A single effect on its own may not be significant in terms of impact on the environment but, when considered together with other effects, may have a significant impact on the environment. Also, a single effect which may, on its own, have a significant effect, may have a reduced and insignificant impact when combined with other effects."* (DHPLG, 2018, p. 40).

This assessment identifies the likely direct, indirect, secondary, transboundary, short-term, medium or long-term both positive or negative cumulative effects as a result of the identified plans or projects with the proposed development. This cumulative assessment considered cumulative effects that are:

1) Likely
2) Significant
3) Relating to a future event which is reasonably foreseeable.

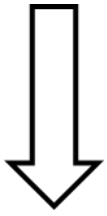
20.3.2.1 Study Area

The appropriate study area for the cumulative effects assessment (CEA) was established as a 1km area around the proposed development, in which projects and proposed projects were considered in conjunction with the proposed development. For the interactions assessment, each environmental factor in each of the relevant specialist chapters determined a study area which is detailed in those chapters.

20.3.2.2 Assessment Methodology

The main aspect of the CEA relates to the assessment of existing and/ or approved plans and projects with the proposed development. However, with respect to the proposed development there is potential for cumulative effects associated with other aspects. These have been split into three tiers or types of potential cumulative effects as shown in Table 20-1 below.

Table 20-1 - Tiered Approach to Identifying and Assessing Potential Cumulative Effects

Tier	Description	Level of detail
Tier 1	Development that is functionally or legally interdependent on further development(s) not included in the application for consent approval.	Decreasing level of detail likely to be available 
Tier 2	Existing or approved projects (Staged approach). Plans or programmes to include relevant land use, planning and transport plans/strategies relevant to the project.	
Tier 3	'Tier 3 'Other' projects are those that are in the public domain / at preliminary design i.e., those that at the time of writing, have not been submitted for planning but have the potential for cumulative effects with the project.	

The methodology for assessing each of the three tiers is outlined as follows:

20.3.2.3 Tier 1 – Methodology for Assessment

The methodology for the 'Tier 1' development(s) relates to development that is functionally or legally interdependent on further development(s) not included in the application for consent approval. The proposed development is not functionally or legally interdependent on an additional development.

Section 20.5.1 of this chapter provides the relevant information outlining the approach taken to determine this conclusion.

20.3.2.4 Tier 2 – Methodology for Assessment

The methodology for the 'Tier 2' development(s) includes the assessment of existing and/ or approved plans or projects.

A list was compiled containing relevant national, regional and local plans and programmes which were identified as having the potential to have a cumulative effect in conjunction with the proposed greenway. The assessment of relevant plans is detailed in Section 20.5.2.

A three-staged approach is advised for Tier 2 cumulative assessment, informed by *Advice Note seventeen: Cumulative effects assessment relevant to nationally significant infrastructure projects*, published in 2019 by the Planning Inspectorate, an executive agency of the Ministry of Housing, Communities and Local Government of the United Kingdom (MHCLG, 2019) referred hereafter as 'Advice Note 17'. The three-stage approach is summarised in Figure 20-1 below.

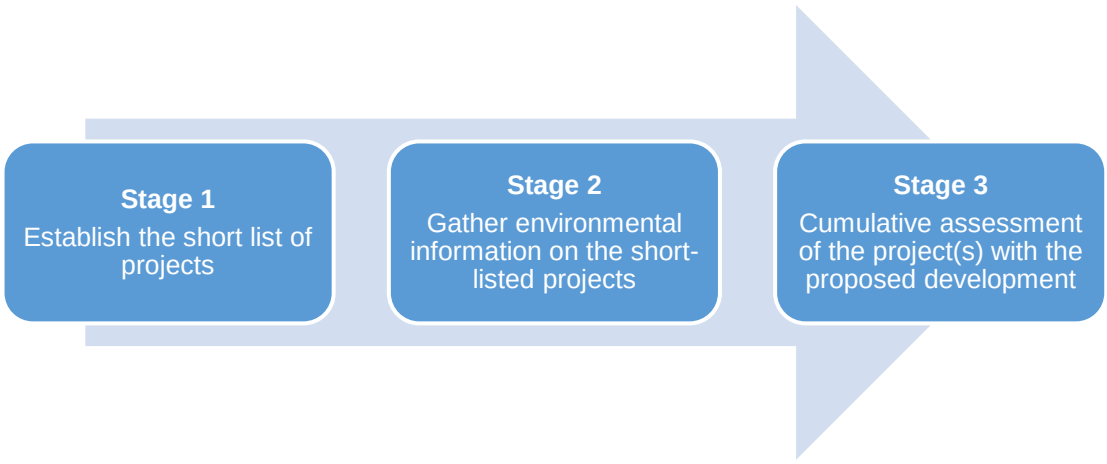


Figure 20-1 - Staged approach for Tier 2 cumulative assessment

Stage 1

Stage 1 of the Tier 2 cumulative assessment begins by listing all existing/approved planning applications granted within the previous 10 years that fall within the 1-kilometre buffer from the land-take boundary, which is the study area designated for the CEA. The list of projects is sourced from the publicly available planning searches and data sources identified below:

- An Coimisiún Pleanála website (Planning searches)
- EIA Portal
- Donegal County Council website (Planning searches)
- Donegal County Development Plan 2024-2030

This process also involved consulting with the planning department in Donegal County Council to develop a list of planning applications. The Stage 1 project list is provided in Section 1.0 of Appendix 20.1, contained in Volume 4 of this EIAR. This project list was then refined through sifting and/or screening to create a short list. The criteria used to screen projects for assessment include:

- **Temporal scope:** involves the consideration of the location of the construction, operation and decommissioning of the proposed development, with existing and/or approved projects to establish if there is an overlap and any potential interaction.
- **Scale and nature:** involves the consideration of the nature and scale of the existing and/or approved projects, with the proposed development to establish if they may cause a cumulative effect in relation to each of the environmental factors.
- **Other factors:** involves the consideration of any other factors, such as the nature and / or capacity of the receiving environment to absorb any changes as a result of potential cumulative effect of other projects with the proposed development.

The project list was refined on the basis of the above criteria. A strong focus was applied to planning applications which have undertaken an EIAR or AA at this stage of assessment. A focus is required on large and/or significant development applications that have environmental effects and / or are likely to result in cumulative (positive or negative) environmental effects.

It was then determined whether the remaining projects are likely to have a significant cumulative effect on each environmental factor when considered in conjunction with the proposed development. Professional judgement was also used to supplement the threshold criteria and to avoid exclusion of sub-threshold projects which have characteristics which are likely to have significant environmental impacts or those which are below threshold but may result in cumulative effects as a result of their proximity to the proposed development.

Projects which were determined as likely to have significant cumulative effect with the proposed development were then brought forward to Stage 2.

Stage 2

Stage 2 assessment involves gathering environmental information on the Stage 2 short-listed projects. This Stage 2 list has been included as Section 2.0 of Appendix 20.1. Projects are shortlisted by undertaking further planning searches and reviewing planning documentation submitted as part of the statutory planning documentation for the respective projects including, but not limited to, the information such as: EIARs/ EIS, NIS and other planning documentation. The environmental impact assessments completed on these projects and particularly their own cumulative assessments can help inform the likely significant cumulative effects of that project with the proposed development. Whether the project is now part of the baseline i.e. constructed or not yet constructed, is also reviewed.

Stage 3

In Stage 3, the data collected in previous stages is used to inform the cumulative assessment. Competent experts review the shortlisted projects and environmental information gathered to undertake the cumulative assessment.

The information assessed included:

- The proposed design and location of projects.
- Proposed programme of construction, operation and decommissioning of projects (if known).
- Environmental assessments that set out the baseline environment at locations of projects and the respective effects arising from these projects.

An assessment matrix was developed which sets out key details and environmental information of projects falling within the CEA study area. The cumulative assessment of effects is undertaken for the construction and operation stages of the proposed development and is presented in Section 20.5 of this chapter. The cumulative assessment identifies the likely cumulative direct and any indirect, secondary, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the project with the proposed development. The CEA is required to be proportionate to the effect being assessed and some effects will need only very brief information to indicate that they have been considered. In accordance with Advice Note 17, where significant cumulative effects between the proposed development and the identified project arise in relation to one environmental factor, the assessment is required to focus on that aspect only. Mitigation measures may be applied to avoid, reduce, prevent or mitigate the cumulative effects of the combined projects upon a specific environmental factor. Residual impacts after applying the mitigation measures are then identified.

20.3.2.5 Tier 3 – Methodology for Assessment

Tier 3 projects are those that are in the public domain or at preliminary design stage, which have not yet been submitted to planning but have potential to incur cumulative effects with the proposed development. There is no legal requirement to assess these projects. No projects which are classified as Tier 3 Projects were identified as having potential to result in

cumulative impacts when considered in combination with the proposed development, therefore this stage of assessment was not taken further.

20.3.3 Difficulties Encountered

There were no difficulties encountered in drafting this chapter.

20.4 Interactions Assessment

Table 20-2This section identifies the likely, significant interactions between environmental factors which may arise as a result of the proposed development. Interactions between activities and receptors were assessed by considering the construction and operational phases collectively.

20.4.1 Interactions Matrix

Table 20-2 - Interactions between each environmental factor

Activity \ Receptor	Traffic and Transportation	Population and Human Health	Biodiversity	Land and Soils	Hydrology	Hydrogeology	Air Quality	Climate	Noise and Vibration	Landscape and Visual Amenity	Cultural Heritage	Material Assets and Land	Material Assets and Land (Non-Agri)	Material Assets (Utilities)
Traffic and Transportation	■	✓			✓		✓	✓		✓		✓	✓	
Population and Human Health	✓	■	✓											
Biodiversity			■	✓	✓	✓			✓	✓				
Land and Soils			✓	■	✓	✓				✓	✓	✓		
Hydrology		✓	✓	✓	■	✓				✓				
Hydrogeology						■						✓	✓	
Air Quality	✓	✓	✓	✓			■	✓		✓		✓	✓	
Climate					✓	✓		■		✓				
Noise and Vibration		✓	✓						■			✓	✓	
Landscape and Visual Amenity		✓								■	✓	✓		
Cultural Heritage										✓	■			
Material Assets and Land (Agri)												■		

20.4.2 Traffic and Transportation

Traffic and Transportation will interact and / or interrelate with the following environmental topics:

- Population and Human Health
- Hydrology
- Air Quality
- Climate
- Landscape and Visual Amenity
- Material Assets and Land (Agricultural)
- Material Assets and Land (Non-agricultural)

20.4.2.1 Population and Human Health

During the construction phase, temporary additional employment for machinery operators can be expected to arise as a result of the proposed development. The construction phase will also likely see temporary severance and dis-improvement in journey characteristics. However, the operational phase will also improve connectivity to points of interest in the area and improve journey characteristics and amenity. This will have an overall **significant, positive, long-term** impact upon Population. In terms of Human Health, loose material may migrate from the site of the proposed development on the wheels of machinery and be deposited on nearby public roads. This may pose as a skid risk for vehicles travelling along the roads. Truck wheel washing details are included in the Construction Environmental Management Plan to minimise this risk as low as possible. The operational phase of the greenway will promote active travel, reducing dependency on carbon-intensive modes of transport, ultimately reducing emissions and improving air quality which will benefit Human Health. This active travel intervention also improves fitness levels amongst users. Interactions with Traffic and Transportation are expected to have **moderate, positive, long-term** impacts on Human Health.

20.4.2.2 Hydrology

Water quality may be impacted by fuel spillages if fuels used for heavy machinery during the construction phase are improperly managed. Increased surface run-off may influence water quality as a result of increased soil compaction due to the use of heavy machinery during works. Washing of truck wheels during construction phase may also result in run-off that has the potential to enter nearby surface waters. Increased run-off may arise in the operational phase at the new carparks located at trailheads. Hydrocarbon interception will be

incorporated into trailhead drainage design to minimise this. With the mitigations outlined in Chapter 09 Hydrology in place, Traffic and Transportation is expected to have **slight, negative, short-term** impacts upon Hydrology.

20.4.2.3 Air Quality

During the construction phase, HGV movements may generate dust in addition to producing emissions, both of which have the potential to impact Air Quality. In the operational phase, vehicular emissions may increase around the trailheads due to the availability of parking. Chapter 11 of the EIAR outlines impacts to Air Quality arising as a result of the development and gives details on the mitigations provided to reduce this. **Slight, negative, short-term** impacts upon Air Quality are expected due to Traffic and Transportation.

20.4.2.4 Climate

During the construction phase, there is the potential for interactions between Climate and Traffic and Transportation. Vehicles accessing the site for construction works will result in emissions of greenhouse gases. In this assessment, the effects of the interactions between Traffic and Transportation and Climate are considered to be **direct, short-term, negative** and **not significant**. During the operational phase, the greenway will encourage active travel and reduce some traffic in surrounding areas. The effects of the interactions between traffic and climate during the operational phase are therefore considered to be **direct, short-term, positive** and **not significant**.

20.4.2.5 Landscape and Visual Amenity

Construction vehicles and temporary traffic control measures associated with the construction phase can be expected to have **slight, negative, short-term** interactions with Landscape and Visual Amenity by reducing the scenic value of the area.

20.4.2.6 Material Assets and Land (Agricultural)

During the construction phase, the additional traffic on the local road network will potentially impact local agricultural activities as these roads will be used more frequently by agricultural vehicles, particularly during harvest times. This effect may be further increased with the introduction of advisory traffic diversions in certain locations. This will have a **slight, negative, short-term** impact on Agricultural Lands and Properties.

20.4.2.7 Material Assets and Land (Non- Agricultural)

During the construction phase, additional construction traffic using the local road network may result in short-term disruptions to access and a decline in journey characteristics, which could potentially negatively impact on residential and commercial properties and development land. This will be mitigated by way of traffic management during the construction phase, and disruption to access (both temporary and permanent) will be dealt with by way of accommodation works and reinstatement of access for the operational phase. This will have a **slight, negative, short-term** impact upon Non-Agricultural Lands and Properties.

20.4.3 Population and Human Health

Population and Human Health will interact and / or interrelate with the following environmental topics:

- Traffic and Transportation
- Biodiversity

20.4.3.1 Traffic and Transportation

The operational phase of the greenway will have **moderate, positive, long-term** impacts upon Traffic and Transportation in the region. Traffic flow will be improved along the N15 as non-motorised users will have a dedicated route which is segregated from vehicular traffic

along which to travel. The availability of the greenway may also encourage users who previously chose to use vehicular modes of transportation to shift to an active travel option, reducing the number of vehicles on the road and better aligning with objectives outlined for the future of transport in Ireland.

20.4.3.2 Biodiversity

The operational phase of the proposed development will see an increase in footfall and attract users to areas previously undisturbed by humans, potentially resulting in localised disturbance to flora and fauna. Chapter 07 Biodiversity outlines the mitigations which shall be adhered to in the construction and operational phases to prevent significant impacts upon Biodiversity due to interference. **Negligible, negative, long-term** impacts upon Biodiversity may arise from interactions with Population.

20.4.4 Biodiversity

Biodiversity will interact and / or interrelate with the following environmental topics:

- Hydrology
- Hydrogeology
- Noise and Vibration
- Landscape and Visual Amenity

20.4.4.1 Hydrology

During the construction phase, there is a risk of pollution to the watercourses crossed by the proposed development and to waterbodies downstream of the proposed development including Donegal Bay and Lough Foyle. Habitat degradation due to pollution may present long-term impacts on the aquatic habitats and sensitive species in the surrounding environment. There is also a risk of pollution to the watercourses crossed by the proposed development and to waterbodies downstream of the proposed development including Donegal Bay and Lough Foyle during the operational phase. Vehicles at trailheads, dog fouling and human waste present sources of pollution to watercourses. Habitat degradation due to pollution may present long-term impacts on the aquatic habitats in the surrounding environment.

Impacts to water quality as a result of the construction of the proposed development have been addressed in Chapter 07 Biodiversity of this EIAR and with the implementation of the mitigation measures outlined, interactions are anticipated to be **slight, negative and short-term**.

