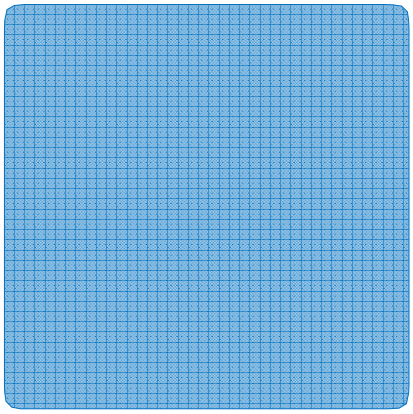
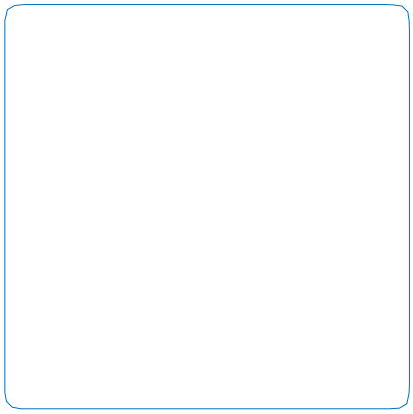
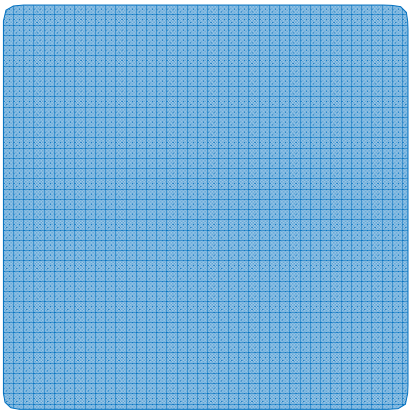
Proposed Gas Pipeline to Supply Natural from Maydown to Strabane

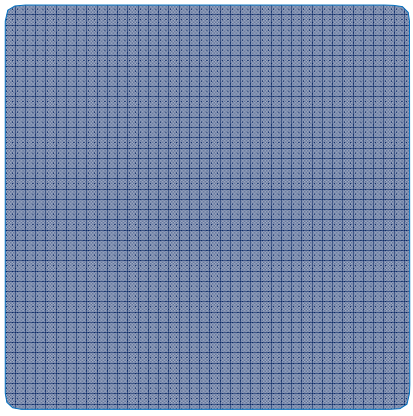
Habitats Regulations Assessment - River Foyle and Tributaries SAC and River Faughan and Tributaries SAC, Stage 1: Test of Likely Significance

September 2015









SGN

SGN

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DOCUMENT CONTROL SHEET

Client:	**SGN**					
Project Title:	**Proposed Gas Pipeline to Supply Natural from Maydown to Strabane**					
Document Title:	**Habitats Regulations Assessment - River Foyle and Tributaries SAC and River Faughan and Tributaries SAC, Stage 1: Test of Likely Significance**					
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	1	**1**	**32**	**3**	**-**	**-**

Rev.	Status	Author(s)	Reviewed By	Approved By	Office of Origin	Issue Date
R06	Final	JMC SG	Mark Magee	Malcolm Brian	Belfast	17/07/2015
R07	Final	JMC SG	Mark Magee	Malcolm Brian	Belfast	04/09/2015

HABITATS REGULATIONS ASSESSMENT

In accordance with Regulation 43(1) of the Conservation (Natural Habitats, etc) Regulations (Northern Ireland) 1995 (as amended), SGN has considered whether the proposed intermediate pressure pipeline between Maydown, Co Londonderry and Strabane, County Tyrone either alone or in combination with any other proposed development (neither being directly connected with or necessary to the management of the site) is likely to have a significant effect on the Natura 2000 site.

As part of that consideration, SGN has:-

a) taken into account the mitigation measures contained in the application, along with all legally enforceable obligations designed to avoid environmental effects; and

b) applied the precautionary approach set out in Commission Guidance: Managing Natura 2000 Sites and as required by the European Court of Justice in C-127/02 (Waddenzee).

River Foyle and Tributaries SAC

River Faughan and Tributaries SAC

Stage 1: Test of Likely Significance

Name of Project or Plan.	Gas to the West, Maydown to Strabane Intermediate Pressure (IP) Gas Pipeline
Project reference *(Planning ref. etc.):*	LA11/2015/0410/PAD
Name and location of Natura 2000 site.	**River Foyle and Tributaries SAC** (UK 0030320) The project crosses over the Burn Dennet River. This is a main tributary of the River Foyle, located 5.1km downstream of the proposed crossing point. The pipeline will be accommodated on the road bridge (Presbyterian Bridge) on the B49 Ballyheather Road. The project also crosses the Glenmornan River, 4.7km upstream of the European site. At this location, the pipeline shall be accommodated in the road bridge (Malison Bridge) on Berryhill Road, Artigarvan. **River Faughan and Tributaries SAC** (UK0030361) The European site is located at distances ranging between approximately 30 metres and approximately 250 metres due east of the proposed pipeline route along the northernmost (downstream) reach of the River Faughan Special Area of Conservation (SAC) over a length of approximately 6km, between the settlements of Altnagelvin and Maydown.

