



April 30th, 2015

Notice Of Meeting

You are invited to attend the Inaugural Planning Committee Meeting to be held on **Wednesday, 13th May 2015** at **8:30 am** in the **Boardroom, District Council Offices, Monaghan Row, Newry.**

The Members of the Planning Committee are:-

Chair: Councillor J Tinnelly

Vice Chair: Councillor W Clarke

Members:	Councillor M Larkin	Councillor M Ruane
	Councillor V Harte	Councillor D McAteer
	Councillor K Loughran	Councillor L Devlin
	Councillor M Murnin	Councillor G Craig
	Councillor H McKee	Councillor P Brown

Agenda

(1) **Assembly details.**

8.30 am

- Committee Members to assemble at **8.30 am** in the Boardroom, District Council Offices, Monaghan Row, Newry.
- Mary Stewart from Fife Council will accompany the Committee on their site visits and will attend the Committee Meeting.

(2) **Arrangements for site visits (transport will be provided).**

9.00 am - site visit to the location of the proposed ferry terminal facilities at Greencastle.

- site visit to 12 Seaview, Warrenpoint.

- site visit to 24a Dorans Hill, Newry

Committee Business

(3) **Meeting to commence at 1.00 pm (approximately).**

Apologies and Chairperson's remarks.

(4) **Declarations of Interest.**

Minutes

(5) **Minutes of Planning Committee Meeting held on Wednesday 15 April 2015. (Attached).**

For ratification.

Minutes (Inaugural) Planning Committee Meeting 15 April 2015.pdf

Page 1

(6) **Action Sheet from Members' Briefing Panel Meeting held on Tuesday 21 April 2015. (Attached).**

[Action Sheet - 21 April 2015 \(Version 1\).pdf](#)

Page 9

(7) **Schedule of Applications for determination - 13 May 2015. (Schedule attached).**

Please click on the link below which will take you to the Planning Portal - this will allow you to view the supporting documents for each planning application.

http://epicpublic.planningni.gov.uk/PublicAccess/zd/zdApplication/application_searchform.aspx

- P/2013/0434/F - Frazer Ferries Ltd. - proposed ferry terminal facilities at Greencastle, Co. Down (**Officer report attached**).
- P/2014/0310/RM - Newry, Mourne and Down District Council - Phase 2 of new Leisure Centre (**Officer report attached**).
- P/2014/0957/F - Julie McLarnon - change of use at 12 Seaview, Warrenpoint (**Officer report attached**).
- P/2014/0960/F - Michael McGuinness - change of use at 4a Doran's Hill, Newry (**Officer report attached**).
- P/2015/0124/F - St. Patricks GFC Cullyhanna - proposed new playing field on the Tullinavall Road, Cullyhanna (**Officer report attached**).

[P-2013-0434-F - Greencastle Ferry Part One.pdf](#)

Page 12

[P-2013-0434-F - Greencastle Ferry Part Two.pdf](#)

Page 51

[P-2014-0310-RM Newry Leisure Centre \(Phase 2\).pdf](#)

Page 98

[P-2014-0957-F -Seaview Wpt.pdf](#)

Page 126

[P-2014-0960-F Dorans Hill.pdf](#)

Page 138

[P-2015-0124-F - Cullyhanna.pdf](#)

Page 149

[Council Schedule for meeting 13 May 2015 \(1\).pdf](#)

Page 160

(8) **Information Sheet and Flow Chart - Planning Process. (Copy to**

follow).

-
-
- (9) **Guidance on costs awards in Planning and related appeals.
(Attached).**

Guidance on cost awards.pdf

Page 165

Invitees

Cllr. Terry Andrews	terry.andrews@downdc.gov.uk
Cllr. Naomi Bailie	naomi.bailie@nmandd.org
Cllr. Patrick Brown	patrick.brown@nmandd.org
Cllr. Robert Burgess	robert.burgess@downdc.gov.uk
Cllr. Stephen Burns	stephen.burns@downdc.gov.uk
Cllr. Michael Carr	michael.carr@newryandmourne.gov.uk
Cllr. charlie casey	charlie.casey@newryandmourne.gov.uk
Cllr. Patrick Clarke	patrick.clarke@downdc.gov.uk
Cllr. Garth Craig	garth.craig@downdc.gov.uk
Cllr. Dermot Curran	dermot.curran@downdc.gov.uk
Mr. Eddie Curtis	eddie.curtis@newryandmourne.gov.uk
Cllr. Laura Devlin	laura.devlin@downdc.gov.uk
Mrs. Louise Dillon	louise.dillon@newryandmourne.gov.uk
Cllr. Geraldine Donnelly	geraldine.donnelly@newryandmourne.gov.uk
Cllr. Sean Doran	sean.doran@newryandmourne.gov.uk
Cllr. Sinead Ennis	sinead.ennis@nmandd.org
Cllr. Cadogan Enright	cadogan.enright@downdc.gov.uk
Mr. John Farrell	john.farrell@newryandmourne.gov.uk
Cllr. Gillian Fitzpatrick	gillian.fitzpatrick@newryandmourne.gov.uk
Cllr. Glyn Hanna	glyn.hanna@nmandd.org
Mr. Liam Hannaway	liam.hannaway@nmandd.org
Cllr. Valerie Harte	valerie.harte@newryandmourne.gov.uk
Cllr. Harry Harvey	harry.harvey@newryandmourne.gov.uk
Cllr. Terry Hearty	terry.hearty@newryandmourne.gov.uk
Cllr. David Hyland	david.hyland@newryandmourne.gov.uk
Miss Veronica Keegan	veronica.keegan@downdc.gov.uk
Cllr. Liz Kimmins	liz.kimmins@nmandd.org
Cllr. Mickey Larkin	micky.larkin@nmandd.org
Mr. Michael Lipsett	michael.lipsett@downdc.gov.uk
Cllr. Kate Loughran	kate.loughran@newryandmourne.gov.uk
Mrs. Regina Mackin	regina.mackin@newryandmourne.gov.uk
Cllr. Kevin Mc Ateer	kevin.mcateer@nmandd.org
Mr. Johnny Mc Bride	johnny.mcbride@newryandmourne.gov.uk
Mr. Gerard Mc Givern	gerard.mcgivern@newryandmourne.gov.uk
Cllr. Colin Mc Grath	colin.mcgrath@downdc.gov.uk
Collette McAteer	collette.mcateer@newryandmourne.gov.uk
Cllr. Declan McAteer	declan.mcateer@newryandmourne.gov.uk
Ms. Sylvia McClurg	sylvia.mcclurg@downdc.gov.uk
Mr. Anthony McKay	anthony.mckay@nmandd.org
Cllr. Harold McKee	harold.mckee@newryandmourne.gov.uk
Ms. Heather McKee	heather.mckee@newryandmourne.gov.uk

Eileen McParland	eileen.mcparland@newryandmourne.gov.uk
Cllr. Roisin Mulgrew	roisin.mulgrew@nmandd.org
Cllr. Mark Murnin	mark.murnin@nmandd.org
Mrs. Aisling Murray	aisling.murray@newryandmourne.gov.uk
Cllr. Barra O Muiri	barra.omuiri@nmandd.org
Cllr. Pol O'Gribin	pol.ogribin@nmandd.org
Mr. Canice O'Rourke	canice.orourke@downdc.gov.uk
Ms. Patricia Oakes	patricia.oakes@downdc.gov.uk
Cllr. Brian Quinn	brian.quinn@newryandmourne.gov.uk
Cllr. Henry Reilly	henry.reilly@newryandmourne.gov.uk
Cllr. Michael Ruane	michael.ruane@newryandmourne.gov.uk
Cllr. Gareth Sharvin	gareth.sharvin@downdc.gov.uk
Cllr. Gary Stokes	gary.stokes@nmandd.org
Sarah Taggart	sarah-louise.taggart@downdc.gov.uk
Cllr. David Taylor	david.taylor@newryandmourne.gov.uk
Cllr. Jarlath Tinnelly	jarlath.tinnelly@nmandd.org
Cllr. William Walker	william.walker@nmandd.org
Mrs. Marie Ward	marie.ward@downdc.gov.uk
Cllr. Clarke William	william.clarke@downdc.gov.uk

NEWRY, MOURNE & DOWN DISTRICT COUNCIL

Ref: PL/DM

**Minutes of the Inaugural Meeting of Newry, Mourne and Down District Council
Planning Committee held on Wednesday 15 April 2015 at 11.00am in the
Boardroom, District Council Offices, Monaghan Row, Newry**

In the Chair: Councillor J Tinnelly**In attendance:****(Councillors)**

Cllr W Clarke	Cllr.G Craig
Cllr. L Devlin	Cllr. V Harte
Cllr. M Larkin	Cllr. K Loughran
Cllr. D McAteer	Cllr. H McKee
Cllr. V Harte	Cllr. M Ruane

(Officials)

Mr L Hannaway	Chief Executive
Mr C O Rourke	Director Regulatory & Technical Services
Mr E Curtis	Director Strategic Planning & Performance
Mr P Green	Legal Officer
Mr A McKay	Head of Planning
Mr P Rooney	Principal Planning Officer
Ms J McParland	Senior Planning Officer
Mr A Davidson	Senior Planning Officer
Ms E McParland	Democratic Services Manager
Ms C Miskelly	Head of Human Resources
Ms C McAteer	Democratic Services Officer
Ms L Dillon	Democratic Services Officer

Also in attendance:

Mr R Laughlin	Transport NI
Mr S Grant	Transport NI

Noted:

Committee Members assembled at 9.30am and proceeded to visit on site the following locations prior to the commencement of the Planning Committee Meeting:

(Application No: P/2014/0335/O) Lands at Abbey Way/Courtney Hill Newry
 (Application No: P/2014/0368/O) Lands at St Clare's Primary School and Convent
 (Application No: P/2014/0355/O) Lands at rear of Jennings Park Newry

P/01/2015: APOLOGIES / CHAIRMANS REMARKS

Apologies were received from:

Councillor P Brown

Councillor M Murnin

The Chairman welcomed everyone to the inaugural meeting of the Newry Mourne and Down District Council Planning Committee Meeting.

P/02/2015: DECLARATIONS OF INTEREST

Declarations of interest were put forward as follows:

Councillor McAteer declared an interest in Planning Application P/2014/0355/O in respect of lands at Jennings Park as he had participated in discussions and a voting process with the legacy Newry and Mourne District Council regarding the proposed sale of Jennings Park Newry.

Councillor M Ruane declared in interest in Planning Application P/2014/0355/O in respect of lands at Jennings Park Newry as he had participated in discussion at a number of meetings opposing the proposal to develop lands at Jennings Park Newry and therefore indicated he would withdraw from discussions on this Planning Application.

Councillor V Harte declared an interest in Planning Application P/2014/0355/O in respect of lands at Jennings Park Newry for the same reasons as outlined by Councillor M Ruane and McAteer.

Councillor V Harte declared an interest in Planning Application P/20140368/O in respect of the development of the site at St Clares Primary School and Convent High Street Newry and also Planning Application P/20140366/DCA in respect of demolition of former school and convent buildings at St Clare's Primary School, by association.

Councillor Larkin declared in interest in Planning Application P/2014/0355/O in respect of lands at Jennings Park Newry for the same reasons as outlined by Councillors Harte, Ruane and McAteer.

P/03/2015: APPOINTMENT OF COUNCILLORS TO MEMBERS' BRIEFING PANEL

AGREED: It was unanimously agreed to appoint the following Councillors to the remaining places on the Members' Briefing Panel:

Councillor H McKee

Councillor D McAteer

NOTED: The Members' Briefing Panel now consisted of the following Councillors:
Councillor J Tinnelly (Chair of Planning Committee)
Councillor W Clarke (Vice Chair of Planning Committee)
Councillor H McKee
Councillor D McAteer

P/04/2015: APPLICATIONS FOR DETERMINATION

The following Applications were considered by the Committee:

(1) P/2014/0335/OUTLINE

Location:

Lands at Abbey Way/Courtney Hill (including part of former grammar school lands, part of primary school lands and lands to rear of Abbey Yard) Ballynacraig Newry BT34 2ED.

Proposal:

Development of Community Treatment and Care Centre, associated parking including an area of decked parking, accesses from Abbey Way and Courtney Hill, the demolition of existing buildings (used as school meals kitchen and kindergarten) to the rear of 10 Abbey Yard and other associated operational development.

Conclusion and Recommendation from Planning Official

On balance, Planning are of the opinion that the proposal is an acceptable use within the city centre and are of the opinion that with careful use of conditions the historic character of the listed buildings and conservation area can be protected as can the archaeological remains in the area. Planning are also of the view that the objectors are not fatal to the scheme and can appropriately be considered through careful and considerate design. Therefore content to recommend approval.

AGREED: On the proposal of Councillor McAteer seconded by Councillor Ruane it was agreed to approve Application P/20140335/O in line with the recommendation from Planning Department and subject to the inclusion of an additional condition that prior to the commencement of development, the Japanese knotweed present on site be fully treated in a scheme and methodology to be submitted to and agreed by Newry Mourne and Down District Council.

NOTED: No abstentions.

(2) P/2014/0337/DCA***Location:***

School meals kitchen and kindergarten at lands to rear of 10 Abbey Yard Abbey Way Newry.

Proposal:

Demolition of buildings currently used as a school meals kitchen and kindergarten for the development of Community Treatment and Care Centre.

Conclusion and Recommendation from Planning Official

Planning Department are of the opinion that the two buildings to which this application relates do not make a contribution to the Conservation area, either positively or negatively, given the location of the structures set below Abbey Way/Castle Street and their construction materials. Planning are content the demolition of the buildings would not be detrimental to the character of the area, even if the site was to remain undeveloped and the demolition is not contrary to Policy BH14 of PPS6. Given the construction and materials of the structures Planning are also content that there is no need for conditions requiring the recording of the buildings prior to demolition. Therefore recommend that consent to demolish be granted.

Conditions/Informative or Refusal Reasons

No demolition of any structures, buildings or walls shall take place until a full or Reserve Matters Planning application for the redevelopment of this site has been submitted to and agreed by the Planning Authority in writing.

(Reason: To prevent detrimental impact to Conservation Area)

AGREED: On the proposal of Councillor Craig seconded by Councillor McAteer it was agreed to grant consent to demolish in line with the recommendation from Planning Department, subject to conditions as outlined.

NOTED: No abstentions.

(3) P/2014/0368/OUTLINE***Location:***

St Clares Primary School and Convent High Street Newry BT34 1HD.

Proposal:

Redevelopment of site to provide new Community Treatment and Care Centre, to include GP surgeries, treatment rooms, physiotherapy, dentistry, ophthalmics, etc, office accommodation, gymnasium, pharmacy, café, bank, cultural resource centre and associated ancillary facilities. Site landscaping and provision of amenity areas. Multi level car park for circa 350 cars. Improved vehicular access to High Street with 'exit only' to Abbey Way, and associated highway improvements.

NOTED: Councillor Harte left the Chamber at this point in the meeting, and therefore was not present during discussion on this application.

Conclusion and Recommendation from Planning Official

On balance, Planning is of the opinion that the proposal is an acceptable use within the city centre, and that with careful use of conditions the historic character of the listed buildings and conservation area can be protected as can the archaeological remains in the area. Planning is of the view the objectors are not fatal to the scheme and can appropriately be considered through careful and considerate design. Therefore recommend approval.

AGREED: On the proposal of Councillor Devlin seconded by Councillor McAteer it was agreed to approve Application P/2014/0368/O in line with the recommendation from Planning Department.

NOTED: No abstentions.

(4) P/2014/0366/DCA**Location:**

St Clares Primary School and Convent High Street Newry BT34 1HD.

Proposal:

Demolition of former school and convent buildings to facilitate new Community Treatment and Care Centre.

Conclusion and Recommendation from Planning Official

Planning are of the opinion that the two buildings to which this application relates do not make a contribution to the Conservation area, either positively or negatively. Planning are content the demolition of the buildings would not be detrimental to the character of the area, even if the site was to remain undeveloped and the demolition is not contrary to Policy BH14 of PPS6. Given the construction and materials of the structures Planning also content that there is need for conditions requiring the recording of the buildings prior to demolition. Therefore recommend that consent to demolish be granted.

Conditions/Information or Refusal Reasons

No demolition of any structures, buildings or walls shall take place until a full or Reserve Matters planning application for the redevelopment of this site has been submitted to and agreed by the Planning Authority in writing.

(Reason: To prevent detrimental impact to the Conservation Area)

No demolition of any structure, buildings or walls shall take place until a Listed Building Consent Application has been submitted to and agreed by the Planning Authority in writing.

(Reason: To prevent detrimental impact to the listed building)

No demolition of any structure, buildings or walls shall take place until a full record of the buildings being demolished has been submitted to and agreed in writing by the Planning Authority.

(Reason: To maintain a record of historical sites within the immediate area)

AGREED: On the proposal of Councillor Craig seconded by Councillor McKee it was agreed to approve Application P/2014/0366/DCA in line with the recommendation from Planning Department, subject to the Reserved Matters scheme being approved prior to any demolition works being commenced.

NOTED: No abstentions.

(5) P/2014/0355/OUTLINE

Location:

Newry Swimming Pool and lands to rear at Jennings Park Clanyre Avenue Newry.

Proposal:

Community Treatment and Care Centre (CTCC) with associated site works and car parking.

NOTED: Councillor M Ruane, Councillor M Larkin and Councillor D McAteer left the meeting at this point and were not present during discussion on the above application.

Councillor Harte who had already left the meeting remained absent during discussion of the above application.

Conclusion and Recommendation from Planning Officer

In light of the assessment of planning policy and other material considerations, it is recommended to the Planning Committee that this application should be approved. By way of its very definition, this proposed Community Treatment and Care Centre, if approved and implemented, will equate to huge community benefit/gain in the area with a huge investment in the area. The community benefits would be substantial and would more than decisively outweigh the loss of open space. Negative conditions, additional planning applications or even developer agreements could be used to secure the substantial community benefits as well as enhancing them further throughout the project, if approved and implemented.

AGREED: On the proposal of Councillor Craig seconded by Councillor McKee it was agreed to approve Application P/2014/0355/O, in line with the recommendation from Planning Department.

NOTED: Councillor L Devlin declared she was opposed to Application P/2014/0355/O in its current form in terms of loss of green space.

A vote was taken by way of a show of hands on the above proposal and voting was as follows:

For:	4
Against	2
Abstentions	0

AGREED: It was therefore agreed to approve Application P/2014/0355/O.

P/05/2015: INFORMATION RE: PLANNING PROCESS

NOTED: It was noted an Information Sheet and Flow Chart would be prepared for distributing to Councillors outlining the planning process. This document is not yet available.

AGREED: It was agreed the Information Sheet and Flow Chart outlining the planning process which is currently being prepared by Planning Officers, be tabled at the next Planning Committee Meeting on Wednesday 13 May 2015.