For the operational phase, as outlined in Chapter 4 of this EIAR, SuDS will be implemented along the greenway and at the trailhead locations to ensure that water is efficiently collected, conveyed, and discharged from the surface and surrounding areas. Given these proposed SuDS measures, the interactions between Hydrology and Biodiversity at the operational phase are considered to be **negligible, neutral and long-term**.

20.4.4.2 Hydrogeology

Groundwater dependent habitats such as wet heath, blanket bog and petrifying springs were recorded in the vicinity of the proposed development. Given the water-dependent nature of these habitats, there is a potential for impacts during the construction phase. Potential impacts to these habitats have been addressed and assessed in Chapter 07 Biodiversity and the NIS. Considering the existing bedrock geology and low subsoil permeability of these habitats, Biodiversity interactions with Hydrogeology can be expected to be **negligible, negative and short-term**.

20.4.4.3 Noise and Vibration

Machinery usage during construction has the potential to impact behavioural responses of terrestrial and aquatic fauna within and beyond the construction footprint. Mitigation

measures to reduce the noise-related impacts on Biodiversity are outlined in Chapter 07 Biodiversity in Volume 2 of this EIAR. **Slight, negative, short-term** impacts are anticipated.

20.4.4.4 Landscape and Visual Amenity

The proposed development includes a landscaping design to ensure that habitat connectivity is not severed, and habitat loss is minimal. The landscape design is presented in Chapter 14 of this EIAR. The variety of planting and habitat proposed as part of this plan, and included as mitigations in Chapter 07, have a beneficial effect on Landscape and Visual receptors. Biodiversity is anticipated to have a **moderate, positive, long-term** impact upon Landscape and Visual Amenity.

20.4.5 Land and Soils

Land and Soils will interact and / or interrelate with the following environmental topics:

- Biodiversity
- Hydrology
- Hydrogeology
- Climate
- Landscape and Visual Amenity
- Cultural Heritage
- Material Assets and Land (Agriculture)

20.4.5.1 Biodiversity

During construction, excavation will be required, including the removal of hedgerows and treelines, and along the riverbank of the Lowerymore River for the proposed watercourse crossing. This will result in the loss and fragmentation of these habitats. These impacts have been assessed in Chapter 07 Biodiversity of this EIAR. With the implementation of the mitigation measures outlined in Chapter 07 of the EIAR, these impacts will be **slight, negative and short-term** during construction phase. No operational phase interactions are expected between Biodiversity and Land and Soils.

20.4.5.2 Hydrology

Excavation during the construction phase may impact water quality due to sediment run-off at exposed areas, causing sediment build-up in watercourses. The likely effect upon Hydrology after the implementation of the mitigation measures described in Chapter 09 Hydrology is **slight, negative and temporary**. Interactions between Hydrology and Land and Soils are not anticipated in the operational phase.

20.4.5.3 Hydrogeology

Excavations for underpasses and bridge foundations can influence groundwater flow in areas with possibly karstified limestone and/or permeable coarse grained glacial till. Where peat is present but not excavated, there is a risk that construction related activities (e.g., dewatering, drainage etc.) may lower the local groundwater table, leading to the deterioration of peat. The mitigation measures outlined in Chapter 08 Land and Soils and Chapter 10 Hydrogeology shall significantly reduce the likelihood and magnitude of the potential impacts on the hydrogeological receptors occurring during the construction phase. These impacts are expected to be **slight, negative and long-term**.

20.4.5.4 Climate

Where earthworks intersect peatland areas, proposed excavations would result in direct loss of peat and organic materials and their associated carbon storage function. As outlined in Chapter 08 Land and Soils, disturbance and deformation of peatlands are anticipated to be

minimal. The expected impact upon Climate is **indirect, not significant, negative and long-term**.

20.4.5.5 Landscape and Visual Amenity

Earthworks will alter the landscape in areas of new greenway construction which deviates from the original railway line. These alterations will be minor, resulting in **slight, negative, long-term** impacts upon Landscape and Visual Amenity.

20.4.5.6 Cultural Heritage

Earthworks will result in **slight, positive, long-term** impacts upon the preservation of features of the old railway through the creation of embankments and landscaped areas.

20.4.5.7 Material Assets and Land (Agriculture)

During the construction phase, construction traffic on temporarily acquired lands may result in **slight, negative, short-term** impacts upon Agricultural Lands. Affected lands will be reinstated post-works, meaning no interactions are anticipated in the operational phase.

20.4.6 Hydrology

Hydrology will interact and / or interrelate with the following environmental topics:

- Population and Human Health
- Biodiversity
- Land and Soils
- Hydrogeology
- Landscape and Visual Amenity

20.4.6.1 Population and Human Health

Spoil stockpiles during the construction phase are vulnerable to erosion and weathering. Runoff generated by rainfall events on these areas creates a pathway to nearby watercourses and lakes that can increase suspended sediment loads and the concentration of dissolved solids in a receiving water course or lake. The sediments can blanket the natural substrates of the channel bed, altering its structure. Stockpiles are at risk of collapse which could block flow if located near a water course: altering the hydrological regime and creating a flood risk which has the potential to adversely impact upon Population and Human Health. The likelihood of this occurring is low, given the implementation of best practices, design mitigations and further mitigations to reduce flood risk as outlined in Chapter 09 Hydrology in Volume 2 of this EIAR. Hydrology is likely to have an **insignificant, negative, short-term** impact upon Population and Human Health.

20.4.6.2 Biodiversity

Excavation exposes iron, manganese, aluminium, copper and zinc compounds sequestered within the soil structure as organic complexes. Within the low oxygen conditions in the soil profile these compounds are stable and have low bioavailability. Oxidation converts organic complexes to inorganic ions. The inorganic forms of these metals can be directly toxic to aquatic organisms at trace concentrations; salmonoids and Fresh Water Peal Mussel (FWPM) are particularly sensitive. Runoff contaminated with suspended sediments can increase turbidity in a receiving waterbody. This causes a reduction in light penetration and primary productivity in the receiving waterbody. Turbid waters absorb more solar radiation which causes an increase in water temperature reducing dissolved oxygen levels and resulting in a loss of biodiversity. This interaction has the potential to create a **moderate, negative, long-term** impact upon biodiversity. Mitigations outlined in Chapter 07 Biodiversity, contained in Volume 2 of this EIAR, will reduce the magnitude and/or likelihood of these effects.

20.4.6.3 Land and Soils

Construction site activities such as minor earthworks, the construction of temporary roads, site preparation, stockpiling of spoil and levelling and grading can disturb and expose soils, leaving them more vulnerable to erosion during rainfall events. In places, these activities can also leave the ground more compacted, reducing infiltration to groundwater and increasing runoff to nearby watercourses and lakes and to any connected surface water dependent habitats. Excavated areas and earthworks are vulnerable to erosion. Excavations and the movement of construction traffic within the riparian corridor leave soils more vulnerable to erosion and alter the structure of land cover. Alteration to land cover within riparian corridors directly impacts water quality within a receiving waterbody. Chapter 08 outlines the mitigation measures pertaining to Land and Soils in Volume 2 of this EIAR. The anticipated impact upon Land and Soils is **slight, negative and long-term**.

20.4.6.4 Hydrogeology

Earthworks along the railway line has the potential to mobilise legacy Persistent Organic Pollutants such as herbicides, pesticides, hydrocarbons pollutants and heavy metals associated with the operation of the railway. These pollutants can leech into groundwater and cause long-term effects. Appropriate mitigation measures to avoid this impact are outlined in Chapter 10 Hydrogeology, in Volume 2 of this EIAR. The anticipated impact upon hydrogeology is **imperceptible, negative and short-term** with these mitigation measures in place.

20.4.6.5 Landscape and Visual Amenity

SuDS integrations are key to successful planting and mitigation delivery. The implementation of SuDS will result in an i**mperceptible, negative, long-term** impact upon Landscape and Visual Amenity, as the alteration to the landscape is very minor.

20.4.7 Hydrogeology

Hydrogeology will interact and / or interrelate with the following environmental topics:

- Material Assets and Lands (Agricultural Properties)
- Material Assets and Lands (Non-agricultural Properties)

20.4.7.1 Material Assets and Lands (Agricultural Properties)

Field drainage systems currently in situ will be interrupted by the construction works. These systems will be restored as part of the completed proposed project works. However, there may be temporary impaired drainage in the period between initial disturbance and final reinstatement of such drainage works. The expected likely impact is **slightly negative and temporary**. There are no anticipated interactions during the operational phase between these two environmental factors.

20.4.7.2 Material Assets and Lands (Non-agricultural Properties)

Existing drainage systems may be disturbed and in places removed by the construction of the proposed project. These systems will be restored as part of the completed works. However, there may be temporary impaired drainage in the interim period between initial entry and final reinstatement of such drainage works. The expected likely impact is **slight, negative and temporary**. There are no anticipated interactions during the operational phase between these two environmental factors.

20.4.8 Air Quality

Air Quality will interact and / or interrelate with the following environmental topics:

- Traffic and Transportation
- Population and Human Health

- Biodiversity
- Land and Soils
- Climate
- Landscape and Visual Amenity
- Material Assets and Land (Agricultural Properties)
- Material Assets and Land (Non-agricultural Properties)

20.4.8.1 Traffic and Transportation

Traffic and Transportation interacts with Air Quality. During the construction phase, increased traffic movements, congestion and dust generation has the potential to result in adverse impacts upon Air Quality. The impact of Traffic and Transport will be minimised by adhering to best practice mitigation measures as outlined in the Traffic and Transport chapter, including the use of water bowsers during hot periods to dampen dust generated from unbound surfaces. These measures will ensure ambient air quality remains within legislative limits. The effects of Traffic and Transportation upon Air Quality are considered to be **direct, short-term, neutral, localised** and **not significant** during the construction phase. The operational phase may see an increase in vehicle movements in the area as a direct result of the development however this increase will not be significant. There are no potentially significant interactions identified between Air Quality and Traffic and Transportation during the operational phase.

20.4.8.2 Population and Human Health

There is low risk of dust-related impact to Human Health during the construction phase. Best practice mitigation measures will be implemented during the construction phase to ensure air quality impacts are minimised and the proposed development complies with all air quality legislative limits. Nuisance-level dust may arise during the construction phase, impacting negligibly upon Population. Therefore, the overall predicted impact is **direct, short-term, negative, localised and not significant** with respect to Population and Human Health during the construction phase. During the operational phase, an increase in vehicle numbers as a direct result of the greenway may be experienced. This has been considered in the Air Quality Assessment and it has been determined that the proposed development will not cause significant impacts to Air Quality in the locality. It has been assessed that emissions will comply with the ambient Air Quality standards which are set for the protection of Human Health. The likely effect will be **long-term, direct, negative** and **not significant**.

20.4.8.3 Biodiversity

Dust generation as a result of construction traffic may impact upon flora by coating vegetation in a layer of dust and reducing the plant's ability to photosynthesise. There are a number of EU-designated sites within 50m of the proposed development which are ecologically significant. Dust mitigation measures to minimise this impact upon flora are detailed in EIAR Chapter 11 Air Quality. With the implementation of these mitigation measures, dust emissions will be minimised and impacts will be **direct, short-term, negative, localised** and **not significant** with respect to Biodiversity. The operational phase will not result in any interactions between Air Quality and Biodiversity.

20.4.8.4 Land and Soils

Earthworks during the construction phase have the potential to generate dust. With appropriate mitigation measures to prevent fugitive dust emissions, it is predicted that there will be **no significant interactions** between Air Quality and Land and Soils during the construction phase. The operational phase will not result in any interactions between Air Quality and Land and Soils.

20.4.8.5 Climate

Air Quality and Climate have interactions as the emissions from the burning of fossil fuels during the construction and operational phases generate both Air Quality and Climate impacts. There is no impact on climate due to air quality. However, the sources of impacts on air quality and climate are strongly linked.

20.4.8.6 Landscape and Visual Amenity

Temporary dust generation during construction may result in reduced visual clarity, adversely impacting visual amenity. The anticipated impact is **direct, short-term, negative, localised** and **not significant** in terms of Landscape and Visual Amenity.

20.4.8.7 Material Assets and Land (Agricultural Properties)

Dust generated from the exposure of soil to the atmosphere during construction may cause annoyance to farm animals or workers. This stress may reduce productivity and increase management difficulties. The anticipated likely impact of Air Quality during the construction phase upon Material Assets and Land (Agricultural Properties) is **indirect, momentary** and **slightly negative**. No interaction is expected between these factors at the operational phase.

20.4.8.8 Material Assets and Land (Non-Agricultural Properties)

Dust generated during the construction phase may have a nuisance effect on nearby properties especially during dry weather. The impact upon non-agricultural properties is considered **indirect, negative momentary** and **imperceptible**. No interaction is expected between these factors at the operational phase.

20.4.9 Climate

Climate will interact and / or interrelate with the following environmental topics:

- Land and Soils
- Hydrology
- Landscape and Visual Amenity

20.4.9.1 Land and Soils

The impact of flood risk in regard to Land and Soils has been assessed, and the mitigation measures set out in Chapter 12 Climate will cater for increased rainfall. The effect of the interaction between Climate and Land and Soils are **direct, short-term, negative** and **imperceptible** during the construction phase and **direct**, **long-term**, **negative** and **not significant** during the operational phase, which is overall considered “not significant” in EIA terms.

20.4.9.2 Hydrology

The impact of flood risk has been assessed, and the surface water drainage network will be designed to cater for increased rainfall in future years as a result of climate change. The effect of the interactions between Climate and Hydrology are **direct**, **short-term**, **negative** and **imperceptible** during the construction phase and **direct**, **long-term**, **negative** and **imperceptible** during the operational phase, which is overall “not significant” in EIA terms.

20.4.9.3 Landscape and Visual Amenity

The effects of Climate relevant to Landscape and Visual Amenity during the construction and operational phases relate to a likelihood of drier and warmer summers, periods of draught, and more frequent storms and wet winters, which may affect the establishment and maturing of the proposed screen planting. Updated landscape management/ maintenance procedures, and regular replanting of failed plants can address these issues and ensure the successful establishment and maintenance of the proposed planting proposals to achieve the desired

screening effects. The overall anticipated impact of Climate upon Landscape and Visual Amenity is **direct, slight**, **negative and long-term.**

20.4.10 Noise and Vibration

Noise and Vibration will interact and / or interrelate with the following environmental topics:

- Population and Human Health
- Biodiversity
- Material Assets and Land (Agricultural Properties)
- Material Assets and Land (Non-agricultural Properties)

20.4.10.1 Population and Human Health

The construction phase will likely result in increased Noise and Vibration levels, depending on the stage of works. This may impact Human Health, residential amenity and recreational amenity. With the appropriate measures adopted during the construction phase, the residual impacts during the construction and operational phases are not significant. Chapter 13 Noise and Vibration of this EIAR details the mitigations which shall be implemented during the construction phase. Therefore, the contribution from Noise and Vibration impacts to Population and Human Health should be considered **negligible, negative and temporary (not significant)**.

20.4.10.2 Biodiversity

Increased Noise and Vibration levels at the construction stage may adversely impact upon Biodiversity by causing disturbance to environmentally sensitive locations. There are a number of EU-designated sites in the surrounds of the proposed development containing species of ecological importance. Noise and vibrational disturbances may result in lowered numbers of breeding fauna in the area. Chapter 07 of this EIAR and Appendix B of the Construction Environmental Management Plan outlines the mitigation measures taken to reduce impacts upon Biodiversity by Noise and Vibration to **negligible, short-term negative impacts**.

20.4.10.3 Material Assets and Land (Agricultural Properties)

The activity of earth moving machinery, transport lorries and other ancillary vehicles will generate additional noise emissions in the immediate vicinity of the construction area during the construction phase. Excessive noise can be of significance for farm animals. In general, animals become accustomed to regular noises and unexpected noises can cause fright and distress. Intermittent noises close to farm buildings can distress livestock. The impact of Noise and Vibration upon Material Assets and Land (Agricultural Properties) is anticipated to be **direct, slight, temporary and negative** during the construction phase. No tangible interaction is expected to arise during the operational phase.