	The proposed pipeline route also runs parallel with and due west of the Burngibbagh (or Burnagibbagh) River, a tributary of the River Faughan, beginning at its confluence with the River Faughan and travelling upstream over a length of approximately 6km upstream, to the townland of Disertowen.
Natura 2000 site features: (refer to JNCC website)	**River Foyle and Tributaries SAC** 3 no. Qualifying Interests are ranked in the '*Global Status A-C'* category, have conservation objectives set for them[1] and are principally considered within the ToLS. Annex I habitats [3260] Water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation Annex II species [1106] Atlantic salmon *Salmo salar* [1355] Otter *Lutra lutra* Four Annex II species are ranked as being present with a global status 'D' (i.e. a non-significant presence): Sea Lamprey *Petromyzon marinus* Brook Lamprey *Lampetra planeri* River Lamprey *Lampetra fluviatilis* Freshwater Pearl Mussel *Margaritifera margaritifera* **River Faughan and Tributaries SAC** 3 no. Qualifying Interests are ranked in the *'Global Status A-C'* category, have conservation objectives set for them and are principally considered within the ToLS. [2] Annex I habitats [91A0] Old sessile oak woods with *Ilex* and *Blechnum* in the British Isles Annex II species [1106] Atlantic salmon *Salmo salar* [1355] Otter *Lutra lutra*

[1] NIEA (2015) River Foyle & Tributaries SAC Conservation Objectives, v2. Accessed 26.06.2015.
[2] NIEA (2015) River Faughan and Tributaries SAC Conservation Objectives, v2. Accessed 09.07.2015

	Three Annex II species are ranked as being present with a global status 'D' (i.e. a non-significant presence): Sea Lamprey *Petromyzon marinus* Brook Lamprey *Lampetra planeri* River Lamprey *Lampetra fluviatilis*
Description of the Project or Plan • **Size and scale;** • **Land-take;** • **Distance from Natura 2000 site or key features of the site;** • **Resource requirements (water abstraction etc);** • **Emission (disposal to land, water or air);** • **Excavation requirements;** • **Transportation requirements;** • **Duration of construction, operation, de-commissioning etc;** • **Other.**	<u>General Description</u> The project comprises construction and operation of a new 29.5km long intermediate pressure (IP) natural gas transmission pipeline, constructed predominantly from polyethylene (PE) with a standard operating pressure of 7 bar. The pipeline will extend from the terminus of the existing natural gas transmission network at Maydown and will conclude at Strabane. Associated works will include the construction of an Above-Ground Installation (AGI) at Maydown, to connect with the existing North West pipeline, and a Pressure Reduction Installation (PRI) at Strabane, to facilitate the establishment of a new distribution network in the town. See Appendix I for an overview map of the proposed IP line between Maydown and Strabane. The proposed intermediate pressure pipeline between Maydown and Strabane is not classified as schedule 1 development and is below the thresholds for oil and gas pipeline installations under Section 10(k) of Schedule 2 to the Regulations, i.e. the design pressure is 7 bar or less. Therefore these works are not considered to be EIA development. It is anticipated that the pipeline and Strabane PRI will be constructed as Permitted Development under the terms of Article 3 of The Planning (General Permitted Development) Order (Northern Ireland) 2015. The AGI at Maydown will be subject to full planning permission. The pipeline will be laid entirely within the road network alongside the existing utilities. In sections where the road employs a bridge crossing, the pipeline will be accommodated within the deck structure of the bridge or adjacent to the carriageway on top of the bridge protected by concrete casing (see Appendix II for a typical detail of the proposed pipe installation across Presbyterian Bridge). <u>Size and scale</u> The pipeline will be approximately 29.5km long with a nominal diameter of 315 mm and will be buried alongside the existing utilities in the roads network. There will be a minimum of 1.1 metres of cover between the pipeline and the surface.

	Land-take The proposed land take of the AGI at Maydown will be approximately 1,675m², comprising regulator area of 1,215m² and a ROV area of 460m². The proposed land take of the PRI at Strabane will be approximately 315m² including hardstanding areas; the PRI itself will be excavated below ground level and will occupy an area measuring approximately 15m² on the surface. Distance from Natura 2000 site or key features of the site **River Foyle and Tributaries SAC** The proposed pipeline will be required to cross over the Burn Dennet River on the Presbyterian Bridge at Ballyheather Road. The crossing point is 5.1km upstream of the River Foyle and Tributaries SAC boundary. The project also crosses the Glenmornan River, 4.7km upstream of the European site. At this location, the project shall be accommodated in the road bridge (Malison Bridge) on Berryhill Road, Artigarvan. **River Faughan and Tributaries SAC** The proposed pipeline will be laid along the A2 and Ardlough roads which run broadly parallel to the northernmost (downstream) 6km reach of the River Faughan SAC, between Altnagelvin and Maydown. In general, the edge of the road is between approximately 100 and 300 metres from the SAC boundary, however at Maydown the road immediately borders the SAC boundary across a distance of 150 metres and in two other locations, at Ballyoan and Carn townlands, the river meanders, bringing the SAC boundary to within 30 metres of the roadside. South (upstream) of Altnagelvin, the River Faughan diverges southeast from the proposed pipeline route towards Claudy. The proposed pipeline route runs southwest towards Strabane on the Church Road and Trench Road, which are broadly parallel with a 6km reach of the Burnagibbah River, a tributary of the Faughan, which it joins at Altnagelvin. A 2km reach of the Burnagibbah River, between Trench Drain (Lisaghmore or The Trench) is approximately 50 metres from the road side. (See attached map IBE0999/4001, Appendix I) Resource requirements (water abstraction, etc.) The proposed works will require the use of light-medium construction plant for the installation of the pipeline, as is

	common for many utility works in the road carriageway. Much of the pipeline will be installed using trenchless techniques in the road carriageway, which will involve mole like drilling. The drilling will require launch and receptor pits which will also serve as catchment pits to avoid spillage, where ground conditions dictate that volumes of water or bentonite mix are required to install the pipeline. The water or bentonite used to lubricate the ground forms a slurry which allows the pipe to float through the bore; surplus material is compacted into the walls of the bore and displaced to the launch and receptor pits. This slurry mix ensures that there are no voids left around the pipe. Excess slurry will be disposed of by vacuum tanker to an appropriate licensed facility and will not be discharged to adjacent lands under any circumstances. If an open trench is required in the road, where possible, excavated material will be retained and reused as backfill. Small quantities of stone may be required, along with bitumen tarmac for the restoration and reinstatement of the road surface. Fresh water is used in the commissioning process to conduct a pressure test ("hydrotesting"). This water will be sourced by the contractor from the mains supply and there will be no requirement for abstraction from surface waters or groundwater. <u>Emission (disposal to land, water or air)</u> The project will require the use of light- medium plant machinery to undertake the installation of the pipeline. There will be emissions from diesel exhausts from the plant equipment and generators. Such emissions are expected to be negligible. There is not anticipated to any significant amount of dust generated, and any dust risk will be controlled by dampening with water. The proposed construction will include the following key control measures and commitments made by SGN and their appointed contractors to ensure that there are no harmful emissions to land, water or air: • In order to protect the sensitive receiving area, there will be no direct discharges to ditches, watercourses or roadside drains from the dewatering of any trenches permitted during the pipeline construction. Should dewatering be required the resulting water will be discharged to the grass verge via a dewatering bag or other suitable filtering media which will trap any sediment prior to infiltrating onto the grass. • NIEA Pollution Prevention Guidance (PPGs) will also be implemented by the contractor as part of their

