



P2288

**ADDENDUM ENVIRONMENTAL IMPACT ASSESSMENT REPORT
VOLUME 3: APPENDICES**

CHAPTER 13 ADDENDUM APPENDICES

RIVERINE COMMUNITY PARK

LIFFORD-STRABANE

APRIL 2022



the paul hogarth company



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



Derry City & Strabane
District Council
Comhairle Chathair
Dhoire & Cheantar
an tSratha Báin
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Appendix 13-1

Photographic Record

No amendments and therefore not provided within Addendum E.I.A.R.

Please refer to originally submitted document

Appendix 13-2

Cultural Heritage Figures

No amendments and therefore not provided within Addendum EIA

Please refer to originally submitted document

Appendix 13-3

Asset Inventories

No amendments and therefore not provided within Addendum EIAR

Please refer to originally submitted document

Appendix 13-4

Previous Excavations

No amendments and therefore not provided within Addendum E.I.A.R.

Please refer to originally submitted document

Appendix 13-5

Underwater Archaeological Impact Assessment Memorandum



**ADCO Memorandum (DRAFT)
Summary Statement
22D0020, 22R0081
UAIA River Foyle
Lifford, Co. Donegal
and Strabane, Co. Tyrone**

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1.0 Summary/ Background

A Riverine Community Park is proposed as a cross border Community Park within Lifford, Co. Donegal, and Strabane, Co. Tyrone, divided by the River Foyle (Figure 1). The development has been subject to EIAR, in which the project was fully assessed from a terrestrial archaeological perspective.¹ As part of the pre-planning requirement for the project, an underwater archaeological impact assessment (UAIA) was also required.

ADCO recently carried out the UAIA, under licence from the DHLGH, on 7th and 8th April 2022; Licence Numbers 22D0020 and 22R0081. The assessment considered the following development items (Figures 2-3):

- Works on the foreshore including construction of a cast (*in-situ*) concrete slipway on the Lifford side of the River Foyle. The slipway is to measure c. 40m length and 5m in width; extending c. 15m across the intertidal foreshore and into the subtidal zone. The slipway will include adjoining steps (natural stone paving) and the provision of a reinforced grass path to a new timber fishing pod.
- A pedestrian/cycle bridge, linking the two sides of the proposed community park. The structure is to comprise a double-span (steel-truss) structure with an overall length of c. 115m. The larger span will extend across the river for a distance of c. 88m. The second span, measuring 27m length, will extend over land from the riverbank (Lifford side) to raised-ground beyond.
- Low-level bankside impacts (footpath and associated landscaping) across a c. 700m section riverbank on the Lifford side of the River Foyle.
- Low-level bankside impacts (footpath and associated landscaping) across a c. 250m section riverbank on the Strabane side of the River Foyle.

Survey data acquired from the assessment is currently being processed and a comprehensive report detailing the findings/observations from the UAIA is to be prepared in due course.

The following document (summary statement) is being issued, in advance of the full report, in order to inform the project design team of the UAIA recommendations and corresponding archaeological mitigation measures, including pre-construction and construction phase migration.

¹ Cultural Heritage (Chapter 13), prepared by John Cronin & Associates in the 'Environmental Impact Assessment Report, Volume 2: EIAR Main Text, Riverine Community Part, Lifford-Strabane', August 2021, McAdam, pp.439-498.

1.1 Survey Extent

The onsite survey, although primarily focused on the impact locations associated with the proposed slipway and downstream pedestrian bridge, extended along the banks of the River Foyle as follows:

- 800m section of intertidal foreshore and bankside areas on the northwest (Lifford) side of the River Foyle; ITM 633654E, 898493N – ITM 634011E, 898980N.
- 600m section of intertidal foreshore and bankside areas on the southeast (Strabane) side of the River Foyle; ITM 633637E, 898400N– ITM 634090E, 898894N.

2.0 Archaeological Assessment

A systematic visual survey of the assessment area was carried out over two (2) Low Water Tide cycles, extending beyond the boundary identified for the proposed development (Plate 1). The onsite work included an intertidal/bankside walkover, waded/snorkel survey (where water depth was <500mm), and dive survey of the sub-tidal areas (where water depth was >500mm).

Targeted metal-detection was also employed to assess the degree of *ferrous* and non-*ferrous* metallic debris present within a series of sample areas.

Existing riverine topography was recorded (bed/bank profiles), along with any in-water features of interest that were encountered. A combination of DGPS and Total Station recording facilitated this work (Plate 2).

In addition, a drone was deployed to capture aerial images of the assessment area and a sonar device was used to capture acoustic images of the sub-tidal riverbed (Plate 3).

2.1 River Topography

The River Foyle presents a dynamic riverine environment, one in which both river and tidal flows exert influence, which has undergone both natural and man-made adaptation over time.

