

NORTH WEST GREENWAY NETWORK

ROUTE 1 STAGE 2 PREFERRED ROUTE SELECTION REPORT

APPENDIX G – ASSESSMENT OF SECTION 3A OPTIONS

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1 INTRODUCTION

The Constraints Study and Route Options Report, (published in June 2018) identified two route corridor options, Blue Corridor and Purple Corridor, between Inch Lake and Fahan, i.e. Section 3. These route options were presented to the public at the Public Consultation event of June 2018, and public feedback was sought on these route options.

Due to concerns were raised by landowners and the public as to the suitability of both routes originally presented, and suggestions were made under the feedback process as to alternative routes, or variations of the two original routes, within this Section.

Donegal County Council therefore decided to convene a second consultation regarding Section 3 in order to consider a number of alternative/variant routes and to allow third parties potentially affected by these routes to view and make observations on them. This event was held on 7th February 2019.

This report describes the additional route corridors presented at the Second Consultation Event and the assessment process carried out by the Project Team on these corridors to identify the Preferred Route Corridor through this section.

2 DESCRIPTION OF ADDITIONAL ROUTE CORRIDORS

The additional route corridors are broadly categorised as variations of the Blue and Purple Corridors as follows;

- Three variations of the Blue Corridor, called the Red, Orange and Light Blue Corridors.
- Two variations of the Purple Corridor, called the Yellow and Green Corridors.

Figure 2.0 on the following page shows the route options as presented at this second consultation. This drawing is also included in Appendix G1.

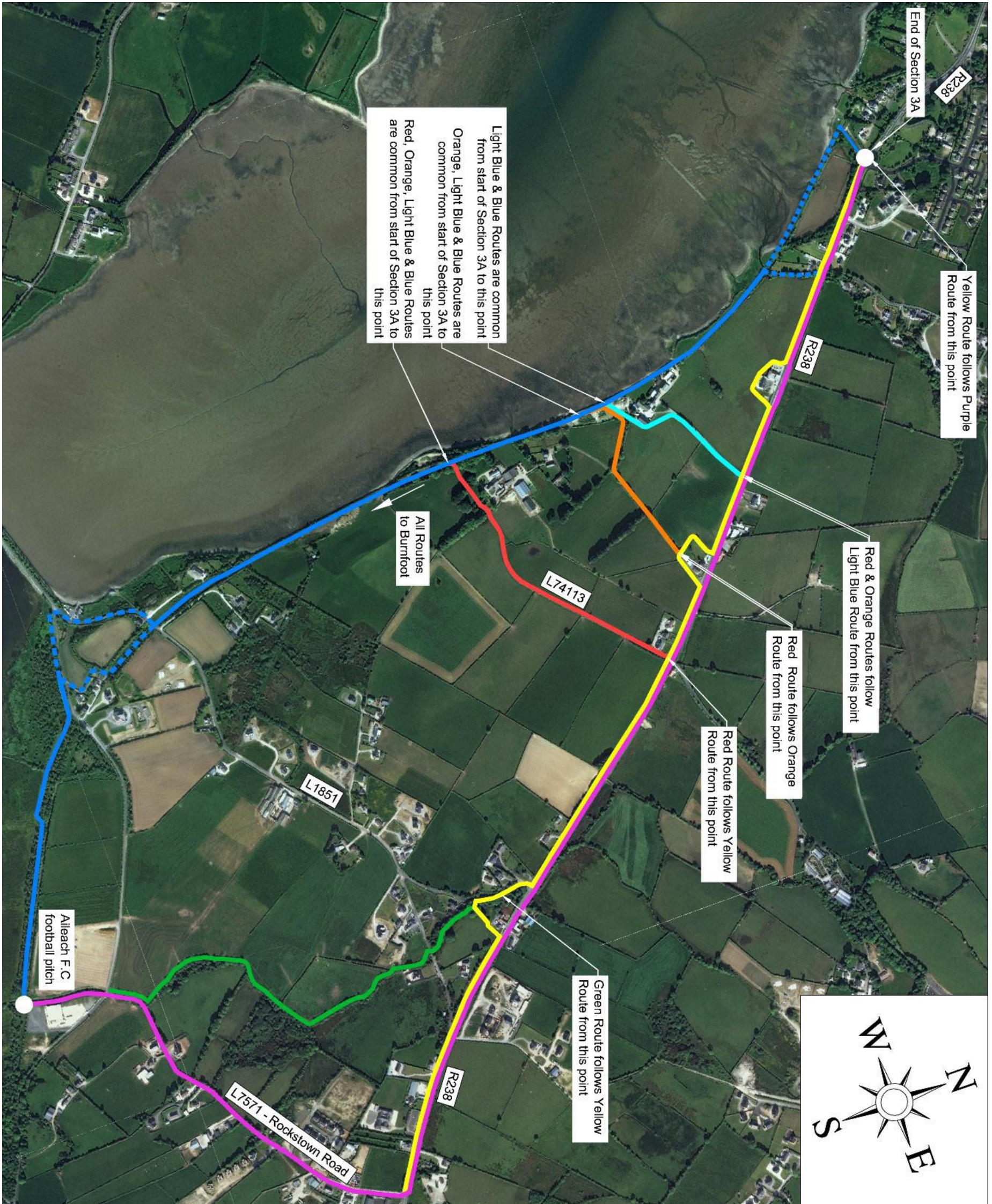
These five additional Route Corridor Options, all start at the end of the Section 2 Route Corridors at Inch Lake. The initial 450m of each of the corridors utilises the existing Inch Wildfowl Trail as far as Aileach FC Football Pitch, at which point the corridors diverge.

The route corridor descriptions below start at Aileach FC.

Each of the route corridors terminates at the entrance to The Rectory Housing Development, at the intersection with the Section 3B route corridors.

The following sections describe the route corridor options presented at the Second Consultation Event and assessed in this report.

Figure 2.0 – Section 3A Additional Route Corridor Options



2.1 Greenway along Purple Corridor

(as described in the main report, and summarised here)

The route follows the boundary of the Aileach FC Football Grounds, crossing Watery Road to connect with Rockstown Road. The total length is approximately 3560m.

Along the Rockstown Rd, private lands would not be acquired and the route would consist of a shared road / lower trafficked road design. Cyclists and pedestrians would share the carriageway with vehicular traffic.

Along the R238 (Approx. 2500m);

- The cycling and walking facility would be constructed within the available carriageway verge and the hedgerow would be removed and replaced with a new boundary fence and planting.
- Private lands would not be acquired.
- The facility would not meet minimum design standards in several locations and users (particularly cyclists) may be required to share the hard shoulder or carriageway with vehicular traffic at some locations.

2.2 Greenway along Yellow Corridor

The route follows the boundary of Aileach FC Grounds, crossing Watery Road to connect with Rockstown Road. The total length is approximately 3850m.

Along the Rockstown Rd, private lands would not be acquired and the route would consist of a shared road / lower trafficked road design. Cyclists and pedestrians would share the carriageway with vehicular traffic.

Along the R238 (Approx. 2800m);

- A cycling and walking facility in accordance with the design standards can be achieved.
- This will require the acquisition of private lands (including greenfield, agricultural lands and front gardens) to ensure the desirable cross section of 4m can be achieved.
- The cycling and walking facility would be beside the R238, and would be segregated from the carriageway by a kerb, or located behind the existing hedgerow (subject to negotiations with landowners).
- At the locations shown, the route would be diverted behind private properties due to inadequate space to the roadside to achieve minimum standards.

Note – At the February 2019 Consultation Event, drawings describing the various route corridors through Section 3A were presented. A number of visualisations, showing impressions of what the greenway might look like at various locations were also presented. These drawings and visualisations are included in Appendix G1 of this report.

2.3 Greenway along Green Corridor

The route follows the boundary of the Aileach FC Football Grounds across the Watery Road (L1841) at the existing bridge. The total length is approximately 3350m.

The route would run in the field to the west of the Rockstown Road before diverting across greenfields and following the river and the line of existing land holding boundaries, crossing the Nurses Lane L1861 approximately 200m from its junction with the R238.

It then continues through greenfield, connecting to the Inch Road (L1851) before joining with the R238 at the “Dispensary Junction”.

Private Land Acquisition would be required along this section from Rockstown Rd to R238.

Along the R238 (Approx. 1780m), the greenway would follow the same alignment as the Yellow Corridor;

- A cycling and walking facility in accordance with the design standards can be achieved.
- This will require the acquisition of private lands (including greenfield, agricultural lands and front gardens) to ensure the desirable cross section of 4m can be achieved.
- The greenway would be beside the R238, and would be segregated from the carriageway by a kerb, or located behind the existing hedgerow (subject to negotiations with landowners).
- At the locations shown, the greenway would be diverted behind private properties due to inadequate space to the roadside to achieve minimum standards.

2.4 Greenway along Blue Corridor

(as described in the main report, and summarised here)

The route would continue along the line of the Inch Wildfowl Reserve Trail, approaching Inch Embankment. The total length is approximately 3200m.

Around the Inch Embankment Area, there are a number of options to transition from the existing Trail, as far the old railway line at the Inch Road (L1851). These options would be explored at detailed design stage in consultation with affected landowners.