**P/06/2015: DATES FOR MEETINGS:
- PLANNING COMMITTEE MEETINGS
- MEMBERS BRIEFING PANEL MEETINGS**

Read: List of future dates of Planning Committee Meetings and Members Briefing Panel Meetings. **(Copy circulated)**

AGREED: It was agreed to note the above dates.

P/07/2015: DOE RE: SUBORDINATE LEGISLATION FOR PLANNING REFORM AND TRANSFER TO LOCAL GOVERNMENT

Read: Correspondence dated 18 March 2015 from DOE Planning Policy Division regarding Subordinate Legislation for Planning Reform and Transfer to Local Government. **(Copy circulated)**

AGREED: It was agreed to mark the above correspondence noted.

**P/08/2015: CONFERENCE
FUTURE PLACES AND SPACES**

Read: Details from Queens University Belfast regarding Future Places and Spaces Conference to be held on 1 June 2015.

AGREED: On the proposal of Councillor Craig seconded by Councillor Devlin it was agreed to appoint the Chair and Vice Chair of the Planning Committee, or their nominees, to attend the Future Places and Spaces Conference to be held on 1 June 2015 at Queens University Belfast.

**P/09/2015: CONTACT TELEPHONE NUMBERS
- PLANNING OFFICIALS**

NOTED: It was noted new guidance will be issued within the next number of days which will provide a revised contact arrangements for elected members and members of the public to contact the Planning Department.

P/10/2015: DATE OF NEXT MEETING

NOTED: It was noted the next Planning Committee Meeting will be held on Wednesday 13 May 2015.

NOTED: It was noted the next Members' Briefing Panel Meeting will be held on Tuesday 21 April 2015.

There being no further business the meeting ended at 1.05pm.

For adoption at the Planning Committee Meeting to be held on Wednesday 13 May 2015.

Signed: _____ **CHAIRPERSON**

Signed: _____ **CHIEF EXECUTIVE**

<p>B2. Application Ref : P/2014/0960/F</p> <p>Applicant Name: Michael McGuinness</p> <p>Proposal: Change of use of existing shop to chip shop and associated off-license</p> <p>Site Location: 24a Dorans Hill Newry</p> <p>Recommendation: Approval</p> <p>Briefing Panel Criteria: Objections: 20 (from more than 6 different addresses) and also representations made by Councillor L Kimmins and Councillor C Casey (representations were circulated at the meeting).</p> <p>Briefing Panel Decision: It was unanimously AGREED to refer this Planning Application to the Planning Committee Meeting to be held on Wednesday 13 May 2015 and also that the Planning Committee visit the site.</p> <p>It was AGREED representatives from the Environmental Health Department, as consultees, attend the Planning Meeting on 13 May 2015.</p> <p>It was AGREED Mr A Davidson, SPO seek further clarification from Roads Service on their response to this planning application.</p>	<p>Refer to Pl. Mtg. 13-5-15 with Env. Health to attend</p> <p>Site visit on 13-5-15</p> <p>A Davidson clarify with Roads</p>
--	--

<p>NOTED: In response to queries from Members, Mr A McKay confirmed that Members of the Briefing Panel could make representations that planning applications be referred to the Members' Briefing Panel as the Panel were not making decisions on any application but only considering if there was merit in referring them to the Planning Committee.</p>	
--	--

**ARRANGEMENTS FOR PLANNING COMMITTEE MEETING –
WEDNESDAY 13 MAY 2015**

<p>It was AGREED that site visits be organised for the 2 No. applications listed above and also to view the location of the proposed ferry terminal facilities at Greencastle, County Down (this planning application will be listed on the May Planning Schedule) on the morning of the next Planning Committee Meeting (13 May 2015) from 9.00 am – 12 noon and that the Planning Committee Meeting would commence at 1.00 pm.</p>	<p>Site visit to Greencastle on 13-5-15</p> <p>PI. Mtg. to start at 1.00 pm</p>
<p>It was AGREED that representatives from NIEA and Roads Service attend the site visit to Greencastle and also that they be in attendance at the Planning Meeting on 13 May 2015.</p>	<p>NIEA and Roads attend site and PI. Mtg.</p>

The Panel concluded at 11.55 pm.

For noting at the Planning Committee Meeting to be held on Wednesday 13 May 2015.




Development Management Officer Report Committee Application

Summary	
Committee Meeting Date:	Item Number:
Application ID: P/2013/0434/F	Target Date: <Please enter>
<p>Proposal: The proposed construction of ferry terminal facilities adjacent to 80 Greencastle Pier Road, Greencastle in Co Down to allow operation of a vehicular ferry across the mouth of Carlingford Lough. The proposed works include the construction of a reinforced concrete suspended pier (58 metres long), supported by vertical tubular piles and a reinforced concrete slipway (70 metres long) to allow vehicular access to the Ferry and 12 berthing piles with fenders and steel gangway to facilitate berthing and tying up of vessels overnight, new access and hardstand for parking and queuing, kiosk for office and ancillary staff facilities, drainage and landscape proposals; Upgrade and widening to parts of the Greencastle Pier Road and provision of passing bays; floating navigational marks anchored to the bed of the Lough and laid at the edges of the navigable channel to delineate appropriate channel boundaries or to mark shallow rock outcrops and provide for safety of navigation. (Amended Pland / Additional Information Received).</p>	<p>Location: Land adjacent to 80 Greencastle Pier Road Greencastle</p>
<p>Referral Route: This application falls within the major application category and therefore must appear before the planning committee. This application was previously brought to the Newry and Mourne District Council in February 2015 with a recommendation to approve and was deferred by that council to allow for a meeting with the third party objectors.</p>	
Recommendation:	Approval
<p>Applicant Name and Address: Frazer Ferries Ltd Care of Agent</p>	<p>Agent Name and Address: RPS Elmwood House 74 Boucher Road Belfast BT12 6RZ</p>

Application ID: P/2013/0434/F

Executive Summary:
Signature(s):

Case Officer Report		
Site Location Plan		
		
Consultations:		
Consultation Type	Consultee	Response
Non Statutory	UK Crown Bodies - Crown Commissioners	
Non Statutory	Warrenpoint Harbour Authority	
Non Statutory	DRD RegPlgTransportGrp EIAorTAs-Belfast Only	
Non Statutory	National Trust	
Non Statutory	National Trust	
Non Statutory	DARDNI - Fisheries Division	Superseded by further Consultation
Non Statutory	Royal Society for the Protection of Birds - Headquarters	Substantive Response Received
Non Statutory	Rights Of Way Countryside Officer - Newry & Mourne District	Substantive Response Received
Non Statutory	Water Management Unit	Add Info Requested
Non Statutory	Northern Ireland Tourist Board	Substantive Response Received
Non Statutory	Env Health Newry & Mourne District Council	Substantive Response Received
Non Statutory	DCAL- Inland Fisheries Group	Considered - No Comment Necessary
Non Statutory	Foyle Carlingford & Irish Lights Commission	Substantive Response Received

Application ID: P/2013/0434/F

Non Statutory	NI Transport - Downpatrick Office	Substantive Response Received
Non Statutory	Natural Heritage	Substantive Response Received
Non Statutory	Protecting Historic Monuments	Substantive Response Received
Non Statutory	Protecting Historic Buildings	Substantive Response Received
Non Statutory	Newry & Mourne District Council	Substantive Response Received
Non Statutory	DOE - Marine Division	No Objection
Non Statutory	NI Transport - Downpatrick Office	Substantive Response Received
Non Statutory	Env Health Newry & Mourne District Council	Add Info Requested
Non Statutory	DCAL- Inland Fisheries Group	Considered - No Comment Necessary
Non Statutory	UK Crown Bodies - Crown Commissioners	Issues to be addressed in future application
Non Statutory	Foyle Carlingford & Irish Lights Commission	Add Info Requested
Non Statutory	NI Transport - Downpatrick Office	Substantive Response Received
Non Statutory	Natural Heritage	Add Info Requested
Non Statutory	Protecting Historic Monuments	Add Info Requested
Non Statutory	Protecting Historic Buildings	Substantive Response Received
Non Statutory	Newry & Mourne District Council	Substantive Response Received
Non Statutory	DOE - Marine Division	No Objection
Non Statutory	Rights Of Way Countryside Officer - Newry & Mourne District	Substantive Response Received
Non Statutory	DFP - CPD Structural Engineering Branch	No Objection
Non Statutory	Water Management Unit	Substantive Response Received
Non Statutory	Natural Heritage	Add Info Requested

Application ID: P/2013/0434/F

Non Statutory	Royal Society for the Protection of Birds - Headquarters	Substantive Response Received
Non Statutory	Northern Ireland Tourist Board	No Objection
Non Statutory	Protecting Historic Buildings	Substantive Response Received
Non Statutory	NI Transport - Downpatrick Office	Substantive Response Received
Statutory	NI Transport - Downpatrick Office	Content
Statutory	NIEA	
Non Statutory	DARDNI - Fisheries Division	Substantive Response Received
Representations:		
Letters of Support	6	
Letters of Objection	249	
Number of Support Petitions and signatures	No Petitions Received	
Number of Petitions of Objection and signatures	No Petitions Received	
Summary of Issues		
BRIEF SUMMARY OF MAIN ISSUES RAISED BY OBJECTORS:		
<p>Road Infrastructure and safety - existing road incapable of accommodating additional traffic likely to be generated.</p> <p>Road improvements will not adequately cater for the proposal.</p> <p>Inadequate provision for public transport, walking and cycling.</p> <p>Inadequate width of bridge on Benagh Road. This existing bridge is also alleged to be structurally inadequate for accommodating traffic likely to be generated by this proposal.</p> <p>Concerns regarding capacity of terminal - ferry said to accommodate 40 - 60 vehicles - this represents a potential increase in traffic of 50%.</p> <p>Query regarding the total number of boats to be berthed.</p> <p>Query regarding actual traffic to use the facility - i.e. cars or HGV's, as this could potentially impact on the assessment of the capacity of the road.</p> <p>Impact on marine life.</p> <p>Impact on existing mooring arrangements.</p> <p>Impact on built environment and local heritage – development is said not to be in keeping with</p>		

the built heritage in Greencastle.

Scale of the development is said not to be in keeping with the character of the area, or the character of Green Castle, the listed pier or nearby medieval church.

The proposal is said not to be capable of integrating with the local landscape.

Proposal will have an adverse impact on Local Landscape Policy Area, which has been designated in the area plan.

Impact on key features of the LLPA – views and setting of Green castle and church ruins and visual linkages between these; impact on views and setting of Motte.

Impact on setting of un-developed ground in the foreground of the ruins, motte and the settlement of Greencastle.

Concerns over the creation of a ribbon of development and sprawl of the settlement.

Reference has been made to the Coastal Policy Area designation in the draft area plan, however this designation has been omitted from the area plan (as adopted).

Failure to conserve the landscape and natural resources of the area. Failure to comply with criteria a, c, e and f of Policy CTY 13 of PPS 21.

Scale and massing would detract from the setting of nearby listed buildings, contrary to Policy BH 11 of PPS 6.

Contrary to Policy BH 1 of PPS 6 because monuments in the locality are afforded protection as they are "of regional importance".

Negative impact on quality of life for Greencastle residents, most notably with increased traffic volumes.

Proposal has potential to have environmental impact upon a "sensitive area" - ASSI / Ramsar Site; SAC; SPA; AONB.

Impact on tourism – contrary to PPS 16 – due to adverse impact on visual, historic and archaeological qualities of the area.

Detrimental impact on tourism asset.

Query regarding site restoration in the event of the private business failing.

Trustees of the Mourne Shores - an objection has been received indicating that a group of trustees own or are in control of part of the application site (however the applicant has served notice upon the trustees and there is no dispute in terms of land ownership)

Query asking if the potential economic investment would outweigh road safety concerns;

Lack of recreation facilities at Cranfield;

Inadequate visibility at junction of Fair Road and Greencastle Pier Road;

Potential loss of bat roosting habitats, caused by the removal of ruinous buildings adjacent to

Greencastle Pier Road;

Road improvements have been portrayed as leading to a betterment for existing residents, however pinch points (where road widening can not be achieved to the satisfactory standard) will result in the creation of additional problems;

The applicant considers that this is the shortest ferry route available. Given the circuitous route proposed (the ferry has to negotiate around Green Island) the journey distance is considered no longer than that at Killowen Point;

Adverse impact on Greencastle as an existing tourism asset;

Adverse impact on existing infrastructure – congestion for commuters, collision risk for pedestrians and cyclists;

Adverse impact on habitat (Green Island);

Diminished property values, caused by abandonment of homes etc;

Query regarding benefits to tourism industry. Query concentrated specifically on Greencastle;

Query regarding possible investigation of alternative sites;

Query regarding the physical infrastructure on Greencastle Pier Road, seeking clarification on mitigation measures;

Ownership of the foreshore;

Impact on the built and natural heritage;

Perceived failure to conform to the Regional Development Strategy;

Loss of residential amenity – noise, nuisance, general disturbance, dust, pollution, loss of privacy;

Urban sprawl / marring the distinction between Greencastle and the open countryside;

Insensitive to AONB;

Visual prominence;

Impact on Local Landscape Policy Area; Reduced access to the countryside;

Capacity and structural integrity of Benagh Bridge (a listed structure that is located on the road that links Greencastle pier Road with the main Newry to Kilkeel road);

Impact on ecology;

Issues for pedestrian safety and potential risk to disabled road users;

Inconvenience to marine-based recreational fishermen;

Inconvenience to persons with boats moored in the area;

Concern that the place at which the ES and FEI were displayed was not a “neutral” venue, due

to a perception that Kilkeel Development Association had registered their support for the proposal;

Feasibility of the ferry called into question. Travel benefits disputed;

Capacity of the ferry (40 or 60 cars);

Number of ferries to be operational;

Query regarding the number of vessels to be moored at night.

Queries relating to the ownership of land for road widening.

Greencastle Oysters Ltd have concerns in relation to the potential pollution and impact on their farming activities.

Characteristics of the Site and Area

The site is located between No's 80 and 88 Greencastle Pier Road, outside the small settlement of Greencastle in the Mourne Area of Outstanding Natural Beauty. It comprises an agricultural field that is situated between Greencastle Pier Road (on its northern boundary) and a sand and shingle beach on its southern side. There are residential properties to the immediate east and west of the site, and the site is approx. 200 metres to the south east of the settlement limit around Greencastle.

The site measures approx. 2.8 Ha. The road frontage is approx. 160 metres in length, and the site is approx. 60 metres deep at its widest point. The field is reasonably level in topography, and it is set at the same level as Greencastle Pier Road, however the land falls to the south, beyond the southern boundary, onto the beach. The difference in levels between the site and the low tide mark on the beach is approx. 5 metres.

The northern, southern and eastern boundaries are defined by post and wire fencing, which has been placed alongside the remains of a dry stone wall. There is a mature hedge along the western boundary, adjacent to No 88 Greencastle Pier Road.

Access is presently gained via a field gate at the western part of the road frontage to the site, adjacent to No 88. There is an existing grass verge separating the field from the public road, and the verge varies in width, up to a maximum of approx. 2 metres.

The red line identifying the site runs from the eastern end of Greencastle Pier Road to the site, due to the fact that it is proposed to carry out road widening works between the Benagh Road

junction and the application site.

There are no landscape features within the site although there is a belt of shrubs and wild flowers growing along the outside of the southern boundary, between the site and the shingle on the beach. There are no built heritage features within the site, and there are no known archaeological features within the site.

At the time of site inspection there was no evidence of wildlife or protected species within the main site, i.e. the field, however there are known wildlife and protected species habiting adjacent to the site – on the shore, in the sea and on Green Island, a small rock outcrop in the Lough, approx. 460 metres south west of the site.

The critical views into and through the site are located on the eastern and western approaches on Greencastle Pier Road, and from Green Castle (a State Care Monument) to the north and the public beach on the southern side.

The site of the proposed pier is approx. 220 metres south east of an existing wooden pier that projects into the sea from Greencastle Pier Road. That pier is approx. 85 metres long and it is a simple timber structure.

The site is located in the open countryside, approx. 200 metres south east of the small settlement of Greencastle in the Mourne AONB.

It is situated immediately adjacent to a beach onto Carlingford Lough / the Irish Sea. The area is generally characterised by a dispersed pattern of settlement, and the site is located in a relatively flat coastal landscape (although there is a local ridge approx. 250 metres north of the site. This low ridge runs in a north west to south east axis).

Despite the generally dispersed pattern of settlement the area has experienced a moderate to high level of demand for new residential accommodation in particular, due to the coastal location and the area's high landscape value.

Greencastle Pier Road is not a through route – it links the small settlement of Greencastle with the road from Cranfield to the main Newry to Kilkeel route. Cranfield was previously recognised as a holiday settlement in the extant area plan however the recently adopted area plan has omitted this settlement from its District Proposals. The Cranfield area is characterised by in excess of 1000 static caravans located along the shoreline. Greencastle is situated to the north west of the western end of the Cranfield shoreline. The Greencastle is typically considered an area valued for its ambience in comparison to the Cranfield area.

Given the coastal area within an AONB, the area has high scenic and amenity values. Consequently, protection of the natural heritage and the environment are of paramount importance. A number of relevant environmental constraints include:

Local Landscape Policy Area;

Area of Outstanding Natural Beauty;

Carlingford Lough Special Protection Area – key features of the SPA include Sandwich Tern, Common Tern and Light Bellied Brent Goose;

Ramsar (wetland site of international importance, designated under the Ramsar Convention);

Area of Special Scientific Interest (ASSI) – key features include: Intertidal mud/sand; Coastal saltmarsh; Great Crested Grebe; Shelduck; Scaup; Red-breasted Merganser; Oystercatcher; Dunlin; Redshank; Pleistocene and Carboniferous Stratigraphy;

An RSPB nature reserve nearby (Green Island) although this is owned by the National Trust; and

The site is also located in close proximity to Murlough Special Area of Conservation.

There are also a number of listed buildings and structures in the general vicinity of the site, as well as a monument in state care including:

Green Castle (State Care Monument);

Ruins of church at Greencastle (scheduled monument);

Scheduled Anglo-Norman motte to the west;

Greencastle Pier;

117-119 Greencastle Pier Road; 121-123 Greencastle Pier Road; Boat house adjacent to 117 Greencastle Pier Road and Boundary markers near 88-92 Greencastle Pier Road; and

The bridge across the White Water River (White Water Bridge) at the junction of Greencastle Pier Road, Benagh Road and Lurganconary Road is also listed.

Although there are no records of archaeological features within the site, the known sites and monuments in the area are indicative of human activity and settlement from at least 1500 years ago. Records indicate human burials were located to the west of the application site. These remains may date from the medieval period or possibly earlier. NIEA has advised that coastal sites such as this were prime settlement areas for even earlier occupation dating from pre-history and there is therefore potential for the discovery of archaeologically significant remains to be unearthed at this location.