20.4.10.4 Material Assets and Land (Non-agricultural Properties)

The activity of construction vehicles will generate additional noise emissions in the immediate vicinity of construction. Noise and Vibration may be a cause of disturbance to those residing in dwellings located in close proximity to the construction of the proposed development. The anticipated impact is **direct, slight, negative and temporary**.

20.4.11 Cultural Heritage

Cultural Heritage will interact and / or interrelate with the following environmental topics:

- Landscape and Visual Amenity

20.4.11.1 Landscape and Visual Amenity

The restoration of structures originally comprising part of the historic rail line will bring about **moderate, positive, long-term** impacts upon Landscape and Visual Amenity. The development will also have a **moderate, positive, long-term** impact upon the abandoned rail line itself by removing vegetation and recognising it as a cultural landmark in the region.

20.4.12 Material Assets (Utilities)

Material Assets (Utilities) will interact and / or interrelate with the following environmental topics:

- Population and Human Health
- Hydrology
- Material Assets and Lands (Agricultural properties)
- Material Assets and Lands (Non-agricultural properties)

20.4.12.1 Population and Human Health

Disruption to built services during the construction phase may impact upon Population and Human Health. Typical services which may be temporarily disrupted to accommodate construction include gas networks, telecommunications, water mains, sewerage and electricity supply. Residential properties and community facilities are likely to be impacted for short periods of time by these disruptions. Prior notice of disruption to utilities will be provided to reduce potential adverse impacts. **Slight, negative, brief** impacts upon Population may arise as a result of utility interruptions during the construction phase. No interactions are expected to occur in the operational phase between these environmental factors.

20.4.12.2 Hydrology

Disruption to water mains, surface water sewers and foul sewers have the potential to interact with Hydrology. There is a water extraction point and water treatment works at Lough Mourne, although outside the proposed development site it is in close proximity to the greenway alignment at chainage 21700. The aforementioned services may be reduced or interrupted to accommodate the construction of the proposed development, reducing water flow rates and volumes to and from surface water bodies. These impacts are anticipated to be **imperceptible, neutral and short-term**. No interactions are expected to occur in the operational phase between these environmental factors.

20.4.12.3 Material Assets and Lands (Agricultural properties)

Disruption to built services during the construction phase may impact upon Agricultural Lands and Properties by interrupting farming operations through temporary outages of electricity, water mains and sewerage. Prior notice of disruption to utilities will be provided to reduce potential adverse impacts. **Slight, negative and brief** impacts upon Agricultural Lands and Properties may arise as a result of interruptions to utilities during the construction phase. No interactions are expected to occur in the operational phase between these environmental factors.

20.4.12.4 Material Assets and Lands (Non-agricultural properties)

Disruption to built services during the construction phase may impact upon Non-Agricultural Lands and Properties by interrupting operations at commercial and communal premises and disrupting services to residential properties. Typical services which may be temporarily cut to accommodate construction include gas networks, telecommunications, water mains and electricity supply. Prior notice of disruption to utilities will be provided to reduce potential adverse impacts. **Slight, negative and brief** impacts upon Non-Agricultural Lands and Properties may arise as a result of interruptions to Utilities during the construction phase. No interactions are expected to occur in the operational phase between these factors.

20.5 Cumulative Effects Assessment

The Cumulative assessment deals with the combined impact of proposed development on each environmental factor.

20.5.1 Tier 1 Cumulative Assessment

Barnesmore Gap Greenway is not considered to be functionally or legally interdependent upon any further development.

20.5.2 Tier 2 Cumulative Assessment

20.5.2.1 Plans and Programmes

A range of policy documents that may have a cumulative effect with the proposed development are considered in Table 20-3 below:

Table 20-3 - Tier 2 Cumulative Assessment of Plans and Programmes

Plan / Programme	Description	Anticipated Cumulative Impacts
"Project Ireland 2040" National Planning Framework: First Revision, (Government of Ireland, 2025) and National Development Plan 2021-2030 (Government of Ireland, 2021) (Statutory)	The National Planning Framework (NPF) First Revision is the Government's high-level strategic plan for shaping the future growth and development of the country out to the year 2040. The NPF with the National Development Plan (NDP) also set the context for each of Ireland's three regional assemblies to develop their Regional Spatial and Economic Strategies taking account of and co-ordinating local authority County and City Development Plans in a manner that will ensure national, regional and local plans align. Planning for and delivering sustainable mobility projects is a key objective of the NPF and is aimed at helping to create a more integrated public transport system, enhance competitiveness, sustain economic progress and enable sustainable mobility choices for citizens. The proposed development will support the implementation of several National Strategic Outcomes (NSOs) and National Policy Objectives (NPOs) identified in the NPF and supported in the NDP respectively. These include the following: **NSO1**: In response to past levels of urban sprawl and car dependency throughout Ireland, the NPF aims to concentrate growth in existing villages, towns and cities; and to ensure that residents have efficient access to employment opportunities, amenities and essential services. In line with these principles, the Barnesmore Gap Greenway takes into consideration the main settlements of Donegal Town, Ballybofey and Stranorlar and will seek to reduce car dependency in the area by improving connectivity to jobs, schools and essential services. **NSO 3**: The Barnesmore Gap Greenway aims to boost local communities by encouraging 'slow' tourism. The main communities are those associated with Donegal Town, Ballybofey and Stranorlar. As has occurred with other major Greenway projects, the local economies are likely to be strengthened by attracting increased levels of visitor spending and encouraging investment and business formation. **NSO 4/NSO 8**: Barnesmore Gap Greenway aims to create safe, convenient walking and cycling links between local communities and any key employment, education, and shopping destinations. By prioritising routes that connect to key destinations and allowing local trips to be made easily by active modes, this will encourage a shift away from cars and towards sustainable modes of transport. A shift to active modes as described will also help to reduce emissions from transport and contribute to meeting Ireland's carbon emissions reductions targets. **NSO 7**: The Greenway aims to create an attractive and accessible amenity for both locals and visitors; to provide new opportunities to get active in nature and to encourage increased levels of physical activity. It will also enhance access to other historic and cultural sites. Other Greenway projects have had a positive impact on their local communities by encouraging increased levels of tourism and visitor spending in local communities. The NDP commits, In the period up to 2030, approximately €360 million per annum to be invested in walking and cycling infrastructure in cities, towns, and villages across the country.	The Barnesmore Gap Greenway is aligned with both the NPF and NDP. The proposed development refers specifically to National Strategic Outcomes and National Policy Objectives outlined in the NPF and NDP. The development is consistent with the aims of NSOs 1,3,4,7 and 8, and NPOs 22,26,27,46 and 54. The Barnesmore Gap Greenway will provide a high-quality cycling corridor, reducing car dependency and thus reducing transport emissions and encouraging sustainable modes of travel. Both the proposed development and Project Ireland 2040 seek to deliver sustainable transport facilities, strengthened rural economies and communities and enhance heritage. **Positive, direct** and **indirect, significant** and **long-term** cumulative effects are predicted to arise from the combination of this plan and the proposed development.

Plan / Programme	Description	Anticipated Cumulative Impacts
	National Policy Objectives met by the Greenway include: **NPO 22:** "*Facilitate tourism development and in particular a National Greenways, Blueways and Peatways Strategy, which prioritises projects on the basis of achieving maximum impact and connectivity at national and regional level"* **NPO 26***:* "*Support the objectives of public health policy including Health Ireland and the National Physical Activity Plan, through integrating such policies, where appropriate and at the applicable scale, with planning policy"* **NPO 27:** *"Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages"* **NPO 46:** ***"****In co-operation with relevant Departments in Northern Ireland, enhanced transport connectivity between Ireland and Northern Ireland, to include cross-border road and rail, cycling and walking routes, as well as blueways, greenways and peatways."* **NPO 54:** "*Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emissions reductions"*	
Programme for Government 2025: Securing Ireland's Future, (Government of Ireland, 2025) (Statutory)	The Programme for Government 2025 outlines the intended investments and objectives of the Fianna Fáil and Fine Gael parties over the next five years. The Programme recognises the benefits of investment in active travel and Greenways, emphasising the role of greenways in promoting modal shift, improving air quality and supporting public health. The Programme states a commitment to *"Invest in dedicated infrastructure for walking and cycling, in consultation with communities and people of all abilities including older people and people with disabilities, to promote active travel for those commuting or enjoying the countryside."* Rural Ireland's underused tourism potential is noted in the Programme, and it is promised that the government will develop a connected network of greenways and cycle routes across Ireland, as well as continuing to develop these networks. Barnesmore Gap Greenway aligns with the objects of the Programme for Government by enhancing rural tourism and promoting active travel as a sustainable and healthy lifestyle choice.	The Programme for Government: 'Our Shared Future' commits to increase investment into walking and cycling projects. The proposed development will provide an active travel intervention, aligning with the objectives of the Programme by supporting the transition to sustainable transport modes. **Positive, direct** and **indirect, significant** and **long-term** cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Climate Action Plan 2025, (Government of Ireland, 2025) (Statutory)	The Climate Action Plan 2025 (CAP25) sets out a roadmap of actions across various sectors to contribute to Ireland's legally binding target of net-zero greenhouse gas emissions by 2050, and a 51% reduction in these emissions by 2030, using 2018 emissions as the baseline. One of the key performance indicators identified in CAP 25 is a 50% increase in daily active travel journeys by 2030. CAP25 outlines an 'Avoid-Shift-Improve' approach to cut transport emissions and places emphasis on improvements to active travel infrastructure as an important aspect of this plan. Budget 2025 allocated €951 million in carbon tax revenues to support Ireland's low-carbon transition through socially progressive programmes, representing a €163 million increase on the 2024 allocation. CAP25 also recognises *"Reduction in Total Vehicle Kilometres and Fuel Usage, and Increase in Sustainable Transport Trips"* as a key performance indicator.	The Barnesmore Gap Greenway closely aligns with the actions of the Climate Action Plan and the legally binding targets for emission reductions. The project will encourage a modal shift from private cars to more sustainable modes, and the optioneering process will seek to prioritise route alignments that enable local trips to work, school and services/amenities (where possible) – acknowledging that these types of trips are where investment to encourage modal shift should be focused. Action TR/25/7 of CAP25 calls to '*Advance roll-out of walking / cycling infrastructure in line with National Cycle*

Plan / Programme	Description	Anticipated Cumulative Impacts
		Network (NCN) and CycleConnects plans' by Q4 2025. Barnesmore Gap Greenway forms part of the NCN route. **Positive, direct** and **indirect, significant** and **long-term** cumulative effects are predicted to arise from the combination of this plan and the proposed development.
National Investment Framework for Transport in Ireland (NIFTI), (Department of Transport, 2021) (Non-statutory)	The Department of Transport published a framework for prioritising future investment in the land transport network to support the delivery of the NSOs. The aims outlined by NIFTI include: • *To cater for rising travel demand, while decarbonising the transport sector;* • *Invest significantly in sustainable mobility including public transport schemes in cities and major investment in cycling and walking throughout the country* • *Deploying sustainable solutions wherever feasible; and* • *Decarbonising the sector through electrifying public transport and providing electric vehicle infrastructure.* The Framework specifies two hierarchies, the 'Intervention Hierarchy', which differentiates between the different levels of intervention required and prioritises maintenance to existing infrastructure, and the 'Modal Hierarchy', which differentiates between the modes of transport, with active modes of travel at the top of the hierarchy. The Barnesmore Gap Greenway will respond positively to both hierarchies. Most obviously, the objectives of the project are closely aligned with the Modal Hierarchy of prioritising active travel users, as they seek to encourage increased levels of walking and cycling and improve safety and accessibility for vulnerable road users. The Intervention Hierarchy also informs the approach to options, with 'Optimise', 'Improve' and 'New' options all being considered as part of the optioneering process.	The proposed development is aligned with these priorities and is supported by NIFTI. The proposed greenway will assist the mobility of people through improved active travel connectivity, and support decarbonization and a low carbon future through the provision of safe cycling facilities, enabling a modal shift from private transport. **Positive, direct** and **indirect, significant** and **long-term** cumulative effects are predicted to arise from the combination of this plan and the proposed development.
National Sustainable Mobility Policy, (Department of Transport, 2022) (Non-statutory)	The Department of Transport published the National Sustainable Mobility Policy in April 2022, which sets out a strategic framework to 2030 for active travel and public transport. This supports Ireland's overall requirement to achieve a 51% reduction in greenhouse gas emissions by 2030. The policy sets out a target of a minimum of 500,000 additional daily active travel and public transport journeys, along with a 10% reduction in the kilometres driven by fossil fuelled cars, by 2030. The Barnesmore Gap Greenway has the potential to make travel for vulnerable road users within the study area safer and more attractive, which will encourage increased levels of active travel modes, therefore supporting the goals of the National Sustainable Mobility Policy.	The proposed development will provide new walking and cycling infrastructure, connecting the settlements of Donegal Town and Ballybofey / Stranorlar. It will create an opportunity for the public to utilise active modes of travel over short journeys to places of work, school and for leisure and tourism purposes. It is an alternative to vehicular modes of transport. It will also enhance the safety for cyclists and pedestrians in the region while encouraging the prioritisation of low carbon transport modes. **Positive, direct** and **indirect, significant** and **long-term** cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Tourism Policy Framework 2025-	The *Tourism Policy Framework 2025-2030* is a continuation of the first national tourism policy, *People, Place and Policy: Growing Tourism to 2025.* The framework focuses upon	The Barnesmore Gap Greenway has the potential to provide a new key tourist attraction for the region,

Plan / Programme	Description	Anticipated Cumulative Impacts
2030, (Department of Enterprise, Tourism and Employment, 2025) (Non-statutory)	maximising the economic contribution of tourism while promoting sustainable tourism through investment. The framework outlines the value of active travel facilities in bolstering Ireland's reputation as a tourism destination, particularly through the provision of greenways and cycleways. The aim of this framework is to align the Irish tourism sector with the UN Sustainable Development Goals (SDGs) through environmental, economic and social responsibility. The SDGs outline the promotion of "sustainable tourism that creates jobs which promote local culture and products" is to be achieved by 2030, while another defined target is "to develop and implement tools to monitor sustainable development impacts for sustainable tourism which creates jobs, promotes local culture and products". The leverage effect of transport availability upon the rate of tourism is recognised in this framework, in particular in relation to rural areas which are highlighted in the framework as of high tourism potential. Ireland has an international reputation as a country with an unspoiled environment and the framework identifies regenerative and ecotourism as a significant 'potential growth area' for Ireland's future as a tourism destination.	encouraging increased visitor spend and overnight stays. It will also help to facilitate further tourism growth in the region by providing a way for tourists to explore the region by 'slow travel' and to engage with the outdoors and outdoor activities. It will help to distribute tourist activity more evenly throughout the region, benefiting the towns and villages within the vicinity (for example, Donegal Town, Ballybofey and Stranorlar), and encouraging the emergence of new business clusters offering complementary services and activities along the intervention. These outcomes align closely with the Tourism Policy Framework 2025-2030 by increasing tourist spending, improving leisure facilities and creating employment. **Positive, direct and indirect, significant and long-term** cumulative effects are predicted to arise from the combination of this plan and the proposed development.
National Physical Activity Action Plan 2024-2029, (Department of Health, 2025) (Non-statutory)	The National Physical Activity Action Plan was created by the Department of Health to increase physical activity levels across the entire population, setting separate targets based upon age categories. The National Physical Activity Framework, (from which the National Physical Activity Plan is derived) aims to make Ireland the most physically active population across Europe by 2040. The 2024-2029 Plan aims to foster "significant statistical improvements" in the numbers of people meeting the recommended levels of physical activity, bring about transformational change by developing the appropriate guidance and scrutinise the efficacy of the policies and programmes currently in place to achieve the vision of this plan and greater framework. Recognising that there are many reasons that people are unable to meet the recommended levels of physical activity, the Plan contains some guiding principles to promote increased levels of physical activity, including by 'inviting Sports Inclusion Disability Officers, Active Disability Ireland and disability-focused NGBs to explore avenues to further promote physical activity among people with disabilities'. The Plan highlights the benefits of incorporating active travel into commutes, from both a health and environmental perspective and the opportunity for reduced travel times. The Plan includes several actions aimed at promoting active travel and recreation, including to: • 'Building on the Climate Action Plan target of 1,000km of active travel infrastructure which will be rolled out by 2025, over the period to 2029.' • 'Continued implementation of the GDA Cycle Network Plan, Cycle Connects and National Cycle Network plans.' • 'Explore avenues to make cycling as a form of transport or exercise more financially accessible to those who cannot avail of current incentives.'	Objectives of the Barnesmore Gap Greenway are to promote the general health and wellbeing of all end users by encouraging physical activity through the provision of convenient, accessible and inclusive infrastructure, increasing opportunities for daily exercise, therefore fully aligning with the National Physical Activity Plan 2024-2029. **Positive, direct** and **indirect, significant** and **long-term** cumulative effects are predicted to arise from the combination of this plan and the proposed development.