Examination of the OS Historic Maps editions confirms that considerable, late nineteenth-century, reclamation of the intertidal foreshore has taken place on the northwest side of the channel (downstream of Lifford Bridge); shifting this side of the river some c. 45m to the east (Figure 4).

In addition, the OS Third Edition map depicts the presence of a narrow-gauge railway line (Strabane to Letterkenny Railway Line) crossing the river at a point 285m downstream of Lifford Bridge, on the upstream side of the assessment area. This crossing point was constructed in the early twentieth-century (c. 1909) and comprised a latticed wrought-iron superstructure, supported upon two (2) bridge abutments and a single in-water pier, located towards the channel centre (Plates 4-5). The bridge superstructure and pier was removed in the mid-twentieth century, however, the two abutments still remain *in situ* (Plate 6). It is also likely that the two (2) levies that bound either side the waterway represent contemporary features to that of the aforementioned railway-line.

Other, more recent, alterations to the river channel are evident with the addition of a series of sizable, shingle-type, protrusions into the River Foyle; four (4) on the west side of the waterway and six (6) on the east. Examination of the aerial orthoimagery verifies that these features did not exist prior to 1995, instead appearing as newly established features within the aerial imagery taken in 2000 (Figure 5 A/B). These features are thought to represent river-access points for fishing (or similar).

Active deposition of waterborne sediments is evident on the east side of the river at Lifford Bridge, across the inner side of a west-facing meander in the river (Figure 6; Map Item 1). This location is a proven catchment area for archaeological material, the regular discovery of re-deposited logboat finds having taken place within this area. A total of fifteen (15) such finds has been documented for this location, two (2) of which were recovered as recently as March 2022 (Plate 8). These finds are being periodically eroded from their source location (riverbed/bankside deposits), somewhere upstream of Lifford Bridge; most likely close to the confluence of the River Mourne and River Finn (c. 240m upstream).

Deposition is also observed to be active downstream, along the northwest side of the river and within the current assessment area; across the inner side of an east-facing meander at this location (Figure 6; Map Item 2). Given the propensity for logboat finds a short distance upstream, it is perhaps not surprising that the survey encountered two (2) fragments of logboat within this downstream area also.

A description/location of these finds (Find numbers 22D0020:01 and 22D0020:02) is provided in Section 2.3 of this document.

Much of the riverbed is composed of rounded to sub-rounded pebbles (<30mm) and cobbles (<200mm), interspersed with deposits of gravel and silty-sand, overlying a silty-clay substratum (Plate 7). Occasional boulders (<400mm) are also present. In addition, deeper deposits of silty-sand are also (300m+) present, where sediment deposition is taking place at locations along the northwest and southeast sides of the river. Deposition is most notable within the inlets formed between the four (4) shingle protrusions (fishing-stands), where a back-eddy is active. Leaf-litter and tree-branch debris is also frequent within riverbed matrix at these locations.

2.2 Metal-detection (non-intrusive)

Metal-detection survey focussed on sample areas within the impact locations associated with the proposed slipway and bridge structure on the northwest (Lifford) side of the channel. A low-medium hit ratio of 2-3 *ferrous* targets and 1-2 non-*ferrous* targets was recorded for this area. In contrast, metal-detection of the wider bankside area was deemed impractical due to the high degree of metallic debris present; a hit-ratio of 15 *ferrous* targets per m³ and 2-4 non-*ferrous* targets per m³ being encountered.

Metal detection was also carried out at a number of sample locations on the southeast (Strabane) side of the channel. A medium-high hit ratio was observed for this area with 6-7 *ferrous* targets and 2-3 non-*ferrous* targets being encountered.

The majority of the detection targets represented buried items and were not subject to investigation as a result. However, where surface items were encountered, all items proved to be of modern origin, comprising items such as lead fishing weights, reinforcing-bar, tin-can fragments, ring-pulls, bottle tops, barbed-wire fragments, etc.

2.3...Archaeological Finds

Two (2) fragments of logboat (dug-out canoe) were discovered as part of the underwater survey (Figure 7). Both represent re-deposited items, lying on the surface of the riverbed close to the northwest side of the River Foyle; having most likely floated downstream during a recent floodwater event.