Planning Assessment of Policy and Other Material Considerations

Previous planning history on site and relevant planning history:

A scoping exercise was carried out by the applicant's representatives, in order to determine whether or not an application would require to be accompanied by an Environmental Statement. The Department advised that an Environmental Statement would be required. This exercise was entered into the Department's records as a pre-application enquiry (reference P/2011/0918/PREAPP) although this was not a formal Pre-Application Discussion (PAD).

Planning application P/1996/0819/F was deemed by the Department to have been withdrawn due to the applicant's failure to provide an Environmental Statement within the time period specified by the Department.

Newry and Mourne District Council had applied for planning permission to erect a car ferry terminal with a marshalling area opposite No's 113 to 123 Greencastle Pier Road in Greencastle. At the date of that application Roads Service had indicated that a traffic Impact Assessment would have been required, to detail improvements to Greencastle Pier Road. Roads Service indicated that the development would generate significant additional traffic which could not be accommodated by the existing roads infrastructure. Substantial highway improvements would have been required. Roads Service indicated that Greencastle Pier Road would require to be widened to accommodate additional traffic, and it was stated that it was unlikely that passing bays would be acceptable in view of the platooning effect caused by a stream of vehicles discharging from the ferry.

An enquiry was made to the Department in 2000 (P/2000/1426/Q) in relation to the proposed preparation of an Environmental Statement in support of a proposal to create a slipway, marshalling area and road improvements on Greencastle Pier Road. This enquiry was not followed up, and the proposers did not submit an Environmental Statement or an application for full planning permission at that time.

SUMMARY OF CONSULTATION RESPONSES:**DCAL Inland Fisheries**

No substantive comment. Referred to Loughs Agency.

NIEA Historic Buildings Unit initially stated that there was additional information required which included:

3D visualisations of the proposed ferry terminal facilities and the proposed concrete suspended pier.

Proposals should be shown in the context of the listed Pier and the wider setting from both land and sea.

Images to include: views looking east, from 123 Greencastle Pier Road, towards the listed pier and including the proposed development; and views looking west, from the shoreline, at the proposed structure, towards the nearby listed pier.

Visual images showing the proposal in relation to surviving above ground boundary markers where appropriate.

Further information regarding the potential impact on any listed buildings/structures along Greencastle Pier Road, due to road improvements associated with this scheme – in particular the Boundary markers near 88 – 92 Greencastle Pier Road (HB16/04/020) and applicant is required to indicate these on the proposed plans.

On response to additional information being received NIEA Historic Buildings Unit issued a holding response which stated that a substantive comment to follow. (Re-consultation was therefore issued on 15th April 2014)

Historic Buildings unit have responded to their last consultation response with concerns that a minor part of the development is located on land where they believe there was a marker previously. They do not know whether there is still a marker there or not. The possibility of a marker being discovered should not be detrimental to the outcome of this application. A precautionary approach can be adopted in this instance to condition that if a marker is discovered through the construction phase the work must cease within the immediate area to allow for it to be inspected by NIEA historic buildings unit and it should be restored in an area to be submitted too and agreed in writing with the Newry, Mourne and Down District Council.

NIEA HISTORIC MONUMENTS

- Due to concerns in respect of the visual impact upon the setting of the State Care Castle and the historic landscape, the impact of the proposed development upon the setting and integrity of the regionally important sites and monuments in the area should be given further consideration. The applicant is required to provide additional images demonstrating the impact on views from the castle.

NIEA Historic Monuments Unit were reconsulted on receipt of additional information and No objections, subject to conditions.

NIEA Water Management Unit

Requested notification to be sent to DOE Marine Division, to determine if a Marine License will be required. Marine issues are now undertaken by DOE Marine Division.

WMU recommends that no development should take place on-site until the method of sewage disposal has been either agreed in writing with Northern Ireland Water or a consent to discharge has been granted.

Further consultations advised – Loughs Agency and NIEA Natural Heritage. (Both already undertaken)

WMU require the designers/contractors to consult with WMU Pollution Prevention Team (PP) in order to agree in water/near water works prior to the commencement of these works. In addition all the relevant statutory permissions for this proposal should be obtained.

Conditions and other general comments provided.

NIEA Natural Heritage

Wash from the ferry may be a threat to tern nests (on Green Island) close to waters edge.

No estimation of typical wash height at the island's shoreline is given.

Additional Information required.

- Pollution prevention plan;
- Site resource and waste management plan;
- Excavated materials and reinstatement plan;
- Drainage management plan;
- Water Quality Monitoring plan;
- The island affected in the ES was referred to as Greenore Island, however it is actually Green Island. Clarification is required.
- The role and responsibilities of the Ecological Clerk of Works present on site during construction should be defined.

Conditions:

Piling operations should be minimised during the tern breeding season (1 May – 31st August)

The ferry route should not pass within 200 metres of Green Island;

Monitoring of the impacts of the wash on tern nests on Green Island should take place

throughout the breeding season during the initial year by a suitably experienced ornithologist.

On receipt of additional information NIEA Natural Heritage have no objections, subject to conditions. Habitats Assessment carried out, under the Conservation (Natural Habitats) Regulations (NI) 1995 (as amended).

Summary: Unlikely the proposal will impact upon bat population. No protected or invasive species within the development footprint. No adverse impact on the integrity of Carlingford Lough Special Protection Area and Area of Special Scientific Interest. Conditions required, and amended detail required, showing soakaways located in northern section of the site.

DOE Marine Division

Wildlife Order license required from NIEA;

Marine License required from DOE Marine Division;

Further information required:

An outline Construction Environmental Management Plan (CEMP). To include:

- A pollution prevention plan;
- Site resource and waste management plan;
- Excavated materials and reinstatement plan;
- Water Quality Monitoring plan;
- Drainage management plan; and
- Management of sewage and stormwater generated from the sites, fuel/chemical storage, emergency response plan, method statements, etc.

All mitigatory works to be detailed in the CEMP.

The above details to be provided for construction and operational phases of the proposed development.

- Clarify and define the roles and responsibilities for Ecological Clerk of Works (ECoW) during construction works.

Acknowledged receipt of Further Environmental Information.

Piling should occur outside the key seasons for common seals e.g. the breeding season (May to July) and moulting (August to October). The most suitable time for piling would be November to April (incidentally, RSPB indicated that piling should be avoided from 01st April to 31st July).

Wildlife license will be required for the construction phase of development. Mitigation measures and supervision of seal sites is required, but overall the proposal is unlikely to have any direct

impact on the marine habitat features of Murlough Special Area of Conservation.

A Marine License application will be required.

A number of conditions have been suggested.

RSPB

Additional information required.

Revised comments have been received, summarised as follows, and recommending the following measures:

Constructional phase:

Avoid any piling between 01 May and 31 July, as the associated noise and vibration could disturb tern species from attempting to nest on Green Island and black guillemot colonies during their breeding season.

Piling should not occur during the core winter months from November to March so as to avoid potential noise and vibration disturbance to Light-bellied Brents.

Unavoidable removal of hedgerows and trees should only occur outside of the standard bird breeding season which lasts from 01 March to 31 August thus avoiding reckless disturbance to breeding birds.

No dumping of materials from the constructional phase to occur within the designated site boundaries, to avoid disturbance to site features and loss of site integrity.

A communications network should be established amongst relevant stakeholders, enabling contact between key staff (such as RSPB reserves, WeBS counters, the ecological clerk of works (ECoW) and site engineers) so as any potential causes of disturbance associated to the constructional phase can be quickly stopped and remedial measures investigated.

Operational phase:

Maintain a communications network amongst relevant stakeholders enabling contact between key staff (such as RSPB reserves and Frazer Ferries Ltd) so as any causes of potential disturbance associated with the operational phase can be quickly remedied.

Enhancement measures

Installation of black guillemot roosting and nesting sites at Greencastle may be feasible in the new pier and may enhance productivity of local population.

Installation of swallow ledges and swift bricks or boxes may be feasible in new buildings/structures or in existing buildings within the local area.

New opportunities for involvement with local conservation projects may be feasible.

Recommended changes to proposal:

Support native species mixes for any proposed hedgerow planting in landscape plans but do not recommend additional hedgerows to current baseline or planting of trees as this could create habitat attractive to potential predators of tern chicks.

Any construction site lighting should be lowered when not in use (if feasible) and measures put in place to avoid the use of lighting columns as predator posts.

Proposed lighting in the car park should be minimised and measures put in place to avoid use as predator posts.

We would welcome continued consultation throughout this application and request to view the CEMP once submitted.

RSPB reserve the right to make further comment regarding this application as further/additional information is submitted.

On receipt of additional information RSPB have no objections, subject to conditions, including timing for piling operations (for the construction of the pier).

DARD FISHERIES & Acquaculture Initiative

Some concerns expressed, comments summarised as follows:

The applicant is advised that there is a significant pot fishing interest in the area and that there are in the region of 12 vessels that fish for mixed crab and lobster operating in the area.

- The applicant is requested to demonstrate that fisheries vessels will not be displaced by marker buoys that may be put in place to mark the ferry route.
- The applicant is required to demonstrate that the proposed ferry operation will not increase the risk of collision when fishing boats are hauling in their gear.
- The Department has noted that the Environmental Statement has failed to take Greencastle Oysters / Fairgreen Oysters into account – this is directly beside the proposal.
- The ES is required to be updated to consider the potential impacts on shellfish producers that are located beside the proposed pier.
- Submission of information regarding the boat / ferry type will be required, in order to allow the Department to determine wave generation and the potential impact on licensed oyster sites in the Lough.
- The ES is required to be updated to demonstrate an assessment of the navigational

impacts of the proposal.

- Maps should be provided to overlay the proposed slipway and navigation route in the licensed sites in the Lough.
- The applicant is required to identify how the CEMP's requirements will be monitored and adhered to during construction of slipway and operation of the ferry.
- The applicant is required to provide information relating to, real time monitoring and reporting of incidents. Such mitigation measures are necessary to secure the health of shellfish stocks adjacent to Greencastle.
- The applicant is requested to provide further information, identifying measures to be taken to prevent invasive alien species being spread to oyster sites on northern shore (Carlingford Lough has previously experienced a herpes oyster virus). The applicant is required to take this into account and information is required to demonstrate that construction phase and operational stage will avoid stressing the oyster stocks.
- The applicant is required to confirm if a ballast water system will be used. Use of this system will potentially spread the distribution of the virus when the ferry is operational.

DARD Fisheries. Referred back to previous replies provided by AFBI on behalf of DARD Fisheries, NIFPO and Aquaculture Initiative. (DARD Fisheries did not provide or enclose an earlier comment from AFBI).

Aquaculture Initiative (AI) contacted the Department by email on 18th February 2014 and 04th March 2014. This was followed by a letter dated 20th March 2014, also received by email. This letter was sent to DOE Marine Division for comment.

The 4th March issues are summarised as follows:

Neighbour notification process – AI considered that neighbour notification process should have been extended to include fish producers operating sites in Carlingford Lough.

AI queried the financial viability of the proposal.

AI indicated that the pier was "much closer" to the nearest licensed site than they had previously thought.

AI concerned regarding the transfer of invasive alien species.

AI had concerns regarding sediment transport.

AI had concerns regarding discharge from septic tank at toilet unit.

Consideration of 04th March comments:

Neighbour notification process covers only occupiers of adjoining lands. This process does not

include a sea-based fish farming enterprise, below High Tide Water mark.

The financial viability of the proposal is not in question, and as it appears there will be no significant or unacceptable adverse environmental costs associated with the proposal these are not required to be outweighed by economic considerations, notwithstanding that NITB is supportive of this proposal.

The separation distance between the ferry path is approximately 50 – 60 metres. This measurement cannot be specified, due to the fact that the oyster farms have not been accurately plotted on GIS maps. The separation distance quoted is therefore as accurate as is possible under the circumstances, and it is not considered so ambiguous or inaccurate that it could prejudice any third party.

The septic tank at the toilet block will be subject to a separate application for Discharge Consent, and this process will ensure the risk of pollution is managed. NIEA Natural Heritage has not expressed any concerns in this regard.

The applicant's representatives have indicated a package of measures that will minimise the spread of invasive species, and the spread of species is a matter for consideration as part of a necessary application for a Marine License.

A substantial letter was received by email on 20th March 2014. This was passed to DOE Marine Division for comment. DOE Marine Division confirmed the issues raised in the letter will be dealt with in the marine licensing process. As part of that process, consultation will be necessary, and aquaculture and all other pertinent marine issues will be addressed.

DOE Marine Division's Conservation Unit deal with the assessment of impact on neighbouring SAC's (Murlough SAC) and in particular any effects to mobile species (including invasive alien species).

LOUGHS AGENCY

Considering the impact from piling disturbance, the Agency would request a restriction on the timings of the piling so as to avoid the adult salmonid migration into the Whitewater in the autumn and smolt run in the spring.

Many of the environmental precautions and mitigation measures that would be of interest to the Agency have not been detailed in the Construction Stage Environmental Management Plan (CEMP) - which has not been finalised. The plan must be done in consultation with the Agency and should include management of sewage and stormwater generated from the sites, fuel/chemical storage, emergency response plan, method statements, etc. The Loughs Agency considers that there should also be a requirement to provide details of these issues during the operation of the ferry.

Loughs Agency considered the number of licensed aquaculture sites in Carlingford Lough has been under estimated and indeed, the map in Figure 7.1 contradicts this figure also. Agency expressed concerns that this information is designed to reduce consideration on aquaculture sites.

The Agency noted that some consideration was given to increased sedimentation as a result of differential wave action but there is little consideration given to propeller induced turbulence from the ferry itself and how this potential to cause re-suspension and redistribution of sediments may affect aquaculture practices. Furthermore, there did not appear to be any reference to the kinetic energy caused by the ferry wake and how this may impact upon foreshore aquaculture which is almost entirely dependent on unfixed trestles structures.

The consultation process document did not appear to show any sort of formal consultation with the aquaculture producers directly as a separate demographic. In light of lessons learned from the Narrow Water Bridge consultation process, the Agency considered that this needs to be highlighted as Loughs Agency do not represent the aquaculture industry in any way.

Boat waste discharges must also be taken into consideration and should be such that the levels of effluent being introduced to the water would not elevate the background levels of E. coli in the area.

In receipt of additional information Loughs Agency's response indicated that most of the concerns raised in their previous response have been addressed. However, Loughs Agency queried whether the applicant contacted representatives of the aquaculture initiative to discuss the proposals.

Transport NI (Roads Service)

Proposal unacceptable, as submitted. Concerns relate primarily to the sub-standard width of Greencastle Pier Road for this scale of development.

Roads Service. Holding Response issued. Substantive comment to follow. (Re-consultation was therefore issued on 15th April 2014)

Roads Service (now known as Transport NI) are now satisfied that approval can be recommended subject to negative conditions being attached, which will alleviate their previous roads safety concerns. These negative conditions require the Greencastle Pier road to be widened to a standard prior to the commencement of development. All lands required for this will also be transferred into Transport NI DRD's ownership prior to commencement of development on site. This will be done through a Licencing agreement with The Department of Regional Development and will be a requirement by condition on a decision notice if approval is given.

Newry and Mourne District Council – Rights of Way Officer

"The proposal must not impact adversely upon the alleged Right of Way" on the beach. (ROW officer has been requested to clarify if the proposal will have an adverse impact on the ROW).

Right of way is alleged, and has not been asserted by NMDC. The existence of a public Right of Way remains under investigation by NMDC. Although ROW is alleged, it is to be treated as if it was asserted.

Public Path Diversion Order may be required, if it is proposed to block or change the Right of Way and the public has a right to use it at any time.

Noted: (A ramp is proposed to enable crossing the pier at high tide, however this may have implications for disabled access, and for any other wheeled or tracked vehicles that may have rights to use the beach – tractors use the beach, to the south east of the site).

NMDC ROW Officer has not replied to the re-consultation, however their views are known, and in the event of planning permission being granted separate consent would need to be obtained to divert any existing or asserted right of way.

NMDC ENVIRONMENTAL HEALTH

Additional Information Required:

- Predicted noise levels are likely to give rise to complaint, and although a 3 metre high (temporary) noise barrier is proposed on three land-based boundaries to the proposed site, details of this barrier have not been provided in plan, elevation and sectional form. These details are required to show this development in the context of the nearest residential properties. The applicant is also required to provide information to indicate the performance of any such structures, in particular, the applicant will be required to demonstrate how this structure will provide 10-15 dB (A) attenuation at residential properties, as has been indicated.
- Information has been provided in relation to potential vibration arising from construction activity. Guideline values are provided for vibration in relation to the avoidance of cosmetic damage to property and also in relation to disturbance of residents. Applicant is required to provide information to determine whether or not vibration during construction phase is likely to be an issue requiring control. Also required to provide information on the nature of works likely to give rise to vibration levels which could cause disturbance to residents, their duration and the predicted levels at the nearest residential properties.
- As assessment has been made to determine the likely impact of noise from the ferry. However, the assessment makes it clear that it is not currently known what type of ferry will be used and for assessment purposes data from a noise report obtained elsewhere has been used. Applicant is required to provide accurate information to demonstrate the potential noise from the ferry. Greater clarity is required on the actual ferry to be used and its noise characteristics before further comment on this can be made by this department. In the absence of specific details, Environmental Health will assess noise potential on the basis of worst case scenario.
- In relation to noise levels from the ferry the applicant proposes to use BS4142 Assessment which is an appropriate tool. It has been noted that there is potential for noise activity to occur outside the hours of 7am to 11pm. This being the case the BS4142 Assessment should assess both daytime and night time activity. Relying solely on BS 4142 as an assessment tool may not be appropriate. Assessment should also consider existing background noise levels compared to the predicted increases in these levels as a result of Ferry activity at nearest residential property. Assessment should also consider WHO Guideline Levels for Community Noise.
- The applicant is required to provide information in relation to the impact of the increase in

artificial light arising from the proposed development, in particular to demonstrate that nearby householders will not be affected from glare from headlights or glare and spill from overhead lighting. (The applicant is also required to address the impact of artificial lighting upon wildlife and protected species).

- Environmental Health Department of Newry and Mourne District Council has not yet provided the Department with substantive comment in relation to potential air pollution, arising from the ferry and associated vehicular traffic. Further information may therefore be required.

On receipt of additional information Newry and Mourne District Council (Environmental Health) have no objections, subject to conditions. Comments relate to air quality, noise, artificial light and dust. The now Newry, Mourne and Down District Council retain control to deal with excessive construction site noise.

Newry and Mourne District Council has queried aspects of the Further Environmental Information (indicated that no mention has been given to the possible spread of terrestrial alien invasives and how this will be prevented). The FEI states that the impact upon the seal population at Green Island will be negligible as seals will either become habituated to the ferry passing, or will move elsewhere if disturbed. The Council does not accept that it is sufficient to state that the seals will move from Green Island. The Council is aware of local residents' concerns and requests that all matters are addressed within the planning consultation process.