Plan / Programme	Description	Anticipated Cumulative Impacts
	• 'Supporting a variety of infrastructures to support safe walking and/or cycling and/or wheeling, including measures to calm speed, reduce vehicle traffic and enhance active mobility.' • 'Explore the development of initiatives to support a behavioural and modal shift towards active travel to increase the number of people choosing these modes as their primary travel mode.' • 'Work closely with Get Ireland Walking and Cycling Ireland to ensure their strategic aims reflect the roles of both forms of physical activity in the area of active travel.' Barnesmore Gap Greenway will contribute to the goals of the National Physical Activity Plan through the provision of an active travel opportunity for commuters and leisure users.	
Strategy for the Future Development of National and Regional Greenways, (Department of Transport, 2018) (Non-statutory)	In 2018, the Department of Transport, Tourism and Sport published the Strategy for the Future Development of National and Regional Greenways to support the development of Greenways in Ireland. There are five key objectives outlined by the strategy for the delivery of Greenways by Local Authorities and other stakeholders: • *A Strategic Greenway network of national and regional routes, with a number of high-capacity flagship routes that can be extended and/or link with local Greenways and other cycling and walking infrastructure;* • *Greenways of scale and appropriate standard that have significant potential to deliver an increase in activity tourism to Ireland and are regularly used by overseas visitors, domestic visitors and locals thereby contributing to a healthier society through increased physical activity;* • *Greenways that provide a substantially segregated off-road experience linking places of interest, recreation and leisure in areas with beautiful scenery of different types with plenty to see and do;* • *Greenways that provide opportunities for the development of local businesses and economies; and* *Greenways that are developed with all relevant stakeholders in line with an agreed code of practice.*	The Barnesmore Gap Greenway will have the potential to facilitate the development of a national and regional network of Greenways and facilitate future spurs and connections across the region and potentially into surrounding counties. The intervention also has the potential to be an attraction in its own right, allowing visitors direct access to the main sights and scenic landscapes of Donegal and the Barnesmore Gap region, while also providing economic opportunities for the towns and villages in proximity. **Positive, direct** and **indirect, significant** and **long-term** cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Our Rural Future: Rural Development Policy 2021-2025, (Department of Rural and Community Development and the Gaeltacht, 2021) (Non-statutory)	Our Rural Future provides a framework for the post-COVID-19 recovery and development of rural Ireland up to 2025. The policy addresses challenges such as investment, job creation, sustainable population growth, balanced regional development and adaption to climate change. To help encourage this urban to rural transformation and build resilient and sustainable rural communities, access to comprehensive and reliable transport infrastructure is vital. Public consultations which helped inform Our Rural Future highlighted 'Travel and Infrastructure' as one of the top challenges facing rural Ireland, particularly for young people whose independence is restricted if they must rely on family or friends for transport. To enhance rural connectivity, the Policy prioritises the provision of walking and cycling	The Barnesmore Gap Greenway will help retain and attract people to live and work within the study area by providing a high-quality facility for commuting and leisure. It will also help stimulate growth in outdoor activity tourism, encouraging the emergence of new business clusters offering complementary services and activities along the route. **Positive, direct** and **indirect, significant** and **long-term** cumulative effects are predicted to arise from the combination of this plan and the proposed development.

Plan / Programme	Description	Anticipated Cumulative Impacts
	infrastructure, including Greenways, acknowledging the *"huge potential for cycling within and between rural towns and villages, and particularly in the hinterland of rural towns".* Investment in rural walking and cycling infrastructure is prioritised in Policy Measure 102 of Our Rural Future: "*Invest in high-quality walking and cycling infrastructure specifically targeted at towns and villages across the country."*	
National Cycle Network Plan, (Department of Transport, 2023) (Non-statutory)	The National Cycle Network Plan (NCN) aims to connect settlements with a population greater than 5,000 via a safe, purpose-built cycle network. The NCN Plan proposes a cycle network of approximately 3,500km, divided into 85 corridors and connecting more than 200 towns and cities, and 2.8 million people nationally. The NCN will also link to destinations such as transport hubs, centres of education, employment, leisure, and tourist destinations. The network will facilitate increased cycling and walking amongst leisure users, tourists and commuters alike. The National Cycle Network has been designed to integrate with other cycle infrastructure and networks, both existing and planned, including EuroVelo, Greenways and other regional and urban networks. The current Proposed National Cycle Network was presented at the consultation for the NCN plan in 2022. It is noted that it included a proposed corridor between Letterkenny and Donegal Town. This corridor looks to incorporate the stretch between Ballybofey/Stranorlar and Donegal Town, which is the area under consideration for the Barnesmore Gap Greenway. As this project progresses, it will be important to consider the potential overlap within this area, and also to consider the potential integration of the proposed NCN and the Barnesmore Gap Greenway intervention.	The Barnesmore Gap Greenway has the potential to fully align with the TII National Cycle Network through supporting the provision of a core network, connecting towns, cities and destinations across Ireland. In addition, the corridor under consideration is shown as part of the Proposed National Cycle Network. **Positive, direct** and **indirect, significant** and **long-term** cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Cycle Connects: Ireland's Cycle Network (National Transport Authority, 2022) (Non-statutory)	Cycle Connects is intended to form a comprehensive cycle network for all cycle user types across each county in Ireland. The proposal contains county cycle networks and urban cycle networks which have been developed for all towns with a population of 5,000 or more. In addition, a technical note has been developed which outlines the strategy specific to Donegal, which discusses integration with the County Development Plan and integration with other existing and planned facilities.	A Greenway between Ballybofey and Donegal Town is named specifically within the draft NTA Cycle Connects Network. The Barnesmore Gap Greenway will have the potential to serve as a link between current and future cycle networks nationwide and will connect two major towns. The technical note developed in relation to Donegal names a proposed Greenway between Ballybofey and Donegal Town specifically. The proposed development will align with the objectives of Cycle Connects to enhance connectivity across Ireland. **Positive, direct** and **indirect, significant** and **long-term** cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Shared Island Initiative Report 2024 - Action on a Shared Future, (Government of Ireland, 2025) (Non-statutory)	The Shared Island Initiative seeks to enhance cooperation with the Northern Ireland Executive and British Government to provide benefits across the whole island, creating a prosperous and sustainable island for all. This is backed by unprecedented all-island investment commitments through the Shared Island Fund and other funding streams. The new Programme for Government also commits a further €1 billion to the Shared Island Fund up to 2035.	The Barnesmore Gap Greenway will contribute to the goals of the Share Island initiative by increasing cross border connectivity, encouraging sustainable active travel and delivering economic benefits to the region.

Plan / Programme	Description	Anticipated Cumulative Impacts
	The report calls for a "more sustainable island" and "a more connected island", encouraging the development of cross-border, active travel facilities. The proximity of Barnesmore Gap Greenway to Northern Ireland will ensure the development benefits communities residing at both sides of the border.	**Positive, direct** and **indirect, significant** and **long-term** cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Northern & Western Regional Spatial & Economic Strategy 2020-2032 (RSES), (Government of Ireland, 2020) (Non-statutory)	The RSES provides a high-level development framework for the Northern and Western Region that supports the implementation of the National Planning Framework (NPF). This strategy envisages developing the region based on high-quality transport, jobs, and social and environmental infrastructure to make this growth sustainable and fit for purpose. The Northern and Western RSES acknowledges that the development of "*a Regional and intra-Regional cycleway network would support the expansion of the Western and Northern Region as an attractive destination for tourists, potentially linking and extending several existing Greenway Projects*".	The provision of Greenways aligns with the Strategy objectives as the role of Greenways as part of Ireland's tourism product and its contribution to rural development has been proven and is outlined in other recent Government strategies and policy documents. The Barnesmore Gap Greenway specifically is aligned with the Northern and Western RSES by contributing to rural development through the identification and implementation of a new active travel intervention, which can promote a modal shift and go towards pursing the low-carbon agenda. Increased tourism as a result of the facility also provides an opportunity to increase employment opportunities, further improving job and social prospects in the region. **Positive, direct** and **indirect, significant** and **long-term** cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Donegal County Development Plan 2024 – 2030, (Donegal County Council, 2024) (Statutory)	The Donegal County Development Plan is the principal statutory land use plan for the County, and it sets out a strategic vision for the future growth and development of the County over the six-year life of the Plan (to 2030). This spatially based strategic framework seeks to manage and coordinate change in land use in the County setting out a clear view ahead in development terms together with clear priorities to drive growth. The transportation network is particularly fundamental in attracting investment, developing the tourism industry, addressing climate change and in creating sustainable places and communities. The Plan appreciates that there are opportunities through the development of rural Greenways and cycleways to provide sustainable linkages and contains a purpose-made Greenways Strategy. Barnesmore Gap Greenway is mentioned in particular as a '*strategic greenway opportunity'*. The CDP also places emphasis upon the need for recreational and sporting infrastructure to aid the development of healthy, socially inclusive communities. Some of the main objectives and policies of the County Development Plan pertaining to the proposed development include: **T-O-2: T**o secure the development of strategic, coherent and high-quality walking and cycling networks that are integrated with public transport and connected with cultural, recreational, commercial, educational and employment destinations and attractions consistent with the National Outdoor Recreation Strategy, 2023- 2027, the Donegal Outdoor Recreation Strategy, and the Donegal networks as identified in the Cycle	Donegal's County Development Plan recognises that walking and cycling are the most sustainable forms of transport and are key components to movement and accessibility in urban and inter-urban areas. Walking and cycling benefit the environment and the population by reducing pollution, noise and traffic congestion, as well as contributing to healthier, more active lifestyles. The Barnesmore Gap Greenway is aligned with the Donegal County Development Plan in several ways, but most specifically in supporting the development of new walkways / cycleways or Greenways and subsequently encouraging a modal shift to more sustainable modes. Through the development and appraisal of improved active mode infrastructure, more attractive alternatives will be available for locals and visitors alike, to promote the shift from the private car to walking and cycling. As noted previously, the Barnesmore Gap Greenway will aim to provide an intervention that allows for linkage to existing and planned walking/cycling infrastructure, and therefore supports the development of more dedicated

Plan / Programme	Description	Anticipated Cumulative Impacts
	Connects: Ireland's Cycle Network Plan and as developed through the Local Transport Plan process. **T-O-3:** To protect and acquire the lands necessary for sustainable transportation improvement projects. **T-O-5:** To retrospectively provide safe walking and cycling infrastructure, segregated from other traffic, in settlements and into settlements from suitable adjacent rural areas accessing cultural, recreational, commercial, educational and employment destinations and attractions. **T-P-3:** To consider all developments against the general objectives of providing safe and effective active travel linkages and public transport facilities and to require the provision of such facilities. In this regard, it shall be the policy of the Planning Authority to require that development proposals protect potential linkages (such as linear parks, roads, footpaths, trails, greenways and cycleways) where the Authority considers that a strategic opportunity exists to provide linkages to, or between, adjoining areas. **T-P-8:** It is a policy of the Council to protect established/historic railway corridors throughout the County primarily for strategic infrastructure provision, including greenways. The CDP also makes specific reference to the twin town of Ballybofey/Stranorlar and its future as shaped by the Plan. Private car dependency and a lack of safe infrastructure for NMUs is highlighted in this section of the CDP. **Policy BS-RCNH-P-5 (a.):** Support and facilitate the reuse/development of historic railway corridors in the plan area as recreational and/or tourism linkages/greenways **Objective BS-T-O-2:** Deliver the projects listed in Table 19.4 of the CDP, including: • Active travel improvements (e.g. pedestrian crossings) along the N15. • Provision of active travel infrastructure on N15 (Ballybofey/Stranorlar to Cappry) to enhance safety. The Council also acknowledges the potential of disused railway lines to be reinstated as greenways, as highlighted by T-P-8. The Council will continue to protect the potential routes in the policies of this Plan and work with stakeholders to facilitate the development of Greenways and walking and cycling routes. The Barnesmore Gap Greenway is aligned with the Donegal County Development Plan in several ways, but most specifically in supporting the development of new walkways/cycleways or Greenways and subsequently encouraging a modal shift to more sustainable modes. Through the development and appraisal of improved active mode infrastructure, more attractive alternatives will be available for locals and visitors alike, to promote the shift from the private car to walking and cycling. Protecting the routes and visual settings of existing and potential greenways is acknowledged as a key planning challenge.	cycling and walking routes. Issues including traffic buildup on the N15, low walking and cycling rates and high car dependency as identified in Chapter 19 of the CDP pertaining to Ballybofey / Stranorlar, will be alleviated significantly by the proposed development. **Positive, direct** and **indirect, significant** and **long-term** cumulative effects are predicted to arise from the combination of this plan and the proposed development
Seven Strategic Towns Local Area Plan (LAP) 2018-2024, (Donegal	This LAP sets out an overall strategy for the proper planning and sustainable development of seven key strategic towns in Donegal, including Donegal Town, in the context of the County Donegal Development Plan 2018-2024. The Seven Strategic Towns LAP 2018-2024 was formally extended past its original end date by Donegal County Council, to	The Barnesmore Gap Greenway is aligned with the Seven Strategic Towns Local Area Plan 2018-2024 as it will support tourism and the provision of green infrastructure in the town of Donegal. The proposed

Plan / Programme	Description	Anticipated Cumulative Impacts
County Council, 2018) (Statutory)	remain in effect until a new replacement plan is adopted, deferring the new Draft Plan's publication to July 2025. The following applicable objectives and policies align with the provision of an active travel intervention in the Donegal Town area (Chapter 9): **Objective DT-IS-2:** It is an objective of the Council to improve pedestrian and cycle accessibility throughout the plan area including extending the linkages to and from the Bank Walk and extending linkages to improve connectivity and access to the river and proposed riverine linear parkland area subject to all other objectives and policies of this LAP. **Policy DT-IS-4:** It is a policy of the Council to seek the provision of suitably designed pedestrian walkways and cycleways at the locations identified on the land use zoning map for Donegal Town including the pedestrian bridges to proposed linear riverine parkland subject to all other objectives and policies of this LAP. **Objective DT-TMR-1**: It is an objective of the Council to safeguard, strengthen and expand the network of green infrastructure throughout Donegal Town so as to explore the establishment of a 'Heritage, Landscape and Townscape Trail' for the enjoyment of residents and visitors **Objective DT-TMR-2:** It is an objective of the Council to support and strengthen Donegal Town as one of the best tourism hubs in the country for accommodation and tourism product. **Policy DT-TMR-1**: It is a policy of the Council to facilitate appropriate development proposals that will support the development of new recreational infrastructure and extensions to existing recreational infrastructure as well as the tourism product.	development will serve as both a recreational facility and an improvement to connectivity between major settlements within Donegal. This project will aid the LAP in reaching a number of objectives, including the provision of safely designed walkways and cycleways, solidifying Donegal town as a tourism hub and promoting sustainable development in the area. **Positive, direct** and **indirect, significant** and **long-term** cumulative effects are predicted to arise from the combination of this plan and the proposed development.
Ballybofey-Stranorlar Regeneration Strategy and Action Plan, (Donegal County Council, 2022) (Non-statutory)	The Ballybofey-Stranorlar Regeneration Strategy and Action Plan identifies the key priorities and actions in supporting the sustainable regeneration of the Twin Towns up to 2040 and beyond. The Plan highlights the need for civic spaces for all ages and recognises the lack of dedicated paths through the town and lack of connection to existing natural amenities. The Ballybofey-Stranorlar Regeneration Strategy includes specific reference to the inclusion of a potential Greenway route entering the towns from the Donegal Town direction and continuing towards Castlefinn/Lifford.	The Barnesmore Gap Greenway is aligned with the Ballybofey-Stranorlar Regeneration Strategy and Action Plan through the development of an active travel intervention between Donegal Town and the Twin Towns (as noted specifically within this plan) which will have the potential to improve the walking / cycling opportunities and improve connection to existing amenities. **Positive, direct** and **indirect, significant** and **long-term** cumulative effects are predicted to arise from the combination of this plan and the proposed development.