The fragments were recovered to surface in order to undertake an initial assessment/ carryout primary recording, later being relocated to a suitable sub-tidal section of riverbed (positioned outside of the immediate impact area associated with proposed development). In accordance with licensing requirement, a memorandum was issued to inform the DHLG and NMI of the discovery of the logboat fragments.²

A concise description of the finds, along with their locational details, is provided below:

Find No. 22D0020:01: fragment of logboat, comprising a section of floor and partial side of the vessel, truncated at both ends (Plate 9); measuring 1.9m length, 310mm width, and 25mm in thickness (max.). Logboat is of oak fabric with a tight, relatively straight, grain that runs longitudinally down the line of vessel. A partially preserved sidewall rises from the floor at a c. 50° angle to a maximum height of 80mm. The internal surface of the logboat is best preserved, suggesting that the logboat may have been lying in an invert position at its source location. A series of tool marks, numbering twelve (12) in total, are visible across the internal surface (Plate 10). The underside of the

² Rex Bangerter, 'ADCO Memorandum, Reporting of Find Numbers 220022:01 and 220022:02, River Foyle, Lifford, Co. Donegal', issued 10.04.22. Note, discovery of these items was also verbally communicated to NMI, UAU, and McAdam Consulting Engineers on 08.04.2022.

vessel is eroded (water-worn), but retains a considerable amount of sapwood across its surface (Plate 11).

Find No. 22D0020:02: bow-end fragment from a logboat measuring 1.06m length, 350mm width (max.), and 32mm in thickness (Plates 12-13). The fragment comprises a short section of floor and part of the starboard side of the vessel, as it rises towards the bow (c. 70° angle). The logboat is of oak fabric with a tight grain. The grain radiates from the starboard side of the bow area, before straightening to run longitudinally with the line of the vessel; indicating that they may have been a knot in the wood at this location. The partial remains of a rib-like feature is also present (towards the bow) and is likely to have served the dual function of (a) transverse strengthening of the bow and (b) a foot-brace position when paddling (Plate 14). This structural feature survives to a length of 120mm, measuring 55mm width (max.) and 200mm in height.

Both finds were encountered on the northwest side of the waterway, positioned in relatively close proximity to each other (Figure 2, Table 1). Find Number 22D0020:001 was located within 9m of the proposed works area associated within the pedestrian/cycle bridge, while Find Number 22D0020:002 was located at a point 58m upstream.

The logboat fragments have been relocated to a suitable in-river (sub-tidal) location, outside the impact areas associated with the proposed development, at ITM 633774.67E, 898537.35N [ING 233830.40E, 398551.79N]. Active deposition of waterborne deposits is taking place within this area; the riverbed at this location being composed of a deep deposit of silty-sand (approx. 70%/30% mix). Both of the finds have been partially re-buried within this deposit, ensuring that the items are maintained within an anaerobic environment.

Coordinates [centrepoint]		
Find Number	ITM	ING
22D0020:01	633897.78E, 898616.15N	233953.55E, 398630.61N
22D0020:02	633855.32E, 898574.28N	233911.07E, 398588.73N

Table 1: Find coordinates for the logboat fragments encountered on northwest side of River Foyle.³

2.4 Survey Observations

Examination of the bank structure on the northwest side of the river channel corroborates the cartographic observation that this area was subject to reclamation; a steep-sided, artificial, bank structure delineating the channel on this side of the river. The structure comprises a deep deposit of silty-sand (3m+), interspersed with rounded pebbles/cobbles. Frequent modern debris is present with the upper parts of the structure, while older (nineteenth-century) material can be observed within the lower parts of the bank; for example, pieces of semi-dressed limestone masonry and wrought-iron gate fragments.

A medium-good archaeological holding content can be ascribed to riverbed/bankside areas under assessment. It is clear that these areas have the ability to retain significant archaeological material, comprising both *in situ* features (fish weirs, etc.), subsequently encapsulated by the nineteenth-century reclamation works, and re-deposited items that have been transported downstream (e.g. logboats and other riverine craft).

Taking into account the good holding-content present, the recovery of numerous logboats from the River Foyle (including the two fragments discovered as part of the present assessment), and that the proposed development lies within an archaeologically rich landscape close to the Zone of Archaeological Potential identified for Lifford (Historic Town; RMP DG071-008----), the archaeological potential of the bankside, tidal, and sub-tidal areas under assessment should be considered high.

3.0 Proposed Impacts

A detailed construction methodology for the slipway and downstream bridge structure is not currently available, these development items not having reached a final design stage at present. As such, the

³ Coordinates taken using Trimble DGPS unit.

exact nature of the bankside, intertidal, and sub-tidal impacts associated with these structures is not known. However, enough details concerning these structures are available to allow a set of archaeological mitigation measures to be provided.

3.1 Impact Categories

Impact/effect categories will typically have regard to those set out in the 'Guidelines on the information to be contained in Environmental Impact Statements', 2002 and Revised Draft 2017, EPA; 'Advice notes on Current Practice (in preparation of Environmental Impact Statements), 2003 and Revised Draft 2015, EPA; Strategic Environmental Assessment (SEA), 2010; and Guidelines for the Assessment of Archaeological Heritage Impacts of National Road Schemes, 2006, National Roads Authority. Impacts/effects are generally categorised as either being a direct impact, an indirect impact or as having no predicted impact.