Having reviewed the FEI I am satisfied that adequate consideration has been given to the transfer of invasive alien species. Furthermore, having consulted with DOE Marine Division on this issue I am satisfied that this issue will be more appropriately resolved in the course of an application for a Marine License, which is required to be made to DOE Marine Division.

Despite the concerns expressed by Newry and Mourne District Council, DOE Marine Division have made extensive comment upon the potential impact upon seals and other protected species, and sensitive areas (i.e. the ASSI, SPA and SAC).

Having regard to the Council's comments regarding local residents' concerns, the Planning authority is obliged to give the concerns full consideration, and this consideration has been set out separately within this report.

Northern Ireland Tourist Board

NITB is broadly supportive of the proposal as it involves the opportunity to enhance access to the Mournes, which is a key tourist destination and which has been subject to significant visitor infrastructure improvement in the last few years.

NITB. NITB remains supportive of this proposal. The ferry project would provide enhanced access to the Mournes.

CPD Construction Service

No objections in principle, three conditions recommended:

- Applicant required to undertake a comprehensive site and geotechnical investigation to determine in-situ ground conditions prior to commencement of construction.

Reason: To ensure stability of construction works and adequacy of design.

- The applicant should be required to complete a ship impact assessment / collision assessment as appropriate.

Reason: To ensure stability of construction works and health and safety considerations.

- The applicant should ensure that the bridge is designed in accordance with the relevant British Standards and Codes of Practice. The design should be certified by a chartered engineer.

Reason: To ensure adequacy of design.

CPD Construction Service contacted the Planning Authority by telephone, and confirmed they had nothing to add to their original comments.

The Crown Estate

No objections, however noted that "the proposals will affect the sea-bed owned by The Crown Estate". Any structures such as slipways/jetties etc that extend below the Mean Low Water Mark will require consent and a lease/licence from The Crown Estate.

The Crown Estate did not respond to the follow up consultation. On balance, the Further Environmental Information is not considered likely to have any impact upon the weight to be attributed to the Crown Estate's initial comments.

Warrenpoint Harbour Authority and Carlingford Lough Commission

No objections in principle.

Warrenpoint Harbour Authority require to be consulted on all aspects of the project with regard to the operation of the Ferry Service.

No comment in relation to the installation of the infrastructure (except in relation to the interaction of the ferry service and the current users of Carlingford Lough)

WHA require that the Developer discuss and agree the following with the Commissioners and with the Harbour Authority:-

- The operation must ensure the safety of current commercial vessels using the shipping

channel.

- An agreed passage plan, taking into account the right of way of commercial traffic in the channel.
- An agreed route, taking into account local moorings and Aids to Navigation.
- OPRC requirements and Training.
- Emergency Procedures and Training
- All current shipping regulations including the collision regulations.
- VHF and other communications with Warrenpoint Port during operation.
- Agreement on the proposal for berthing of the vessel at night in storm conditions.
- Agreement covering licence fees payable to CLC covering maintenance of channel and local aids to navigation.
- Port Marine Safety Code and the Operator's interaction with the WHA/CLC PMSC documents.
- Pilotage and certification of Ferry Masters.

Items above to be agreed between the developers, Warrenpoint Harbour Authority and Carlingford Lough Commission before any development takes place to ensure that the proposed service does not affect the operation of Warrenpoint Harbour Authority and its customers and does not hinder the statutory function of the Carlingford Lough Commission.

On receipt of the additional information Warrenpoint Port reiterated their previous comments.

National Trust has been consulted on a number of occasions and has failed to respond. I consider their interests have not been prejudiced, on the basis that the RSPB manage Green Island (which is owned by the Trust) and RSPB has provided substantial input into this assessment.

DOE Regional Planning Transportation Group did not reply to its consultation, nor to two reminders, and it is therefore assumed they have no comment to make.

Louth County Council and the Department of Environment, Ireland have both been consulted and have no objections to this proposal.

CONSIDERATION OF OBJECTIONS:

On the basis of the information which was initially available, Transport NI (Roads Service) had advised that the existing roads infrastructure is not capable of accommodating the extra vehicular traffic generated by the proposal. Roads Service had indicated that the proposed road improvements do not adequately cater for the proposal. Whilst Roads Service had not officially commented on pedestrian and road safety, given the roads infrastructure is inadequate for vehicular traffic, it will prejudice the safety of pedestrians and cyclists also. Roads Service has not formally commented on the width of Benagh Bridge, or upon its structural integrity, however at a meeting with the developers Roads Service indicated that they did not consider the width or structural stability of the bridge at Benagh Road to be critical.

Whilst the applicant had not formally identified a type of ferry, this has been done now.

The applicant has not indicated the total number of boats to be berthed at the terminal, however this could be conditioned if it was deemed to be critical, if permission was to be granted. Other conditions would be necessary to prevent maintenance or servicing at the terminal, in the interests of residential amenity and in order to prevent pollution. It would also be essential to control the number of boats and type of boat in order to ensure that predicted traffic did not exceed the level likely to be generated by this proposal.

The application does not indicate that HGV traffic will not use the facility. The applicant indicated at a meeting that he would be agreeable to a condition prohibiting commercial freight vehicles from using the facility (wording would need to be agreed in the event of approval, restricting twin unit vehicles or prohibiting vehicles on the basis of weight, dimensions or number of axles). Consideration of this will be taken at a group discussion as to whether it is deemed necessary.

DOE Marine Division and NIEA Natural Heritage, as well as the RSPB, indicate that they are satisfied with the information supplied to date subject to conditions being attached in the instances of the application being recommended for approval.

Whilst the impact on existing mooring arrangements will potentially be adverse, in terms of displacement, there is no evidence to confirm that these moorings are legal entitlements, and this may be a civil dispute to be resolved by the relevant parties outwith the planning process.

On the basis of the information submitted it has been demonstrated that the proposal will not

adversely affect built heritage or natural features - see professional planning report - assessment of policy.

The overall scale of the development is not excessive or inappropriate.

On the basis of the information submitted the proposal does adequately integrate into the surrounding environment, however this can be further mitigated by addition landscaping along the greencastle pier road behind the visibility splays.

NIEA has been consulted for an assessment of the impact on the key features of the LLPA, and given the proposal does demonstrably respected the key features of the LLPA, it is in compliance with the LLPA policy in the area plan. The planning authority is satisfied that the setting of the ground to the fore of the key environmental features will not be a determining factor given the comments received from the external consultees.

The applicant has endeavoured to demonstrate that economic and tourist benefits outweigh environmental costs. Therefore ribbon development should not be a determining issue.

The Coastal Policy Area designation has been omitted from the area plan, as adopted.

Despite concerns regarding ancillary works, these can be overcome through the introduction of new planting and landscaping, and that there will be no adverse visual impact upon the wider environment. On balance, any concerns relating to Policy CTY 13 can be overcome.

The proposal has complied with the relevant criteria within Policy BH 11 of PPS 6 as outlined in the professional planning report's assessment of policy.

The proposal has complied with the relevant criteria within Policy BH 1 of PPS 6 as outlined in the professional planning report's assessment of policy.

The proposal has demonstrated how the development can proceed without adversely impact upon the amenities of nearby residents, in terms of noise, nuisance, general disturbance, pollution, and impact on road safety, as outlined in the professional planning report's assessment of policy.

The proposal has demonstrated how the development can proceed without adversely affecting marine life and natural heritage features, as outlined in the professional planning

report's assessment of policy.

It has been demonstrated that the tourism and economic advantages likely to accrue will outweigh environmental cost, as outlined in the professional planning report's assessment of policy, this proposal can be developed without adverse impact on the environment.

In the event of the proposal failing, the retention of the permanent facilities without being properly maintained would undermine the character of the area. I would suggest that this is conditioned so that if the facility was not in operation for a period of 12 months that the land be restored to its previous state of a green field site.

Notice has been served upon the owners of the affected lands, as required by planning legislation, and I am satisfied that the proposal will not encroach onto third party lands without the knowledge of the affected parties. Consequently no prejudice is likely to be caused to third parties.

Transport NI has not indicated that the proposal will prejudice the safety or convenience of road users or pedestrians and therefore economic considerations are not required to outweigh road safety concerns;

The availability of recreational facilities at Cranfield is not pertinent to the consideration of this proposal, as the proposal will not diminish the quantum of available recreational space nor will it prejudice continued access to the countryside or coast;

As this proposal does not involve direct access from Fair Road, there is no requirement to improve visibility when leaving Fair Road;

No evidence of bat activity has been uncovered, NIEA (Natural Heritage) has been consulted and has no objections, and additional safeguards are in place given that Bats are protected species and they cannot be moved from their place of nesting other than under license, and such a license is available outwith the planning process. Planning permission would not obviate the need to obtain such a consent;

Transport NI has confirmed whether that the improvements proposed will be sufficient to overcome any road safety concerns, and that the pinch points will not result in the creation of an additional obstacle, to the detriment of road safety;

Although it has been claimed that the total journey distance is lengthened (due to the route negotiating around Green island), this has not been determined to be critical. The proposal is accepted as being unlikely to generate any adverse environmental impact, and the Environmental Statement has given due consideration to the availability of other locations on the northern shore of Carlingford Lough, and has found them to be un-viable;

Statutory consultees are agreed that there will be no adverse impact upon archaeological remains, state care monument (Green Castle), listed buildings or natural heritage or marine life. NITB is satisfied the proposal will improve tourist access to the Mournes, and overall the proposal is likely to improve the tourism potential of the area;

Transport NI is satisfied the wider infrastructure (beyond Greencastle Pier Road) is adequate, and sufficient to accommodate this proposal;

RSPB is satisfied there will be no adverse impact on Green Island, DOE Marine Division is satisfied there will be no impact on marine life, Environmental Health is satisfied there is no impact from light pollution, noise, dust or other forms of pollution, and NIEA Natural Heritage is satisfied the proposal will not impact on nature conservation interests;

No evidence has been submitted to substantiate fears regarding diminished property values;

The proposal will improve access to the wider Mournes area, and tourism and economic benefits will not necessarily be confined to Greencastle;

The applicant's Environmental Statement has given due consideration to the availability of

alternative sites;

The applicant's proposal identifies the improvements on Greencastle Pier Road. Other than the "pinch points" the improvements will be for the benefit of all road users and pedestrians;

Part of the foreshore is owned by a Trust. The applicant has served notice of his intention to develop upon the Trust. If permission is granted, the developer will be required to obtain the necessary lands from the Trust.

Statutory consultees are generally content that there will be no adverse impact on the natural or built heritage of the area. While there may be a potential impact on boundary markers, these have not been identified above ground, and mitigation measures can ensure that archaeological surveillance takes place to locate, and preserve, and remains, artefacts, or boundary markers.

The RDS is a strategic framework document. It is not operational planning policy, and individual proposals are not required to comply with each specific policy within the RDS.

Environmental Health has been consulted and they have no objections, subject to conditions. The applicant has conducted a rigorous exercise and has concluded that the proposal will not generate significant or unreasonable levels of noise, nuisance, general disturbance, dust pollution or light pollution. The applicant's submission has also concluded there will be no risk of contamination or adverse impact on marine life, ecology, or natural heritage. No evidence has been submitted to the Department that would suggest otherwise, and additional safeguards are in place, outwith the planning process, as a number of other statutory approvals would be required even if planning permission was granted. Additionally, if the proposal was approved and led to the creation of statutory nuisance, Environmental Health has its own powers of sanction available.

The site is located approximately 200 metres away from the settlement limit. Given this separation, and the scale of the development, it is not considered that the proposal will mar the distinction between the settlement limit and the open countryside.

On balance, noting the conclusions reached by the statutory consultees along with all other relevant information, the planning authority is satisfied that this proposal will not unduly detract from the character or appearance of the AONB in general, or this specific part of the AONB in particular.

The development will not be visually prominent from beyond the locality of the site, and the nature of the development is such that it is precisely the sort of development that may be encountered in a flat, coastal, area adjacent to a lough. The development will not be significantly more obtrusive than the existing pier. The existing pier is a listed structure, although it is recognised that the proposal has a more utilitarian appearance than the nearby pier, however this is to be expected given the more stringent construction and health and safety requirements governing the new construction. Ancillary works, while likely to change the character of this site, are not likely to be noticeable beyond the site's immediate locality, and on balance the proposal will not harm the character of the area.

In relation to the LLPA GE 02, statutory consultees have confirmed that the proposal will not impact upon the key features, or combination of key features, that contribute to the environmental quality, integrity of the LLPA (ruins of Green Castle, Motte, un-developed land to the fore of the ruins and motte). The planning authority, agree with the external consultees and have been presented with no evidence that would demonstrate that these key features of this LLPA will be adversely affected.

The proposal will actually increase access to the wider countryside. It is accepted that the infrastructure and the activity at this location are likely to dissuade some recreational visitors, however the proposal is more likely to generate significant visitor numbers to the wider area that would outweigh the potential disturbance to this recreational asset.

Transport NI has not indicated that Benagh Bridge does not have the capacity, or the structural integrity, to accommodate additional traffic likely to be generated by the proposal;

The applicant's environmental statement and further environmental information have identified the appropriate mitigation measures to be taken, to avoid damaging the ecology of the area. Statutory consultees are in agreement with this evidence, and additional safeguards are in place given the requirement to obtain all other relevant statutory consents.

Transport NI have indicated that the road improvements will be sufficient to mitigate against any potential hazards. Mitigation will be expected to ensure that the road is safe for road users, and pedestrians, however the scale and nature of this development, coupled with the rural location, are such that an extensive footway link (outside the application site) is not a reasonable

expectation.

The proposal will undoubtedly cause inconvenience to marine vessels, however the planning system does not exist to protect the private interests of one person against the activities of another. PPS 1 confirms that the basic question to be asked is, not if third parties will suffer financial or other loss from a particular development, but whether the proposal would unacceptably affect amenities and the existing use of land. Having considered this guidance, the potential for inconvenience or financial loss, are not concerns that ought to be given determining weight.

As stated above, persons potentially affected by displacement of moored boats, do not have any greater rights to use the water than the ferry operator, other than by way of established property rights, which are civil matters best dealt with outside the formal planning process.

A small number of people have expressed concerns that the venue for the display of the ES and FEI was not a "neutral" venue, this choice of venue is not considered to have undermined the consultation process or unduly prejudiced third parties or affected any individual's ability to comment upon the proposals given the amount of information available on the planning portal, the planning office, and literature that was available to purchase. This is not considered to be a determining concern.

The financial viability is not a determining consideration. It is not considered necessary to consult DFP's Economics Branch. If approval is granted, the planning authority has the provision of imposing a condition requiring re-instatement of the site subsequent to the cessation of operations. Such a condition may not be necessary however due to the small scale of works proposed, and the site would not be left as a blot on the landscape, however this is to be discussed at group.

The capacity of the ferry has been confirmed, and the proposed vessel has been identified.

The planning authority has no information available that would suggest any more than one vessel may operate at any time as part of the proposed service, and the planning authority has the power to control this by way of condition.

If permission is granted, it would not be unreasonable to attach a condition to ensure that no more than one commercial ferry is moored at this pier overnight. It would also be necessary to impose a condition to ensure that no repairs take place on site. Provided all repairs take place

off-site, in appropriate facilities, the risk of pollution can be adequately managed.

Objections relating land ownership for the road widening have been considered and this has been queried with the agent who has stated that they are of the opinion that all land owners have had notice served on them. There have been numerous objections to this issue and considering that, I am of the opinion that there is no prejudice to third party land owners if it the P2 certificate is incorrect.

Greencastle Oyster Ltd have business interests within the area which is covered by the spring high tide which is legislated by the Marine Act (Northern Ireland) 2013. This proposal is also subject to having a marine licence in place, prior to the ferry becoming operational. Any potential impact below the spring high tide will therefore be subject to the regulation by the DOE Marine Team and separate legislation.

On balance, the issues raised in the third party correspondence, whilst representing valid concerns, ought not to be given determining weight.

ASSESSMENT OF POLICIES AND OTHER MATERIAL CONSIDERATIONS

THE RDS 2035

The RDS provides an overarching strategic planning framework to facilitate and guide the public and private sectors.

The RDS provides overarching regional planning policy guidance. The most relevant policy guidance / directives include:

RG2: Deliver a balanced approach to transport infrastructure

RG4: Promote a sustainable approach to the provision of tourism infrastructure

RG7: Support urban and rural renaissance

RG11: Conserve, protect and, where possible, enhance our built heritage and our natural environment

SFG13: Sustain rural communities living in smaller settlements and the open

Countryside

SFG14: Improve accessibility for rural communities

The Department is required to “have regard to the regional development strategy” in exercising its decision making functions and in coming to this proposal decision due diligence has been shown to all policies relevant to this proposal.

The RDS is material to decisions on individual planning applications and appeals however it does not contain operational planning policy or guidance. It was designed to deliver the spatial aspects of the Programme for Government (PfG). RDS aims support the PfG Priorities. This application falls into the category of a major planning application.

Although these principles are relevant, they do not attract greater weight than specific planning policy statements, which have been assessed in detail in this report, as highlighted in the following text.

BANBRIDGE / NEWRY AND MOURNE AREA PLAN 2015

The site lies within the open countryside and it falls within a Local Landscape Policy Area, as designated by the area plan. Policy CVN 3 of the area plan is relevant to development proposals in LLPA's.

Within designated LLPAs, “planning permission will not be granted to development proposals that would be liable to adversely affect their intrinsic environmental value and character”, as set out in Volumes 2 and 3 of the Plan.

“Where proposals are within and/or adjoining a designated LLPA, a landscape buffer may be required to protect the environmental quality of the LLPA”.

The key features of the LLPA are:

Ruins of Green Castle and Church ruins (both of which are scheduled monuments, protected under PPS 6) their views and settings and visual linkages between the two;

Motte (to the west of the site); and

Undeveloped land to the fore of the ruins, motte and settlement.

On the basis of the information thus far received, including the drawings, visual images and additional information, it is apparent that the proposal will not unduly affect the key features of the LLPA. The proposed building is small and can be satisfactorily integrated into this rural landscape with the pier to the forefront. This proposal can be maintained in a manner in which it will not have an adverse impact on the LLPA. NIEA's Historic Buildings and Historic Monuments branches do not believe that this proposal will have an adverse impact on the key features of the LLPA and therefore this proposal is not contrary to Policy CVN 3 of the area plan.

PPS 1 GENERAL PRINCIPLES

This sets out the principles that the Department observes in carrying out its planning functions. It advises that the contents of Planning Policy Statements are material to planning applications, and explains other material considerations. "The Department will base its decisions on planning grounds alone, and it will not use its planning powers to secure objectives achievable under non-planning legislation, however provided a consideration is material in planning terms it will be taken into account, notwithstanding the fact that other regulatory machinery may exist". PPS 1 also confirms that the planning system does not exist to protect the private interests of one person against the activities of another. The basic question is not whether neighbours would experience financial or other loss from a particular development but whether the proposal would unacceptably affect amenities and the existing use of land and buildings that ought to be protected in the public interest.