	construction methodology to ensure best practice on-site in preventing pollution and suspended sediment release to surface watercourses and groundwater: ▪ PPG01 Understanding Your Environmental Responsibilities - Good Environmental Practices ▪ PPG02 Above Ground Oil Storage Tanks ▪ PPG04 Treatment and Disposal of Sewage where no Foul Sewer is available ▪ PPG05 Works and Maintenance in or near Water ▪ PPG06 Working at Construction and Demolition Sites ▪ PPG07 Refuelling Facilities ▪ PPG20 Dewatering Underground Ducts and Chambers ▪ PPG21 Pollution Incident Response Planning ▪ PPG26 Drums and Intermediate Bulk Containers ▪ Technical Guidance C648: Control of Water Pollution from Linear Construction Projects, (CIRIA, 2006) ▪ Technical Guidance C532: Control of Water Pollution from Construction Sites: Guidance for Consultants and Contractors (CIRIA, 2001) • Key requirements for control of chemical pollution risk are identified in the above guidance, and will include: ▪ Storage areas will be identified in advance of any deliveries and will be located in the area of least risk to environmental receptors. For example, should there be any storm water drainage systems on site, raw materials and hazardous liquids will be stored away from this area. ▪ Storage areas will be clearly identified, ensuring that similar items are stored together to prevent wastage ▪ Any spoil will be stored a minimum of 10 metres from watercourses, covered if practicable and sandbagged to prevent silt run-off. ▪ Perishable materials will be stored inside, under

	cover or in containers ▪ Materials such as cement will be covered from the weather to prevent spoiling and caustic runoff. ▪ Where possible, materials will be stored off the ground by using pallets or racking ▪ Materials will be used within their shelf life ▪ Materials will be stored in accordance with manufacturer's guidelines to prevent damage. ▪ Regular housekeeping checks will be made to ensure the site remains safe (in terms of reducing slip, trip and fall hazards) and environmentally sound. ▪ The amount of materials actually stored on site will be kept to a minimum to help instil the concept of the law of diminishing returns amongst operatives (i.e. resources will be used more wisely when less abundant). ▪ All hazardous liquids below 200 litres in capacity will be stored in drip trays, under cover and larger volumes divided into smaller containers eg 20 litre cans in preference to 190 litre drums. ▪ All hazardous liquids above 200 litres will be fully bunded to 110% of their capacity. Steel drums will be BANNED in favour of bunded, bulk stores with integral dispensing systems e.g. fuel cube mounted in a refuelling bay. ▪ Adequately sized spill kits will be available on site, with additional material available for restocking ▪ Emergency spill control training will be provided for all operatives working on site including emergency communication. ▪ Disposal of unused liquids will be via a specialist, licensed contractor fully complying with relevant legislation. This will include run off from drip trays. • Oil Pollution ▪ The Contractor shall provide designated areas for fuel transfer away from any watercourses or drainage channels. Oil contaminated water will be disposed of at an appropriate oil recovery plant or licensed tip site.

	▪ Vehicles will not be left unattended during refuelling. All machinery will be checked regularly for any leaks or signs of wear and tear. The Contractor will ensure that personnel are nominated as being responsible for the supervision of the filling of vehicles. No refuelling of vehicles will be done while vehicles are in or adjacent to watercourses and best practice as detailed in PPG7 will be adhered to. Any standing machinery will have drip trays placed underneath to prevent oil and fuel leaks causing pollution. ▪ Storage – all equipment, materials and chemicals on site will be stored a minimum of 10m from any watercourse. All chemical, fuel and oil stores required on site will be sited on impervious bases in accordance with PPG2 and within a secured bund of 110% of the storage capacity. ▪ All tanks and containers will be labelled with the nature and volume of their contents and shall only be used for the storage of the substance for which the tank was supplied or designed. ▪ The transportation of fuel and oil across the site in drums or other containers will be avoided as far as practicable. Where this is unavoidable, extreme caution will be taken to avoid spillages or leaks. Any spillages, no matter how minor, will be cleared immediately and contaminated material removed and disposed of as appropriate to its classification. ▪ The Contractor will be required to hold adequate stocks of oil absorbent and containment materials (e.g. sand or earth) and /or commercially available booms on site. The Contractor must ensure that all relevant staff are familiar with the use of these materials. Spill kits will be provided to all gangs in vans for use on-site and will include an emergency action flowchart. A standard spill kit will include absorbent pads, booms, rubble sack, cable ties and protective gloves. Sufficient stocks of spillage control equipment will be held at all times. When crossing rivers, floating booms and silts traps will also be held onsite. A silt trap will be located downstream of works. • Watercourse Crossing To protect the controlled waters the contractor will be