20.5.2.2 Tier 2 Projects

Existing or approved projects that may have a cumulative effect with the proposed development are considered in Table 20-4 below:

Table 20-4 - Tier 2 Projects within the CEA study area

Application Details	General Project Description	Cumulative Impacts Assessment
Project: N15 Improved Pedestrian Crossing Scheme at Ballybofey & Stranorlar **Applicant:** Donegal County Council **Local Authority:** Donegal County Council **Planning Application ref:** Not applicable – Part 8 Planning Application Approved **Location:** Along a 1km section of the N15 within the 50km/h urban speed limit in the Twin towns of Ballybofey and Stranorlar, Co Donegal from the junction with N15/L7204-1 Chapel Lane, Stranorlar to immediately east of the N15/R252-1 Glenfin Street junction, Ballybofey. **Status:** Part 8 Report Published. Construction expected to commence in 2026 and last approximately 6 months.	DCC and TII have developed a road safety improvement scheme to upgrade pedestrian crossings along the N15. The proposed scheme is subdivided into a total of 8No. separate locations over a 1km section of the N15 within the 50km/h urban speed limit immediately west of the junction with N15/L7204-1 Chapel Lane, Stranorlar to immediately east of the N15/R252-1 Glenfin Street junction, Ballybofey. Works include the upgrade of 4No. existing high visibility pedestrian crossings, the upgrade of 1No. uncontrolled pedestrian crossing and modifications at 3No. sites to upgrade existing footpaths. The proposed design does not alter the existing street network. The construction stage of the scheme is scheduled to commence in 2026 and will likely take approximately 6 months. At its closest point, the proposed development is located approximately 300m from the N15 Improved Pedestrian Crossing Scheme at Ballybofey & Stranorlar.	The construction phases of the projects considered are not expected to overlap, given construction of the proposed development is expected to commence in 2028, and the Ballybofey-Stranorlar Road Safety Improvement Scheme construction phase is due to commence in 2026 for approx. 6 months. In the operational phase, the projects will have a combined positive impact upon the twin towns, an objective of Donegal County Council is to provide infrastructure that allows safe travel for visiting tourists and is a valuable resource to the local community and indigenous industry in the area of Ballybofey/Stranorlar. Improvement to existing pedestrian crossings alongside the development of the Barnesmore Gap Greenway will satisfy this objective. The N15 improvements aim to provide a safe means of travel particularly for pedestrians crossing the N15. The implementation of the proposed greenway will provide an extended route segregated from traffic, further enhancing student safety. **Positive, direct** and **indirect, significant** and **long-term** cumulative effects are predicted to arise from the combination of this project and the proposed development.
Project: Demolition of all buildings on site and construction of a retail development with a G.F.A. of 6,184 square metres, car parking and all associated works. Milltown, Donegal Town, County Donegal. **Applicant:** Railway Road Trading Ltd. **Local Authority:** Donegal County Council **Planning Application ref:** 311175 **Location:** Railway Road, Milltown, Donegal Town **Status:** Planning permission granted with 27 conditions. Construction underway, with construction of the anchor supermarket, Tesco, commencing in 2024.	Demolition of all existing buildings on site and construction of retail development on site of approximately 2.53 ha. Gross floor area of the development approximately 6,184 square metres. The development is to comprise of an anchor supermarket, including off licence, in addition to: • eight retail units • a café/restaurant • signage • 201 car parking spaces and 33 cycle parking spaces • a new vehicular access is proposed to Railway Road, including associated road improvements and associated internal access roads. service yards, ESB substation, plant for each unit at roof level, landscaped areas, pedestrian facilities, lighting, boundary treatments and all other associated site	As construction has commenced on the Railway Road Trading Ltd. site, the construction phases of the two developments are not anticipated to overlap or interact. During the operational phase, there is opportunity for cumulative impacts, in relation to Traffic and Transportation and Population and Human Health. The footprint of the proposed development passes the entrance of the site being developed by Railway Road Trading Ltd. The Donegal Town trailhead is proposed to be located adjacent to the site. The combination of developments may result in increased footfall including traffic along the Railway Road and surrounding road networks. This additional traffic is not expected to be significant and can be managed appropriately. Both developments include adequate parking provision. The anticipated combined impact upon Traffic and Transportation

Application Details	General Project Description	Cumulative Impacts Assessment
	development and infrastructural works. At its closest point, the proposed development is located approximately 70m from this project.	during the operational phase is considered a direct, slight, negative and long-term impact. The developments are anticipated to have a **direct, moderate, positive** and **long-term** cumulative impact upon Population and Human Health during the operational phase. Both developments will improve amenity value in the town and support the social and economic environment.
Project: Millbrae Footpath **Applicant:** Donegal County Council **Local Authority**: Donegal County Council **Planning Application ref:** N/A **Location:** Millbrae, Stranorlar, Donegal **Status:** Part 8 Planning approved with construction phase anticipated to commence in 2026.	It is proposed to upgrade existing uncontrolled pedestrian crossings, install new controlled and uncontrolled pedestrian crossings and construct a new 3m wide footpath on the eastern side of Millbrae from the N15 junction at McClays Corner to the new national school site at Millbrae. The project will include the following elements: • A new 3m wide 330m long footpath on the eastern side of Millbrae from the N15 junction at McClays Corner to Finn Valley A.C • Provision of a new uncontrolled crossing at Millbrae at the N15 junction at McClays Corner • Provision of a controlled crossing on Millbrae at the Finn Valley A.C • Upgrades to existing uncontrolled crossings at Ard McCool and Railway Road junctions • Realignment of junction radii as appropriate • New road markings, signage, drainage works, landscaping and accommodation works • New public street lighting on Millbrae • New road alignment in order to standardize parallel parking at Millbrae Terrace The EIA screening report concludes that an Environmental Impact Assessment Report (EIAR) is not required. At its closest point, the proposed development is located approximately 70m from this project.	The construction stage of the Millbrae Footpath scheme is scheduled to commence in 2026 and will likely take approximately 6 months. This timeline allows for potential overlap between the construction phases of the Barnesmore Gap Greenway and the Millbrae Footpath Scheme. Potential cumulative impacts with the proposed development are likely with regards to the following: • Traffic & Transportation • Population and Human Health • Biodiversity • Lands and Soils • Hydrology • Air Quality • Noise & Vibration • Landscape & Visual <u>Cumulative Effects on Traffic and Transportation</u> There is potential for cumulative negative effects on vehicular traffic if the construction works occur concurrently. The study area assessed for the proposed development consists of the external roads adjacent to the four proposed trailheads. Traffic delays are likely to arise during both construction phases which may result in higher than typical traffic flows on adjacent roads, in combination with increases in HGV movements. A Construction Traffic Management Plan has been developed as part of the proposed development to reduce likely significant impacts, including cumulative effects. The construction of the Millbrae Footpath will be carried out on a phased basis so that traffic and pedestrian disruption is kept to a minimum. Temporary Traffic Management including pedestrian management will be in place during the construction phase of the works also. **No**

Application Details	General Project Description	Cumulative Impacts Assessment

significant, negative cumulative effects are likely to impact upon Traffic and Transportation during the construction phase.

Both projects will encourage the use of sustainable transport and reduce dependency on private vehicle use. In addition to this, the uptake of active travel methods will also result in decreasing vehicle numbers on the road, improving traffic flow. Overall, the operational phase will likely result in **significant, positive, long-term** cumulative impacts upon Traffic and Transport.

Cumulative effects on Population and Human Health

A study area of 500m was proposed for the Population and Human Health assessments of the proposed development.

Both developments will require a number of construction personnel, providing short-term employment as a direct, moderate, temporary positive impact upon Population in the construction phase.

An increase in noise, vibration, dust generation and fossil fuel emissions as a result of construction activity is likely, should the construction phases of both developments overlap. The construction phase of the Barnesmore Gap Greenway is expected to generate dust levels which, at most, result in low risk of dust-related Human Health impacts. The mitigation measures that will be put in place during construction will ensure that the impact complies with all EU ambient air quality legislative limit values, which are based on the protection of human health. Increased noise and vibration levels as a result of the construction phase are anticipated to create nuisance-level noise. Based upon the information available, the construction phases of both developments in combination are expected to arise **in short-term, negligible, negative i**mpacts upon Human Health.

Both projects will improve pedestrian and cyclist safety in the operational phase. In particular, the Millbrae Footpath scheme will positively impact children, who are classified as vulnerable non-motorised users, as the scheme will tie in with the newly developed three-story St. Mary's National School.

The proposed developments are expected to result in direct, permanent, positive significant cumulative impacts upon Population and Human Health. These developments will

Application Details	General Project Description	Cumulative Impacts Assessment

improve community facilities and connectivity, while promoting physical activity. Traffic flow will likely be improved in the area due to a reduction in private car dependency, improving journey characteristics for vehicle users.

Cumulative effects on Biodiversity

A 550m study area around the proposed development was defined, to account for wintering and breeding birds and impacts upon aquatic biodiversity.

In the event of accidental pollution during the construction phases of both developments, there is potential for surface water quality impacts which could result in cumulative impacts upon Biodiversity. Mitigation measures proposed in Chapter 07 Biodiversity and Chapter 09 Hydrology of the EIAR for the proposed development will reduce the potential impacts to Biodiversity by reducing the likelihood of accidental pollution events occurring. A Stage 1 Appropriate Assessment Screening was completed for the Millbrae Footpath project which determined the project is not anticipated to have significant adverse impacts upon Biodiversity, including the Finn Valley SAC.

No significant, negative cumulative effects are likely to impact upon Biodiversity during the construction phase.

No significant negative cumulative effects are anticipated during the operational phase.

Cumulative Effects on Lands and Soils

The study area for Lands and Soils consists of the footprint of the proposed development. Nearby developments (within 500m) have been considered for the purpose of this cumulative impact assessment.

Should the construction phases overlap, there is potential for increased magnitude of waste generation and disturbance to soil. Mitigation measures set out in Chapter 08 Lands and Soils of the EIAR for the proposed development will be implemented to control negative effects to Lands and Soils. **No significant, negative cumulative effects** are likely to impact upon Lands and Soils during the construction phase.

No significant, negative cumulative effects on Land and Soils are anticipated during the operation phase.

Application Details	General Project Description	Cumulative Impacts Assessment

Cumulative effects on Hydrology

An initial study area was selected by applying a 250m buffer to the site of the proposed development, plus downstream to the proposed alignment and selecting all Water Framework Directive waterbodies.

In the event of accidental pollution during the construction phases of both developments, there is potential for surface water quality impacts which could result in impacts to Hydrology. Mitigation measures proposed in Chapter 07 Biodiversity and Chapter 09 Hydrology of the EIAR for the proposed development will reduce the potential impacts to hydrology by reducing the likelihood of accidental pollution events occurring. Provided these measures are in place for the duration of the construction phase, significant cumulative construction-phase impacts to Hydrology are not predicted. Recommendations included in the Manager's Report for Millbrae Footpath to avoid impacting Hydrology include site preparation and construction to best practice standards and conforming to Inland Fisheries Irelands' requirements for the protection of fisheries habitat during construction and development works at river sites. The use of concrete shall be carefully managed, and all necessary steps shall be taken to ensure that there is no loss of concrete products to the stream. Post construction run off shall be treated via serviced sediment and oil interceptor traps prior to discharge to any stream/drainage channel that flows into an SPA. Based upon the above mitigations, **no significant negative cumulative impacts** are expected upon Hydrology at the construction phase.

No significant negative cumulative effects are anticipated during the operational phase.

Cumulative effects on Air Quality

As determined by the Air Quality EIAR specialists, cumulative impacts upon Air Quality may arise between developments within 500m. Due to close proximity of the development sites (220m), there is potential for cumulative Air Quality impacts from construction dust. The proposed development has been assessed as having a risk of dust soiling impacts during the construction phase. A number of mitigation measures have been proposed in Chapter 11 Air Quality of this EIAR for the proposed development in order

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to ensure significant dust impacts do not occur. Provided these measures are in place for the duration of the construction phase, significant cumulative construction dust impacts are not predicted. Based on the information available**, no significant, negative cumulative effects** are likely to impact Air Quality during the construction phase.

In their respective operational phases, both schemes will reduce dependency on carbon-intensive modes of transport, resulting in both **direct and indirect, long-term, slight, positive cumulative** impacts upon Air Quality.

Cumulative effects on Noise & Vibration

As determined by the Noise and Vibration EIAR specialists, cumulative impacts upon Noise and Vibration may arise between developments within 300m. Due to the close proximity of these developments (220m), there is potential for cumulative noise effects from construction activities if the projects are to overlap. Based upon the information available, noise impacts can be anticipated to be at nuisance level, resulting from additional traffic movements and machinery use. Mitigation measures set out in Chapter 13 Noise and Vibration of the EIAR for the proposed development will be implemented to control noise and vibration effects. **No significant, negative cumulative effects are likely** to impact upon Noise & Vibration during the construction phase.

No significant negative cumulative effects on Noise and Vibration are expected during the operational phase.

Cumulative effects on Landscape & Visual Amenity

A study area of 3km from the proposed development has been adopted for the purpose of assessing impacts upon Landscape and Visual Amenity.

The construction phase of the proposed developments will alter the landscape in the Stranorlar area. The presence of heavy machinery, construction fencing and signage will have **negative, short-term cumulative effects** on Landscape and Visual Amenity, if both construction phases overlap.