The Department's guiding principle in determining applications is that development should be permitted, having regard to the development plan and all other material considerations, unless the proposed development will cause demonstrable harm to issues of acknowledged importance.

In assessing the proposal consideration will be given to all material documentation including individual and community representations, planning policies, the area plan, legislation and all other material considerations.

PPS 2 NATURAL HERITAGE

Environmental policy continues to be based upon the precautionary principle, to protect the environment, where there are threats of serious or irreversible damage. The precautionary principle is to be applied when considering the impact of a proposed development on national or international significant landscape or natural heritage resources, of which there are numerous in the locality of this site.

Relevant international designations include a Special Protection Area, Special Area of Conservation, Ramsar site (wetland sites listed under the Ramsar Convention to protect those of international importance). National constraints include the Wildlife (Northern Ireland) Order 1985 (as amended) and the Wildlife and Natural Environment (NI) Act 2011, which places a statutory duty on all public bodies to further the conservation of biodiversity when exercising any functions. The site is in close proximity to a Nature Reserve and it is located within an Area of Outstanding Natural Beauty.

Relevant policies within PPS 2 include: NH 1 (European and Ramsar Sites); NH 2 (Species Protected by Law); NH 4 (Sites of Local Nature Conservation Importance); NH 5 – Habitats, Species or Features of Natural Heritage Importance; NH 6 – Areas of Outstanding Natural Beauty.

NH 1

“Planning permission will only be granted for a development proposal that is not likely to have a significant effect on a European Site (SPA, SAC) or a listed or proposed Ramsar site”.

Having consulted externally, and notwithstanding the third party objections, there is reasonable certainty that the proposal is not likely to have a significant effect on sensitive areas. An appropriate assessment has been carried out, by NIEA Natural Heritage, who have determined that mitigation measures outlined in the Environmental Statement will be adequate. On balance, and on the basis of all available information it has been established that the development will not impact on the integrity of the designated sites, subject to the application of mitigation measures, and the implementation of a robust monitoring system (which will actually be controlled through a separate process of a DOE Marine License application).

This development will not have an adverse impact on the integrity of any of the European or international sites, however for completeness an assessment will be undertaken against the three criteria in which development could be viewed as an exceptional case.

“In exceptional circumstances, a development proposal which could adversely affect the integrity

of a European or Ramsar Site may only be permitted where" three criteria are complied with. This assessment of these criteria is outlined as follows:

The planning authority is satisfied that this is an exceptional circumstance, given the level direct and indirect investment likely to be generated, the economic benefits and the improved access to key tourist assets. It has been demonstrated that there are no alternative solutions and content that the proposal is required for imperative reasons of overriding public interest (particularly given the improved access to a key tourist asset). Compensatory measures have been agreed and can be fully secured however while these three criteria are met, the tests are not applicable on the basis that the proposal will not adversely affect the integrity of the sites.

On balance, even when applying the precautionary principle, the applicant has complied with Policy NH 1.

NH 2

European Protected Species

"Planning permission will only be granted for a development proposal that is not likely to harm a European protected species". In exceptional circumstances a development proposal that is likely to harm these species may only be permitted where four criteria are met.

It has been accepted by the planning authority that there are no alternative solutions, and that the development is required for overriding public interest reasons, primarily the increased access to a key tourist asset, and it has been demonstrated that there will be no detriment to the maintenance of the population of the species. Compensatory measures have been submitted throughout the course of the planning application and have been agreed and can be fully secured. There are numerous environmental conditions to be attached to this proposal if it is to be approved which would involve the monitoring and protection of protected species also.

National Protected Species

"Planning permission will only be granted for a development proposal that is not likely to harm any other statutorily protected species and which can be adequately mitigated or compensated against", however mitigation and compensation have been agreed, and on balance (even applying the precautionary principle) the applicant has demonstrated compliance with Policy NH

2.

NIEA Natural Heritage have responded with no objections subject to conditions being attached and they have undertaken a HRA for this proposal also. At a meeting with third party objectors specific reference was made in relation to the Terns and Bats. NIEA have seen the information submitted within the ES and are of the opinion that there will not be an adverse impact on these protected species.

NH 3

"Planning permission will only be granted for a development proposal that is not likely to have an adverse effect on the integrity, including the value of the site to the habitat network, or special interest of":

- an Area of Special Scientific Interest;
- a Nature Reserve;
- a National Nature Reserve; or
- a Marine Nature Reserve.

It has been demonstrated that the development will not have an adverse impact on the ASSI. Appropriate mitigation and/or compensatory measures have been agreed.

Whilst this is a carefully balanced decision, other than roads safety, it has not been deemed necessary to ascertain whether the benefits of the proposal outweigh the value of the designated site, given that statutory consultees are satisfied the proposal will not impact adversely upon the key designations referred to above. NIEA Natural Heritage are of the opinion that there will not be an adverse impact on the ASSI subject to appropriate conditions being attached if approval is recommended.

NH 4

"Planning permission will only be granted for a development proposal that is not likely to have a significant adverse impact on":

- a Local Nature Reserve; or

- a Wildlife Refuge.

It has been comprehensively demonstrated that the proposal will not have a significant adverse impact on a local nature reserve or a wildlife refuge. Mitigatory / compensatory measures have been agreed and on the basis of the information available the planning authority is satisfied that the value of the site will not be diminished.

On balance, the proposal has complied with Policy NH 4.

NH 5

"Planning permission will only be granted for a development proposal which is not likely to result in the unacceptable adverse impact on, or damage to known":

- priority habitats;
- priority species;
- active peatland;
- ancient and long-established woodland;
- features of earth science conservation importance;
- features of the landscape which are of major importance for wild flora and fauna;
- rare or threatened native species;
- wetlands (includes river corridors); or
- other natural heritage features worthy of protection.

It has been comprehensively demonstrated that the proposal will not have a significant adverse impact on the features highlighted above (the others are not relevant). Given that appropriate mitigation and/or compensatory measures have been agreed the planning authority are of the view that this proposal has complied with this Policy.

NH 6

"Planning permission for new development within an Area of Outstanding Natural Beauty will only be granted where it is of an appropriate design, size and scale for the locality and all the following criteria (a to c) are met":

On balance, the proposal is not unsympathetic to the special character of this AONB in general, and this locality in particular. It has been fully demonstrated that the proposal respects or conserves built heritage or archaeological features (although there is uncertainty regarding the potential impact upon listed boundary marker. This marker does not exist above ground. If its remains are uncovered underground, archaeological mitigation is required). The building proposed is a small structure and is in keeping with the size of other existing buildings with the locality. The ancillary works, such as the car parking area and widening of the road would not have an adverse impact on the character of the AONB as these are features which are found at other tourist facilities throughout the AONB. The proposal is therefore in general conformity with Policy NH 6.

PPS 3 ACCESS, MOVEMENT AND PARKING

This sets out the Department's policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking.

It is accepted that good mobility and good accessibility are essential for the continued future growth of Northern Ireland. The road network is the artery for both the economic and social life of the region. It is proposed to link the road network at Greenore with the road network in Greencastle and beyond. It is government policy that there should be greater integration of transportation and land use planning by promoting more sustainable transport choices, promoting greater accessibility for all and reducing the need to travel, especially by private car. This proposal would, if permitted, promote greater accessibility for all however one of the aims of PPS 3 is to promote road safety and therefore road safety is a key material consideration.

AMP 1

Policy AMP 1 relates to the external layout of developments. This is not the critical part of the roads consideration. In this rural environment it would be difficult and unreasonable to expect to be able to provide pedestrian priority to facilitate pedestrian movement within and between land uses, however the proposal is not likely to generate significant pedestrian movements (albeit it has the potential to impact upon existing pedestrian movements on Greencastle Pier Road, which will be assessed in further detail under the relevant policy within PPS 3). This proposal

involves the requirement of the greencastle pier road to be widened to accommodate both the existing and proposed vehicular traffic. This widening will increase the road and provide a safer access for all users of this road.

AMP 2

In relation to Policy AMP 2 of PPS 3, at previous meetings with Transport NI the primary concern appeared to relate to the width of Greencastle Pier Road, as an access to the proposal, rather than the access standard of the actual development. The final point in Policy AMP 2 confirms however that when determining the acceptability of access arrangements consideration will be given to the standard of the existing road network together with the speed and volume of passing traffic using the adjacent public road and any expected increase. Transport NI have assessed the existing road network and deemed that the only road which requires improvements to be that of the Greencastle Pier Road. The remaining road network has the capability of facilitating the additional traffic associated with this development.

Transport NI has provided a final consultation response, in relation to the revised road layout. They have no objections to the proposal providing that the road is widened under a licencing agreement with DRD prior to development commencing on site.

AMP 3

This proposal does not involve direct access to a protected route, although indirectly the proposal will contribute to the flow of traffic onto a protected route. Due to the physical separation from the protected route, Policy AMP 3 does not attract substantial weight in this determination.

AMP 6

A transport assessment has been submitted as part of the applicant's Environmental Statement.

In relation to Policy AMP 7, the car parking and servicing arrangements within the site do not appear to be likely to create a problem, in terms of overspill onto the adjacent highway. There is sufficient parking provided and the site layout is such which encourages a flow of traffic leaving the site while the cars waiting to board the ferry are parked away from the entrance to the site.

The remaining Policies in PPS 3 would not carry determining weight in this assessment.

PPS 4 PLANNING AND ECONOMIC DEVELOPMENT

Despite representing a major economic investment, this is not an economic development use, as defined by PPS 4. This policy is therefore not relevant to this proposal.

PPS 6 PLANNING, ARCHAEOLOGY AND THE BUILT HERITAGE

PPS 6 sets out the Department's policies for the protection and conservation of archaeological remains and features of the built heritage.

BH 1

"The Department (planning authority) will operate a presumption in favour of the physical preservation in situ of archaeological remains of regional importance and their settings". These comprise monuments in State Care (such as Green Castle), scheduled monuments (of which there are some in close proximity to the site) and other important sites and monuments which would merit scheduling. "Development which would adversely affect such sites of regional importance or the integrity of their settings will not be permitted unless there are exceptional circumstances".

In this case, the site is located in an archaeologically sensitive area and NIEA Protecting Historic Monuments branch has been consulted with the details of the proposal. PHM has no objections and it has been demonstrated that the development will not impact upon the setting of the State Care Castle.

Although the area is considered rich in archaeological remains, at a previous meeting it was indicated that NIEA has no records of any remains at this particular site. Given the nature of the proposal there are unlikely to be significant excavations involved and under ground disturbance could be kept to a minimum. In any case, on the basis of discussions between all parties at an office meeting, archaeological evaluations could be carried out as a condition of planning

approval (in the event of permission being granted).

On balance, taking account of all relevant information, including the ES, the FEI, the third party objections and consultee responses, the proposal complies with Policy BH 1.

BH 2

"Development proposals which would adversely affect archaeological sites or monuments which are of local importance or their settings will only be permitted where the Department (Planning authority) considers the importance of the proposed development or other material considerations outweigh the value of the remains in question".

PHM is satisfied the proposal will not unduly affect the setting of the State Care Monument.

The importance of the proposal, to the tourism sector and the wider economy has been noted, and on balance, the applicant has demonstrated compliance with Policy BH 2.

BH 3

"Where the impact of a development proposal on important archaeological remains is unclear, or the relative importance of such remains is uncertain, the Department (planning authority) will normally require developers to provide further information in the form of an archaeological assessment or an archaeological evaluation. Where such information is requested but not made available the Department (planning authority) will normally refuse planning permission".

The applicant has provided sufficient information to demonstrate the potential impact of the proposal, and the planning authority is satisfied this impact will not be detrimental. Additionally, on the basis of the limited excavations required for this specific proposal, and the absence of any NIEA records to indicate the presence of remains on this site, it is not considered that an archaeological evaluation will be necessary to enable the determination of this application. On balance, the proposal is not contrary to Policy BH 3.

BH 4

In relation to Policy BH 4, in the event of planning approval being granted, it would be prudent to attach conditions to ensure that appropriate measures are taken for the identification and mitigation of the archaeological impacts of the development, prior to the commencement of development.

BH 11

"The Department (planning authority) will not normally permit development which would adversely affect the setting of a listed building". Development proposals will normally only be considered appropriate where all of three identified criteria are met.

On the basis of the information thus far submitted, including the applicant's submissions, consultee responses, and third party representations, the detailed design of the proposal will not detract from or harm the setting of the listed buildings and structures in this locality in terms of scale, height, massing and alignment.

On the basis of the same evidence, there are no concerns regarding the works proposed (and the requirement to make use of traditional or sympathetic building materials and techniques), which respect those found on the relevant listed buildings and structures in this locality.

The nature of the use proposed will not unduly affect the character or setting of the listed buildings / structures in the locality, given the coastal location and the existence of a disused pier to the north of the site.

NIEA have now no concerns with the exception of the possible markers within the setting of the listed structure. As it is not known if these markers still existing, a precautionary approach is recommended so that if they are discovered that evaluations are carried out as a condition of planning approval in the event of this proposal being granted.

Overall the application has demonstrated compliance with Policy BH 11 of PPS 6.

PPS 13 TRANSPORTATION AND LAND USE

The Department of Environment assumed responsibility for PPS 13 from the Department for

Regional Development on 15 January 2008.

PPS 13 was prepared to assist in the implementation of the RDS, to guide the integration of transportation and land use. It is a material consideration in the determination of individual planning applications.

PPS 13 contains a series of overarching general principles, and in my opinion these principles do not establish direct tests for the assessment of this proposal.

The most relevant General Principles are 2, 3, 5, 10, and 12.

General Principles 2 states that accessibility by modes of transport other than the private car should be a key consideration in the location and design of development.

This proposal provides direct access from one tourist asset to another, albeit the other one is in a separate jurisdiction. Whilst the ferry will primarily facilitate movement by private car, it will help deliver an integrated land use / transport planning approach, as envisaged by General Principle 2.

General Principle 3 states that the process of Transport Assessment (TA) should be employed to review the potential transport impacts of a development proposal.

A Traffic Assessment has been completed as part of the applicant's Environmental Statement.

General Principle 5 states that developers should bear the costs of transport infrastructure necessitated by their development. The applicant has acknowledged that the costs of the necessary infrastructure improvements must be borne themselves.

General Principle 10 states that rural public transport schemes should be developed to link rural dwellers to essential facilities and larger settlements. This proposal will link larger settlements, albeit in a separate jurisdiction.

General principle 12 states that the integration of transport and land use planning should seek to create a more accessible environment for all. This proposal will promote a new mode of transport

to enable further access to tourism facilities.

PPS 16 TOURISM

Planning Policy Statement, PPS 16 'Tourism' sets out the Department's planning policy for tourism development, including the main forms of tourist accommodation and tourist amenities. In addition the PPS provides policy for the safeguarding of tourism assets from development likely to adversely impact upon the tourism value of the environmental asset.

TSM 2

This states that "planning permission will be granted for a tourist amenity in the countryside where it is demonstrated that" it complies with criteria a or b:

In relation to criteria a, this proposal clearly requires a coastal location. The location was chosen to optimise access to key tourism assets and to decrease travel time to and between key tourist assets. There is no conflict with criteria a.

The proposal is not a direct tourist activity, and criteria b is not directly applicable.

Therefore it is accepted that the proposal meets the requirements of Policy TSM 2.

TSM 4

"A proposal for a major tourism development in the countryside will be permitted if it meets all of the following exceptional circumstances (A to C)":

In general terms, it is recognised the exceptional benefits will arise from an infrastructure link between two scenic areas – the Mourne and the Cooley Peninsula, given the increased access, the ability to showcase the Mourne AONB, and economic activity generated at this site and throughout the AONB. It is recognised that the infrastructure link will make other tourist assets more accessible by reducing travelling times and creating direct routes. On balance, it has been

demonstrated that criteria a) has been met through the supporting information provided.

The applicant's justification for this particular site has been accepted, insofar as it has been demonstrated that the proposal would not be viable or feasible at any nearby urban location. It has been accepted the applicant's assertions that the site offers the most favourable ground conditions on the northern shore of Carlingford Lough, however the mere fact that this is the most viable (to the applicant) site does not infer that all other material considerations should be set aside or given less weight.

It has been accepted that the size of the site ensures that the proposal could not be accommodated within Greencastle (200 metres away). It has been accepted that the functional requirements eliminate the nearby settlements of Kilkeel, Killowen, Rostrevor or Warrenpoint, given existing ground conditions and increases in transit times. As one nears Rostrevor and Warrenpoint the service would not be viable due to the availability of high capacity roads infrastructure, which would eliminate the need to avail of the ferry link. The third parties disagreement, with these findings have been noted however the opinion remains unchanged.

It has also been accepted the applicant's assertions that the geography, hydrology and topography of this site and the surrounding area mean this the most appropriate site for the proposed development. On balance there are no concerns in relation to criteria b.

The sustainable benefit to the tourist industry will be created in many respects. The removal of traffic from the AONB's towns will assist regeneration in the wider area, by reducing traffic congestion. The proposal will generate direct employment and investment, and additional indirect employment and investment opportunities will be generated as outlined in the applicant's submissions. It has been accepted that these benefits will be sustainable, and on balance the proposal has met the requirements of this Policy.

TSM 7

TSM 7 outlines the criteria for tourism development, and these tests are relevant to this assessment. "A proposal for a tourism use, in addition to the other policy provisions of this Statement, will be subject to the following design criteria":

Design Criteria

It has not been demonstrated that a walking pattern that supports walking and cycling will be created. The proposal will have adequate or convenient access to public transport, once the road widening is completed.

If this criteria is given significant weight then it is apparent that traffic on the existing road will increase, the road improvements will facilitate increased vehicle speed, and adequate pedestrian and cyclist facilities will remain as they are.

At times of high tide, technically the proposal will affect an alleged public right of way on the foreshore, because pedestrians on the beach will have to traverse the bridge. However, technically, the right of way would be respected, insofar as its route and through passage would not be materially affected.

Potential pedestrian and cyclist provision will remain as existing.

The quality of existing landscaping on the site is not so far below the recognisable standards that refusal of planning permission would be justified. Landscaping can be carried out as proposed, and conditions will be necessary to ensure that flood lights do not illuminate the site outside operational hours. On balance, the proposal meets the requirements of Criteria B.

Boundary treatments are adequate, and new planting will help reduce the visual impact of the proposal. On balance, the proposal meets the requirements of criteria C.

It is not envisaged that there will be any conflict with Criteria d because drainage systems are subject to non-planning regulations, which are automatically enhanced given this site's environmentally sensitive location.

The effectiveness of the security measures proposed, in terms of their ability to adequately secure the site, is acceptable and the logic for scaling back security in order to maintain the rural character of this area is satisfactory. There is no significant concerns in relation to criteria e.