From the intersection of the old railway line and the L1851, the greenway;

- Follows the alignment of the old railway along the shore of Lough Swilly for approx. 1580m as far as the southern end of Fahan village.
- From this point there are two options to transition onwards to the R238 as shown which will be explored at detailed design stage in consultation with affected landowners.
- A 5m wide greenway facility is proposed, including 1m grass verge to each side of the greenway.

2.5 Greenway along Red Corridor

The route would continue along the line of the Inch Wildfowl Reserve Trail, approaching Inch Embankment. The total length is approximately 3960m.

Around the Inch Embankment Area, there are a number of options to transition from the existing Trail, as far the old railway line at the Inch Road (L1851). These options would be explored at detailed design stage in consultation with affected landowners.

From the intersection of the old railway line and the L1851, the greenway;

- Follows the alignment of the old railway for approximately 760m as far as the L74113 Local Tertiary Road where it;
- turns right and follows the L74113 for approximately 680m as far as the R238. A lower trafficked road design is proposed along the L74113 and greenway users would be required to share the carriageway with vehicular traffic. It is noted that traffic volumes are anticipated to be low along this road and would consist primarily of farm machinery accessing the farm yard and adjacent fields, and cars travelling to and from the residential dwellings.

Along the R238 (Approx. 1370m), the greenway would follow the same alignment as the Yellow Corridor;

- A cycling and walking facility in accordance with the design standards can be achieved.
- This will require the acquisition of private lands (including greenfield, agricultural lands and front gardens) to ensure the desirable cross section of 4m can be achieved.
- The greenway would be beside the R238, and would be segregated from the carriageway by a kerb, or located behind the existing hedgerow (subject to negotiations with landowners).
- At the locations shown, the greenway would be diverted behind private properties due to inadequate space to the roadside to achieve minimum standards.

2.6 Greenway along Orange Corridor

The route would continue along the line of the Inch Wildfowl Reserve Trail, approaching Inch Embankment. The total length is approximately 3770m.

Around the Inch Embankment Area, there are a number of options to transition from the existing Trail, as far the old railway line at the Inch Road (L1851). These options would be explored at detailed design stage in consultation with affected landowners.

From the intersection of the old railway line and the L1851, the greenway;

- Follows the alignment of the old railway for approx. 1100m as far as Castletown, passing one farm yard and dwellings.
- Before the second farmyard in this area it turns right and follows the boundary between two farms (to avoid severance) through greenfields for approximately 500m as far as the R238. Private land acquisition would be required for the entirety of this route.

Along the R238 (Approx. 1000m), the greenway would follow the same alignment as the Yellow Corridor;

- A cycling and walking facility in accordance with the design standards can be achieved.

- This will require the acquisition of private lands (including greenfield, agricultural lands and front gardens) to ensure the desirable cross section of 4m can be achieved.
- The greenway would be beside the R238, and would be segregated from the carriageway by a kerb, or located behind the existing hedgerow (subject to negotiations with landowners).
- At the locations shown, the greenway would be diverted behind private properties due to inadequate space to the roadside to achieve minimum standards.

2.7 Greenway along Light Blue Corridor

The Greenway would continue along the line of the Inch Wildfowl Reserve Trail, approaching Inch Embankment. The total length is approximately 3460m.

Around the Inch Embankment Area, there are a number of options to transition from the existing Trail, as far the old railway line at the Inch Road (L1851). These options would be explored at detailed design stage in consultation with affected landowners.

From the intersection of the old railway line and the L1851, the greenway;

- Follows the alignment of the old railway for approx. 1100m as far as Castletown, passing one farm yard and dwellings.
- Immediately in advance of the second farmyard and outbuildings the route turns right and around the rear of farm buildings before running alongside the existing private farm lane for approximately 385m as far as the R238. Private land acquisition would be required along this road to construct a greenway segregated from vehicular traffic.

Along the R238 (Approx. 815m), the greenway would follow the same alignment as the Yellow Corridor;

- A cycling and walking facility in accordance with the design standards can be achieved.
- This will require the acquisition of private lands (including greenfield, agricultural lands and front gardens) to ensure the desirable cross section of 4m can be achieved.
- The greenway would be beside the R238, and would be segregated from the carriageway by a kerb, or located behind the existing hedgerow (subject to negotiations with landowners).
- At the locations shown, the greenway would be diverted behind private properties due to inadequate space to the roadside to achieve minimum standards.

Appendix G1 of this report includes drawings of each of the route corridor options, and also includes visualisations of the route corridors options presented to the public in February 2019.

3 ASSESSMENT OF ROUTE CORRIDOR OPTIONS

3.1 Assessment of Additional Route Corridors

The assessment of the additional route corridors, as described above, was carried out in accordance with the Preambles provided in Section 8.3 of the main report. This assessment was in order to determine if the additional options emerged as more preferable to the preferred corridor identified in the initial assessment, i.e. the Blue Corridor.

Given that the additional corridors are deemed to have broadly the same characteristics for the majority of the criteria, and that there is a consistency in both the alignment and design proposed for greenway facility along;

- the Blue, Red, Orange and Light Blue Corridors (along the old railway line and shoreline)
- the Yellow, Green, Red, Orange and Light Blue (along the R238)
- the Yellow and Purple Corridors (along Rockstown Road)

it was considered that a detailed narrative describing the scoring assessment, as provided in the main body of the Preferred Route Selection Report, was not required.

A detailed description of the scoring assessment for each corridor and criteria is provided in tabular format in Appendix G1 to this report.

Table 3.1 below summarises the scores awarded to the additional route corridors in the scoring assessment. The score awarded to the Blue & Purple Corridors as include in the Preferred Route Selection Report are also included in this table (and in Appendix G1) for comparison.

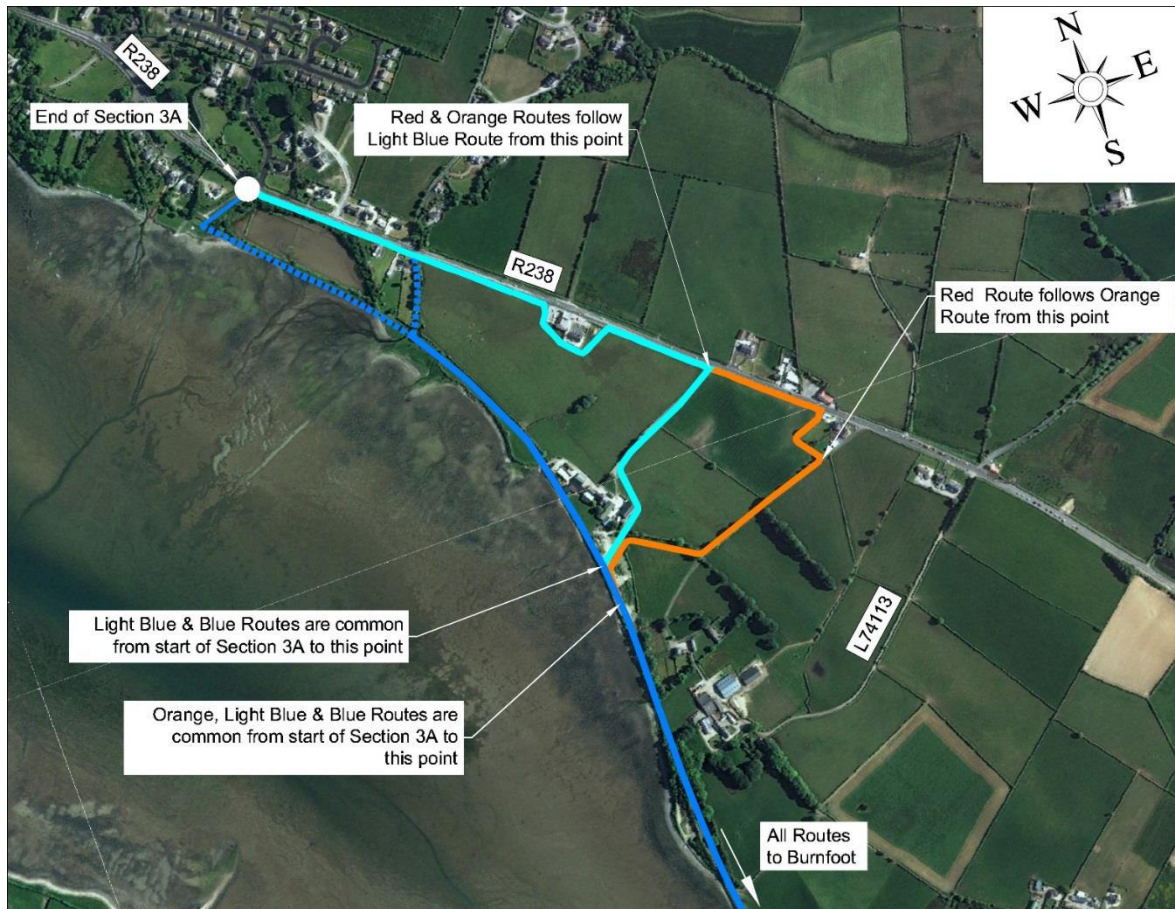
Table 3.1 – Summary of Scores for Section 3A Corridors

	Blue	Red	Orange	Light Blue	Purple	Yellow	Green
Modal Shift	3	3	3	3	1	3	3
Connections and Local Access	2	3	3	3	3	3	3
Cultural, Heritage and Visual Attractions	1	1	1	1	0	0	0
Landscape and Visual	3	2	2	2	1	1	1
Environmental, Flora and Fauna	-2	-2	-2	-2	2	2	1
Physical Constraints	2	1	2	2	-3	0	-1
Quality of Service	3	2	3	3	-3	0	2
Material Assets and Human Beings	-3	-3	-3	-3	2	-3	-3
Potential Cost	-1	-1	-1	-1	0	0	0
Cross Border Connectivity	3	3	3	3	3	3	3
Public Feedback	-2	-2	-2	-2	0	-1	-1
Total Score	9	7	9	9	6	8	8

The scoring assessment of the additional corridors identified that the Orange and Light Blue Corridors each scored the same as the Blue Corridor and therefore are viable alternatives to the Blue Corridor.