In the operational phase, both projects will bring about alterations to the surrounding landscape. Barnesmore Gap Greenway will predominantly follow the abandoned railway

Application Details	General Project Description	Cumulative Impacts Assessment
		corridor, with the rail corridor being restored to use through the proposed development. The Millbrae Footpath scheme will introduce both controlled and uncontrolled pedestrian crossings, street lighting, signage, landscaping and accommodation works to the receiving environment, altering the current urban fabric on Millbrae Road. Overall, the projects in combination are anticipated to have **a neutral, long-term impact** upon Landscape and Visual Amenity.
Project: Finn Park Development **Applicant:** Finn Harps Co-Operative Society Ltd **Local Authority:** Donegal County Council **Planning Application ref:** 2462022 **Location:** Railway Road, Stranorlar, Lifford PO **Status:** Conditional planning permission granted 19/12/2025.	Completion of the partially constructed football stadium at Finn Valley Centre (Approximately 5580 total spectator capacity), including 4 no. stands in a closed-bowl configuration. The West Stand is already partially constructed. • **The West Stand**: Accommodating 2,100 spectators and an ancillary accommodation building. This will involve the renovation and part demolition of the existing partially completed ancillary accommodation block. The new ancillary accommodation includes changing facilities, public and staff toilets, a gymnasium, treatment rooms, offices, storage and plant at ground floor level (partially under the raked terraces) with multipurpose rooms, licensed corporate boxes suites, meeting spaces, training rooms, club rooms, a control room, media rooms, and offices at first and second floor levels above. • **The East Stand,** a newly constructed terrace with seating for approximately 1,230 spectators, along with a new amenity building which will house a gymnasium, treatment room, toilets, changing facilities, and an office at ground floor level with the provision of a hospitality area to first floor level and a tv gantry located at roof level as well as 2 no. detached, externally accessed public toilet blocks. • **The North and South Stands,** which will include newly constructed spectator terraces, each with seating for approximately 240 spectators and additional standing capacity for circa 885 spectators each, • **Sports facilities,** including the completion of the grass playing pitch formation with storm drainage and goals, flags, lining fencing rails and soccer accessories.	The Barnesmore Gap Greenway construction period is expected to commence in 2028. While there is no defined construction timeline for the Finn Park Development, it is anticipated the construction phases of both developments have the potential to overlap. Potential cumulative impacts with the proposed development are likely with regards to the following: • Traffic & Transportation • Population and Human Health • Biodiversity • Lands and Soils • Hydrology • Hydrogeology • Air Quality • Climate • Noise & Vibration • Landscape & Visual Amenity • Material Assets <u>Cumulative Effects on Traffic and Transport</u> The study area assessed for the proposed development consists of the external roads adjacent to the four proposed trailheads. Given the proximity of the developments, there is potential for cumulative impacts upon Traffic and Transport. Construction of the Barnesmore Gap Greenway will predominantly take place away from public roads, with the exception of access points and trailheads. A trailhead is proposed at the Base Enterprise Centre, adjacent the Finn Park Development. An access point identified for use during the construction phase of Barnesmore Gap Greenway is

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	• **Ancillary facilities,** including the provision of car and bus parking, segregated pedestrian routes, turnstiles, 4. No 1200 LUX floodlights (Approx. 40m tall), an ESB substation and other associated site works including drainage, hard and soft landscaping, access controls and site boundary fencing. An NIS has been prepared for this development. The location of this development is adjacent to the proposed development boundary.	approximately 80m from a staff entrance to Finn Valley Centre. It is unknown whether this entrance will be used to accommodate construction traffic or materials. Temporary traffic management will be required on Railway Road, Stranorlar, during the construction of the proposed greenway. This will likely cause delays in the area and may have a cumulative impact with construction traffic associated with the Finn Park Development. The anticipated combined impact of these developments **is indirect, moderate, temporary and negative** upon Traffic and Transport. In their respective operational phases, **a direct, moderate, long-term positive cumulative impact** upon Traffic and Transport is anticipated. Barnesmore Gap Greenway will enhance connectivity to the Finn Park Development by providing an active travel facility connecting surrounding areas to this facility, reducing dependency on cars. In addition to this, the proposed trailhead located adjacent the Finn Park Development will provide 61 additional car parking spaces which may reduce traffic congestion in the area surrounding both developments. <u>Cumulative Effects on Population and Human Health</u> A study area of 500m was proposed for the Population and Human Health assessments of the proposed development. Both developments will require a number of construction personnel, providing short-term employment as a direct, moderate, temporary positive impact upon Population. Access to residential properties may be restricted during the construction phase due to road closures and increased construction traffic as a result of both developments. In particular, properties at Mulreany Terrace are likely to experience a disimprovement in journey characteristics as a result of construction traffic relating to both developments and planned temporary closures of the adjacent Railway Road. This is likely to result in an **indirect, moderate, temporary and negative impact** upon Population. Construction activities from the proposed developments can be expected to generate dust. Best practice guidelines will be enforced to ensure the minimisation of dust generation. The construction phase of the Barnesmore Gap Greenway is expected to generate dust levels which, at most, result in low risk of dust-related Human Health impacts. The

mitigation measures that will be put in place during construction will ensure that the impact complies with all EU ambient air quality legislative limit values, which are based on the protection of human health. The predicted residual, dust-related, human health effect of the construction phase of Barnesmore Gap Greenway is considered to be **short-term, direct, localised, negative and not significant.** As the Finn Park Development did not trigger an EIA, it can be assumed the impact of the development upon Human Health is negligible. When considered in combination with the already low impact of Barnesmore Gap Greenway upon Human Health in the construction phase, the synergistic impact of both developments can be considered **direct, localised, short-term, negative and insignificant.**

In the operational phase, the proposed developments are expected to result in **direct, long-term, positive significant cumulative impacts** upon Population and Human Health. These developments will improve community facilities and provide opportunity for socialising and physical activity. Given the proximity of the proposed development to the Finn Valley Centre, traffic flow will likely be improved in the area due to a reduction in private car dependency.

Cumulative Effects on Biodiversity

A 550m study area around the proposed development was defined, to account for wintering and breeding birds and impacts upon aquatic biodiversity.

Both developments occur in locations where prior disturbance was minimal, meaning habitat loss as a result of development is likely. The implementation of the landscaping plan will offset the impact of habitat loss in relation to Barnesmore Gap Greenway. The Finn Park Development site is already a partially built site, with surveys finding no evidence of protected species. The site is classed as ED3 (recolonised bare ground) to WS1 (scrub) and is enveloped by urban development, so the habitat here is of low value. Mitigation measures to reduce construction stage disturbances have been outlined for both developments, including the minimisation of lighting, noise and pollution control measures. The cumulative impact upon Biodiversity in the construction phase is **direct, localised, permanent, negative and slight.**

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No negative, significant cumulative effects are anticipated during the operation phase.

Cumulative Effects on Land and Soils

The study area for Lands and Soils consists of the footprint of the proposed development. Nearby developments (within 500m) have been considered for the purpose of this cumulative impact assessment.

There is potential for cumulative impacts during the construction phase for waste generation and disposal, and movement of land materials if both construction stages overlap. Mitigation measures have been developed in the EIAR Chapter 08 Land and Soils and the Resource Waste Management Plan (RWMP) to manage the movement of materials to and from the construction site. Due to the nature of the development, earthworks associated with the Finn Park Development will be minimal**. No negative, significant cumulative effects** are likely during the construction phase.

No negative, significant cumulative effects are anticipated during the operation phase.

Cumulative Effects on Hydrology

An initial study area was selected by applying a 250m buffer to the proposed alignment and selecting all Water Framework Directive waterbodies.

There is potential for surface water quality impacts which could result in impacts to Hydrology. Mitigation measures proposed in the Biodiversity and Hydrology Chapters of the EIAR for the proposed development will reduce the potential impacts to Hydrology by reducing the likelihood of accidental pollution events occurring. The NIS developed for the Finn Park Development also recognises the risk of the development upon surface waters due to dust generation, increased sedimentation and excavation works. The NIS also outlines mitigation measures to dampen dust generated, prevent sediment release to watercourses and avoid spills. The significance of the effects of the proposed development on hydrological attributes is expected to be negligible, taking account of mitigation measures. In combination, it is anticipated that the construction phase will

Application Details	General Project Description	Cumulative Impacts Assessment

have **no negative, significant cumulative effects** upon Hydrology.

No negative, significant cumulative effects are anticipated during the operational phase.

Cumulative Effects on Hydrogeology

Due to the proximity of the developments, cumulative impacts arising from the construction phase may adversely impact upon the same groundwater body, creating cumulative impacts upon Hydrogeology. The Ballybofey WFD groundwater body underlies both developments. Migration of sediment, accidental spillages and impacts upon groundwater flows due to drainage alterations may occur as a result of the proposed development, without mitigations. These impacts are likely to increase in magnitude when considering both developments in combination. A number of mitigation measures are outlined in EIAR Chapter 10 Hydrogeology to avoid or reduce the impact of the construction stage upon Hydrogeology. These measures will be embedded mitigation measures as part of the construction phase, adhering to best practice guidelines. Pollution control measures relating to Hydrogeology are also outlined in the Finn Park Development NIS, such as bunded storage areas and designated refuelling areas to prevent accidental spillage. The anticipated cumulative impact of the developments is **indirect, temporary, negative and not significant.**

No significant, negative cumulative effects on Hydrogeology are anticipated during the operation phase.

Cumulative Effects on Air Quality

As determined by the Air Quality EIAR specialists, cumulative impacts upon Air Quality may arise between developments within 500m. As these developments are near-adjacent, there is potential for cumulative Air Quality impacts from construction dust generated due to construction activities and movement of construction vehicles, such as HGVs. Dust mitigation and monitoring measures proposed in the EIAR Air Quality Chapter for the proposed development and outlined in the CEMP will be implemented to mitigate potential cumulative dust impacts. The Finn Park Development NIS also outlines dust mitigation

measures including the sheeting of loose material on site and in transit and the use of a water bowser in dry weather. **Negative, not-significant, short-term cumulative effects** on Air Quality are likely during the construction phase, should the stages overlap.

In the operational phase, the proposed development will provide a low-carbon method of transport to the Finn Park Development, reducing transport emissions. A **neutral, long-term cumulative effect** is anticipated on Air Quality during the operational phase.

Cumulative Effects on Climate

During the construction phase, construction traffic and materials from both developments will either directly or indirectly result in CO_2 emissions and other greenhouse gases. EIAR Chapter 12 of the proposed development outlines mitigations to ensure emissions of greenhouse gases are minimised. **Direct and indirect, negative, slight, short-term cumulative effects** are expected upon Climate, should the two construction phases overlap.

No negative, significant cumulative effects are anticipated during the operational phase upon Climate.

Cumulative Effects on Noise and Vibration

As determined by the Noise and Vibration EIAR specialists, cumulative impacts upon Noise and Vibration may arise between developments within 300m. As these developments are near-adjacent, there may be some cumulative noise and vibration impacts during construction phase of both developments. Mitigation and monitoring measures set out in the Noise and Vibration Chapter of the proposed development and the CEMP will be implemented to control noise and vibration effect. These measures will avoid cumulative negative noise and vibration effects. Similar noise reduction measures are outlined in the Finn Valley Development NIS. **No significant negative impacts** are likely during the construction phase.

No negative, significant cumulative effects are anticipated during the operation phase.

Application Details	General Project Description	Cumulative Impacts Assessment
		Cumulative Effects on Landscape and Visual Amenity A study area of 3km from the proposed development has been adopted for the purpose of assessing impacts upon Landscape and Visual Amenity. The proposed developments will alter the existing suburban fabric on the southern extent of Stranorlar. During the construction stage, views will be impacted by the presence of machinery such as excavators and dump trucks that will be operating in the area. A **negative, slight, short-term cumulative effect** is anticipated on the Landscape and Visual Amenity of the area during the construction phase if both construction stages overlap. In the operational phase, the developments will **not result in cumulative impacts** upon Landscape and Visual Amenity. Cumulative Effects on Material Assets: The study area for Material Assets is defined as the Material Assets which are directly impacted by the proposed development. Due to the proximity of the two developments, Material Assets may be adversely affected in the construction phase. Access to property may be inhibited across a wider area and longer/more frequent/ more widespread disruptions to built services may arise. Cumulative construction noise and vibrations may also impact upon Material Assets. EIAR Chapters 16, 17 and 18 outline mitigations to offset the impact of the construction phase upon this receptor, including providing notice of works and temporary measures allowing access and services before being fully reinstated. The cumulative effect of both developments upon Material Assets is considered to be **direct and indirect, negative, short-term and moderate.** In the operational phase, there is **no negative, significant cumulative effect** anticipated upon Material Assets.
Project: Section 1 TEN-T Priority Route Improvement Project, Donegal **Applicant**: Donegal County Council **Local Authority:** Donegal County Council	Section 1 of TEN-T Donegal Project. Section 1 of the Trans-European Network – Transport (TEN-T) in Donegal. includes parts of the N15 / N13 and encompasses the Ballybofey / Stranorlar urban region and is approximately 9km in length. (Three sections of the TEN-	As the project has not been submitted for planning, there is limited project details to inform a cumulative impact assessment however a high-level assessment is undertaken in the sections below having regard to the likely effects of both projects. All subsequent projects are required to assess impacts in accordance with the EIA Directive including cumulative effects which will be undertaken at the respective

Application Details	General Project Description	Cumulative Impacts Assessment
Location: N15/N13 National Roads in the Ballybofey/Stranorlar Urban Region. **Status:** At the time of writing, the proposed scheme has not been submitted and therefore there is no detailed information to inform this cumulative assessment. On 14 May 2026, Donegal County Council published notices relating to applications to An Coimisiún Pleanála for approval of the TEN-T Priority Route Improvement Project, Donegal (TEN-T PRIP) and for confirmation of the Donegal County Council (TEN-T Priority Route Improvement Project – Donegal) Compulsory Purchase Order, 2026.	T in Donegal have been identified as priorities for improvement.) Section 1 of the TEN-T strategic roads project will provide a new alignment of the N15/N13 to the NW and NE of the urban area and a link road into Ballybofey / Stranorlar. In doing so it will bring significant benefits including improved strategic and regional connectivity, road safety, removal of strategic traffic / easing of traffic congestion, enhanced opportunities for walking cycling and public transport, a more attractive urban environment and improved quality of life. Close consultation between the proposed development and this project will continue as they progress. At its closest point, the proposed development is located approximately 380m from this project.	planning stage for this project. Based on the information available, the potential cumulative effects are not likely to be significant. The construction phase has not been determined however, should the construction phase of these developments overlap, or occur sequentially, potential cumulative impacts with the proposed development are possible with regards to the following: • Traffic & Transportation • Population and Human Health • Biodiversity • Land and Soils • Hydrology • Air Quality • Landscape and Visual Amenity <u>Cumulative Effects on Traffic and Transportation</u> The study area assessed for the proposed development consists of the external roads adjacent to the four proposed trailheads. There is potential for cumulative negative effects on vehicular traffic if the construction works occur concurrently and/or sequentially. Partial road closures are likely to arise during both the TEN-T road improvements and the proposed development which may result in higher than typical traffic flows on adjacent roads and increases in HGV movements. Construction Traffic Management Plans will be implemented to reduce likely significant impacts including cumulative effects. It is understood that the proposed development has potential to link into the TEN-T project through use of a Barnesmore Gap Greenway trailhead as a temporary construction compound (Potential Borrow Pits / Deposition Area). Based on the information available, and the nature and likely duration of the works, **moderate, negative, short-term cumulative impacts** are possible during the construction stage. During operational phase both of these projects will improve the road network in the area. The proposed development will reduce non-motorised users travelling along the N15 national road, and provide safe, highly visible crossings

Application Details	General Project Description	Cumulative Impacts Assessment

where required. The TEN-T Donegal Section 1 project will improve traffic flow in the Ballybofey/Stranorlar urban area. Overall, the operational phase will likely result in **significant, positive, long-term cumulative impacts.**

Cumulative Effects on Population and Human Health

A study area of 500m was proposed for the Population and Human Health assessments of the proposed development.

Should the construction phases overlap, there is potential for negative, short-term cumulative impacts on journey characteristics as a result of increased HGV movements or traffic diversions, in addition to nuisance-level severance. Employment levels will temporarily increase during construction of both projects, creating a positive, short-term cumulative impact in terms of the local economy.

Based upon the information available, the construction phase is not expected to result **in significant negative cumulative effects** on population and human health.

The operational phase of both developments will benefit both Population and Human Health. The proposed development in combination with the TEN-T project will support improved connectivity, journey characteristic for communities.

In terms of Human Health, the combined operational phase of both projects will likely result in reduced emissions from car-based transport thereby improving air quality. Overall, the operational phase can be anticipated to have **significant, positive, long-term cumulative impacts**.

Cumulative Effects on Biodiversity

A 550m study area around the proposed development was defined, to account for wintering and breeding birds and impacts upon aquatic biodiversity.

Should the construction stages overlap, there is potential for increase in the magnitude of accidental pollution or displacement of local fauna which may impact local biodiversity. Mitigation and monitoring measures as described in the EIAR Biodiversity Chapter of the proposed development will be implemented to address all likely significant impacts. There is potential for **slight, negative,**

Application Details	General Project Description	Cumulative Impacts Assessment

short-term cumulative impacts during the construction phase.

No **significant negative cumulative effects** on biodiversity are expected during the operational phase.

Cumulative Effects on Lands and Soils

The study area for Lands and Soils consists of the footprint of the proposed development. Nearby developments (within 500m) have been considered for the purpose of this cumulative impact assessment.

Should the construction phases overlap, there is potential for increased magnitude of waste generation and disturbance to soil. Earthworks have been minimised for the proposed development and mitigation measures have been developed in the EIAR Chapter 8 Land and Soils. The Contractor will also adhere to a Resource Waste Management Plan (RWMP) for the proposed development which will mitigate risks of waste materials entering the natural environment. **No significant, negative cumulative effects** are likely during the construction phase.