	required to: ▪ Assess the risk to sensitive water receptors during the risk assessment process and implement appropriate pollution control measures. This includes water supply abstractions, fisheries, amenity and leisure uses. ▪ Identify and map all watercourse catchment areas liaising with the NIEA for agreed namings, river observation and booming points and local contacts (e.g. bailiffs).eg Presbyterian Bridge Crossing is over the Burn Dennett (NIEA id of this section of river is "BDF9" etc). No sea loughs or coastal regions are within impact range. ▪ Identify any drains, springs or waterways that may be disturbed by the work and agree appropriate mitigation. Should any drain or spring be uncovered, there shall be no discharges except by Water Management Unit consent with no direct discharges into the SAC at any time.. ▪ Ensure that no oils or wastes are stored on unprotected land e.g. made up ground or within range of flood. ▪ Water quality will be monitored and the results recorded. The frequency of testing will be determined in agreement with Regulator and SGN. ▪ Ensure that all staff fully understand the consequences of discharging pollutants onto unprotected land, and they will be properly trained in the groundwater protection procedures. • Hydrotesting The water used in the hydrotesting process will not be discharged to a water course and will be either tankered off site, or treated insitu prior to discharge to grassland via a dewatering bag. Prior to the hydrotest the pipeline is cleaned using a cleaning pig and therefore the likelihood of the hydrotest water being contaminated is very low. • Waste A Waste Management Plan will be prepared by the Contractor to reduced waste generation and limit the quantity of waste sent to landfill. Specific recycling/reuse opportunities (e.g. timber reuse) will be adopted where possible. Aggregates will be recovered/recycled where possible.

	▪ Waste will be controlled in order to comply with Duty of Care legal requirements. This will include all skips being covered to prevent the escape of waste, waste facilities being labelled and located in the area of least environmental risk. ▪ Any hazardous waste will be stored in leakproof container(s) to prevent contaminating the ground. ▪ All waste movement will be accompanied by a Waste Transfer Note (single or annual), and retained for 2 years, or a consignment note and retained for 3 years. A suitably qualified Environmental Clerk of Works will be appointed to oversee the construction of the IP line. <u>Excavation requirements</u> Excavation requirements have already been discussed in the above section; where possible much of the pipeline will be installed using trenchless techniques in the road side, which will involve mole like drilling. If an open trench is required in the road, where possible, excavated material will be retained and reused as backfill. <u>Transportation requirements</u> Articulated flat-bed lorries will deliver pipe sections to storage areas and then to the working-width. Articulated low-loaders will be employed to deliver plant to the working area. Pickup trucks and minibuses will be used for general haulage and for transportation of construction staff. <u>Duration of construction, operation, de-commissioning</u> The pipeline will take 15 months to construct and has an operational design life of forty years after which it can be decommissioned and left in situ.
Is the proposal directly connected with or necessary to management of the site for conservation of N2K features? **If yes proceed no further.**	No.
Describe the individual elements of the project (either alone or in combination with other plans or projects) likely to give rise to impacts on the Natura 2000 site.	Two elements of the project have the potential to give rise to impacts during the works: • Noise, vibration and visual sources of potential disturbance upon Annex II species; and • Potential for spillages to arise allowing suspended

	sediment or polluting substances enter a watercourse giving rise to a hydrological pathway of potential effect upon rivers, their water quality and favourable conservation status of Annex I habitats or deterioration of those habitats which the aquatic Annex II species depend upon. Noise, visual disturbance and ground vibrations have the potential to disturb otter. An otter survey was undertaken at the Burndennet crossing point and those areas of the project where the pipeline is located within 100m of the European site boundary, the River Faughan or its tributaries on 27th and 28th May 2015. There was one feature 40m from the proposed works at Ardlough Road considered to hold potential to be an otter holt. It is unconfirmed but a very obvious 'slide' feature enters dense bramble that may conceal an entrance. Please refer to Annex I of this document. At all other locations, field evidence of otter activity, spraint, slides, couches or holts was not observed. If a significant quantum of suspended solids or polluting substance were to enter the River Faughan, Burngibbagh, Sandville Burn, Glenmornan River or Burndennet, that event may give rise to downstream impacts on the Annex I habitats, Annex II species or their associated habitat quality. The significant mitigation built into the design of the project is legally binding on the appointed contractor to execute and implement. There is no reasonable doubt as to its likelihood to perform its intended functions. <u>In combination with other plans and projects</u> The primary land use in the works area is agricultural pasture land. There is no pathway of additive effect with the current land use to result in significant cumulative or in-combination effects. Ground investigations at the Burn Dennet were carried out to establish the feasibility of a directional drill at this location during the preliminary design of the project. However a directional drill is no longer proposed at this location and the pipeline will be laid on the Presbyterian Bridge across the Burn Dennet. HRA was conducted by SGN for those exploratory works. No likely significant effect was predicted as a consequence of those works. The works have since been completed with no impact on the Burn Dennet. The A5 Western Transport Corridor (WTC) is a proposed road enhancement scheme which will also cross the Burn Dennet River. The existing A5 crossing is at the Burndennet Bridge, approximately 2.6km downstream (west) of the site of the proposed pipeline crossing. The proposed new crossing location on the A5 Preferred Route (Mouchel, 2014) is a further 0.9 km downstream (*c.*

	3.5 km in total). This project is currently in planning. The HRA report "*Information to Inform an Appropriate Assessment: SAC Watercourses"* (Mouchel, 2014) submitted in support of the proposed A5 WTC concludes that there will not likely be a significant effect on any European site as a consequence of that proposed project nor is there any potential for in-combination effects. The A6 North Western Corridor is a proposed road enhancement scheme which will include improvements to the existing A2 Clooney Road dual carriageway between Caw Roundabout and Maydown Roundabout, commencing around 170 metres south of the proposed pipeline route. A new roundabout will be constructed approximately mid way between the Maydown and Caw roundabouts, which will be the connection point for a new section of dual carriageway. The new carriageway will cross the proposed pipeline route at the Ardlough Road approximately 230 metres northwest of the boundary of the River Faughan SAC, by means of an open span bridge. The project has been subject to public inquiry however no start date for works has been announced. . The HRA report "*A6 Londonderry to Dungiven Dualling: Section 1 Londonderry to Claudy - Statement to Inform the Appropriate Assessment Draft Report"* (URS Scott Wilson, 2011) submitted in support of the proposed A6 concludes that there will not likely be a significant effect on any European site as a consequence of that proposed project nor is there any potential for in-combination effects. As there are no appreciable effects above a *de minimis* threshold likely to result in significant effects as a result of the A5 WTC or A6 NWC projects alone or in combination, there is no pathway of additive effect for significant cumulative or in-combination effects which can be considered to significantly affect the qualifying interests or conservation objectives of the European sites being considered as a result of the proposed A5 WTC or A6 NWC projects and the principal pipeline construction works.