Impacts are generally categorised as either being a direct impact, an indirect impact or as having no predicted impact:

Direct impact occurs when an item of archaeological or architectural heritage is located within the centreline of the proposed route alignment and entails the removal of part, or all, of the monument or feature.

Indirect impact may be caused where a feature or site of archaeological or architectural interest is located in close proximity of the proposed development.

No predicted impact occurs when the proposed route option does not adversely or positively affect an archaeological or architectural heritage site.

These impact categories are further assessed in terms of their quality i.e. positive, negative, neutral (or direct and indirect).

Negative Impact is a change that will detract from or permanently remove an archaeological or architectural monument from the landscape.

Neutral Impact is a change that does not affect the archaeological or architectural heritage.

Positive Impact is a change that improves or enhances the setting of an archaeological or architectural monument.

A significance rating for these impacts is then given i.e. slight, moderate, significant or profound.

Profound applies where mitigation would be unlikely to remove adverse effects. This is reserved for adverse, negative effects only. These effects arise where an archaeological or architectural site is completely and irreversibly destroyed by a proposed development.

Significant is an impact that, by its magnitude, duration or intensity alters an important aspect of the environment. An impact like this would be where the part of a site would be permanently impacted upon leading to a loss of character, integrity and data about the archaeological or architectural feature/site.

Moderate is a moderate direct impact that arises where a change to the site is proposed which, though noticeable, is not such that the archaeological integrity of the site is compromised and which is reversible. This arises where an archaeological or architectural feature can be incorporated into a modern day development without damage and that all procedures used to facilitate this are reversible.

Slight is an impact that causes changes in the character of the environment that are not significant or profound and do not directly impact or affect an archaeological or architectural feature or monument.

Imperceptible is an impact capable of measurement but without noticeable consequences.

In addition, the duration of Impacts is assessed and has been sub-divided into the following categories:

- **Temporary Impact**, where an Impact lasts for one year or less
- **Short-term Impacts**, where an Impact lasts one to seven years
- **Medium-term Impact**, where an Impact lasts seven to fifteen years
- **Long-term Impact**, where an Impact lasts fifteen to sixty years.
- **Permanent Impact**, where an Impact lasts over sixty years.

Potential impacts associated with the proposed development and corresponding impact classifications have been tabulated in Table 2 below. There are no impacts (primary or secondary) to any known archaeological material, deposits, or features arising from the proposed works.

Proposed works	Location	ITM	Potential Impacts	Classification of Impact
1. Bridge Abutment; 5.6m x 5m footprint	Intertidal/ Riverbank/ Bankside Areas (Lifford)	1. 633906 E, 898676 N	While there is no known impact to any visible archaeologically or historically significant features, the potential for buried (sub-surface) features, deposits, or material remains moderate-high.	Direct, negative, impact to any sub-surface features; moderate and permanent in nature.
2. Intermediate Pier; 5m x 1m footprint.	Intertidal/ Sub-tidal Areas (Lifford)	2. 633930E, 898660N	While there is no known impact to any visible archaeologically or historically significant features, the potential for buried (sub-surface) features, deposits, or material remains moderate-high.	Direct, negative, impact to any sub-surface features; moderate and permanent in nature.
3. Crane pad and construction works area for the bridge build; bankside area measuring c. 128m x 27m, intertidal/sub-tidal area measuring 18m x 52m.	Riverbank/ Intertidal Areas (River Foyle)	3. 633912E, 898639N	While there is no known impact to any visible archaeologically or historically significant features, the potential for buried (sub-surface) features, deposits, or material remains moderate-high.	Direct, negative, impact to any sub-surface features; moderate and permanent in nature.
4. Concrete Slipway; c. 46m x 11m construction footprint.	Intertidal/ Sub-tidal Areas (River Foyle)	4. 633821E, 898557N	While there is no known impact to any visible archaeologically or historically significant features, the potential for buried (sub-surface) features, deposits, or material remains moderate-high.	Direct, negative, impact to any sub-surface features; moderate and permanent in nature.
5. Bridge Abutment; 6.7m x 5m footprint, 18m x 19m works area.	Riverbank/ Bankside Areas (Strabane)	5. 634005E, 898608N	While there is no known impact to any visible archaeologically or historically significant features, the potential for buried (sub-surface) features, deposits, or material remains moderate-high.	Direct, negative, impact to any sub-surface features; moderate and permanent in nature.
6. Footpath and associated landscaping;	Riverbank/ Bankside Areas (Lifford)	6. 633716E, 898528.N –	Minimal ground disturbances anticipated limited to	No impact to sub-surface features anticipated.

Proposed works	Location	ITM	Potential Impacts	Classification of Impact
c. 700m		633969E, 898966N	topsoil stripping over made ground.	
7. Footpath and associated landscaping; c. 250m	Riverbank/ Bankside Areas (Strabane)	7. 633952E, 898518N - 634068E, 898753N	Minimal ground disturbances anticipated limited to topsoil stripping over made ground.	No impact to sub-surface features anticipated.