The Project Team therefore carried out a secondary assessment on each of these corridors as described below, over the sections of the corridors where they diverge from each other.

The following drawing shows these corridors as assessed in the secondary assessment.



3.2 Secondary Assessment

For this secondary assessment, the Project Team considered that over the length of the corridors under consideration, each of the three corridors had predominantly the same characteristics for the majority of the criteria. It was considered that there would not be a variance in the scores for the following criteria, and these criteria would not be considered further in the secondary assessment.

- Modal Shift
- Connections and Local Access
- Cultural, Heritage and Visual Attractions
- Landscape and Visual
- Physical Constraints
- Potential Cost
- Cross Border Connectivity
- Public Feedback

The secondary assessment therefore considered the following criteria, for which the Project Team determined that over the reduced length of the corridors, there would be sufficient variance in the route characteristics to merit a variance in the scores.

- Environmental, Flora and Fauna
- Quality of Service
- Material Assets and Human Beings

3.2.1 Assessment of Environmental, Flora and Fauna:

Given that original scores for each of the corridors under this criteria was -2, the secondary assessment was considered to be an assessment of the variance of environmental impact of the reduced length of the corridor, from the initial score. Therefore, the following scoring indicators were defined:

Score of -3	Route when considered in isolation increases the Env Impact as assessed initially
Score of -2	Route when considered in isolation has the same impact as initial assessment
Score of -1	Route when considered in isolation offers marginal benefit to initial assessment of entire route corridor
Score of 0	Route when considered in isolation offers significant benefit to initial assessment of entire route corridor

3.2.2 Assessment of Quality of Service:

The secondary assessment of Quality of Service was carried out in line with the Preamble outlined in Section 8.3 of the Preferred Route Corridor Selection Report.

3.2.3 Assessment of Material Assets and Human Beings:

The initial assessment of each of the route corridor for this criteria was -3.

The four main elements of Material Assets and Human Beings assessment outlined in Section 8.3 of the main report are:

- Numbers of Landowners Affected,
- Severance
- Impact on land usage
- Privacy

It was considered that in the secondary assessment, the impact of the greenway facility on each of these characteristics varies within the divergent sections of the three corridors under consideration. It was considered appropriate for the secondary assessment to assess each of these four characteristics separately. Therefore the assessment was carried out as follows:

	Score of -3	Score of -2	Score of -1	Score of 0
Nr Landowners Affected	greater than 2	2	1	None
Severance	Severe	High	Moderate	No Severance
Impact on land usage * (quantified by area required)	Most Landtake of 3 Options	2nd Most Landtake of 3 Options	Least Landtake of 3 Options	N / A
MHAB - Privacy	Severe	High	Moderate	No Impact on Privacy

3.2.4 Scoring Assessment of Blue, Orange and Light Blue Corridors

The following table summarises the scores awarded to each of the corridors for the various scoring criteria. Appendix G2 of this report provides a detailed narrative of the assessment and the rationale for determining the scores.

Table 3.2 – Summary of Secondary Assessment of Blue Corridors & Variations

	Blue	Orange	Light Blue
Environmental Impact	-2	-1	-1
Quality of Service	3	2	2
MHAB: Nr Landowners Affected	-1	-2	-1
MHAB: Severance	-1	-1	-3
MHAB: Impact on land usage (quantified by area required)	-1	-3	-3
MHAB: Privacy	-3	-2	-3
Total Score	-5	-7	-8

4 CONCLUSIONS AND RECOMMENDATIONS

The additional Section 3A Route Corridors presented in the February 2019 Consultation Event were assessed in accordance with the Preambles to the Route Assessment Criteria as outlined in Section 8.3 of the Preferred Route Selection Report, in order to determine if the additional options emerged as more preferable to the Preferred Corridor identified in the initial assessment, i.e. the Blue Corridor.

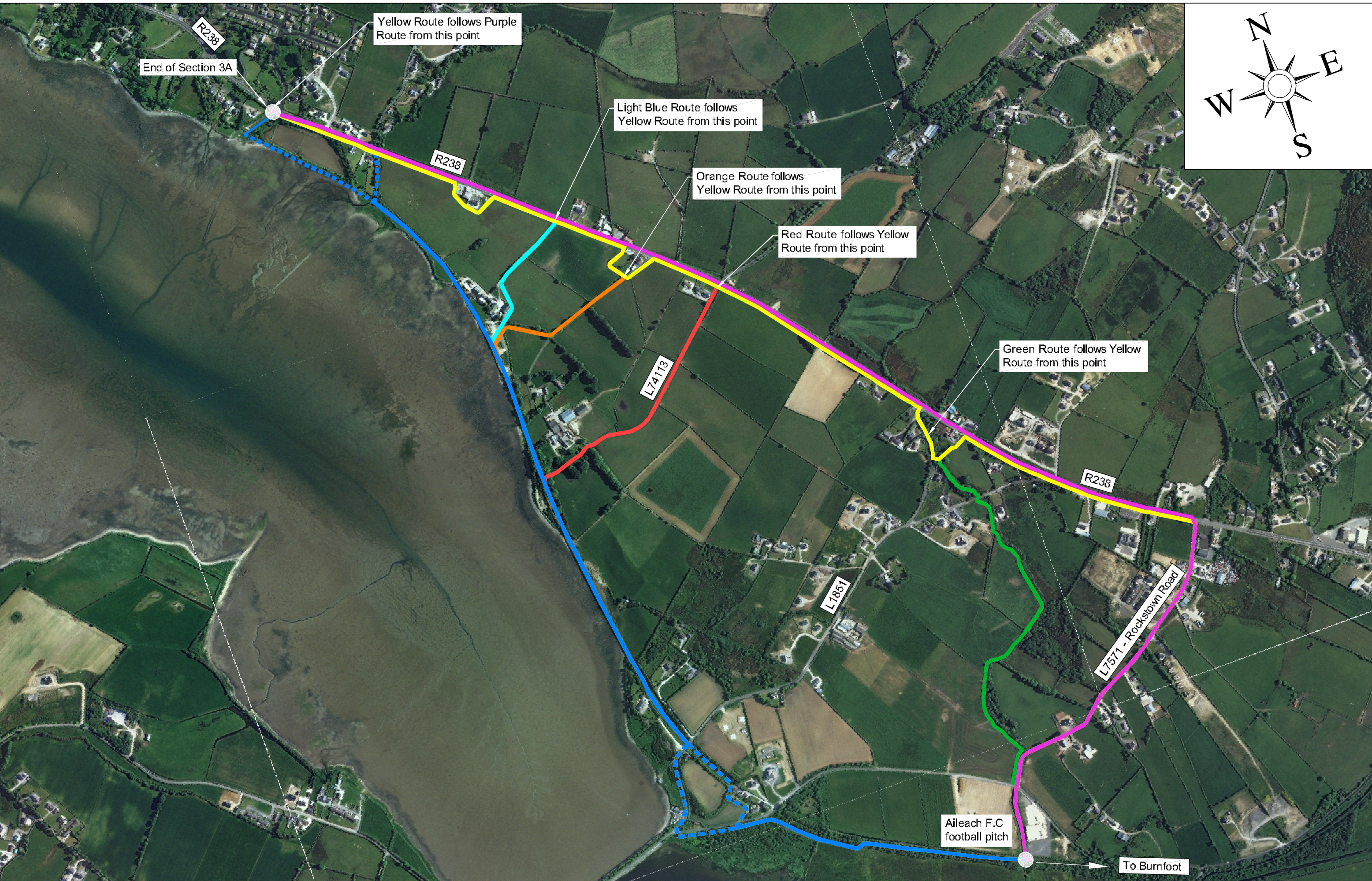
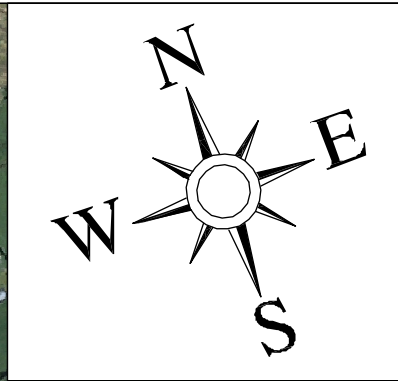
This assessment resulted in the Orange and Light Blue Corridors scoring the same as the Blue Corridor.