N2K Feature: Mention all features	**Describe any likely direct or indirect effects to the N2K features arising as a result of:** • loss; • reduction of habitat area; • disturbance; • habitat or species fragmentation; • reduction in species density; • changes in key indicators of conservation value (e.g. water quality, climate change).	***Effect Significant/Not Significant? Why?**
[3260] Water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation	Potential for spillages to arise allowing suspended sediment or polluting substances enter a watercourse giving rise to a hydrological pathway of potential effect upon rivers, their water quality and favourable conservation status of Annex I habitats.	Not Significant Preventative measures are in place to contain suspended solids and pollutants. There is a high degree of certainty these measures will perform their intended functions. Significant effects are not likely.
[91A0] Old sessile oak woods with Ilex and Blechnum in the British Isles	No pathway of effect has been established.	Not Significant There is no works proposed within the SAC, and no works proposed in proximity to this habitat type within the SAC. Likely significant effects are not possible.
[1106] Atlantic salmon *Salmo salar*	Noise, vibration and visual sources of potential disturbance upon Atlantic salmon. Potential for spillages to arise allowing suspended sediment or polluting substances enter a watercourse giving rise to a hydrological pathway of potential deterioration of those aquatic habitats which the aquatic Annex II species depend upon.	Not Significant Preventative measures are in place to contain suspended solids and pollutants. There is a high degree of certainty these measures will perform their intended functions. No disturbance is predicted upon the population of Atlantic salmon in the European sites. Significant effects are not likely.

[1355] Otter *Lutra lutra*	Noise, vibration and visual sources of potential disturbance upon Otter. Potential for spillages to arise allowing suspended sediment or polluting substances enter a watercourse giving rise to a hydrological pathway of potential deterioration of those aquatic habitats which the aquatic Annex II species depend upon.	Not Significant Preventative measures are in place to contain suspended solids and pollutants. There is a high degree of certainty these measures will perform their intended functions. Otter has been recorded from only one location near the works. This is at a distance beyond which the derogations provided by a wildlife disturbance licence apply. No disturbance is predicted upon the population of otter in the European sites. Significant effects are not likely.

***Only mitigation measures designed within the application can be considered at this stage. Any conditions that NIEA would impose must be assessed through the appropriate assessment stage.**

Describe any potential effects on the Natura 2000 site as a whole in terms of: interference with the key relationships that define the structure or function of the site	**Effect considered significant/non-significant:**
The threshold for a likely significant effect is treated in this ToLS assessment as being above a *de minimis* level. A *de minimis* effect is a level of risk that is too small to be concerned with when considering ecological requirements of an Annex I habitat or a population of Annex II species present on a European site necessary to ensure their favourable conservation condition. If low level effects on habitats or individuals of species are judged to be in this order of magnitude and that judgment has been made in the absence of reasonable scientific doubt, then those effects are not considered to be likely significant effects. No adverse effects above a *de minimis* threshold are likely.	Non-significant.
Provide details of any other projects or plans that together with the project or plan being assessed could (directly or indirectly) affect the site.	**Provide details of any likely in-combination effects and quantify their significance -**

Gas pipeline Ground Investigation works The A5 Western Transport Corridor (WTC) Project A6 North Western Corridor	As reported above, there is no pathway of additive effect for significant cumulative or in-combination effects which can be considered to significantly affect the qualifying interests or conservation objectives of the European sites being considered as a result of the proposed A5 WTC project, A6 North Western Corridor or the gas pipeline GI works and the principal pipeline construction works.

Is the potential scale or magnitude of any effect likely to be significant?	
Alone?	**Yes☐ No☒**
In-combination with other projects of plans?	**Yes☐ No☒**

List of Agencies Consulted: Provide contact name and telephone or email address.	**NIEA - Natural Heritage** **Conservation Designations and Protection** Aine O'Reilly, Aine.O'Reilly@doeni.gov.uk T +4428 905 69813 Eimear Campbell Eimear.Campbell@doeni.gov.uk **NIEA Water Management Unit** Neil Mc Alistair Neil.McAllister@doeni.gov.uk **Shared Environmental Service** Mark Goddard Mark.Godden@midandeastantrim.gov.uk Claire Gordon Claire.Gordon@midandeastantrim.gov.uk
Above consultee response.	n/a