Table 2: Nature and classification of riverine impacts arising from the proposed development.

4.0 Recommendations

4.1 Pre-construction Measures

Archaeological Recording (Logboat Finds)

It is recommended that the two fragments of logboat, encountered as part of the UAIA, be subject to detailed recording using laser and/or optical scanning. In addition, consideration must be given to the medium to long term storage of these finds. It is preferable that a suitable location is identified for reburial within the riverbed. This will be a matter for discussion between the DHLGH, the NMI and the client. ADCO will liaise in this matter.

4.2 Construction Phase Measures

Archaeological Test-excavation

Given the high archaeological potential of the intertidal/riverbank areas surrounding the proposed bridge abutment and slipway impacts (including their associated works areas) on the northwest (Lifford) side of the River Foyle, Archaeological Testing of these areas is recommended. This requirement would normally be carried out in advance of construction. However, due to environmental and health/safety concerns identified, the client proposes that this work be undertaken during the construction phase of the project.

This work is to be an archaeologically led endeavour, undertaken by a suitable qualified maritime archaeologist with expertise in riverine archaeology. The test-excavation shall be machine assisted and continue to sufficient depth as to adequately assess those deposits present with the identified impact areas. A detailed record of the stratigraphic sequence of the deposits that form the riverbank/bankside area should be also made.

Archaeological Monitoring is recommended for the excavation/removal of any bankside/riverbed deposits from those areas surrounding the proposed bridge and slipway structures. Particular attention is to be paid to the location of the intermediate bridge pier. This work is to be carried out by a suitable qualified maritime archaeologist with expertise in riverine archaeology.

As part of the monitoring, a sample amount of the removed material (spoil) should subject to metal-detection to assess the potential for the retrieval of small finds from these deposits. In the event that archaeologically significant items are encountered, the percentage of spoil to be detected may be increased. Where little or no items are encountered, the percentage may be decreased.

The archaeological work should be carried out in accordance with the terms of Section 5 of the National Monuments Act (2004 Amendment).

RETAINING AN ARCHAEOLOGIST/S. An archaeologist should be retained for the duration of the relevant works. The archaeologist should be familiar with and experienced in river/estuarine environments and have a good understanding of riverine archaeology and its associated features.

THE TIME SCALE for the construction phase should be made available to the archaeologist, with information on where and when ground disturbances and/or dredging will take place.

SUFFICIENT NOTICE. It is essential for the developer to give sufficient notice to the archaeologist/s in advance of the construction works commencing. This will allow for prompt arrival on site to monitor the ground disturbances. As often happens, intervals may occur during the construction phase. In this case, it is also necessary to inform the archaeologist/s as to when ground disturbance works will recommence.

DISCOVERY OF ARCHAEOLOGICAL MATERIAL. In the event of archaeological features or material being uncovered during the construction phase, it is crucial that any machine work cease in the immediate area to allow the archaeologist/s to inspect any such material.

ARCHAEOLOGICAL MATERIAL. Once the presence of archaeologically significant material is established, full archaeological recording of such material is recommended. If it is not possible for the construction works to avoid the material, full excavation would be recommended. The extent and duration of excavation would be a matter for discussion between the client and the statutory authorities.

ARCHAEOLOGICAL TEAM. It is recommended that the core of a suitable archaeological team be on standby to deal with any such rescue excavation. This would be complimented in the event of a full excavation.

SECURE SITE OFFICES and facilities should be provided on or near those sites where excavation is required.

FENCING of any such areas would be necessary once discovered and during excavation.

ADEQUATE FUNDS to cover excavation, post-excavation analysis, and any testing or conservation work required should be made available.

MACHINERY TRAFFIC during construction must be restricted as to avoid any of the selected sites and their environs.

SPOIL should not be dumped on any of the selected sites or their environs.

PLEASE NOTE: All of the above recommendations are based on the information supplied for the proposed Riverine Community Park, Lifford-Strabane. Should any alteration occur, further assessment maybe required.

PLEASE NOTE: Recommendations are subject to the approval of The Department Housing, Local Government and Heritage, the National Museum of Ireland and the Department for Communities Northern Ireland.

Attached Plates/Figures

- Plate 1:** Working shot of survey at location of propped slipway on northwest side of the River Foyle.
- Plate 2:** Working shot of DGPS/Total Station set-up.
- Plate 3:** Aerial Image of river assessment area captured using ADCO Drone.
- Plate 4:** Historic photograph showing the construction of the Lifford Railway Bridge in c. 1909.
- Plate 5:** Photograph of Lifford Railway Bridge (southwest view), thought to have been taken sometime in the 1940s.
- Plate 6:** South-facing view of the remains of the masonry railway abutment located on northeast side of the River Foyle.
- Plate 7:** Example underwater shot showing composition of the natural riverbed present across much of the sub-tidal area of the River Foyle.
- Plate 8:** West-facing view of one of the recently discovered (March 2022) logboats located on the downstream side of Lifford Bridge
- Plate 9:** Upper (internal) surface of logboat fragment, Find Number 22D0020:01.
- Plate 10:** Example shot of tool (axe) marks located on internal surface of logboat.