No significant negative cumulative effects on Land and Soils are expected during the operation phase.

Cumulative Effects on Hydrology

An initial study area was selected by applying a 250m buffer to the proposed alignment and selecting all Water Framework Directive waterbodies.

Should the construction stages overlap, there is potential for increase in the magnitude of accidental pollution which may adversely affect surface waters. There are a number of surface watercourses in the vicinity of the projects. Mitigation measures proposed in the Biodiversity and Hydrology Chapters of the proposed development's EIAR will reduce the potential impacts to surface water quality. The Land and Soils Chapter of the EIAR identifies Ballynacarrick Landfill at Ballintra, 10km south of Donegal Town, as the closest licensed waste disposal site which will be utilised to prevent waste materials impacting negatively upon hydrology during the construction of the proposed development. Based on the information available, **no**

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significant, negative cumulative effects are likely to impact Hydrology during the construction phase.

No significant negative cumulative effects on Hydrology are expected during the operational phase.

Cumulative Effects on Air Quality

As determined by the Air Quality EIAR specialists, cumulative impacts upon Air Quality may arise between developments within 500m. Due to close proximity of the development sites (380m), there is potential for construction dust generated due to construction activities and movement of construction vehicles, such as HGVs, to create cumulative impacts upon Air Quality. Increased vehicular emissions due to traffic diversions may also arise. Dust mitigation and monitoring measures proposed in the EIAR Air Quality Chapter for the proposed development address and mitigates any likely significant impacts. Based on the information available, there is potential for **negative, not-significant, short-term cumulative effects** upon Air Quality during the construction phase.

The proposed development will reduce dependency on carbon-intensive modes of transport in the operational phase. TEN-T Donegal Section 1 will improve traffic flow through the Ballybofey/Stranorlar area, reducing standstill traffic. However, the improved road network may also encourage higher traffic volumes. Based on available information the cumulative effect is anticipated to be a **neutral, long-term** with regards to Air Quality and during the operation phase.

Cumulative Effects on Landscape and Visual Amenity

A study area of 3km from the proposed development has been adopted for the purpose of assessing impacts upon Landscape and Visual Amenity.

During the construction phase the presence of heavy machinery and construction fencing and signage will have **moderate, negative short-term cumulative effects** on Landscape and Visual Amenity, if both construction phases overlap.

In the operational phase, both developments will enhance connectivity to areas of natural beauty. The route of the

Application Details	General Project Description	Cumulative Impacts Assessment
		proposed development runs through an area of high scenic value and enhances accessibility to this area without significantly impacting the visual amenity. **Positive, slight, permanent cumulative effects** are anticipated on Landscape and Visual Amenity in the operational stage.
Project: N15 Cappry Active Travel Scheme **Applicant:** Donegal County Council **Local Authority:** Donegal County Council **Location:** Cappry **Status:** Phase 3 Design and Environmental Evaluation	The scheme covers an approximately 1.1km stretch of the N15 upon approach to Ballybofey/Stranorlar from the south-westerly direction, between Dooish Junction and the junction of the N15 with L-3014. The Preferred Option introduces a 3m-wide pedestrian and cyclist facility on the north side of the N15, with a buffer separating non-motorised users from vehicular traffic. Land acquisition will not be a requirement for this scheme as the proposed design fits within the existing roadway boundaries. The western end of the scheme will tie into an existing footpath. At the eastern end, the scheme will tie into a pre-existing uncontrolled pedestrian crossing with a pedestrian refuge island. Where wider buffer sections are available, clear-stem trees will be planted between the active travel facility and the carriageway. At buffer width greater than or equal to 1.0m, buffer areas will be landscaped with grass or wildflower planting and native hedging. Hedging will be maintained at less than 1.0m in height to preserve sightlines. The junction of the N15 and Aisling Court interfaces with the proposed active travel facility. At this location, motorists will ramp up and ramp down to ensure a continuous, level surface for active travel users. Existing trees along the corridor are proposed to be relocated within the buffer between the shared active travel facility and the carriageway, where space allows. In locations where existing trees are positioned too close to private or commercial accesses, selective removal is proposed to ensure adequate visibility for vehicles entering and exiting the accesses. A new impermeable area of the scheme will be discharged to the Burn Daurnett watercourse at greenfield run off rate. Attenuation will be provided within the filter drain prior to discharge. Traffic signage such as Shared Active Travel Facility Symbols and Traffic Calming Triangles will be implemented.	The construction phase of the N15 Cappry Active Travel Scheme is expected to last 6 months. The date of commencement is currently unknown. Given the timelines associated with both developments, it is reasonable to assume that the construction phases may partially overlap or occur sequentially. Potential cumulative impacts with the Barnesmore Gap Greenway are likely with regards to the following: • Traffic and Transport • Population and Human Health • Biodiversity • Land and Soils • Hydrology • Hydrogeology • Air Quality • Climate • Landscape and Visual Amenity • Material Assets <u>Cumulative Effects on Traffic and Transport</u> The study area assessed for the proposed development consists of the external roads adjacent to the four proposed trailheads. Given the proximity of the developments, there is potential for cumulative impacts upon Traffic and Transport. Construction of the Barnesmore Gap Greenway will predominantly take place away from public roads, with the exception of access points and trailheads. There are no trailheads or access points within close proximity to the N15 Cappry Active Travel Scheme. However, during the construction phase there is potential for temporary traffic delays or diversions which are synergistic in nature due to construction traffic associated with both developments sharing the road network. Temporary traffic management will be required on Railway Road, Stranorlar, during the

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	The proposed design does not include the introduction of new public lighting along the corridor, with the exception of additional lighting to be provided at the uncontrolled pedestrian and cyclist crossings at both the western and eastern ends of the scheme. This development screened out for both AA and EIAR. At its closest point, it is located 900m from the proposed Barnesmore Gap Greenway.	construction of the proposed development. Road closures are not anticipated to occur during the construction phase of the N15 Cappry Active Travel Scheme. The proposed design does not result in any adverse impacts on visibility or sightlines along the corridor. Unless the road is closed by special order, free passage for all vehicular traffic, pedestrians, and cyclists along the roads associated with the N15 Cappry Active Travel Scheme will be maintained. The cumulative impact of these developments is **indirect, slight, temporary and negative** upon Traffic and Transport. Both developments have the potential to result in positive operational phase effects, encouraging modal shift and reducing the use of private vehicles. This is a direct, permanent, moderate positive cumulative impact upon Traffic and Transport. <u>Cumulative Effects on Population and Human Health</u> A study area of 500m was proposed for the Population and Human Health assessments of the proposed development. Both developments will require a number of construction personnel, providing short-term employment as a **direct, moderate, temporary positive impact** upon Population in the construction phase. An increase in dust generation and fossil fuel emissions as a result of construction activity is likely, should the construction phases of both developments overlap. The construction phase of the Barnesmore Gap Greenway is expected to generate dust levels which, at most, result in low risk of dust-related Human Health impacts. The mitigation measures that will be put in place during construction will ensure that the impact complies with all EU ambient air quality legislative limit values, which are based on the protection of human health. Construction of the N15 Cappry Active Travel Scheme will be undertaken in accordance with the commitments to be set out in the Contractor's CEMP and CTMP, which will include the control of dust and exhaust emissions to air. The developments, when considered in combination, are anticipated to result in **direct, localised, short-term, insignificant cumulative impacts** upon Human Health. In the operational phase, the proposed developments are expected to result in **direct, permanent, positive**

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significant cumulative impacts upon Population and Human Health. These developments will improve community facilities and connectivity while promoting physical activity. Traffic flow will likely be improved in the area due to a reduction in private car dependency.

Cumulative Effects on Biodiversity

A 550m study area around the proposed development was defined, to account for wintering and breeding birds and impacts upon aquatic biodiversity.

Pollution is a potential cumulative impact of the considered developments. The Barnesmore Gap Greenway Biodiversity and Hydrology Chapters detail the mitigations required to reduce pollution risk to an acceptable level. As the N15 Cappry Active Travel Scheme does not involve the acquisition of undeveloped lands, and instead reduces carriageway width from the current national road, direct impacts upon biodiversity are minimal in the construction phase. There are no forest areas, Ancient or Long-established Woodlands, or Coillte lands in close proximity to the site. The closest designated site is Ardnamona Nature Reserve is located approximately 19 km southwest of the site. This development may have indirect impacts upon aquatic biodiversity as a result of surface water contamination, impacting upon the River Finn, a Salmonid River protected under the European Communities (Quality of Salmonid Waters) Regulations 1988. The impact of this development upon Biodiversity can be considered to be negligible, as it has screened out for AA. The cumulative impact of these developments upon Biodiversity can be anticipated to be both **direct and indirect, long-term, negative and imperceptible**.

No negative, significant cumulative effects are anticipated during the operation phase upon Biodiversity.

Cumulative Effects on Land and Soils

The study area for Lands and Soils consists of the footprint of the proposed development. Nearby developments (within 500m) have been considered for the purpose of this cumulative impact assessment.

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There is potential for cumulative impacts during the construction phase for waste generation and disposal, and movement of land materials if both construction stages overlap. Mitigation measures have been developed in the EIAR Chapter 8 Land and Soils and the Resource Waste Management Plan (RWMP) to manage the movement of materials to and from the construction site associated with Barnesmore Gap Greenway. To reduce the impact of the N15 Cappry Active Travel Scheme upon Land and Soils, excavations will be kept to a minimum and soils will be reused on-site, where possible. **No negative, significant cumulative effects** are likely during the construction phase.

No negative, significant cumulative effects upon Land and Soils are anticipated during the operational phase.

Cumulative Effects on Hydrology

An initial study area was selected by applying a 250m buffer to the proposed alignment and selecting all Water Framework Directive waterbodies.

There is potential for surface water quality impacts which could result in impacts to Hydrology. Mitigation measures proposed in the Biodiversity and Hydrology Chapters of the EIAR for the proposed development will reduce the potential impacts to Hydrology by reducing the likelihood of accidental pollution events occurring. In terms of the N15 Cappry Active Travel Scheme, contamination of the River Finn is a concern which may amplify the magnitude of pollution when considered in combination with the proposed development. To mitigate against this risk, Effluent from washing of vehicles, equipment, and other structures on-site will be discharged to the foul sewer (with the consent of the relevant provider) and/ or collected in a sealed tank for removal off-site by a licensed waste disposal contractor. Taking into consideration the implementation of appropriate mitigation and the nature, scale, and duration of the works, **no negative, significant cumulative effects** upon Hydrology are anticipated.

No negative, significant cumulative effects are anticipated during the operational phase upon Hydrology.

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Cumulative Effects on Hydrogeology

Due to the proximity of the developments, cumulative impacts arising from the construction phase may adversely impact upon the same groundwater body, creating cumulative impacts upon Hydrogeology. The Ballybofey WFD groundwater body underlies both developments. Migration of sediment, accidental spillages and impacts upon groundwater flows due to drainage alterations may occur as a result of the proposed development, without mitigations. These impacts are likely to increase in magnitude when considering both developments in combination. A number of mitigation measures are outlined in EIAR Chapter 10 Hydrogeology to avoid or reduce the impact of the construction stage upon Hydrogeology. These measures will be embedded mitigation measures as part of the construction phase, adhering to best practice guidelines. The Draft Cappry Active Travel Scheme Preliminary Design Report identifies the potential risk the scheme poses to groundwater, highlighting that best practice measures will be implemented to reduce the risk to hydrogeological receptors. The potential for accidents or incidents causing oil and chemical spillages is limited with the adoption of site-specific risk management measures. Overall, the anticipated cumulative effect on Hydrogeology is **indirect, temporary, negative and not significant.**

No significant, negative cumulative effects on Hydrogeology are anticipated during the operation phase.

Cumulative Effects on Climate

During the construction phase, construction traffic and materials from both developments will either directly or indirectly result in CO_2 emissions and other greenhouse gases. EIAR Chapter 12 of the proposed development outlines mitigations to ensure emissions of greenhouse gases are minimised. **Direct and indirect, negative, slight, short-term cumulative effects** are expected upon Climate, should the two construction phases overlap.

No negative, significant cumulative effects are anticipated during the operational phase upon Climate.

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Cumulative Effects on Landscape and Visual Amenity

A study area of 3km from the proposed development has been adopted for the purpose of assessing impacts upon Landscape and Visual Amenity.

During the construction stage, views will be impacted by the presence of machinery such as excavators and dump trucks that will be operating in the area. **A negative, slight, short-term cumulative effect** is anticipated on the Landscape and Visual Amenity of the area during the construction phase if both construction stages overlap.

During the operational phase, both developments will result in minor, permanent landscape changes from the reallocation of land use, introduction of active travel facilities and proposed landscaping. However, the overall Landscape and Visual characteristics will remain largely similar to current conditions. Therefore, **no significant effects** are likely to occur on the Landscape and Visual characteristics of the site and surrounding environs as a result of the operational phase of the Proposed Development.

Cumulative Effects on Material Assets

The study area for Material Assets is defined as the Material Assets which are directly impacted by the proposed development.

There is potential for adverse impacts upon Material Assets in the construction phase. Longer/more frequent/more widespread disruptions to built services may arise as a result of the construction phase. The N15 Cappry Active Travel Scheme may result in brief service disruptions associated with the relocation of an ESB Pole. Should suspensions be required, these will be carefully planned so the duration is minimised, and reasonable prior notice will be given to the local residents. The Contractor will be responsible for ensuring arrangements are in place prior to the commencement of the works for any local residents who require specific accommodations. Cumulative construction noise and vibrations may also impact upon Material Assets. Barnesmore Gap Greenway EIAR Chapters 16, 17 and 18 outline mitigations to offset the impact of the construction phase upon this receptor, including providing notice of works and temporary measures allowing access and services before being fully reinstated. The cumulative effect of both

Application Details	General Project Description	Cumulative Impacts Assessment
		developments upon Material Assets is considered to be **both direct and indirect, negative, short-term and moderate**. In the operational phase, there is **no negative, significant cumulative effect** anticipated upon Material Assets.
Project: Ballybofey-Stranorlar Flood Relief Scheme **Applicant:** Donegal County Council **Local Authority:** Donegal County Council **Location:** Ballybofey/Stranorlar Urban Region **Status:** At the time of writing, final design expected to be identified in 2026 and thereafter submission for planning consent. Opening public consultation period completed.	The Balleybofey-Stranorlar Flood Relief Scheme aims to alleviate recurrent flooding in the Ballybofey/Stranorlar urban area. Limited detail is available as the proposed project is within initial stages of development. A viable scheme option for Ballybofey and Stranorlar was identified in the CFRAM level of assessment. The measures outlined in the FRMP consist of a series of flood embankments and walls and improvement of channel conveyance. These measures are located at three places to protect properties from the River Finn: at the Cedars on R252, alongside Jacksons Hotel car park, and in Navenny. A further seven locations have been identified for flood defence measures to protect from Finn tributaries. Breach of the existing Finn embankment protecting Ballybofey town centre is a key concern for the local community. The FRMP calls for a full detailed condition assessment of the existing embankment with recommendations made for upgrade or maintenance works as part of the Scheme. The CFRAM also identifies the need for defences along the Burn Daurnett at Cappry and Navenny, defences along Goland, defences / culvert improvements along Sessiagh at Sessiaghoneill, defences along Magherapaste at Drumboe Cottages, defences along Lough Alaan at St Mary's National School and defences/culvert improvements along Cooladawson at its crossing of the N15. This development screened out for both AA and EIAR. At its closest point, it is located 220m from the proposed Barnesmore Gap Greenway.	Construction of the Barnesmore Gap Greenway is expected to commence in 2028. On the Ballybofey-Stranorlar Flood Relief Scheme website, the construction period is outlined as due to begin in 2026 and finish in early 2028. Therefore, there is potential for the construction phase of these two projects to overlap. Should the construction phase of these developments overlap, or occur sequentially, potential cumulative impacts with the Barnesmore Gap Greenway are likely with regards to the following: • Traffic and Transportation • Population and Human Health • Biodiversity • Land and Soils • Hydrology • Air Quality • Noise and Vibration • Landscape and Visual Amenity <u>Cumulative Effects on Traffic and Transportation</u> The study area assessed for the proposed development consists of the external roads adjacent to the four proposed trailheads. There is potential for cumulative negative effects on vehicular traffic if the construction works occur concurrently and/or sequentially. Partial road closures are likely to arise during both construction phases which may result in higher than typical traffic flows on adjacent roads and increases in HGV movements. A Construction Traffic Management Plans will be implemented as part of the Barnesmore Gap Greenway project to reduce likely significant impacts, including cumulative effects. Based on the information available, and the nature and likely duration of the works, **direct, moderate, negative, short-term cumulative impacts** can be anticipated as a result of the construction stage.