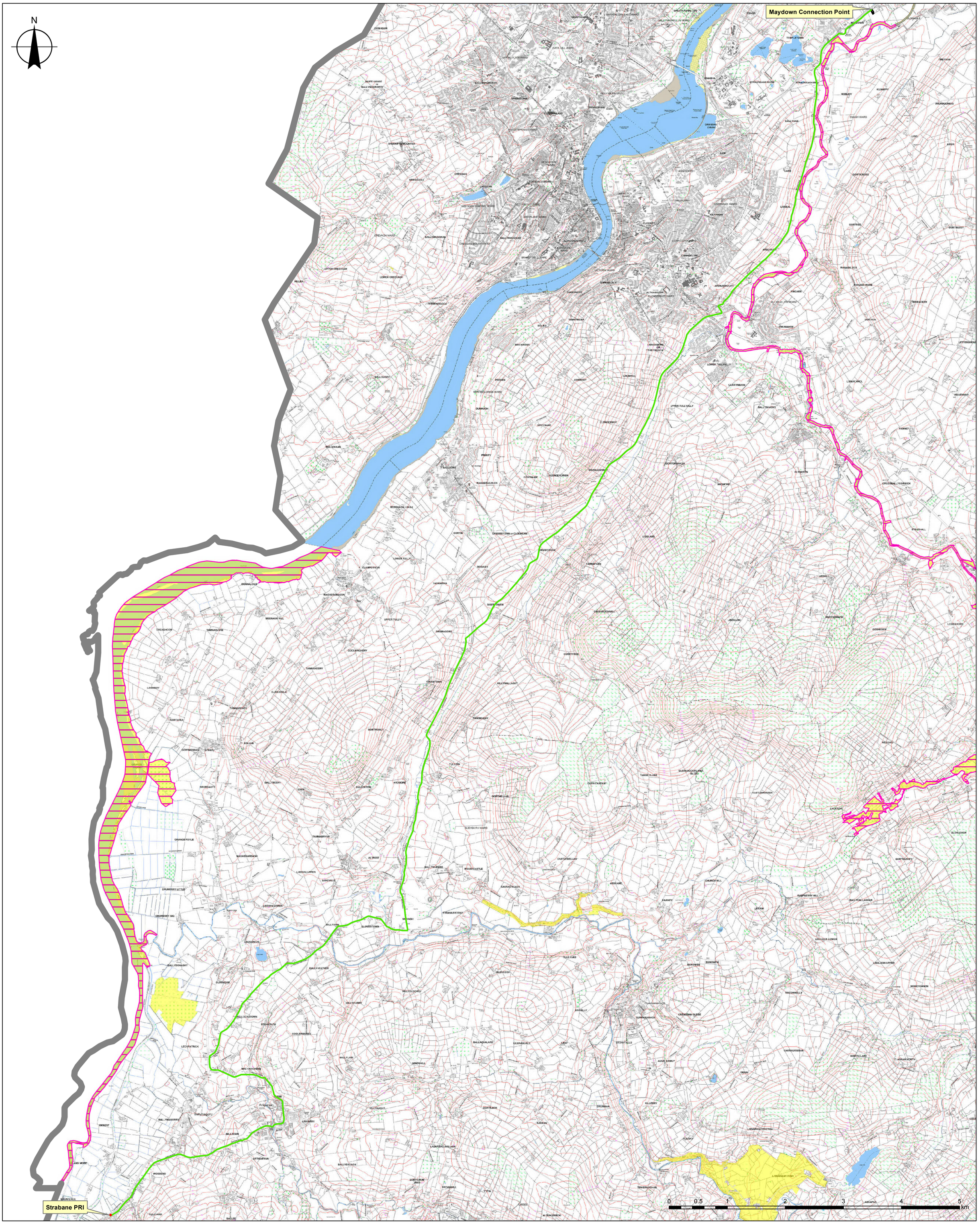
Conclusion: Is the proposal likely to have a significant effect on an N2K site?	**Yes☐ No☒**
IF IT HAS BEEN DETERMINED THAT THE PROPOSAL WILL NOT HAVE A SIGNIFICANT EFFECT THEN ASSESSMENT IS COMPLETED.IF ANY PART OF THE PROPOSAL IS LIKELY TO HAVE A SIGNIFICANT EFFECT AN APPROPRIATE ASSESSMENT WILL BE REQUIRED – STAGE 2 AA.	

Data collected to carry out the assessment

Who carried out the assessment?	James McCrory, CEcol CEnv MCIEEM CBiol MSB BA (Hons) MSc Sophie Mathews, CEnv MCIWEM BSc (Hons) Paul Johnston, B.Sc (Hons), Ph.D, MIFM, CEnv
Sources of data	EC (2001) Assessment of plans and projects significantly affecting Natura 2000 sites - Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC. EHS (2002) The Habitat Regulations: A guide for Competwent Authorities. JNCC (2012) River Foyle and Tributaries Natura 2000 Standard Data Form. (Updated version, Aug 2012). Accessed 26.06.2015 Mouchel (2014) Habitats Regulations Assessment: Report of Information to inform an Appropriate Assessment 718736-3000-R-017 SAC Watercourses, A5 Western Transport Corridor NIEA (2015) River Foyle and Tributaries SAC Reasons for designation as a Special Area of Conservation document NIEA (2015) River Foyle & Tributaries SAC Conservation Objectives, v2. Accessed 26.06.2015. NIEA (2015) River Faughan and Tributaries SAC Reasons for designation as a Special Area of Conservation document NIEA (2015) River Faughan & Tributaries SAC Conservation Objectives, v2. Accessed 09.07.2015. URS Scott Wilson (2011) A6 Londonderry to Dungiven Dualling: Section 1 Londonderry to Claudy - Statement to Inform the Appropriate Assessment Draft Report December 2011 DRD Roads Service. Nedwell J R, Lovell J M and Turnpenny A W H (2005a). *Experimental validation of a species-specific behavioural impact metric for underwater noise*. Proceedings of the 50th Meeting of the Acoustical Society of America/NOISE-CON 2005, 17--21 October

	2005, Minneapolis, Minnesota.
Level of assessment completed	Screening (ToLS)
Where can the full results of the assessment be accessed and viewed?	TBC
NIEA CDP Response to consultation.	TBC

Appendix I - Overview of Proposed IP Route Maydown to Strabane



Legend

- Proposed AGI/PRI at Strabane
- IP Route
- Special Area of Conservation
- Special Protection Area
- Area of Special Scientific Interest

CLIENT

SGN
Your gas. Our network.