- Plate 11:** Underside of logboat fragment, Find Number 22D0020:01, showing gentle curvature to floor and presence of sapwood.
- Plate 12:** Upper (internal) surface of logboat fragment, Find Number 22D0020:02.
- Plate 13:** Underside of logboat fragment, Find Number 22D0020:02.
- Plate 14:** Detail shot of partial remain of possible foot-brace/ transverse strengthening rib located towards bow end of vessel.
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- Figure 1:** Aerial image with Development Boundary for the proposed Lifford-Strabane Riverine Community Park, River Foyle, superimposed.
- Figure 2:** Extract from Project Drawing showing proposed layout of the community park on Lifford side of River Foyle.
- Figure 3:** Extract from Project Drawing showing proposed layout of the community park on Strabane side of River Foyle.
- Figure 4:** Extract from OS First Edition (1830) map with extent of ADCO Survey Area superimposed and known cultural heritage assets superimposed.
- Figure 5:** Comparison of Aerial Orthoimagery of River Foyle Assessment Area, captured in 1995 and 2000.
- Figure 6:** Aerial (drone) Survey of Assessment Area with Survey Observations/ Map Reference Items superimposed.
- Figure 7:** Find location of Logboat fragments, Find Numbers 22D0020:01 and 22D022:02, shown in relation to Development Boundary and ADCO Survey Area.



Plate 1: Working shot of survey at location of proposed slipway on northwest side of the River Foyle.



Plate 2: Working shot of DGPS/Total Station set-up.



Plate 3: Aerial Image of river assessment area captured using ADCO Drone.



Plate 4: Historic photograph showing the construction of the Lifford Railway Bridge in c. 1909 (source: <http://www.sepiatown.com/814657-Strabane-Railway-Station>).



Plate 5: Photograph of Lifford Railway Bridge (southwest view), thought to have been taken sometime in the 1940s (source: <https://rogerfarnworth.com/2020/07/27/co-donegal-railways-ireland-part-4-strabane-to-letterkenny-part-a-strabane-to-raphoe/>).



Plate 6: South-facing view of the remains of the masonry railway abutment located on northeast side of the River Foyle (1m scale).



Plate 7: Example underwater shot showing composition of the natural riverbed present across much of the sub-tidal area of the River Foyle.



Plate 8: West-facing view of one of the recently discovered (March 2022) logboats located on the downstream side of Lifford Bridge (1m scale).



Plate 9: Upper (internal) surface of logboat fragment, Find Number 22D0020:01 (1m/ 250mm scales).

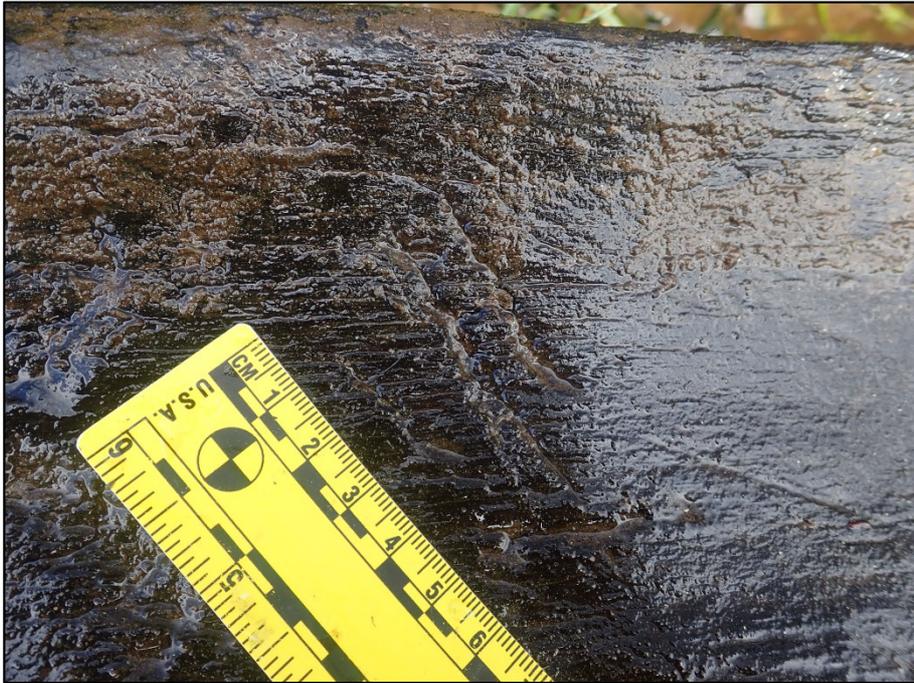


Plate 10: Example shot of tool (axe) marks located on internal surface of logboat.