Criteria f relates to public art and it is not applicable to this proposal.

TSM 7 states that "In addition to the above design criteria, a proposal will also be subject to the

following general criteria (g – o)".

The actual proposal is not incompatible with the surrounding land uses, insofar as this is a coastal location and there is one existing pier in the site's immediate environs, and it has been demonstrated that the proposal will not detract from the landscape character and quality of the area, as per NIEA's comments (Historic Monuments and Historic Buildings Unit).

On the basis of the information currently available, it has been satisfied that that the development will not result in the loss of amenities to nearby residents, in particular by way of noise, nuisance and general disturbance (and it is noted that Environmental Health have no objections). The proposal complies with criteria h.

It has been demonstrated, to the satisfaction of the professional authorities consulted by the planning authority, that the development will not adversely affect features of the natural or built heritage and the proposal is meets the requirements of criteria i.

The planning authority is content that the proposal is capable of dealing with any emission or effluent generated, and appropriate safeguards are in place. The proposal will not conflict with criteria j.

On the basis of the information currently available Transport NI have no concerns relating to the access arrangements subject to the Greencastle Pier Road improvement works which are proposed. On the basis of the available road frontage, it has been satisfied that the proposed access will not prejudice road safety - in relation to the specific issue of visibility at the entrance.

It is apparent that the existing road network will have the ability to safely handle any extra traffic the proposal will generate subject to the improvement works along the Greencastle Pier Road.

On balance, the planning authority is satisfied that the proposal will not extinguish or significantly constrain access to the coastline or tourism asset. It has been accepted that the existing amenity afforded by the beach at Greencastle will be diminished, although not detrimentally, however the constraint can be overcome, and there are other beaches available in the locality. On balance, the partial restrictions generated by the development need not be fatal.

TSM 8

TSM 8 outlines the Department's requirements for the safeguarding of tourism assets, and these are considered relevant to this proposal.

This Policy states that "Planning permission will not be granted for development that would in itself or in combination with existing and approved development in the locality have an adverse impact on a tourism asset (as defined in paragraph 7.39 of the Justification & Amplification and in Appendix 1 Glossary of Terms) such as to significantly compromise its tourism value".

This policy provides for the safeguarding of all tourism assets, including those which are subject to protection for other reasons under various legislative or policy instruments and those which are not subject to such protection.

For the purposes of this statement, a tourism asset is defined as any feature associated with the built or natural environment which is of intrinsic interest to tourists.

The planning authority is satisfied that the existing beach is a tourist asset, as defined in Policy TSM 8. On balance however, it is considered that the proposal would not, if permitted, have an adverse impact on the tourist asset given the availability of access to the remainder of the coastline, and given the fact that there is an existing pier in this locality.

TSM 8 emphasises the need for the safeguarding of tourism assets from unnecessary, inappropriate or excessive development (that could damage the intrinsic character and quality of the asset and diminish its effectiveness in attracting tourists). Upon careful consideration, the planning authority accept that the development is not un-necessary, and it has been demonstrated that it will not be inappropriate. On that basis, it is considered that the development would not have a significant adverse effect on the tourism asset.

TSM 8 is not intended to prevent all development and it acknowledges that development that will not significantly compromise the overall tourism value of the asset may be facilitated. On the basis of the information currently available it has been satisfied that the development will not significantly compromise the overall tourism value of the existing beach, coastline and tranquil rural environment.

TSM 8 recognises that the requirements of non-planning legislation, particularly in relation to

public health and the regulation of environmental pollution may obviate the need to regulate the inappropriate development through the application of this policy however in this case I consider the need to regulate the potential for environmental pollution to be significant, hence my recommendation to impose a number of conditions in the approval being recommended.

PPS 21 SUSTAINABLE DEVELOPMENT IN THE COUNTRYSIDE

CTY 1

"There are a range of types of development which in principle are considered to be acceptable in the countryside and that will contribute to the aims of sustainable development". Details of these are provided in Policy CTY 1.

"Other" types of development (i.e. those which are not specified or identified by Policy CTY 1) can be permitted, but only where there are overriding reasons why that development is essential and could not be located in a settlement, or it is otherwise allocated for development in a development plan.

I accept that there are overriding reasons why this development is essential and could not be located in any of the nearby settlements (if located within the nearest large settlement of Kilkeel the transit time would make the route un-viable given the cost of the journey and the limited additional time it would take to complete the journey by road).

The planning authority that this proposal has been sited and designed to integrate sensitively with its surroundings, and on the basis of the information available it does appear to meet other planning and environmental considerations. I consider that the proposal is therefore in compliance with Policy CTY 1.

Acceptable types of development specified include, among others, tourism development in accordance with the TOU Policies of PSRNI and a necessary community facility to serve the local rural population.

I have concluded that the tourism development is in accordance with the Tourism Policies of PPS 16 .

Whilst a necessary community facility has not been defined by Policy CTY 1, the planning authority is satisfied that the proposal could fall within this broad definition and it could therefore be approved in principle.

CTY 8

This states that planning permission will be refused for a building which creates or adds to a ribbon of development.

If this constituted ribbon development, two exceptions are catered for – the erection of two dwellings or an economic development proposal. This proposal is an economic development proposal in the broader sense, as opposed to economic development, as defined by PPS 4

In my opinion the proposal would, if permitted, lead to the creation of a ribbon of development along Greencastle Pier Road. It would be visually linked with the two buildings to the west and the one to the east. The development of half the site would leave a gap in the western part of the site that could potentially be vulnerable to a future application for up to two infill dwellings. If this occurred the proposal would therefore have the potential to create a ribbon of development

stretching from No 80 to No 90 Greencastle Pier Road, a frontage of approximately 300 metres, from the outside of the end plots.

Despite concerns regarding the potential for ribbon development, if there were no other environmental and access objections to the proposal it could be considered that the site-specific need for this proposed development, and the potential economic and tourist advantages, would attract greater weight than the potential for a ribbon of development on a road that has already experienced ribbon development at various locations.

All things considered, on the basis of the information thus far received, economic and tourist benefits will outweigh potential environmental costs, specifically the prospect of ribbon development as defined by Policy CTY 8 of PPS 21.

CTY 13

“Planning permission will be granted for a building in the countryside where it can be visually integrated into the surrounding landscape and it is of an appropriate design”.

A new building will be unacceptable where a proposal falls within one of seven categories.

The pier itself will be prominent in the landscape when viewed from a number of critical viewpoints in the immediate locality. Overall however, the proposal will not be prominent in the wider landscape. The nature of the proposal and its limited visual intrusion into the wider landscape would lead the planning authority to consider that a pier would not unduly affect the visual amenity of the surrounding area. There is an existing pier in the locality and given the coastal location, in close proximity to a small settlement, it is not considered that the pier itself would represent an alien feature in this context.

On balance, the proposal meets the requirements of Policy CTY 13, the ancillary works will be limited in terms of their intrusion into the wider landscape and that new landscaping will provide some mitigation over time.

CTY 14

"Planning permission will be granted for a building in the countryside where it does not cause a detrimental change to, or further erode the rural character of an area".

A new building will be unacceptable where a proposal falls into one of five categories (a to e). The planning authority have limited concern in relation to these criteria are offset by the limited visual impact in the wider area, the site specific need for the proposal, and the significant economic and tourist benefits that will accrue.

In this context it has been accepted that the potential change to the rural character of the area would neither be significant nor determining, and the ancillary physical works are small-scale thereby ensuring that if the enterprise was to fail then the site could be required to be reinstated to its former condition with ease if this was deemed necessary by committee.

CTY 15

This states that planning permission will be refused for development that mars the distinction between a settlement and the surrounding countryside or that otherwise results in urban sprawl.

Although located in close proximity to the settlement limit at Greencastle, the planning authority

is satisfied that the proposal will not result in urban sprawl nor will it mar the distinction between Greencastle and the surrounding countryside. the proposal is not contrary to Policy CTY 15.

CTY 16

"Planning permission will only be granted for development relying on non-mains sewerage, where the applicant can demonstrate that this will not create or add to a pollution problem"

The applicant's P1 forms indicate that sewage and water supply will be accommodated utilising existing mains.

The Environmental Statement indicates however that sewage effluent will be through a percolation area, via a septic tank. Any such tank / mechanism will be subject to NIEA's consent to discharge regulations.

It is not considered that this contradiction will be determining however, because no matter which option is availed of, further statutory approvals are required in any case.

The creation of the car parking area will reduce the site's ability to attenuate surface water. The Environmental Statement indicates that storm water will also discharge to percolation areas, which will also be subject to NIEA's consent to discharge regulations.

This area in which the site is located is susceptible to a risk from pollution given its sensitivity and the relevant environmental designations.

The risk of pollution has been identified by the applicant, and appropriate mitigation measures have been proposed (and agreed by the Department's external consultees).

On that basis the risk of pollution can be managed appropriately through the other regulatory mechanisms that exist (primarily including NIEA Natural Heritage and DOE Marine Division's licensing requirements). The proposal will not be contrary to Policy CTY 16.

DRAFT PPS 24

Draft Planning Policy Statement (PPS) 24 'Economic Considerations' was issued for public consultation in January 2011. It provided guidance on the weight to be accorded to economic considerations in the making of planning decisions.

Following consideration of the responses received to the public consultation, the Minister of the Environment formally announced on 6 September 2011 that he had decided not to proceed with PPS 24. It is therefore not given significant weight in the determination of this planning application.

Neighbour Notification Checked

Yes

Summary of Recommendation: In summary, following detailed consideration all policy requirements have been met and the proposal would not have an adverse impact on the designated sites within the immediate area. The content of the Environmental Statement, FEI and consultee responses are all favourable subject to specific conditions being attached on any approval. Following the consideration above in relation to the relevant planning policy the planning authority are content that this proposal can be recommended for approval subject to the following conditions being attached to safeguard the environment and the road network in relation to roads safety.

Conditions

1. As required by Article 61 of the Planning (Northern Ireland) Act 2011, the development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.

Reason: Time Limit.

2. No other development hereby permitted shall be commenced until the road works generally indicated on Drawing No's IBT0633/1070, IBT0633/1071, IBT0633/1072, IBT0633/1073, IBT0633/ 1074 & IBT0633/1075 bearing the date stamp 26 January 2015 have been completed to a state that permits the maintenance period to commence, in accordance with plans to be approved in writing by the Department for Regional Development Transport NI Division at the application stage for the necessary Licence Agreement. These detailed plans will include all necessary alterations to street furniture, lighting, road drainage, culverts, carriageway levels, structures and provision of adequate road verges.

REASON: To ensure that the road works considered necessary to provide a proper, safe and convenient means of access to the site are carried out at the appropriate time.

3. No road construction or any preliminary or associated works shall be commenced until the entire lengths of new carriageway alignment and widths have been fully set out along the extent of the proposed road improvement for approval of Transport NI. Carriageway edge, centre line, verge extent and proposed relocation of street furniture will require to be clearly indicated.

REASON: To ensure full and proper adherence with dimensions indicated on Drawing No's IBT0633/1070, IBT0633/1071, IBT0633/1072, IBT0633/1073, IBT0633/1074 & IBT0633/1075 and to preclude any detriment along frontages to sight lines, accesses, verges and overhang.

4. A detailed programme of works and any required / associated traffic management proposals shall be submitted to and agreed by Transport NI, prior to the commencement of any element of road works or setting out.

REASON: To facilitate the convenient movement of all road users and the orderly progress of work in the interests of road safety.

5. No retailing or other operation in or from the proposal hereby permitted shall commence until hard surfaced areas have been constructed and permanently marked in accordance with the approved drawing No IBT0633/1075 bearing date stamp 26 January 2015 to provide adequate facilities for parking, servicing and circulating within the site. No part of these hard surfaced areas shall be used for any purpose at any time other than for the parking and movement of vehicles.

REASON: To ensure that adequate provision has been made for parking, servicing and traffic circulation within the site.

6. The gradient of the access road to serve the ferry terminal shall not exceed 4% (1 in 25) over the first 10m outside the road boundary. Where the vehicular access crosses a footway, the access gradient shall be between 4% (1 in 25) maximum and 2.5% (1 in 40) minimum and shall be formed so that there is no abrupt change of slope along the footway.

REASON: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road user.

7. The vehicular access to the ferry terminal, including visibility splays and any forward sight distance, shall be provided in accordance with Drawing No. IBM0358-210 REV A bearing the date stamp 14 June 2013, prior to the commencement of any other development hereby permitted. The area within the visibility splays and any forward sight line shall be cleared to provide a level surface no higher than 250mm above the level of the adjoining carriageway and such splays shall be retained and kept clear thereafter. This work will be carried out in conjunction with the Licence Agreement required for the appropriate road works.

REASON: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.

8. The developer will be required to ensure that the road works associated with this proposal on Greencastle Pier Road have been subject to the Safety Audit process in accordance with the relevant Departmental guidelines. Details of type, weight and nature of all vehicles using the ferry along with any restrictions to be fully taken into account.

Reason: In the interest of road safety and traffic progression.

9. All appropriate road markings and associated signage within the development and on the public road shall be provided by the developer/applicant in accordance with the Department's specification (Design Manual for Roads & Bridges) and as directed by Transport NI Traffic Management Section prior to the proposal becoming operational.

Reason: In the interest of road safety and traffic progression.

10. No site works of any nature or development, including road widening, shall take place until a programme of archaeological work has been implemented, in accordance with a written scheme and programme prepared by a qualified archaeologist, submitted by the applicant and approved by the Planning Authority. The programme should provide for the identification and evaluation of the archaeological remains within the site, for mitigation of the impacts of the development through excavation recording or by preservation of remains and for the

preparation of an archaeological report.

Reason: To ensure that archaeological remains within the application site are properly identified and protected or appropriately recorded.

11. Access shall be afforded to the site at all reasonable times to any archaeologist nominated by the Department of Environment to observe the operations and to monitor the implementation of archaeological requirements.

Reason: To ensure that identification, evaluation and appropriate recording of any archaeological remains, or any other specific work required by condition or agreement, is completed in accordance with the approved programme.

12. A final Construction Environmental Management Plan, associated method statements and finalised layout design is to be submitted to and agreed by the Planning Authority, prior to any works commencing on site. This must reflect all mitigation, and avoidance measures to be employed as outlined in the Construction Environmental Management Plan (dated the Dec 2013), the Environmental Statement and all additional environmental information submitted.

Reason: To ensure effective avoidance and mitigation measures have been planned for the protection of protected species, water environments and designated sites.

13. An environmental manager must be designed for this scheme. Contact details for the designated Environmental Manager must be submitted to the Planning Authority and The Department of Environment at least 8 weeks prior to the commencement of pre construction development or construction works on site. This information may be contained within a Construction Environmental Management Plan (CEMP).

Reason: To ensure an effective line of communication exists between contractors and the appropriate bodies for the protection of the designated sites and water environment.

14. All low level lighting within the site shall be low pressure sodium lamps and all lighting shall be constructed no closer than 5m to a natural heritage feature such as a hedgerow.

Reason: To protect natural heritage features.

15. No development shall take place on site until the Planning Authority have been notified that method of sewage disposal agreed in writing with Northern Ireland Water or a consent to discharge has been granted.

Reason: To protect the designated sites.

16. An independent, qualified and experienced Marine Mammal Observer (MMO) shall be appointed to monitor for marine mammals. The MMO shall conduct a pre start up constant effort monitoring for at least 30 minutes before any sound producing activity commences and continue monitoring for 30 minutes following commencement of any activity. No sound producing activity shall commence until a 30 minute period has elapsed where no marine mammal have been detected.

Reason: To minimise disturbance to protected species.

17. All marine mammal monitoring measures shall recommence from the beginning if there is a break in any sound producing activity (which includes pile driving) for a period greater than 30 minutes.

Reason: To minimise disturbance to protected species.

18. A full MMO report on operations and mitigation measures shall be provided in writing and agreed by the Planning Authority once the development phase is complete and prior to the commencement of the operational phase.

Reason: To minimise disturbance to protected species.

19. No pile driving works shall take place during April to October.

Reason: To avoid seal disturbance and protected bird species.

20. The ferry route shall maintain a minimum distance of 230m from all haul out sites identified within the Environmental Statement Figure 7-15.

Reason: To minimise disturbance to seals at haul out sites.

21. Monthly Seal counts at haul out sites in proximity to the operational ferry route shall be conducted prior to and during the operational phase and submitted to and agreed in writing to the Planning authority. This must cover a 12 month survey period prior to commencement of the operational phase to provide baseline data.

Reason: To minimise disturbance to seals.

22. Any vessel that is intended to be used on this ferry route shall not be fitted with ducted/shrouded propellers.

Reason: To minimise impact to seal population.

23. The applicant shall provide a noise emission report clearly demonstrating that the proposed noise emissions of the ferry are no louder than that of the Foyle Venture Ferry. This information shall be submitted to and agreed by the planning authority prior to the ferry becoming operational.

Reason: To protect nearby residential amenity.