PROJECT

SGN Gas to the West

TITLE

OVERVIEW OF PROPOSED IP ROUTE MAYDOWN TO STRABANE

RPS
Elmwood House
74 Boucher Road
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Drawing No. :

IBE0999/4001

Revision No. : 00

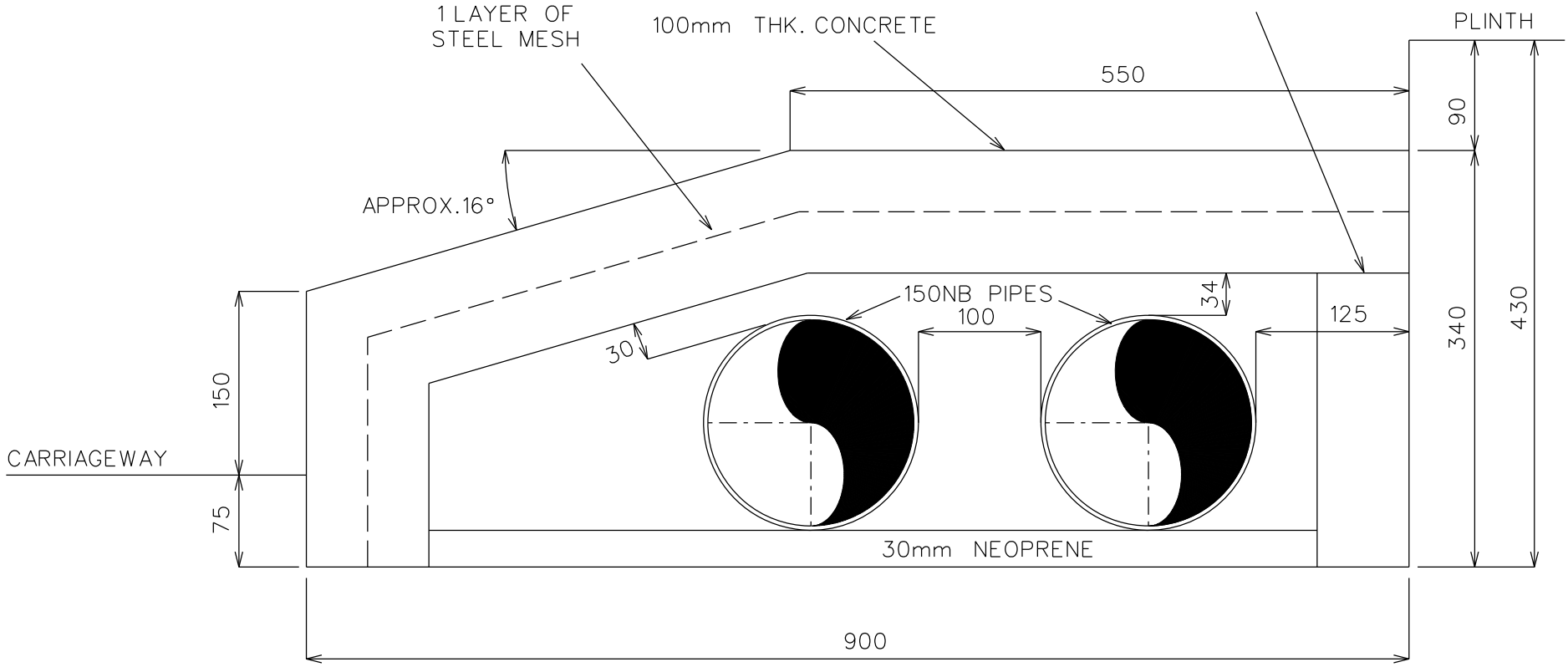
Drawn By : S.M.
Checked By : M.M.
Approved By : M.B.
Date : 04/09/2015

SCALE : 1:30,000 @A1

Appendix II – Pipe installation on Presbyterian Bridge

NOTE:
DECK TO BE WATERPROOFED AS PER
ATTACHED SPECIFICATION
FOR FULL DEPTH OF PLINTH AND DECK
500mm BEYOND VERGE

75 THK CONCRETE SUPPORT
BLOCK LOCATED EVERY 500mm
ie ONE AT EACH END & ONE CENTRAL
IN EACH CONCRETE SECTION



SITE / PROJECT: MAYDOWN TO STRABANE PIPELINE		DRAWING No.: SGN/GTTWS/MYDNSTBN/X/002	REV.: A
TITLE: PRESBYTERIAN BRIDGE 2 PIPE CROSSING			
DATE: 27/08/15	DR'WN: PC	CHK'D: TS	APPR'D: JD
SCALE: 1:5	A4	© Copyright of Scotia Gas Networks Ltd	