Plate 11: Underside of logboat fragment, Find Number 22D0020:01, showing gentle curvature to floor and presence of sapwood (1m/ 250mm scales).



Plate 12: Upper (internal) surface of logboat fragment, Find Number 22D0020:02 (1m/ 250mm scales).



Plate 13: Underside of logboat fragment, Find Number 22D0020:02 (1m/ 250mm scales).



Plate 14: Detail shot of partial remain of possible foot-brace/ transverse strengthening rib located towards bow end of vessel (250mm scale).



Development Boundary
 ADCO Survey Area

Notes Source: OSNI Orthophotography [https://dcojgis.maps.arcgis.com]	A4	Job/Exc No. 22D0020, 22R0081	Compiled by R. Bangerter	CAD reference RiverFoyle_RCP	Client McAdam/ Donegal County Council	Title Figure 1- Aerial image with the Development Boundary for the proposed Lifford-Strabane Riverine Community Park, River Foyle, superimposed.
	Date 12.03.22	Scale 1:5000	Drawing No. Figure 1	Project Riverine Community Park- UAIA, River Foyle		

Scale 1:5000





PROPOSED RIVERINE COMMUNITY PARK- LIFFORD

Community Park Boundary

Wayfinding Signage Location
Highly visible signs to the entrance

Gated Access point to Courtyard Ground
This area is reserved for private use and will be accessed via a gated access point.

Proposed Access
Proposed access points are shown in red. These are to be used as the main access points to the park. The access points are to be located at the main entrance and at the rear of the park.

Proposed Operations Compound
This area is reserved for the use of the park's operations team. It will contain the main office, storage, and other facilities.

Proposed Events Space
This area is reserved for the use of the park's events team. It will contain the main stage, seating, and other facilities.

Proposed Community Pavilion
This area is reserved for the use of the park's community team. It will contain the main pavilion, seating, and other facilities.

Proposed Car Parking
This area is reserved for the use of the park's car parking team. It will contain the main car parking area, seating, and other facilities.

Controlled Access
This area is reserved for the use of the park's controlled access team. It will contain the main controlled access area, seating, and other facilities.

Welcome Sign Location
This area is reserved for the use of the park's welcome sign team. It will contain the main welcome sign, seating, and other facilities.

Match Line to drawing in (See top left)

Match Line to drawing ref: 1383-TPHC-Z0-XX-DR-LA-XXXX_rev00

Notes Source: figure adapted from Project Drawing 1383-TPHC-Z0-XX-LA-101-DRAFT [The Paul Hogarth Company].	A4	Job/Exc No. 22D0020, 22R0081	Compiled by R. Bangertner	CAD reference RiverFoyle_RCP	Client McAdams/ Donegal County Council	Title Figure 2- Extract from Project Drawing showing proposed layout of the community park on the Lifford side of River Foyle.
	Date 12.03.22	Scale 1:2000	Drawing No. Figure 2	Project Riverine Community Park- UA1A, River Foyle		





Notes
 Source: aerial imagery accessed via <https://webapps.geohive.ie/mapviewer/>

Title
 Figure 5- Comparison of Aerial Orthoimagery of River Foyle Assessment Area, captured in [A] 1995 and [B] 2000.