A second assessment on the Blue, Orange and Light Blue Corridors was then carried out over the sections of these corridors where they diverged from each other. The assessment criteria for this second assessment are described in this report.

The second assessment resulted in the Blue Corridor scoring better than the Orange or Light Blue Corridors (over the section of the corridors where they diverged from each other).

It is therefore recommended that in Section 3A of the Study Area, the Blue Corridor is the Preferred Route for the greenway.

APPENDIX G1 – DRAWINGS AND VISUALISATIONS



R238
End of Section 3A

Yellow Route follows Purple Route from this point

Light Blue Route follows Yellow Route from this point

Orange Route follows Yellow Route from this point

Red Route follows Yellow Route from this point

Green Route follows Yellow Route from this point

L74113

L1857

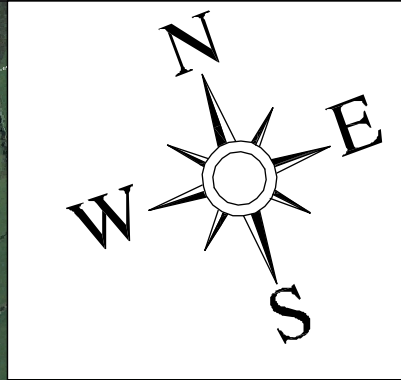
R238

L7571 - Rockstown Road

Aileach F.C football pitch

To Burnfoot

NORTH WEST GREENWAY NETWORK
Route 1 - Preferred Route Corridor Selection Report, Appendix G
Figure 2.0 - Section 3A Route Corridors (February 2019)



**Greenway along Purple Corridor;
Total Length (approx.): 3560m**

The greenway follows the boundary of An Aileach FC Grounds, crossing Watery Road to connect with Rockstown Road.

Along the Rockstown Rd, private lands would not be acquired and the route would consist of a shared road / lower trafficked road design. Cyclists and pedestrians would share the carriageway with vehicular traffic.

Along the R238 (Approx. 2500m);

- the cycling and walking facility would be constructed within the available carriageway verge and the hedgerow would be removed and replaced with a new boundary fence and planting.
- private lands would not be acquired.
- The greenway would not meet minimum design standards in several locations and greenway users (particularly cyclists) may be required to share the hard shoulder or carriageway with vehicular traffic at some locations.

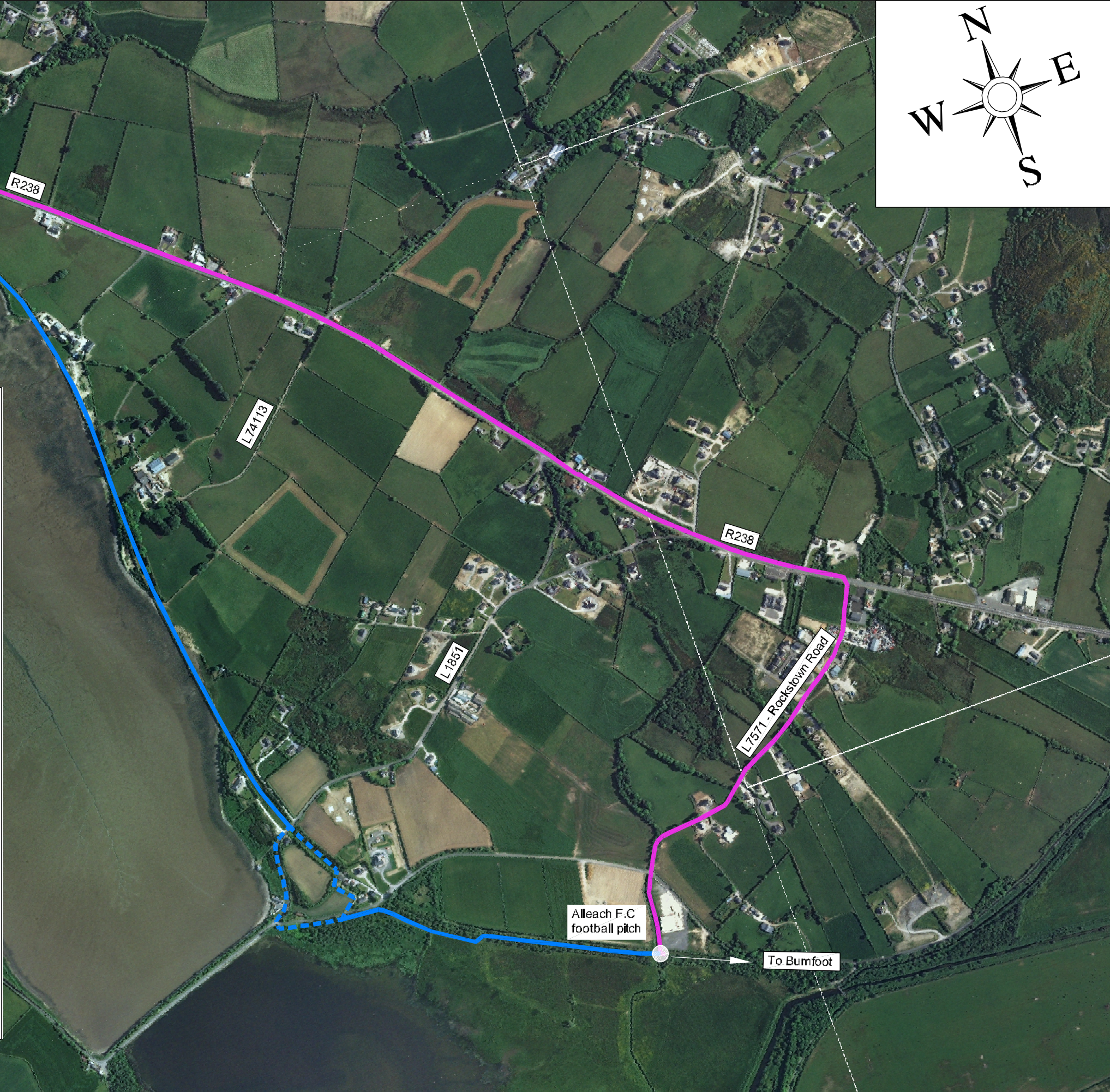
**Greenway along Blue Corridor;
Total Length (approx.): 3200m**

The Greenway would continue along the line of the Inch Wildfowl Reserve Trail, approaching Inch Embankment.

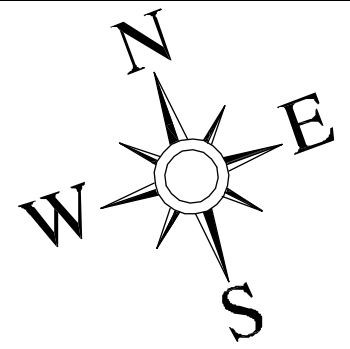
Around the Inch Embankment Area, there are a number of options to transition from the existing Trail, as far the old railway line at the Inch Road (L1851). These options would be explored at detailed design stage in consultation with affected landowners.

From the intersection of the old railway line and the L1851, the Greenway;

- Follows the alignment of the old railway along the shore of Lough Swilly for approx. 1580m as far as the southern end of Fahan village.
- From this point there are two options to transition onwards to the R238 as shown which will be explored at detailed design stage in consultation with affected landowners.
- A 5m wide greenway facility is proposed, including 1m grass verge to each side of the greenway.



NORTH WEST GREENWAY NETWORK
Route 1 - Preferred Route Corridor Selection Report, Appendix G
Section 3A - Purple & Blue Route Corridors (February 2019)



Greenway along Yellow Corridor Total Length (approx.): 3850m

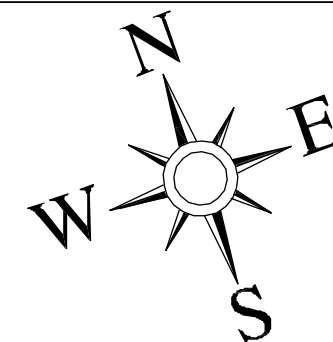
The greenway follows the boundary of An Aileach FC Grounds, crossing Watery Road to connect with Rockstown Road.

Along the Rockstown Rd, private lands would not be acquired and the route would consist of a shared road / lower trafficked road design. Cyclists and pedestrians would share the carriageway with vehicular traffic.

Along the R238 (Approx. 2800m);

- A cycling and walking facility in accordance with the design standards can be achieved.
- This will require the acquisition of private lands (including greenfield, agricultural lands and front gardens) to ensure the desirable cross section of 4m can be achieved.
- The greenway would be beside the R238, and would be segregated from the carriageway by a kerb, or located behind the existing hedgerow (subject to negotiations with landowners).
- At the locations shown, the greenway would be diverted behind private properties due to inadequate space to the roadside to achieve minimum standards.