Signature(s)

Date:

Application ID: P/2013/0434/F

ANNEX	
Date Valid	14th June 2013
Date First Advertised	28th June 2013
Date Last Advertised	15 th January 2014
Details of Neighbour Notification (all addresses)	
<p>The Owner/Occupier, "SandyHall" Greencastle Pier Road, Kilkeel, Down, Northern Ireland, BT34 4LR Jacqueline Gibson 02 2 Wapping Lane Hillsborough B McArdle 1 57A Seavers Road Ballinliss</p> <p>The Owner/Occupier, 1 Greencastle Pier Road, Lurganreagh (Detached Portion), Kilkeel, Down, BT34 4LR,</p> <p>The Owner/Occupier, 1 Light Keepers Garden, Greencastle, Kilkeel, Down, BT34 4GW, Martin O'Hare 1 Middle Tollymore Road, Newcastle Mary Mc Loughlin 1 Slieve View Close Donaghaguy Warrenpoint</p> <p>The Owner/Occupier, 1, 115A Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,</p> <p>The Owner/Occupier, 1, 3A Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR, John Poland 10 Bartley Park Dunnaman Kilkeel Owner / Occupier 10 Dunnaval Road Dunnaval Kilkeel</p> <p>The Owner/Occupier, 103 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR, Eddie McVeigh 103 Greencastle Road Dunnaval Kilkeel</p> <p>The Owner/Occupier, 103A Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR, H McCormick 105 Greencastle Pier Road, Greencastle, Co. Down, N. Ireland M.C McCormick 105 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR, Christine Gibson 107 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,</p> <p>The Owner/Occupier, 109 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR, Caroline Stuart 11 Drumkeeragh Road Guinness Ballynahinch</p> <p>The Owner/Occupier, 11 Greencastle Pier Road, Benagh Lower, Kilkeel, Down, BT34 4LR, Eileen Brennan 11 Grove Hill Dunnaman Kilkeel</p>	

The Owner/Occupier,
 111 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 The Owner/Occupier,
 111A Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 Occupier .
 113 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 Michael Holmes
 115 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 Maura Keane
 117 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 WH Emerson
 117 Tirnascope Road Shewis Armagh
 Maura Keane
 117, Greencastle Pier Road, Kilkeel, Down, Northern Ireland, BT34 4LR
 Thomas Cunningham
 119 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 A Small
 11A Ballymagart Lane Ballymagart Kilkeel
 Felix Sloan
 12 Fair Road Greencastle Kilkeel
 Cathal McAulty
 12 Knocknagreana Dromore Warrenpoint
 Paula O'Hare
 12 School Road, Jerrettspass, Newry, BT34 1SX
 Alex Murphy
 12 Shaughan Road Belleek Armagh
 The Owner/Occupier,
 121 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 Andrew & Debbie Soye
 123 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 Daiva Shepcar
 123, Greencastle Pier Road, Kilkeel, Down, Northern Ireland, BT34 4LR
 Daiva Shepcar
 125 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 Russell Shepcar
 125, Greencastle Pier Road, Kilkeel, Down, Northern Ireland, BT34 4LR
 Zac Shepear
 125, Greencastle, Pier Road, Co. Down, N. Ireland
 Tyler Shepear
 125, Greencastle, Pier Road, Down, N. Ireland
 The Owner/Occupier,
 126 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 Lee Maginnis
 14 Cloghan Road Cloghan Armagh
 The Owner/Occupier,
 14 Hawthorne Hill Ballyvally Banbridge
 Paul McVeigh
 14 Slatemill Road Dunnaval Kilkeel
 P Stuart
 15 Drumkeeragh Road Guinness Ballynahinch
 Sean Fitzpatrick
 15 Molesworth Street Loy Cookstown
 The Owner/Occupier,
 16 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 The Owner/Occupier,

17 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
Bronagh Lasne

18 Grove Hill Dunnaman Kilkeel
S White

19 Fair Road Greencastle Kilkeel
Mary Harper-Boden

19 Tullyree Road Moyad Kilcoo
The Owner/Occupier,

2 Light Keepers Garden, Greencastle, Kilkeel, Down, BT34 4GW,
Aisling O'Hare

2 Middle Tollymore Road Tollymore Newcastle
Jacqueline Gibson

2 Wapping Lane Hillsborough Down
The Owner/Occupier,

2,3B Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
. Occupier/Owner

20 Ballybrick Road, Ballybrick, Katesbridge
. Occupier of 20 Ballybrick Road, Kates bridge, BT32 5QP

20 Ballybrick Road, Katesbridge, BT32 5QP
Margaret Cunningham

20 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
N Stuart

21 Drumkeeragh Road Guinness Ballynahinch
K White

21 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
Kevin White

21, Greencastle Pier Road, Kilkeel, Down, Northern Ireland, BT34 4LR
JS Cunningham

22 Cranfield Road Cranfield Kilkeel
Barbara Campbell

22 Lurganreagh Road Lurganreagh (Detached Portion) Kilkeel
K Cunningham

24 Cranfield Road Cranfield Kilkeel
The Owner/Occupier,

24 Grange Road, Lurganreagh (Detached Portion), Cranfield, Down, BT34 4LW,
Cyril Cave

248 Head Road Mullartown Annalong
Stephen Adams

25 Ameracam Lane Cranfield Silverbridge
Hugh Doyle

27 Fair Road Greencastle Kilkeel
Greencastle Oysters Ltd.

27A Fair Road, Kilkeel, Down, Northern Ireland, BT34 4LS
Angela Gibson

3 Ardallan Park Ringmackilroy Warrenpoint
The Owner/Occupier,

3 Greencastle Pier Road, Lurganreagh (Detached Portion), Kilkeel, Down, BT34 4LR,
The Owner/Occupier,

3 Light Keepers Garden, Greencastle, Kilkeel, Down, BT34 4GW,
Siobhan B Cunningham

3 Lightkeepers Gardens, Greencastle, Co. Down, BT34 4LQ
Eamon Cunningham

3 Lightkeepers Gardens, Greencastle, Kilkeel
Aine Murphy

3 Mourne Gardens Castlewella Down

Caitlin Cahill
 31 Ameracam Lane Cranfield Silverbridge
 The Owner/Occupier,
 31 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 Michael Thomas Devlin
 32 Middle Tollymore Road Tollymore Newcastle
 P McCreesh
 32 St. Patricks Park Tullynavall Cullyhanna
 Roisin Doran
 35 Newry Street Magheramurphy Kilkeel
 Mary Cunningham
 36 Grahamville Estate Derryoge Kilkeel
 N. Murphy
 37 Bryansford Road Stang Newry
 Martin Sloan
 4 Annsborough Park Ballybannan Castlewellan
 The Owner/Occupier,
 4 Light Keepers Garden, Greencastle, Kilkeel, Down, BT34 4GW,
 Edith Emerson
 4 Ridgeway Park South Clownagh Portadown
 Niall Cunningham
 41 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 Layla Cunningham
 41 St. Albans Gardens Malone Lower Belfast
 Ann Cunningham
 41, Greencastle Pier Road, Kilkeel, Down, Northern Ireland, BT34 4LR
 The Owner/Occupier,
 44 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 The Owner/Occupier,
 44A Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 Elaine Cahill
 45 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 Sinead O'Rourke
 47 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 Dr Desmond Gibson
 474 Ravenhill Road Ballynafoy Belfast
 The Owner/Occupier,
 48 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 Donna Lyons
 49 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 The Owner/Occupier,
 5 Light Keepers Garden, Greencastle, Kilkeel, Down, BT34 4GW,
 B and L McDonald
 50 Fair Road Greencastle Kilkeel
 The Owner/Occupier,
 51 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 Maria O'Rourke
 52 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 Thomas Clarke
 57 Ameracam Lane Greencastle Silverbridge
 The Owner/Occupier,
 57 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 The Owner/Occupier,
 57, Burren Road, Warrenpoint, Down, Northern Ireland, BT34 3SA
 The Owner/Occupier,

57, Burren Road, Warrenpoint, Down, Northern Ireland, BT34 3SA
Susanna Harper

58 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
Gerald King

6 Annsborough Park Ballybannan Castlewellan
Mary E Quinn

6 Bank Terrace Caledon Tyrone
Shona Hanratty

6 Beech Heights Ballynafoy Belfast
Margaret Stewart & Family

6 Hospital Road Campsie Omagh
Aran Cunningham

6 Light Keepers Garden, Greencastle, Kilkeel, Down, BT34 4GW,
The Owner/Occupier,

60 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
C Doran

62 Drumintee Road Meigh Killeavy
Eileen Sloan

62 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
The Owner/Occupier,

62, Greencastle Pier Road, Kilkeel, Down, Northern Ireland, BT34 4LR
Brian Cunningham

64 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
The Owner/Occupier,

64, Greencastle Pier Road, Kilkeel, Down, Northern Ireland, BT34 4LR
Nadine Moody

66 Donegall Pass Malone Lower Belfast
Vera Bodell

66 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
Henry Bodell

66 Greencastle Pier Road, Kilkeel
Anita Cowan

68 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
M McKay

7 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
Martina McKay

7, Greencastle Pier Road, Kilkeel, Down, Northern Ireland, BT34 4LR
C A Gibson

70 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
The Owner/Occupier,

74 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
Martin Jordan

8 Oaklands, Old Warrenpoint Road, Newry, Down, BT34 2SS,
Mary Jordan

8, Oaklands, Newry, Down, Northern Ireland, BT34 2SS
The Owner/Occupier,

80 Greencastle Pier Road Greencastle Kilkeel
Rebecca Hanna

80A Greencastle Pier Road Greencastle Kilkeel
A Fitzsimons

81 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
Gary Cull

82 Hilden Court Lambeg South Lisburn
J Mc Elroy

83 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,

Kevin Farrell
 87 Greencastle Pier Road Greencastle Kilkeel
 The Owner/Occupier,
 87 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 Rory Thompson
 88 Greencastle Pier Road Greencastle Kilkeel
 J Thompson
 88, Greencastle Pier Road, Kilkeel, Down, Northern Ireland, BT34 4LR
 J Thompson
 88, Greencastle Pier Road, Kilkeel, Down, Northern Ireland, BT34 4LR
 J Thompson
 88, Greencastle Pier Road, Kilkeel, Down, Northern Ireland, BT34 4LR
 Eamon O'Rourke
 9 Greencastle Pier Road, Lurganreagh (Detached Portion), Kilkeel, Down, BT34 4LR,
 Fisher & Fisher Solicitors
 9 John Mitchel Place Ballynacraig Newry
 Aine Kearney
 9 Lisdrum Court Lisdrumliska Newry
 Eamon O'Rourke
 9, Greencastle Pier Road, Kilkeel, Down, Northern Ireland, BT34 4LR
 Sean Cunningham
 90 Greencastle Pier Road Greencastle Kilkeel
 Fiona Campbell
 91 Derrymacash Road Derrymacash Lurgan
 The Owner/Occupier,
 91 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 The Owner/Occupier,
 92 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 The Owner/Occupier,
 93 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 The Owner/Occupier,
 95 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 The Owner/Occupier,
 97 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 The Owner/Occupier,
 Greencastle Area Residents Group, 90 Greencastle Pier Road, Greencastle, Kilkeel, Co Down.
 BT34 4LR
 The Owner/Occupier,
 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 The Owner/Occupier,
 Greencastle Pier Road, Greencastle, Kilkeel, Down, BT34 4LR,
 Pamela Houston
 Kilkeel Development Association, The Nautilus Centre, Rooney Road, Kilkeel, Co Down, NI,
 BT34 4AG
 Mourne Coastal Tourism Mourne maritime Visitor
 Nautilus Centre, Rooney Road, Kilkeel, Co Down, BT34 4AG
 Sandra Spiers
 Northern Ireland Tourist Board, Nautilus Centre, Rooney Road, Kilkeel, Co Down, BT34 4AG
 Oisin Murnion
 Oisimurnion@yahoo.co.uk
 Chamber of Commerce
 Rooney Road, Magheramurphy, Kilkeel, Down, BT34 4AG,
 . Owner/Occupier
 The Boathouse, 117A Greencastle Pier Road, Greencastle, Kilkeel, BT34 4LR
 Clare Mallon

Application ID: P/2013/0434/F

clare.mallon@teleperformance.com
Courtney Kroll
courtney.kroll@gmail.com
Frankie O'Rourke
frankie.orourke@teleperformance.com
Hugo Thompson
hugoisalso@yahoo.com
Jennifer Meehan
jennifer.meehan@slh.ie
Joan Thompson
joanelkthompson@icloud.com
Joseph Donnan
kingdom@anriocht.com
Margaret White
maggie-white@hotmail.co.uk
Tiarnan Miller
tiarnan.miller@teleperformance.com
Trevor McMinn
trevor.mcminn@teleperformance.com
H McCormick

. Unknown

Colleen Gribben

P McCormick

R McCormick

Hugo Thompson

P McCormick

. Resident of 20 BT32 5QP

C McCormick

Oliver O'Rourke

Eugene Hollywood

C McCormick

MC McCormick

R McCormick

G McCormick

G McCormick

..

..

Application ID: P/2013/0434/F

<p>N McCormick</p> <p>H McCormick</p> <p>Mary Cunningham</p> <p>mc McCormick</p> <p>N McCormick</p> <p>E McCormick</p> <p>Desmond&Patricia Gibson</p> <p>..</p> <p>. Unknown</p> <p>E McCormick</p>	
Date of Last Neighbour Notification	16 th January 2014
Date of EIA Determination	
ES Requested	Yes
Planning History	
<p>Ref ID: P/2012/0872/F Proposal: Proposed rear extension and demolition of existing garage Address: No.60 Pier Road, Greencastle, Kilkeel, Co.Down, BT34 4LR, Decision: RL Decision Date:</p>	
<p>Ref ID: P/2004/1695/F Proposal: Erection of two storey replacement dwelling Address: 88 Pier Road Greencastle Kilkeel Decision: Decision Date: 03.12.2004</p>	
<p>Ref ID: P/2004/0461/F Proposal: Two storey extension to existing single storey house Address: 88 Pier Road, Greencastle, Co Down Decision: Decision Date: 15.04.2004</p>	
<p>Ref ID: P/1998/0856 Proposal: Extension to dwelling Address: NO.3 GREENCASTLE PIER ROAD KILKEEL</p>	

Decision:
Decision Date:

Ref ID: P/1999/1803/F
Proposal: Replacement dwelling
Address: 3 Greencastle Pier Road, Kilkeel
Decision:
Decision Date: 23.02.2000

Ref ID: P/1995/1033
Proposal: Site for retirement dwelling
Address: GREENCASTLE PIER ROAD KILKEEL (ADJACENT TO 3)
Decision:
Decision Date:

Ref ID: P/2002/1587/Q
Proposal: Site for dwelling
Address: Greencastle Road, Kilkeel
Decision:
Decision Date:

Ref ID: P/2003/1549/O
Proposal: Private Dwelling & detached Garage
Address: Site opposite nos. 1 & 3 Green Castle Pier Road (& to rear of no. 24 Grange Road)
Kilkeel
Decision:
Decision Date: 19.07.2005

Ref ID: P/2000/1832/O
Proposal: Site for dwelling
Address: Greencastle Pier Road, Kilkeel (east of No 9)
Decision:
Decision Date: 08.01.2001

Ref ID: P/2001/0162/F
Proposal: Erection of dwelling and garage
Address: Adjacent to No. 9 Greencastle Pier Road, Greencastle, Kilkeel
Decision:
Decision Date: 14.03.2001

Ref ID: P/2001/2075/F
Proposal: Removal of occupancy condition.
Address: Adjacent to 9 Greencastle Pier Road Kilkeel.
Decision:
Decision Date: 21.05.2003

Ref ID: P/1994/0910

Proposal: Extension and alterations to dwelling
Address: NO 9 GREENCASTLE PIER ROAD KILKEEL
Decision:
Decision Date:

Ref ID: P/2004/0681/F
Proposal: Extension to dwelling including erection of garage.
Address: 16A Greencastle Pier Road Kilkeel
Decision:
Decision Date: 30.07.2004

Ref ID: P/2003/0848/F
Proposal: Erection of replacement dwelling and domestic garage
Address: 166 metres South East of No. 16 Greencastle Pier Road, Kilkeel
Decision:
Decision Date: 24.11.2003

Ref ID: P/2010/1396/F
Proposal: Erection of replacement dwelling and garage
Address: No.16a Greencastle Pier Road Kilkeel Newry,
Decision:
Decision Date: 09.05.2011

Ref ID: P/1993/0760
Proposal: Site for replacement dwelling
Address: NO17 GREENCASTLE PIER ROAD GREENCASTLE KILKEEL
Decision:
Decision Date:

Ref ID: P/2003/0921/F
Proposal: Erection of replacement dwelling and detached garage
Address: No 21 Greencastle Pier Road, Greencastle, Kilkeel
Decision:
Decision Date: 09.09.2003

Ref ID: P/1994/0226
Proposal: Site for farm workers dwelling
Address: 30 METRES WEST OF NO21 PIER ROAD GREENCASTLE KILKEEL
Decision:
Decision Date:

Ref ID: P/1991/0605
Proposal: Extension to dwelling
Address: NO49 GREENCASTLE PIER ROAD KILKEEL
Decision:
Decision Date:

Ref ID: P/2013/0434/F

Proposal: The proposed construction of ferry terminal facilities adjacent to Greenore Port at Greenore Point, Shore Road in Co Louth and adjacent to 80 Greencastle Pier Road, Greencastle in Co Down to allow operation of a vehicular ferry across the mouth of Carlingford Lough. The proposed works include at Greencastle, the construction of a reinforced concrete suspended pier (58 metres long), supported by vertical tubular piles and a reinforced concrete slipway (70 metres long) to allow vehicular access to the Ferry and 12 berthing piles with fenders and steel gangway to facilitate berthing and tying up of vessels overnight, new access and hardstand for parking and queuing, kiosk for office and ancillary staff facilities, drainage and landscape proposals; Upgrade and widening to parts of the greencastle Pier Road and provision of passing bays; At Greenore, construction of a reinforced concrete slipway (60 metres long) with 7 vertical tubular berthing and fender piles on the southern side to facilitate ferry berthing; relocation of existing Port entrance gates and weighbridge; realignment of existing boundary fence to northern side of Port; modification of entrance road layout, part demolition of gable walls of existing shed to allow through access for vehicles, use of existing hard stand area for parking and queuing, new lighting columns, new pedestrian footpath along the existing rock armour and replacement of existing fence on South East boundary with pedestrian bollards. Floating navigational marks anchored to the bed of the Lough and laid at the edges of the navigable channel to delineate appropriate channel boundaries or to mark shallow rock outcrops and provide for safety of navigation.

Address: Land adjacent to 80 Greencastle Pier Road, Greencastle,

Decision:

Decision Date:

Ref ID: P/1988/1108

Proposal: Site for retirement dwelling

Address: ADJACENT TO 49 GREENCASTLE PIER ROAD KILKEEL

Decision:

Decision Date:

Ref ID: P/1982/0872

Proposal: PROPOSED SITE FOR FARM RETIREMENT DWELLING

Address: PIER ROAD, GREENCASTLE, KILKEEL

Decision:

Decision Date:

Ref ID: P/1978/0829

Proposal: PROPOSED SITE FOR DWELLING

Address: GREENCASTLE, KILKEEL

Decision:

Decision Date:

Ref ID: P/1992/0001

Proposal: Site for farm retirement dwelling

Address: GREENCASTLE PIER ROAD (80 METRES NORTH EAST OF NO 88)
GREENCASTLE KILKEEL

Decision:

Decision Date:

Ref ID: P/1990/0948

Proposal: Farm retirement dwelling
Address: GREENCASTLE PIER ROAD (50 METRES NORTH EAST OF NO88)
GREENCASTLE KILKEEL
Decision:
Decision Date:

Ref ID: P/1989/1444
Proposal: Erection of farm dwelling
Address: 40M SOUTH WEST OF NO40 GREENCASTLE PIER ROAD GREENCASTLE
KILKEEL
Decision:
Decision Date:

Ref ID: P/1988/1447
Proposal: Site for farm retirement dwelling
Address: 40 METRES SOUTH WEST OF 49 GREENCASTLE PIER ROAD GREENCASTLE
KILKEEL
Decision:
Decision Date:

Ref ID: P/2003/0180/O
Proposal: Site for dwelling
Address: Immediately East of No. 58 Greencastle Pier Road, Kilkeel
Decision:
Decision Date: 10.09.2003

Ref ID: P/1981/0833
Proposal: ERECTION OF DWELLING
Address: PIER ROAD, GREENCASTLE
Decision:
Decision Date:

Ref ID: P/2004/2550/O
Proposal: Site for dwelling
Address: Immediately east of no 58 Greencastle Pier Road, Kilkeel
Decision:
Decision Date: 14.06.2005

Ref ID: P/1983/1041
Proposal: ERECTION OF REPLACEMENT BUNGALOW
Address: PIER ROAD, GREENCASTLE
Decision:
Decision Date:

Ref ID: P/1983/0872
Proposal: BUNGALOW
Address: GREENCASTLE, KILKEEL
Decision:

Application ID: P/2013/0434/F

Decision Date:

Ref ID: P/1989/1268

Proposal: Site for dwelling

Address: ADJACENT TO NO66 GREENCASTLE PIER ROAD GREENCASTLE KILKEEL

Decision:

Decision Date:

Ref ID: P/2001/1504/O

Proposal: Site for dwelling.