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The proposed development will reduce the need of non-motorised users to travel along the N15 national road, and provide safe, highly visible crossings where required. The flood relief scheme will reduce the likelihood and magnitude of flooding in the Ballybofey/Stranorlar urban region, which will also ultimately improve Traffic and Transportation in the area by reducing risk of diversions and road closures. Both projects improve traffic flow in the Ballybofey/Stranorlar urban area. Overall, the operational phase will likely result in **significant, positive, long-term cumulative impacts.**

Cumulative Effects on Population and Human Health

A study area of 500m was proposed for the Population and Human Health assessments of the proposed development.

Should the construction phases overlap, there is potential for negative, short-term cumulative impacts on journey characteristics as a result of increased HGV movements or traffic diversions, in addition to nuisance-level severance. Employment levels will temporarily increase during construction of both projects, creating a **positive, short-term cumulative impact** in terms of the local economy.

Human Health may be impacted by decreases in Air Quality, Noise increase and impacts upon Landscape and Visual Amenity, all of which have been assessed individually. Based upon the information available, the construction phase is expected to result in no **significant negative cumulative effects.**

The operational phase of both developments will benefit both Population and Human Health. The proposed Barnesmore Gap Greenway development will result in improved journey characteristics and enhanced connectivity between Donegal Town and Ballybofey/Stranorlar. The flood relief scheme will further improve journey characteristics by minimising risks of severance or diversions due to flooding. These cumulative impacts are anticipated to be **direct, moderate, positive and long term.**

In terms of Human Health, the operational phase of both projects will likely result in **direct, moderate, positive, long-term cumulative impacts** overall. Barnesmore Gap Greenway and the flood relief scheme will both improve safety of non-motorised users in their operational stages.

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Cumulative Effects on Biodiversity

A 550m study area around the proposed development was defined, to account for wintering and breeding birds and impacts upon aquatic biodiversity.

There is potential for increase in the magnitude of accidental pollution or displacement of local fauna which may impact local biodiversity during construction. Mitigation and monitoring measures as described in the EIAR Biodiversity Chapter of the proposed development will be implemented to address all likely significant impacts. **Slight, negative, short-term cumulative impacts** are to be anticipated during the construction phase, based on the information currently available.

No significant negative cumulative effects on biodiversity are expected during the operational phase.

Cumulative Effects on Lands and Soils

The study area for Lands and Soils consists of the footprint of the proposed development. Nearby developments (within 500m) have been considered for the purpose of this cumulative impact assessment.

Should the construction phases overlap, there is potential for increased magnitude of waste generation and disturbance to soil. Earthworks have been minimised for the proposed development and mitigation measures have been developed in the EIAR Chapter 8 Land and Soils. The Contractor will also adhere to a Resource Waste Management Plan (RWMP) for the proposed development which will mitigate risks of waste materials entering the natural environment. Based upon current information, it is presumed a similar management plan will be developed for the Ballybofey-Stranorlar Flood Relief Scheme. **No significant, negative cumulative effects** are likely during the construction phase.

No significant, negative cumulative effects on Land and Soils are anticipated during the operation phase.

Cumulative Effects on Hydrology

An initial study area was selected by applying a 250m buffer to the proposed alignment and selecting all Water Framework Directive waterbodies.

Application Details	General Project Description	Cumulative Impacts Assessment

Should the construction stages overlap, there is potential for increase in the magnitude of accidental pollution which may adversely affect surface waters. There are a number of surface watercourses in the vicinity of both projects. Mitigation measures proposed in the Biodiversity and Hydrology Chapters in the proposed development's EIAR will reduce the potential impacts to surface water quality by reducing the likelihood of accidental pollution events occurring. The Land and Soils Chapter of the EIAR identifies Ballynacarrick Landfill at Ballintra, 10km south of Donegal Town, as the closest licensed waste disposal site which will be utilised to prevent waste materials impacting negatively upon hydrology during the construction of the proposed development. Based on the information available, **no significant, negative cumulative effects are likely** to impact Hydrology during the construction phase.

No cumulative effects are likely to impact Hydrology during the operational phase, as the proposed Barnesmore Gap Greenway will not result in any activity which may produce negative hydrological effects.

Cumulative Effects on Air Quality

As determined by the Air Quality EIAR specialists, cumulative impacts upon Air Quality may arise between developments within 500m. Due to the proximity of both developments (220m) there is potential for construction dust generated due to construction activities and movement of construction vehicles, such as HGVs, to create cumulative impacts upon air quality. Increased vehicular emissions due to traffic diversions may also arise. Dust mitigation and monitoring measures proposed in the EIAR Air Quality Chapter for the proposed development will address significant impacts. These will be updated in line with the potential for cumulative impacts. Based on the information available, **negative, not-significant, short-term cumulative effects** upon air quality during the construction phase are anticipated, should the construction stages of both projects overlap.

No significant negative cumulative effects on Air Quality are expected during the operational phases of the aforementioned developments.

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Cumulative Effects on Noise and Vibration

As determined by the Noise and Vibration EIAR specialists, cumulative impacts upon Noise and Vibration may arise between developments within 300m. Due to the close proximity of these developments (220m), there is some potential for cumulative noise effects from construction activities if the projects are to overlap. Based upon the information available, noise impacts can be anticipated to be at nuisance level, resulting from additional traffic movements and machinery use. Mitigation and monitoring measures set out in the Noise and Vibration Chapter of the EIAR for the proposed development and the CEMP will be implemented to control noise and vibration effects**. Negative, slight cumulative effects** are expected during the construction phase.

No significant negative cumulative effects on noise and vibration are expected during the operational phase.

Cumulative Effects on Landscape and Visual Amenity

A study area of 3km from the proposed development has been adopted for the purpose of assessing impacts upon Landscape and Visual Amenity.

The construction phase of the proposed developments will alter the landscape in the Ballybofey/Stranorlar area. The presence of heavy machinery, construction fencing and signage will have **moderate, negative short-term cumulative effects** on Landscape and Visual Amenity, if both construction phases overlap.

In the operational phase, both projects will bring about alterations to the surrounding landscape. Barnesmore Gap Greenway will introduce a number of structures such as bridges and culverts, in addition to the asphalt-surfaced route, to a predominantly rural area. This impact is reduced by the greenway following the abandoned railway corridor in many places, which has formed part of the landscape in this area for many years. The flood relief scheme will see the introduction of culverts and other flood defence mechanisms which will impact upon the visual amenity of the area; however this impact is minimal and a sufficient trade-off for the benefits of this scheme. Overall, the projects in combination are anticipated to have a **direct, slight,**

Application Details	General Project Description	Cumulative Impacts Assessment
		negative, long-term impact upon Landscape and Visual Amenity.
Project: Twin Towns Old Railway Active Travel **Applicant:** Donegal County Council **Local Authority:** Donegal County Council **Location:** Millbrae, Stranorlar **Status:** Phase 2 Concept Development and Option Selection	The proposed project consists of active travel infrastructure along the disused Railway line which will link residential areas on the eastern side of Stranorlar, Co. Donegal, to community facilities including key educational, employment, commercial, recreational, retail and tourist facilities. The project would also provide onward linkages to other active travel facilities in the region, including the proposed Lifford to Castlefin Greenway and the Ten-T project which shall include cycle and pedestrian facilities. These linkages would provide onward connectivity to the urban centres of Lifford / Strabane and Letterkenny respectively. The proposed project will consist of the following elements: • Utilisation of the existing railway embankment to construct the active travel facility. • New construction, road makings and signage to allow the active travel users to access onward links in the form of Lifford to Castlefin Greenway and the Ten-T project. • Kerb laying for the new footpath to be built in accordance with TII specifications. • Appropriate crossing locations along to enhance the safety of all NMU's. At its closest point, the proposed development is located approximately 220m from this project.	The Twin Towns Old Railway Active Travel project is a multi-annual project. Should the construction phase of the proposed development and the Twin Towns Old Railway Active Travel overlap or occur sequentially, potential cumulative impacts with the proposed development are likely with regards to the following: • Traffic & Transportation • Population and Human Health • Biodiversity • Lands and Soils • Hydrology • Air Quality • Noise & Vibration • Landscape & Visual Amenity <u>Cumulative Effects on Traffic and Transportation</u> The study area assessed for the proposed development consists of the external roads adjacent to the four proposed trailheads. There is potential for cumulative negative effects on vehicular traffic if the construction works occur concurrently and/or sequentially. Traffic delays are likely to arise during both construction phases which may result in higher than typical traffic flows on adjacent roads, in combination with increases in HGV movements. A Construction Traffic Management Plan has been developed as part of the proposed development to reduce likely significant impacts, including cumulative effects. predicted. Based on the information available, **no significant, negative cumulative effects are likely** to impact upon Traffic and Transportation during the construction phase. Both projects will encourage the use and increase the mode share of sustainable transport. In addition to this, the uptake of active travel methods will also result in decreasing vehicle numbers on the road, improving traffic flow. Overall, the operational phase will likely result in **significant, positive, long-term cumulative impacts** upon Traffic and Transport

Application Details	General Project Description	Cumulative Impacts Assessment

Cumulative effects on Population and Human Health

A study area of 500m was proposed for the Population and Human Health assessments of the proposed development.

Both developments will require a number of construction personnel, providing short-term employment as a direct, moderate, temporary positive impact upon Population in the construction phase.

An increase in dust generation and fossil fuel emissions as a result of construction activity is likely, should the construction phases of both developments overlap. The construction phase of the Barnesmore Gap Greenway is expected to generate dust levels which, at most, result in low risk of dust-related Human Health impacts. The mitigation measures that will be put in place during construction will ensure that the impact complies with all EU ambient air quality legislative limit values, which are based on the protection of human health. Increased noise and vibration levels as a result of the construction phase are anticipated to create nuisance-level noise. The construction phases of both development sin combination are expected to arise in **short-term, negligible, negative impacts** upon Human Health.

Both projects will improve pedestrian and cyclist safety in the operational phase, and particularly the safety of vulnerable groups. The proposed developments are expected to result in **direct, permanent, positive significant cumulative impacts** upon Population and Human Health. These developments will improve community facilities and connectivity while promoting physical activity. Traffic flow will likely be improved in the area due to a reduction in private car dependency, improving journey characteristics for vehicle users.

Cumulative effects on Biodiversity

A 550m study area around the proposed development was defined, to account for wintering and breeding birds and impacts upon aquatic biodiversity.

In the event of accidental pollution during the construction phases of both developments, there is potential for surface water quality impacts which could result in cumulative impacts to biodiversity. Mitigation measures proposed in Chapter 07 Biodiversity and Chapter 09 Hydrology of the

Application Details	General Project Description	Cumulative Impacts Assessment

EIAR for the proposed development will reduce the potential impacts to biodiversity by reducing the likelihood of accidental pollution events occurring. Provided these measures are in place for the duration of the construction phase, significant cumulative construction-phase impacts to Biodiversity are not predicted. Based on the information available, **no significant, negative cumulative effects** are likely to Biodiversity during the construction phase.

No significant negative cumulative effects are anticipated during the operational phase.

Cumulative Effects on Lands and Soils

The study area for Lands and Soils consists of the footprint of the proposed development. Nearby developments (within 500m) have been considered for the purpose of this cumulative impact assessment.

Should the construction phases overlap, there is potential for increased magnitude of waste generation and disturbance to soil. Mitigation measures set out in Chapter 08 Lands and Soils of the EIAR for the proposed development will be implemented to control negative effects to Lands and Soils. Based upon current information, **no significant, negative cumulative effects are likely** to Lands and Soils during the construction phase.

No significant, negative cumulative effects on Land and Soils are anticipated during the operation phase.

Cumulative effects on Hydrology

An initial study area was selected by applying a 250m buffer to the proposed alignment and selecting all Water Framework Directive waterbodies.

In the event of accidental pollution during the construction phases of both developments, there is potential for surface water quality impacts which could result in impacts to Hydrology. Mitigation measures proposed in Chapter 07 Biodiversity and Chapter 09 Hydrology of the EIAR for the proposed development will reduce the potential impacts to hydrology by reducing the likelihood of accidental pollution events occurring.. Provided these measures are in place for the duration of the construction phase, significant cumulative construction-phase impacts to Hydrology are not predicted.

Application Details	General Project Description	Cumulative Impacts Assessment

Based on the information available, **no significant, negative cumulative effects are likely** to Hydrology during the construction phase.

No significant negative cumulative effects are anticipated during the operation phase.

Cumulative effects on Air Quality

As determined by the Air Quality EIAR specialists, cumulative impacts upon Air Quality may arise between developments within 500m. Due to close proximity of both development sites (approximately 220m), there is potential for cumulative air quality impacts from construction dust. The proposed development has been assessed as having a risk of dust soiling impacts during the construction phase. A number of mitigation measures have been proposed in Chapter 11 Air Quality of this EIAR for the proposed development in order to ensure significant dust impacts do not occur. Provided these measures are in place for the duration of the construction phase, significant cumulative construction dust impacts are not predicted. Based on the information available, **no significant, negative cumulative effects** are likely to Air Quality during the construction phase.

In their respective operational phases, both schemes will reduce dependency on carbon-intensive modes of transport, resulting in **both direct and indirect, long-term, slight, positive cumulative impacts** upon Air Quality.

Cumulative effects on Noise & Vibration

As determined by the Noise and Vibration EIAR specialists, cumulative impacts upon Noise and Vibration may arise between developments within 300m. Due to the close proximity (approximately 220m) of these developments, there is some potential for cumulative noise effects from construction activities if the projects are to overlap. Based upon the information available, noise impacts can be anticipated to be at nuisance level, resulting from additional traffic movements and machinery use. Mitigation measures set out in EIAR Chapter 13 Noise and Vibration of the EIAR for the proposed development will be implemented to control noise and vibration effects. Based on the information available, **no significant, negative cumulative effects are**

Application Details	General Project Description	Cumulative Impacts Assessment

likely to impact Noise & Vibration during the construction phase.

No significant negative cumulative effects on Noise and Vibration are expected during the operational phase.

Cumulative effects on Landscape & Visual Amenity

A study area of 3km from the proposed development has been adopted for the purpose of assessing impacts upon Landscape and Visual Amenity.

The construction phase of the proposed developments will alter the landscape in the Stranorlar area. The presence of heavy machinery, construction fencing and signage will have **negative, short-term cumulative effects** on Landscape and Visual Amenity, if both construction phases overlap.

In the operational phase, both projects will bring about alterations to the surrounding landscape. Both developments will predominantly follow the abandoned railway corridor, with the rail corridor being restored to use through the development of both projects. By following the original rail line along such distances, this also means that an equivalent length of greenfield land is not necessary to facilitate development. Overall, the projects in combination are anticipated to have a **neutral, long-term impact** upon Landscape and Visual Amenity.

20.6 References

Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions, European Commission 1999

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Advice notes on current practice (in the preparation of Environmental Impact Statements), EPA 2003.

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Guidelines on the information to be contained in Environmental Impact Assessment Reports, EPA, 2022.

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Environmental Impact Assessment of National Road Schemes - A Practical Guide, Revision 1, National Roads Authority/Transport Infrastructure Ireland, 20 November 2008.

Environmental Impact Assessment of Projects: Guidance on the preparation of the Environmental Impact Assessment Report, European Commission, 2017