NORTH WEST GREENWAY NETWORK Route 1 - Preferred Route Corridor Selection Report, Appendix G Section 3A - Yellow Route Corridor (February 2019)



Greenway along Green Corridor
Total Length (approx.): 3350m

The greenway follows the boundary of An Aileach FC Grounds across the Watery Road (L1841) at the existing bridge.

The route would run in the field to the west of the Rockstown Road before diverting across greenfields and following the river and the line of existing land holding boundaries, crossing the Nurses Lane L1861 approximately 200m from its junction with the R238.

It then continues through greenfield, connecting to the Inch Road (L1851) before joining with the R238 at the Dispensary.

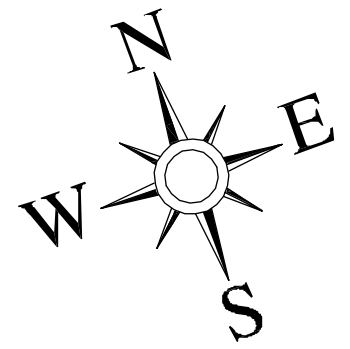
Private Land Acquisition would be required along this section from Rockstown Rd to R238.

Along the R238 (Approx. 1780m), the greenway would follow the same alignment as the Yellow Corridor

- A cycling and walking facility in accordance with the design standards can be achieved.
- This will require the acquisition of private lands (including greenfield, agricultural lands and front gardens) to ensure the desirable cross section of 4m can be achieved.
- The greenway would be beside the R238, and would be segregated from the carriageway by a kerb, or located behind the existing hedgerow (subject to negotiations with landowners).
- At the locations shown, the greenway would be diverted behind private properties due to inadequate space to the roadside to achieve minimum standards.



NORTH WEST GREENWAY NETWORK
Route 1 - Preferred Route Corridor Selection Report, Appendix G
Section 3A - Green Route Corridor (February 2019)



**Greenway along Red Corridor;
Total Length (approx.): 3960m**

The Greenway would continue along the line of the Inch Wildfowl Reserve Trail, approaching Inch Embankment.

Around the Inch Embankment Area, there are a number of options to transition from the existing Trail, as far the old railway line at the Inch Road (L1851). These options would be explored at detailed design stage in consultation with affected landowners.

From the intersection of the old railway line and the L1851, the greenway;

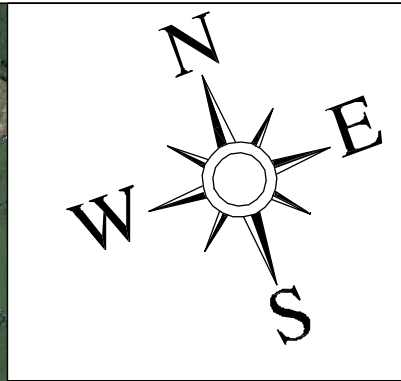
- Follows the alignment of the old railway for approximately 760m as far as the L74113 Local Tertiary Road where it;
- turns right and follows the L74113 for approximately 680m as far as the R238. Private land acquisition would be required along this road to construct a greenway segregated from vehicular traffic.

Along the R238 (Approx. 1370m), the greenway would follow the same alignment as the Yellow Corridor

- A cycling and walking facility in accordance with the design standards can be achieved.
- This will require the acquisition of private lands (including greenfield, agricultural lands and front gardens) to ensure the desirable cross section of 4m can be achieved.
- The greenway would be beside the R238, and would be segregated from the carriageway by a kerb, or located behind the existing hedgerow (subject to negotiations with landowners).
- At the locations shown, the greenway would be diverted behind private properties due to inadequate space to the roadside to achieve minimum standards.



NORTH WEST GREENWAY NETWORK
Route 1 - Preferred Route Corridor Selection Report, Appendix G
Section 3A - Red Route Corridor (February 2019)



Greenway along Orange Corridor;
Total Length (approx.): 3770m

The Greenway would continue along the line of the Inch Wildfowl Reserve Trail, approaching Inch Embankment.

Around the Inch Embankment Area, there are a number of options to transition from the existing Trail, as far the old railway line at the Inch Road (L1851). These options would be explored at detailed design stage in consultation with affected landowners.

From the intersection of the old railway line and the L1851, the greenway;

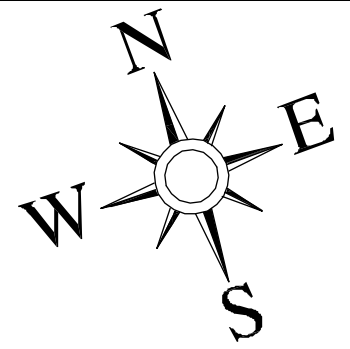
- Follows the alignment of the old railway for approx. 1100m as far as Castletown, passing one farm yard and dwellings.
- Before the second farmyard in this area it turns right and follows the boundary between two farms (to avoid severance) through greenfields for approximately 500m as far as the R238. Private land acquisition would be required for the entirety of this route.

Along the R238 (Approx. 1000m), the greenway would follow the same alignment as the Yellow Corridor

- A cycling and walking facility in accordance with the design standards can be achieved.
- This will require the acquisition of private lands (including greenfield, agricultural lands and front gardens) to ensure the desirable cross section of 4m can be achieved.
- The greenway would be beside the R238, and would be segregated from the carriageway by a kerb, or located behind the existing hedgerow (subject to negotiations with landowners).
- At the locations shown, the greenway would be diverted behind private properties due to inadequate space to the roadside to achieve minimum standards.



NORTH WEST GREENWAY NETWORK
Route 1 - Preferred Route Corridor Selection Report, Appendix G
Section 3A - Orange Route Corridor (February 2019)



**Greenway along Orange Corridor;
Total Length (approx.): 3460m**

The Greenway would continue along the line of the Inch Wildfowl Reserve Trail, approaching Inch Embankment.

Around the Inch Embankment Area, there are a number of options to transition from the existing Trail, as far as the old railway line at the Inch Road (L1851). These options would be explored at detailed design stage in consultation with affected landowners.

From the intersection of the old railway line and the L1851, the greenway;

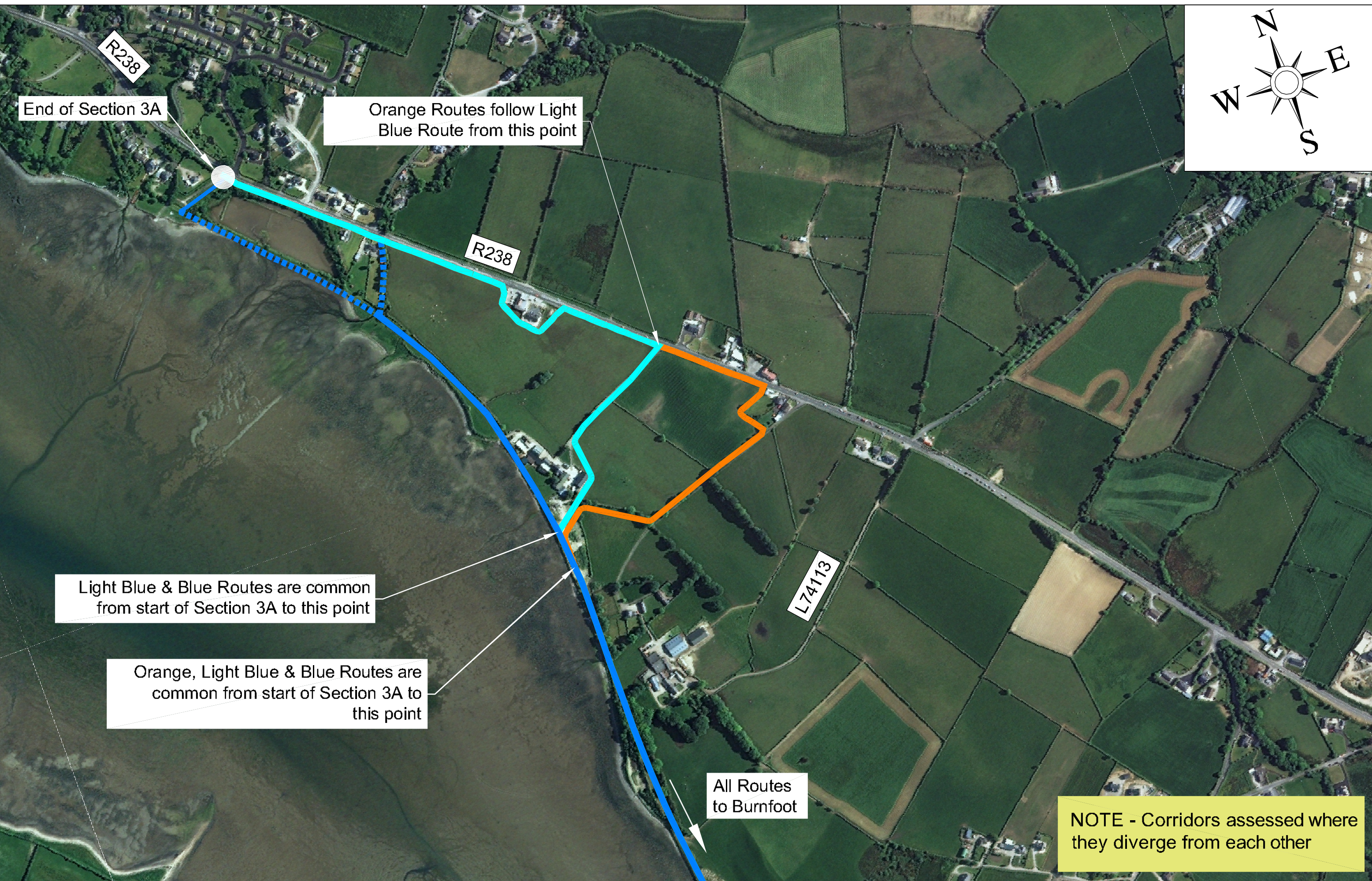
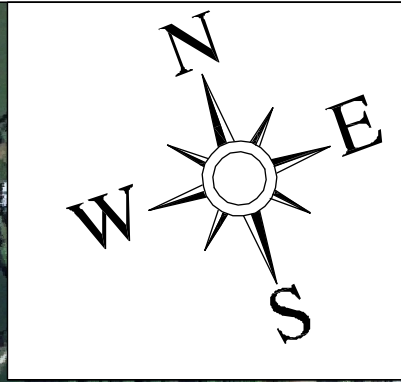
- Follows the alignment of the old railway for approx. 1100m as far as Castletown, passing one farm yard and dwellings.
- Immediately in advance of the second farmyard and outbuildings the route turns right and around the rear of farm buildings before running alongside the existing private farm lane for approximately 385m as far as the R238. Private land acquisition would be required along this road to construct a greenway segregated from vehicular traffic.

