## Key Issues –
The key challenges were in the selection of the route and the appropriate assessment of impacts. The town of Dungiven is to be bypassed to upgrade a key transport corridor between Northern Ireland’s two largest cities and to remove a significant traffic bottleneck. The levels of traffic in the town have resulted in the designation of an Air Quality Management Area.
The selection of a bypass route was constrained through the presence of a protected demesne and properties to the north and a State Care monument with an SAC and AONB to the south. The presence of these constraints, which affected all options, required careful appraisal and comparative assessment. There are a number of designated areas in the vicinity of the scheme including a Special Area of Conservation, Areas of Special Scientific Interest and Local Landscape Policy Areas.
The main watercourses are the River Roe and tributaries of the River Faughan (both European designated). There are three scheduled monuments in the area of the scheme including Dungiven Priory (Early Christian period - 400 to 1200AD).

## Purpose of the project
The A6 route is part of the Belfast – Londonderry Key Transport Corridor, connecting the two largest cities in the Province. The upgrade of the A6 is accounted for and highlighted in the Regional Transportation Strategy. The purpose of the scheme is to improve the road network in the north west of the Province; to reduce delays on the Key Corridor; to reduce delays and congestion and improve road safety.

## Description of the project
AECOM was commissioned to undertake the design and assessment of a 14km section of dual carriageway scheme between Claudy and Dungiven. The proposed scheme is to be constructed off line in a green field location. There are two proposed junctions— one grade separated and one roundabout. Environmental mitigation including extensive landscape mitigation and ecological measures were incorporated into the proposal.
Lessons learnt
AECOM, as the scheme designers, sought to balance the environmental impacts, engineering constraints and economic considerations.

The existing environment is an upland area with heavy deposits of peat. The scheme was designed to balance the earthworks in terms of cut and fill material. However the nature of peat means that it is required to be excavated for construction stability. The high level of surplus excavated peat required an innovative and sustainable disposal method.

The excavated peat material is to be reused on the scheme to restore degraded wetland. This re-use will provide savings of between £10M and £17M in landfill costs. It will also enhance the local environment and reduce the impact of the construction area will be monitored post construction to ensure the success of the restoration works.

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Lessons learnt cont.
Potential cultural heritage, landscape and visual to the AONB, Dungiven Priory and a standing stone required detailed assessment and mitigation proposals. Extensive consultations with the statutory bodies and the public were required prior to ES publication to ensure “buy-in” from all stakeholders.

Landscape mitigation and enhancement measures were developed. Specific landscape measures have been developed in consultation with NIEA where the proposed scheme is located within the AONB, and in close proximity to scheduled monuments south of Dungiven, to minimise landscape effects on the sensitive landscape setting in this location.

Proposals include appropriate design of new structures, extensive ground modelling, and extensive native woodland planting.

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