Client
 McAdams/ Donegal County council

A4

Project
 Riverine Community Park- UAIA, River Foyle

Job/Exc No.
 22D0020, 22R0081

Compiled by
 R.Bangarter

CAD reference
 RiverFoyle_RCP

Date
 13.04.22

Scale
 1:5000

Drawing No.
 Figure 5

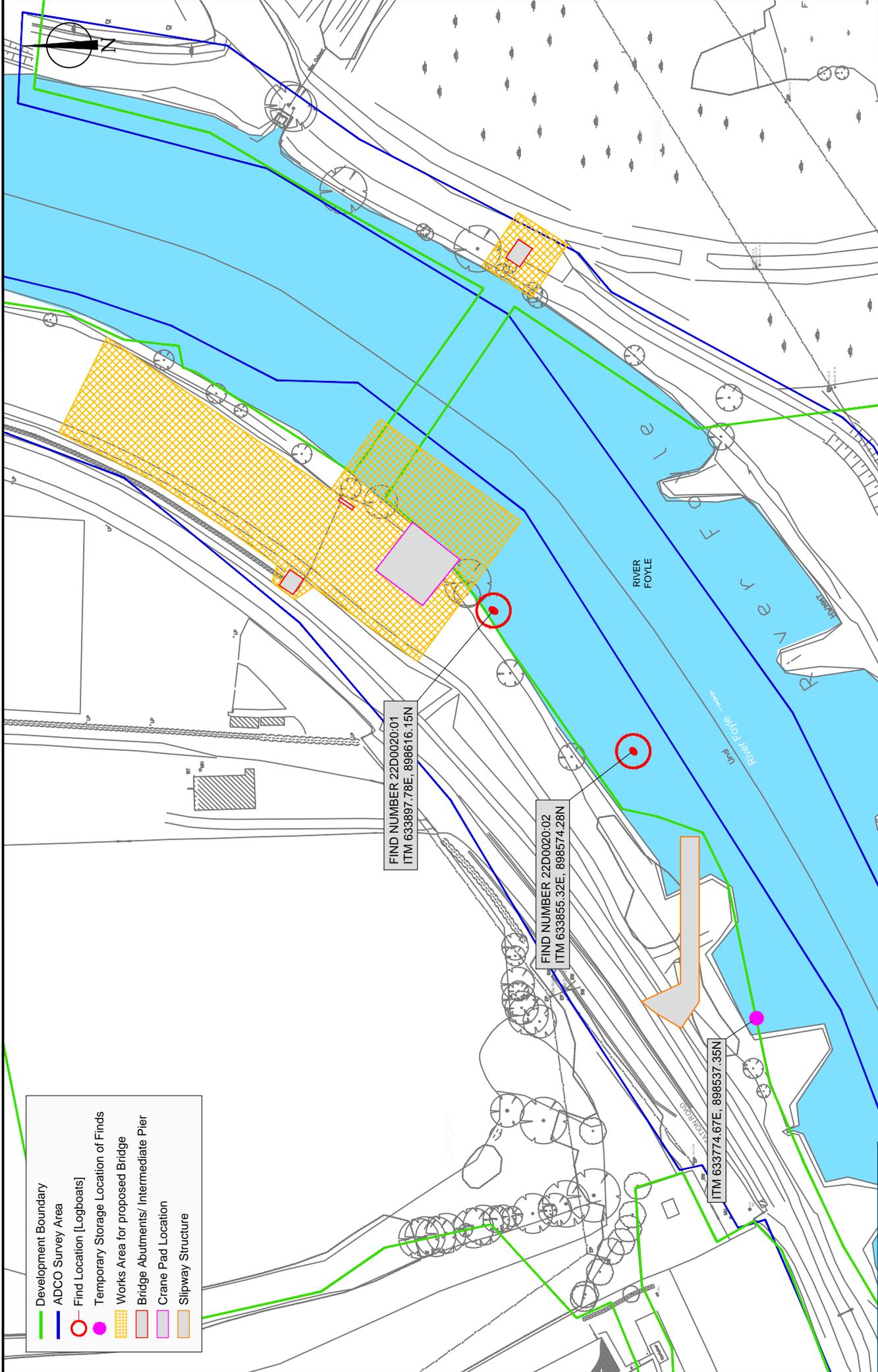


① Map Reference Item



Notes
 Imagery captured by ADCO (R.Bangerter/ D.Lenehan) on 7th April 2022 using an aerial drone [coordinate projection- WGS84].
 [Drone imagery is superimposed upon Google Satellite Imagery gathered April 2021].

A3	Job/Exc No. 220020. 22R0081	Compiled by R.Bangerter	CAD reference RiverFoyle_RCP	Client McAdams/ Donegal County Council	Title Figure 6- Aerial (drone) Survey of Assessment Area with Map Reference Items 1-2 superimposed.
	Date 13.04.22	Scale 1:3000	Drawing No. Figure 6	Project Riverine community Park- UAIA, River Foyle	



- Development Boundary
- ADCO Survey Area
- Find Location [Logboats]
- Temporary Storage Location of Finds
- Works Area for proposed Bridge
- Bridge Abutments/ Intermediate Pier
- Crane Pad Location
- Slipway Structure

FIND NUMBER 22D0020:01
ITM 633897.78E, 898616.15N

FIND NUMBER 22D0020:02
ITM 633855.32E, 898574.28N

ITM 633774.67E, 898537.35N

<p>Notes Source: DGFS survey data superimposed upon OS Background Mapping</p>		<p>Job/Exc. No. 22D0022, 22R0081</p>		<p>Complied by R.Bangorier/ D.Copeland</p>		<p>CAD reference RiverFoyle_RCP</p>		<p>Client McAdam/ Donegal County Council</p>		<p>Title Figure 7- Find location of Logboat fragments, Find Numbers 22D0020:01 and 22D0020:02, shown in relation to Development Boundary and ADCO Survey Area.</p>	
<p>Date 13.04.22</p>		<p>Scale 1:1500</p>		<p>Drawing No. Figure 7</p>		<p>Project Riverine Community Park- UAIA, River Foyle</p>					
<p>A4</p>											