Along the R238 (Approx. 815m), the greenway would follow the same alignment as the Yellow Corridor

- A cycling and walking facility in accordance with the design standards can be achieved.
- This will require the acquisition of private lands (including greenfield, agricultural lands and front gardens) to ensure the desirable cross section of 4m can be achieved.
- The greenway would be beside the R238, and would be segregated from the carriageway by a kerb, or located behind the existing hedgerow (subject to negotiations with landowners).
- At the locations shown, the greenway would be diverted behind private properties due to inadequate space to the roadside to achieve minimum standards.



NORTH WEST GREENWAY NETWORK
Route 1 - Preferred Route Corridor Selection Report, Appendix G
Section 3A - Light Blue Route Corridor (February 2019)



End of Section 3A

Orange Routes follow Light Blue Route from this point

R238

L74113

Light Blue & Blue Routes are common from start of Section 3A to this point

Orange, Light Blue & Blue Routes are common from start of Section 3A to this point

All Routes to Burnfoot

NOTE - Corridors assessed where they diverge from each other

NORTH WEST GREENWAY NETWORK
Route 1 - Preferred Route Corridor Selection Report, Appendix G
Figure 3.1 - Corridors Assessed in Second Assessment



Existing R238 Derry to Bunrana Road



Cycling & Pedestrian Facility along the Purple Corridor – within existing roadside boundary



Cycling & Pedestrian Facility along the Yellow Corridor – widen route into private lands



Greenway Facility along the Yellow Corridor – located on private lands behind hedgerow



Lower Trafficked Road Shared Facility along Rockstown Road



Typical section of Greenway along Old Railway Line

APPENDIX G2 – SUMMARY OF INITIAL SCORING ASSESSMENT

Section 3														
Assessment Criteria	Blue		Red		Orange		Light Blue		Purple		Yellow		Green	
Modal Shift	3	Connects with Derry / Londonderry, Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. No primary MS generators in this section of the Study Area.	3	Connects with Derry / Londonderry, Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. No primary MS generators in this section of the Study Area.	3	Connects with Derry / Londonderry, Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. No primary MS generators in this section of the Study Area.	3	Connects with Derry / Londonderry, Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. No primary MS generators in this section of the Study Area.	1	Connects with Derry / Londonderry, Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. No primary MS generators in this section of the Study Area, but does connect with Secondary MS generator. (Loses 2 marks due to QoS Assessment)	3	Connects with Derry / Londonderry, Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. No primary MS generators in this section of the Study Area, but does connect with Secondary MS generator.	3	Connects with Derry / Londonderry, Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. No primary MS generators in this section of the Study Area, but does connect with Secondary MS generator.
Connections and Local Access	2	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area, however loses a point as it does not connect directly with amenities along R238 while the Purple Corridor does.	3	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area and along the R238.	3	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area and along the R238.	3	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area and along the R238.	3	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area and along the R238.	3	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area and along the R238.	3	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area and along the R238.
Cultural, Heritage and Visual Attractions	1	Cultural Heritage is deemed of local, or niche, interest in the Study Area. This route connects with these within the limits of the relevant section.	1	Cultural Heritage is deemed of local, or niche, interest in the Study Area. This route connects with these within the limits of the relevant section.	1	Cultural Heritage is deemed of local, or niche, interest in the Study Area. This route connects with these within the limits of the relevant section.	1	Cultural Heritage is deemed of local, or niche, interest in the Study Area. This route connects with these within the limits of the relevant section.	0	Cultural Heritage is deemed of local, or niche, interest in the Study Area. Corridor does not provide a connection to the majority of these where the Blue Corridor does and therefore scores less favourably.	0	Cultural Heritage is deemed of local, or niche, interest in the Study Area. Corridor does not provide a connection to the majority of these where the Blue Corridor does and therefore scores less favourably.	0	Cultural Heritage is deemed of local, or niche, interest in the Study Area. Corridor does not provide a connection to the majority of these where the Blue Corridor does and therefore scores less favourably.
Landscape and Visual	3	As described in the Landscape Assessment	2	Landscape Assessment completed by McA. Input from Landscape Arch not provided yet. Compared to the Blue Route it has been considered that the section where it diverges from Blue merits the loss of 1 mark	2	Landscape Assessment completed by McA. Input from Landscape Arch not provided yet. Compared to the Blue Route it has been considered that the section where it diverges from Blue merits the loss of 1 mark	2	Landscape Assessment completed by McA. Input from Landscape Arch not provided yet. Compared to the Blue Route it has been considered that the section where it diverges from Blue merits the loss of 1 mark	1	As described in the Landscape Assessment	1	Landscape Assessment completed by McA. Input from Landscape Arch not provided yet. Compared to the Purple Route it has been considered that there is no discernible variance in scores as the views along the R238 are achieved on this Route also.	1	Landscape Assessment completed by McA. Input from Landscape Arch not provided yet. Compared to the Purple Route it has been considered that there is no discernible variance in scores as the views along the R238 are achieved on this Route also.
Environmental, Flora and Fauna	-2	Connects with Lough Swilly SPA and with the notable birdlife associated with it - however this is not deemed as a positive factor in terms of this assessment. Traverses along the boundary of the SPA. Potential for impact on the SPA and this will be mitigated through the EIA process.	-2	Connects with Lough Swilly SPA and with the notable birdlife associated with it - however this is not deemed as a positive factor in terms of this assessment. Traverses along the boundary of the SPA. Potential for impact on the SPA and this will be mitigated through the EIA process. While the section which diverges from the SPA / shoreline is considered a positive factor of this route, it is not considered to merit a variance in score when the entire corridor is assessed.	-2	Connects with Lough Swilly SPA and with the notable birdlife associated with it - however this is not deemed as a positive factor in terms of this assessment. Traverses along the boundary of the SPA. Potential for impact on the SPA and this will be mitigated through the EIA process. While the section which diverges from the SPA / shoreline is considered a positive factor of this route, it is not considered to merit a variance in score when the entire corridor is assessed.	-2	Connects with Lough Swilly SPA and with the notable birdlife associated with it - however this is not deemed as a positive factor in terms of this assessment. Traverses along the boundary of the SPA. Potential for impact on the SPA and this will be mitigated through the EIA process. While the section which diverges from the SPA / shoreline is considered a positive factor of this route, it is not considered to merit a variance in score when the entire corridor is assessed.	2	Corridor deemed to provide a connection with the SPA (at Inch Wildfowl Reserve Trail), however this is not deemed a positive factor in terms of this assessment. However low potential impact on the env. due the alignment of the facility along Rockstown Rd and R238. Considered to be a marginally higher env impact along the R238 as some section of hedgerow will be required to be removed. However not considered so significant as to merit a variance in score from Purple Route. (Note - assumed that existing hedgerow along R238 is retained and GW is behind this hedgerow	2	Corridor deemed to provide a connection with the SPA (at Inch Wildfowl Reserve Trail), however this is not deemed a positive factor in terms of this assessment. Low potential impact on the env. due the alignment of the facility along Rockstown Rd and R238. Considered to be a marginally higher env impact along the R238 as some section of hedgerow will be required to be removed. However not considered so significant as to merit a variance in score from Purple Route. (Note - assumed that existing hedgerow along R238 is retained and GW is behind this hedgerow	1	Corridor deemed to provide a connection with the SPA (at Inch Wildfowl Reserve Trail), however this is not deemed a positive factor in terms of this assessment. From Rockstown Rd to R238, some removal of established hedgerows, field boundaries and vegetation will be required, which merits a score of 1 overall. Similar Env Impact along R238 as Yellow Corridor.
Physical Constraints	2	Consistent Cross Section available along this corridor. Residual physical constraint at Inch Embankment which will require further assessment at detailed design stage considered sufficient to merit the loss of a mark.	1	Consistent Cross Section available along this corridor. Residual physical constraint at Inch Embankment which will require further assessment at detailed design stage considered sufficient to merit the loss of a mark. Further residual constraint along L-74113 where GW design would be lower trafficked road. GW design to provide 2Nr crossing points for livestock / farm machinery although this is not considered sufficient to impact on the score.	2	Consistent Cross Section available along this corridor. Residual physical constraint at Inch Embankment which will require further assessment at detailed design stage considered sufficient to merit the loss of a mark.	2	Consistent Cross Section available along this corridor. Residual physical constraint at Inch Embankment which will require further assessment at detailed design stage considered sufficient to merit the loss of a mark. Further residual constraint along private farm access road where GW design would be required to provide crossing points for livestock / farm machinery, although this is not considered sufficient to impact on the score.	-3	Range of residual physical constraints along R238 in particular, ranging from significant to severe and requiring GW users to share the hard shoulder (and in some locations, the carriageway) with vehicular traffic.	0	The low to moderate Physical Constraints identified at Rockstown Rd are also applicable to this route and the facility provided will be defined by suitable road markings and signage with GW users sharing the carriageway with vehicular traffic. Along the R238, the GW would be provided behind the hedgerow and a consistent cross section could be provided. The residual phys constraints would be the requirement for road / farm crossings as follows: 6Nr private (res/commercial/school) crossings at Fahan 2Nr crossings of L1851 Crossing at L74113 2Nr Farm Crossings (opposite Cyclists Rest & Paul Jones kitchens.) 2Nr field access off R238. These physical constraints cannot be designed out and crossing in accordance with the prevailing design standards would be required. - Sufficient to merit a score of 0.	-1	Off Line Section from Rockstown Rd to R238 Significant flooding issues which cannot be addressed under the scope of this project. Consistent cross section could be provided. Detailed design required to consider the change in levels along this section and to ensure a design in accordance with the standards could be provided. Along the R238, the GW would be provided behind the hedgerow and a consistent cross section could be provided. The residual phys constraints would be the requirement for road / farm crossings as follows: 2Nr crossings of L1851 Crossing at L74113 2Nr Farm Crossings (opposite Cyclists Rest & Paul Jones kitchens.) 2Nr field access off R238. Considered that the flooding issue merits a score of -1 for this corridor.