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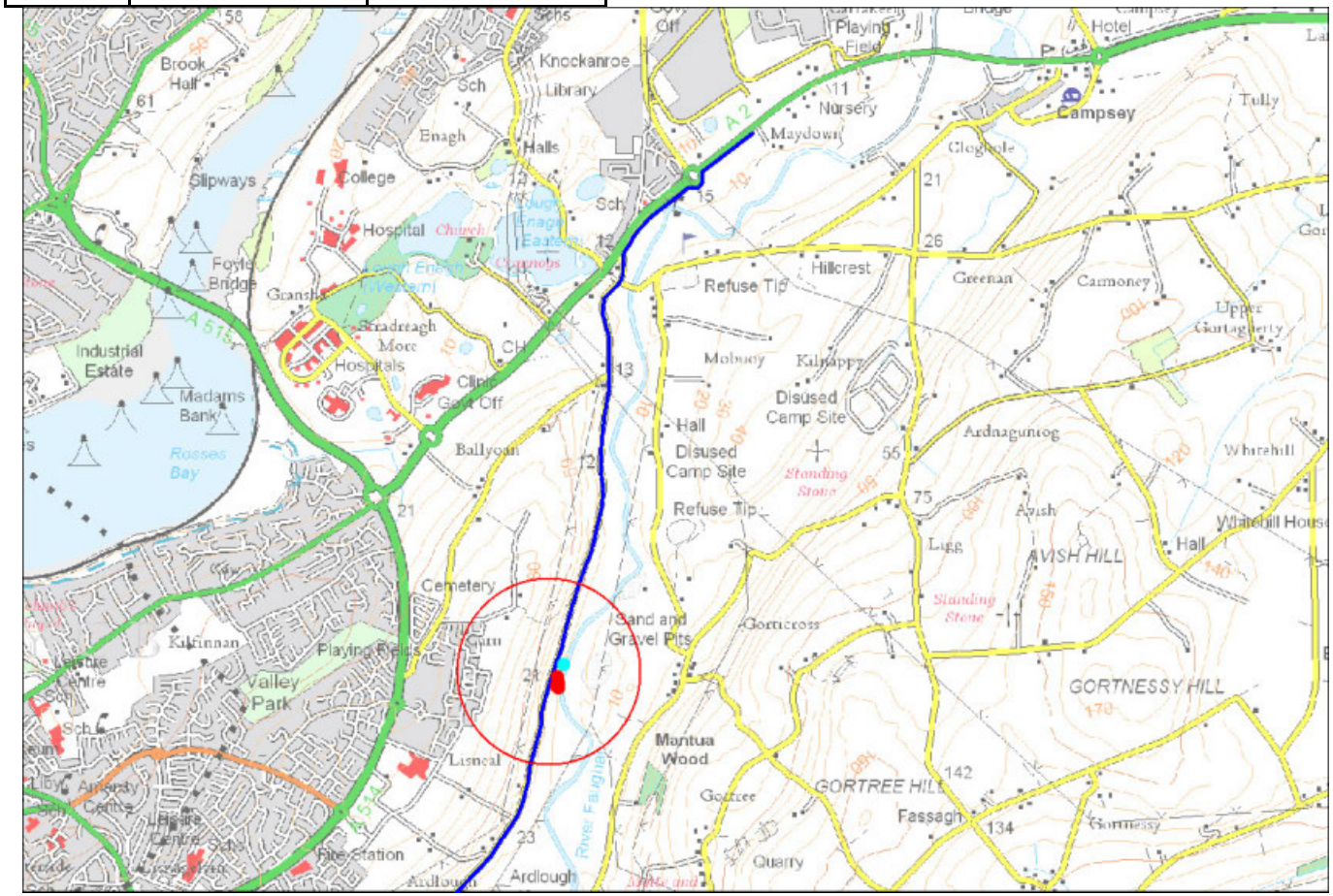
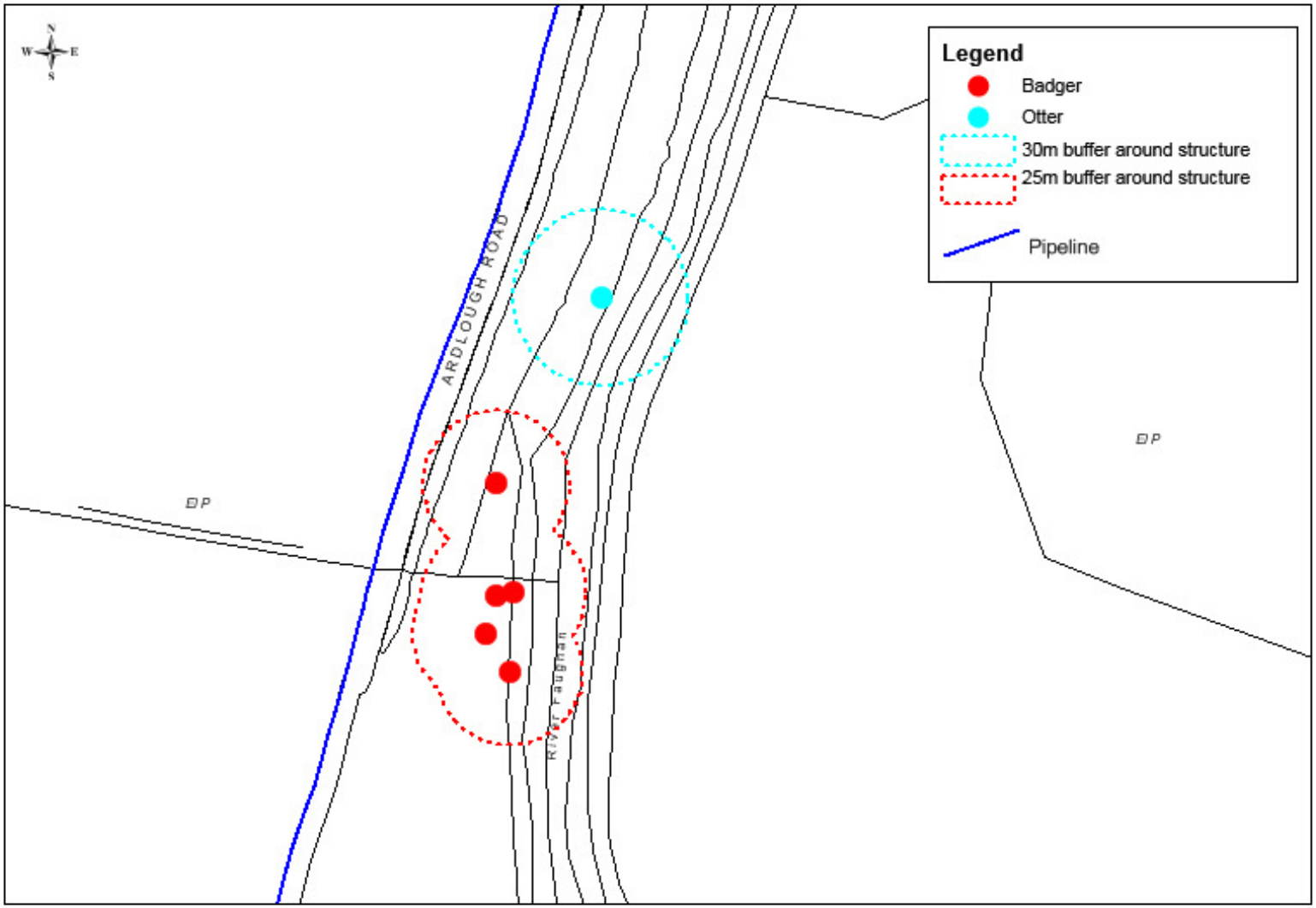
Appendix III: Location Map of Potential otter holt

This location is 2km along Ardlough Road once the route leaves the A2 after Maydown.

ref	X	Y
Otter	247287.98	417276.99




Legend
Badger
Otter
30m buffer around structure
25m buffer around structure
Pipeline
ARDLOUGH ROAD
DP
DP
River Faughan