Section 3														
Assessment Criteria	Blue		Red		Orange		Light Blue		Purple		Yellow		Green	
Quality of Service	3	The corridor is off-line and rural for its entire length from Inch Lake to Fahan and is segregated from traffic other than road crossing at Inch Embankment. Minimal impact of residual physical constraints on QoS and it is considered that a greenway utilising this corridor would be considered an attractive & pleasant product	2	The corridor is off-line and rural for its entire length from Inch Lake to Fahan and is segregated from traffic other than road crossing at Inch Embankment. Minimal impact of residual physical constraints on QoS and it is considered that a greenway utilising this corridor would be considered an attractive & pleasant product for the majority of the route. Given the proximity to the R238 and its associated traffic volumes and speed GW design along L74113 would be a lower trafficked road design and GW users would share the carriageway with farm vehicles / vehicles accessing private residences & farm. Therefore a score of 2 is merited.	3	The corridor is off-line and rural for its entire length from Inch Lake to Fahan and is segregated from traffic other than road crossing at Inch Embankment. Minimal impact of residual physical constraints on QoS and it is considered that a greenway utilising this corridor would be considered an attractive & pleasant product. Noted requirement to cross 2Nr farms entrances on R238 not considered sufficient to merit a variance in score when the entire route from Inch Lake to Fahan is considered.	3	The corridor is off-line and rural for its entire length from Inch Lake to Fahan and is segregated from traffic other than road crossing at Inch Embankment. Minimal impact of residual physical constraints on QoS and it is considered that a greenway utilising this corridor would be considered an attractive & pleasant product. Noted requirement to cross 2Nr farms entrances on R238 not considered sufficient to merit a variance in score when the entire route from Inch Lake to Fahan is considered.	-3	Residual Physical Constraints ranging from significant to severe considered to impact on QoS Assessment. Route is along the R238, with high volumes of fast traffic considered to impact on attractiveness of the facility to potential users. GW users required to share the hard shoulder or carriageway at various locations. Rockstown Rd section would be a lower trafficked road design and includes some steep gradients.	0	The GW facility along Rockstown Rd will be a shared road facility with GW users sharing the carriageway with vehicular traffic. While a design in accordance with the prevailing standards and compatible with the road network will be provided, the facility along this road is not considered 'accessible to all GW users'. Along R238, the GW would be safe and accessible and segregated from vehicular traffic, with the existing hedgerow providing screening from noise and air pollution generated along R238. The number of crossings (farm, road, private, commercial) is considered to detract from the attractiveness of the route. Overall, given the QoS issues arising at Rockstown Road & the crossings required along R238, a score of 0 is considered appropriate	2	The corridor is off-line and rural for its entire length from Inch Lake to Fahan and is segregated from traffic other than road crossing at Inch Embankment & crossings along the R238. Minimal impact of residual physical constraints on QoS and it is considered that a greenway utilising this corridor would be considered an attractive & pleasant product. The requirement to provide crossing points along the R238 merits the loss of 1 point and a score of 2 is deemed appropriate.
Material Assets and Human Beings	-3	Private land required for the majority of this corridor, with high potential impacts on privacy and farming practices.	-3	Private land required for the majority of this corridor, with high potential impacts on privacy and farming practices.	-3	Private land required for the majority of this corridor, with high potential impacts on privacy and farming practices.	-3	Private land required for the majority of this corridor, with high potential impacts on privacy and farming practices.	2	Private land not required for this corridor as described in the report. Potential for some impact on privacy as the facility would impose physical infrastructure in front of properties and businesses along the R238.	-3	Private land required for the majority of this corridor, with high potential impacts on privacy and farming practices.	-3	Private land required for the majority of this corridor, with high potential impacts on privacy and farming practices.
Potential Cost	-1	Potential for expensive mitigation measures along Lough Swilly SPA is considered sufficient to increase the potential construction cost of a greenway along this route above the average cost	-1	Potential for expensive mitigation measures along Lough Swilly SPA is considered sufficient to increase the potential construction cost of a greenway along this route above the average cost	-1	Potential for expensive mitigation measures along Lough Swilly SPA is considered sufficient to increase the potential construction cost of a greenway along this route above the average cost	-1	Potential for expensive mitigation measures along Lough Swilly SPA is considered sufficient to increase the potential construction cost of a greenway along this route above the average cost	0	Can be delivered within a reasonable deviation from the average cost in general.	0	Can be delivered within a reasonable deviation from the average cost in general.	0	Can be delivered within a reasonable deviation from the average cost in general.
Cross Border Connectivity	3	As noted in Preamble, each route scores equally	3	As noted in Preamble, each route scores equally	3	As noted in Preamble, each route scores equally	3	As noted in Preamble, each route scores equally	3	As noted in Preamble, each route scores equally	3	As noted in Preamble, each route scores equally	3	As noted in Preamble, each route scores equally
Public Feedback	-2	Low levels of public support. Main issues and concerns raised as they relate to this corridor (ie safety, impacts on privacy, farming practices, and the environment) could be addressed through the design development process and dependant on discussions and negotiations with stakeholders traffic volumes. Notwithstanding this, it is acknowledged that these issues raised by the public reflect negatively in this assessment.	-2	Minimal Public Support for this Route Corridor. Main issues and concerns raised as they relate to this corridor (ie safety, impacts on privacy, farming practices, and the environment) could be addressed through the design development process and dependant on discussions and negotiations with stakeholders traffic volumes. Notwithstanding this, it is acknowledged that these issues raised by the public reflect negatively in this assessment.	-2	Minimal Public Support for this Route Corridor. Main issues and concerns raised as they relate to this corridor (ie safety, impacts on privacy, farming practices, and the environment) could be addressed through the design development process and dependant on discussions and negotiations with stakeholders traffic volumes. Notwithstanding this, it is acknowledged that these issues raised by the public reflect negatively in this assessment.	-2	Minimal Public Support for this Route Corridor. Main issues and concerns raised as they relate to this corridor (ie safety, impacts on privacy, farming practices, and the environment) could be addressed through the design development process and dependant on discussions and negotiations with stakeholders traffic volumes. Notwithstanding this, it is acknowledged that these issues raised by the public reflect negatively in this assessment.	0	High level of public support. Main issues and concerns raised as they relate to this corridor (ie traffic volumes, proximity to a main road) cannot be mitigated through the design process.	-1	Minimal Public Support for this Route Corridor. Main issues and concerns raised as they relate to this corridor are the impacts on properties, privacy and access arrangements to private properties and lands from the R238 across the GW corridor, as well as the proximity of the corridor to traffic on the R238. While the issues relating to properties / privacy and access could be mitigated through the design process in consultation with landowners, it is considered that they could not be eliminated entirely. Additional landtake would also be required on the section of the route between Rockstown Road and R238 and land acquisition in this area would impact on farming practices. Safety concerns due to proximity to livestock could be mitigated during the detailed design stage and in further consultation with affected landowners. Issues raised in relation to proximity to traffic along the R238 are mitigated by providing a GW of consistent cross section, segregated from the carriageway as far as practicable. It is noted that increasing the segregation would result in further impacts on affected properties. These issues are considered to merit a score of -1 for this corridor	-1	Minimal Public Support for this Route Corridor. Main issues and concerns raised as they relate to this corridor are the impacts on properties, privacy and access arrangements to private properties and lands from the R238 across the GW corridor, as well as the proximity of the corridor to traffic on the R238. While the issues relating to properties / privacy and access could be mitigated through the design process in consultation with landowners, it is considered that they could not be eliminated entirely. Additional landtake would also be required on the section of the route between Rockstown Road and R238 and land acquisition in this area would impact on farming practices. Safety concerns due to proximity to livestock could be mitigated during the detailed design stage and in further consultation with affected landowners. Issues raised in relation to proximity to traffic along the R238 are mitigated by providing a GW of consistent cross section, segregated from the carriageway as far as practicable. It is noted that increasing the segregation would result in further impacts on affected properties. These issues are considered to merit a score of -1 for this corridor
Total Score	9		7		9		9		6		8		8	

APPENDIX G3 – SUMMARY OF SECOND SCORING ASSESSMENT

Assessment Criteria	Blue	Orange	Light Blue
Environmental, Flora and Fauna	-2 Traverses along the boundary of the SPA for all of its length. Potential for impact on the SPA and this will be mitigated through the EIAR process.	-1 Avoids traversing along the SPA boundary where it diverges from Blue Route. Offers marginal benefit to the Env Assessment of the Orange Corridor over this short section, (however this was not enough to merit a variance in the initial score for the entire Orange Corridor). Note revised Scoring Matrix which describes the scoring assessment	-1 Avoids traversing along the SPA boundary where it diverges from Blue Route. Offers marginal benefit to the Env Assessment of the Light Blue Corridor, over this short section, (however this was not enough to merit a variance in the initial score for the entire Light Blue Corridor). Note revised Scoring Matrix which describes the scoring assessment
Quality of Service	3 Assumed that all routes are segregated from vehicular traffic, safe and accessible and substantially off-road. Therefore this assessment considers 'Developed in accordance with Best Practise & International Standards' as the key assessment criterion for QoS. Coherence: Most coherent route, as it follows a relatively straight corridor, with only 1 deviation. Directness: 680m approx. Safety: Potential for actual and perceived risk will be assessed in detail at detailed design stage. Noted that some potential for conflict with farm operations and livestock, however it is considered that careful design and thorough Design Risk Assessments can mitigate this risk. Comfort: Minimal changes in gradient and consistent cross section and it is considered a 'comfortable' route. Attractiveness: Considered an attractive route and would provide a pleasant user experience. Overall a score of 3 is considered appropriate.	2 Assumed that all routes are segregated from vehicular traffic, safe and accessible and substantially off-road. Therefore this assessment considers 'Developed in accordance with Best Practise & International Standards' as the key assessment criterion for QoS. Coherence: Route contains 10Nr changes in direction which is considered to impact on its 'coherence', and in particular 3Nr 90deg (approx) turns over a short distance at junction with R238. Noted that detailed design will be required to ensure safe turning manouvres for cyclists with appropriate forward visibility can be provided. Directness: 1310m approx., 90% longer than the shortest route. Safety: Potential for actual and perceived risk will be assessed in detail at detailed design stage. Noted that some potential for conflict with farm operations and livestock, however it is considered that careful design and thorough Design Risk Assessments can mitigate this risk. This potential for conflict is considered less than on the Blue Route, given increased distance from farming operations. Comfort: Minimal changes in gradient and consistent cross section and it is considered a 'comfortable' route. Attractiveness: Considered an attractive route and would provide a pleasant user experience. Proximity to R238 and associated noise and air pollution is considered a marginal impact, given the available screening (existing hedgerow is retained in this design) Overall a score of 2 is considered appropriate, given the issues related to Coherence and Directness, and also taking into account the reduced safety concerns.	2 Assumed that all routes are segregated from vehicular traffic, safe and accessible and substantially off-road. Therefore this assessment considers 'Developed in accordance with Best Practise & International Standards' as the key assessment criterion for QoS. Coherence: Route contains 8Nr changes in direction which is considered to impact on its 'coherence'. Noted that detailed design will be required to ensure safe turning manouvres for cyclists with appropriate forward visibility can be provided. Directness: 950m approx., 40% longer than the shortest route. Safety: Potential for actual and perceived risk will be assessed in detail at detailed design stage. Noted that some potential for conflict with farm operations and livestock, however it is considered that careful design and thorough Design Risk Assessments can mitigate this risk. This potential for conflict is considered similar to that on the Blue Route. Comfort: Minimal changes in gradient and consistent cross section and it is considered a 'comfortable' route. Attractiveness: Considered an attractive route and would provide a pleasant user experience. Proximity to R238 and associated noise and air pollution is considered a marginal impact, given the available screening (existing hedgerow is retained in this design) Overall a score of 2 is considered appropriate, given the issues related to Coherence and Directness, and also taking into account the safety concerns.

Assessment Criteria	Blue		Orange		Light Blue	
Material Assets and Human Beings - Nr of Landowners affected	-1	One Landowner Affected	-2	Two Landowners Affected	-1	One Landowner Affected
Material Assets and Human Beings - severance	-1	<p>Severance of farm holdings is deemed to be moderate.</p> <p>The landtake required would sever the existing land holding from the shoreline, however it would not require severance within the land holding (i.e. division of the land holding).</p> <p>At the northern extent of the farm holding, the proposed GW route could restrict access to the field between the farm and the shoreline. Access to this field could still be provided via an alternative route, or by providing accommodation works and it is not considered that this field would be 'severed' from the rest of the land holding. However the impact of the restricted access to the field is reflected in this score.</p>	-1	<p>This route traverses the boundary of two separate land holdings, and as such, severance of farm holdings is deemed to be moderate.</p> <p>Along the R238, the GW would traverse the boundary of one land holding.</p> <p>There is an existing footpath along the R238 for this section, with two accesses into the land holding and any farm machinery / access to the land holding is currently required to cross this footpath.</p> <p>The provision of a GW would not significantly worsen this requirement and appropriate crossing points and mitigation measures could be provided.</p> <p>It is considered that a GW along the landholding boundary with R238 would not significantly impact on the 'severance' score.</p> <p>A Score of -1 is merited.</p>	-3	<p>This route tranverses through, and therefore severs, the affected landholding.</p> <p>This is considered to be the most severe form of severance and a score of -3 is merited.</p> <p>It is again noted that there are two accesses into the land holding from the R238. There is an existing footpath along the R238 for this section, with two accesses into the land holding and any farm machinery / access to the land holding is currently required to cross this footpath.</p>
Material Assets and Human Beings - impact on land usage	-1	<p>Landtake approximately 6,600m². To be confirmed if progressed to detailed design stage.</p> <p>Landtake allows for buffer zone to residences and farm operations as far as practicable, and assessed based on the available mapping background information</p>	-3	<p>Landtake approximately 16,700m². To be confirmed if progressed to detailed design stage.</p> <p>Landtake allows for buffer zone to residences and farm operations as far as practicable, and assessed based on the available mapping background information.</p> <p>10m buffer provided to residences and commercial premises at R238.</p>	-2	<p>Landtake approximately 10,300m². To be confirmed if progressed to detailed design stage.</p> <p>Landtake allows for buffer zone to residences and farm operations as far as practicable, and assessed based on the available mapping background information.</p> <p>10m buffer provided to commercial premises at R238.</p>
Material Assets and Human Beings - privacy	-3	<p>Most severe impact on privacy and score of -3 is merited.</p> <p>The GW would provide access to the public within 50m of an existing residence, where currently no public access is available.</p> <p>The GW would also pass adjacent to a working farm, with associated impacts on the privacy of farm workers and operations.</p>	-2	<p>Very high impact on privacy and score of -2 is merited</p> <p>GW would provide access adjacent to private residence (40m) and farm operations (40m) associated with the affected land holding, however this impact is deemed to be less severe than that of the Blue or Light Blue Corridor.</p> <p>The GW would provide access to the rear of three private residences on R238. (distance approx 10m) Noted that these properties are currently bounded to the front by the R238.</p> <p>GW would provide access to the rear of commercial enterprise on R238 (distance approx 10m)</p> <p>The landtake estimated for this option allows for a 10m buffer zone from the GW boundary fence to the boundary of the private residences & commercial properties at R238 in order to mitigate the impact on these properties.</p> <p>The scoring assessment for this criterion acknowledges the effect of this mitigation, however the impact on privacy is still considered 'very high'</p>	-3	<p>Most severe impact on privacy and score of -3 is merited</p> <p>GW would provide access adjacent to private residence and farm operations associated with the affected land holding. (distance approx 20m)</p> <p>GW would provide access to the rear of commercial enterprise on R238 (distance approx 10m)</p>
Total Score	-5		-7		-8	