Address: Adjacent to 64 Greencastle Pier Road, Kilkeel.

Decision:

Decision Date: 11.10.2001

Ref ID: P/2011/0918/PREAPP

Proposal: Construction of a slipway, berthing facility, a ticket office and off-road queuing area

Address: Vehicle ferry across Carlingford Lough, between Greenore in Co Louth and Greencastle in Co Down,

Decision:

Decision Date:

Ref ID: P/2008/0842/LDE

Proposal: Existing approved dwelling with existing 3 bedroom apartment below.

Address: 80 Greencastle Pier Road, Kilkeel

Decision:

Decision Date:

Ref ID: P/1996/0899

Proposal: Retention of dwelling with removal of agricultural occupancy condition

Address: 80 GREENCASTLE PIER ROAD KILKEEL

Decision:

Decision Date:

Ref ID: P/2008/1478/LDE

Proposal: Erection of dwelling.

Address: 80 Greencastle Pier Road, Kilkeel

Decision:

Decision Date:

Ref ID: P/1990/0634

Proposal: Erection of bungalow

Address: OPPOSITE NO83 GREENCASTLE PIER ROAD GREENCASTLE KILKEEL

Decision:

Decision Date:

Ref ID: P/1989/0215

Proposal: Site for farmworkers dwelling
Address: OPPOSITE NO83 GREENCASTLE PIER ROAD GREENCASTLE KILKEEL
Decision:
Decision Date:

Ref ID: P/2009/1461/LDE
Proposal: Dwelling at basement level.
Address: 80A Greencastle Pier Road, Kilkeel.
Decision:
Decision Date:

Ref ID: P/2009/0897/O
Proposal: Replacement of mobile home with private dwelling
Address: 60A Pier Road, Greencastle, Kilkeel
Decision:
Decision Date: 24.02.2011

Ref ID: P/2003/1091/O
Proposal: Site for Replacement Dwelling
Address: 60 Greencastle Pier Road Greencastle Kilkeel
Decision:
Decision Date: 18.07.2003

Ref ID: P/2011/0148/LDE
Proposal: Dwelling at ground floor level
Address: 80 Greencastle Pier Road, Kilkeel,
Decision:
Decision Date:

Ref ID: P/2007/0784/F
Proposal: Extension and alterations to dwelling
Address: 64 Greencastle Pier Road, Greencastle, Kilkeel
Decision:
Decision Date: 11.03.2008

Ref ID: P/2008/0812/F
Proposal: Erection of extension and alterations to the existing dwelling.
Address: 64 Greencastle Pier Road, Greencastle, Kilkeel
Decision:
Decision Date: 13.10.2008

Ref ID: P/2009/0567/F
Proposal: Erection of replacement dwelling
Address: 64 Greencastle Pier Road, Kilkeel
Decision:
Decision Date: 16.09.2009

Ref ID: P/1999/0188

Proposal: Extension and alterations to dwelling

Address: 64 PIER ROAD GREENCASTLE

Decision:

Decision Date:

Ref ID: P/2010/1262/F

Proposal: Proposed garage

Address: 64 Greencastle Pier Road, Kilkeel, BT34 4LR,

Decision:

Decision Date: 12.01.2011

Ref ID: P/1980/0990

Proposal: SITE FOR REPLACEMENT BUNGALOW

Address: GREENCASTLE PIER ROAD, KILKEEL, COUNTY DOWN

Decision:

Decision Date:

Ref ID: P/1992/0445

Proposal: Site for bungalow

Address: ADJACENT TO NO24 GRANGE ROAD LURGANREAGH KILKEEL

Decision:

Decision Date:

Ref ID: P/1992/0077

Proposal: Extension to dwelling to form self-contained flat

Address: NO 24 GRANGE ROAD GREENCASTLE KILKEEL

Decision:

Decision Date:

Ref ID: P/1994/1431

Proposal: Extension and alterations to dwelling

Address: NO24 GRANGE ROAD GREENCASTLE CRANFIELD

Decision:

Decision Date:

Ref ID:

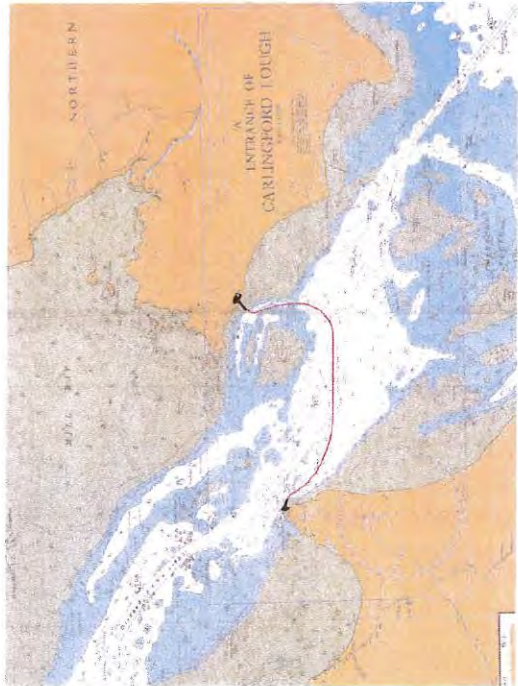
Proposal: The proposed construction of ferry terminal facilities adjacent to 80 Greencastle Pier Road, Greencastle in Co Down to allow operation of a vehicular ferry across the mouth of Carlingford Lough. The proposed works include the construction of a reinforced concrete suspended pier (58 metres long), supported by vertical tubular piles and a reinforced concrete slipway (70 metres long) to allow vehicular access to the Ferry and 12 berthing piles with fenders and steel gangway to facilitate berthing and tying up of vessels overnight, new access and hardstand for parking and queuing, kiosk for office and ancillary staff facilities, drainage and landscape proposals; Upgrade and widening to parts of the Greencastle Pier Road and provision of passing bays; floating navigational marks anchored to the bed of the Lough and laid at the edges of the navigable channel to delineate appropriate channel boundaries or to mark shallow rock outcrops and provide for safety of navigation. (Amended Pland / Additional Information Received).

Application ID: P/2013/0434/F

Address: Land adjacent to 80 Greencastle Pier Road
Greencastle
Decision:
Decision Date:

- NOTES**
1. Verifying Dimensions:
The contractor shall verify dimensions against site and other drawings. Any corrections are to be made prior to the start of work.
 2. Change Orders:
No change orders will be issued for general purposes only. It shall be the contractor's responsibility to obtain all necessary permits, licenses, and approvals from the appropriate regulatory agencies and obtain all necessary permits, licenses, and approvals from the appropriate regulatory agencies and obtain all necessary permits, licenses, and approvals from the appropriate regulatory agencies.
 3. Basis of Drawing:
The contractor shall verify dimensions against site and other drawings. Any corrections are to be made prior to the start of work. The contractor shall verify dimensions against site and other drawings. Any corrections are to be made prior to the start of work.
 4. CONTRACTOR'S OBLIGATION:
The contractor shall verify dimensions against site and other drawings. Any corrections are to be made prior to the start of work. The contractor shall verify dimensions against site and other drawings. Any corrections are to be made prior to the start of work.

PROPOSED FERRY ROUTE

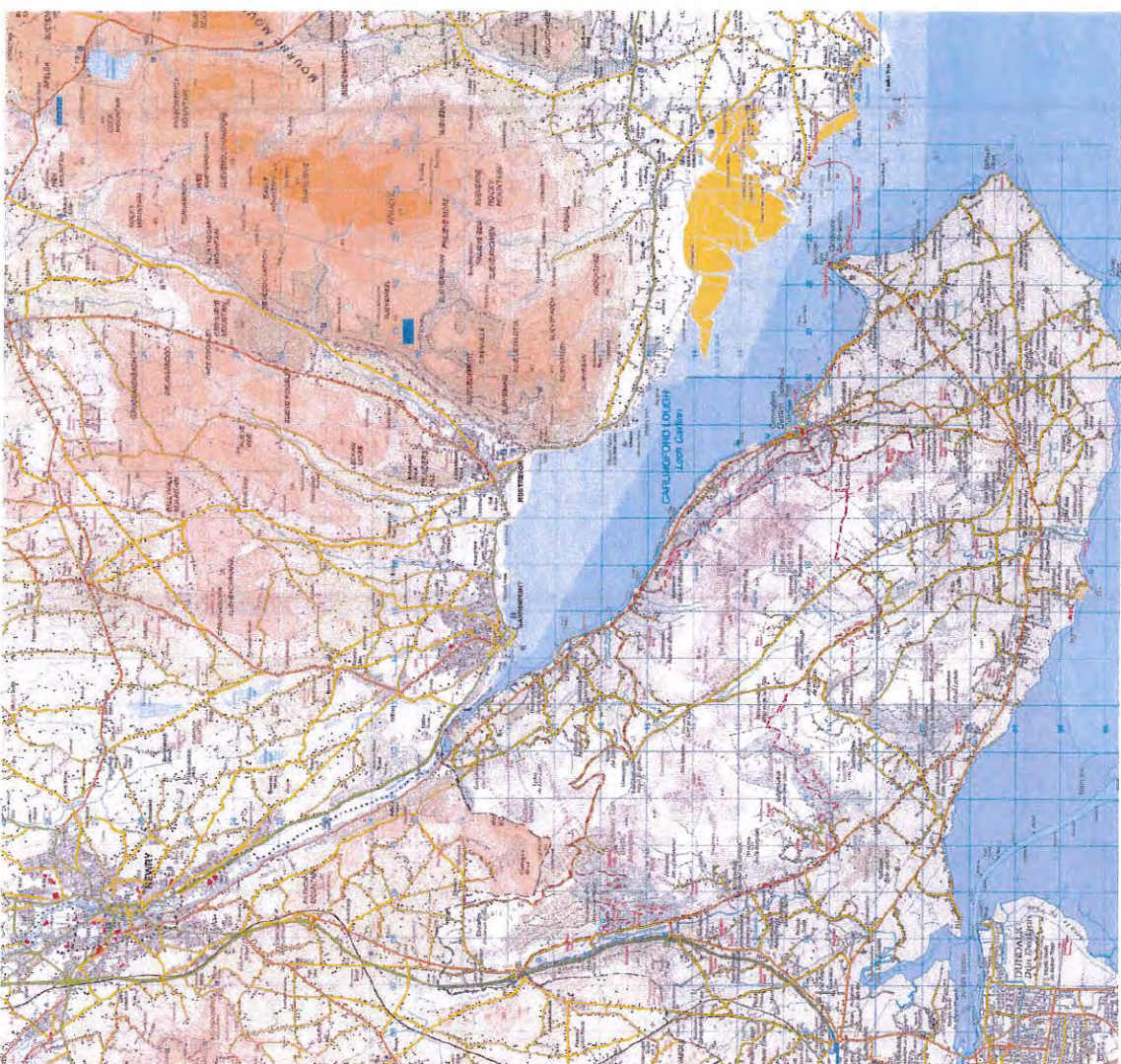


EXTRACT FROM ADMIRALTY CHART [1:25,000] (Scale Relative to Government)

Drawing Number	13M0358-50
REV	Amendments
Client	Carlingford Ferries
Project	Carlingford Ferry
Title	Site Location Maps
Author	As indicated
Drawing Status	Drawn Date
Planning	A1
Drawing Scale	1:50,000 (LNU)
Drawing Number	13M0358-50
Project Leader / Drawn By	DATE
D.O.L.	M.H.
	0052013
	D.O.L.

Alma Reading Office
RECEIVED
11/21/2013
The Hon. A. J. ...

ORANGE SURVEY BUREAU
OF THE DEPARTMENT OF
AND GOVERNMENT OF IRELAND
THE DRAWING CONTAINS AND IS REPRODUCED
SERVICES UNDER DELEGATED AUTHORITY THE
OFFICE OF THE ADMIRALTY AND THE
NAVY DEPARTMENT. LICENCE NUMBER 445

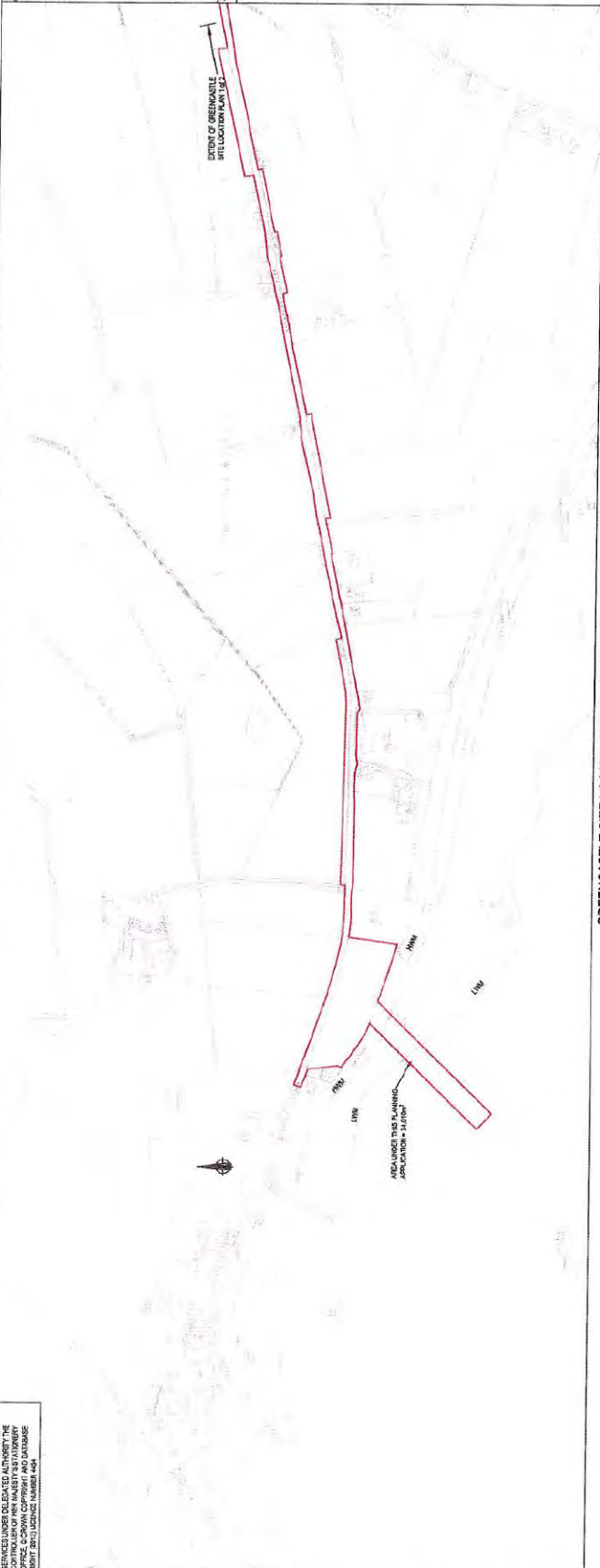


EXTRACT FROM DISCOVERY MAP SERIES [1:50,000] (Scale Relative to Government)

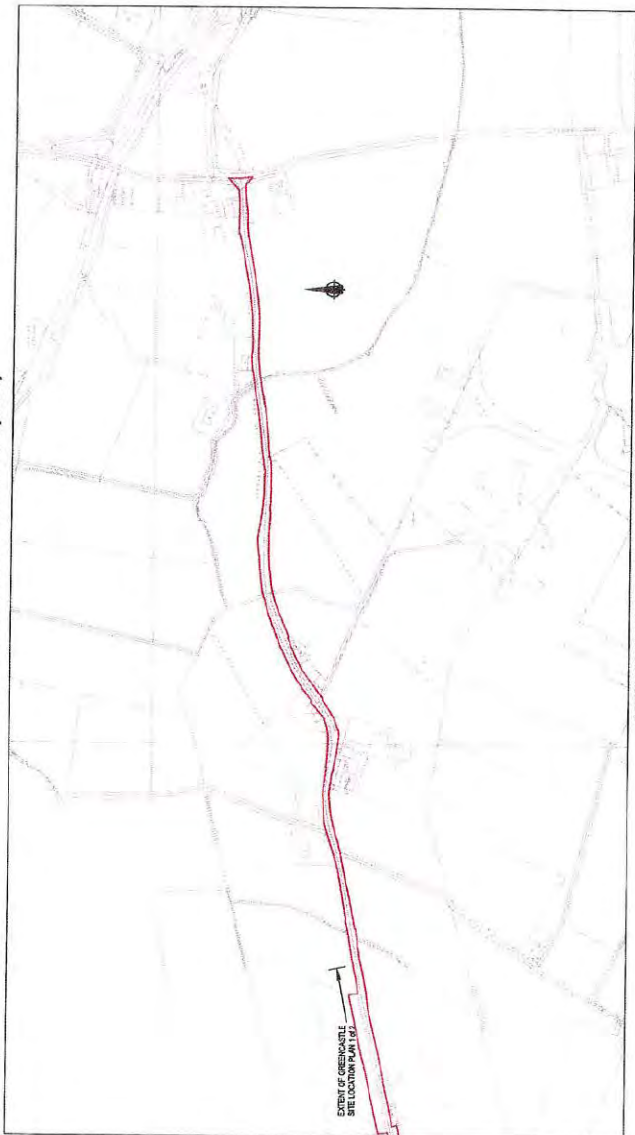
JOURNEY OFFICE BY SEA - 30N

NOTES

1. Verify dimensions, elevations, and other information shown on drawings or other conditions as shown on this set of drawings.
2. Existing features: Any information concerning the location of existing features indicated on this drawing is based on the best available information. It is the responsibility of the user to verify the location and condition of all existing features, structures, and other conditions shown on these drawings.
3. Basis of drawings: All other drawings, or other information, of which this drawing is a part, are hereby incorporated by reference. All other drawings, or other information, of which this drawing is a part, are hereby incorporated by reference. All other drawings, or other information, of which this drawing is a part, are hereby incorporated by reference.
4. DATUM: ORIGIN: 00000000



GREENCASTLE SITE LOCATION PLAN 1 of 2 (1:2500)



GREENCASTLE SITE LOCATION PLAN 2 of 2 (1:2500)

Drawing Lumber 3

DOE

REV: APPROVED: DATE: DRAWN: DATE:

Client: Carlingford Ferries

Project: Carlingford Ferry

Title: Greencastle Site Location Plan

Architect: [Redacted]

Drawing Status: Planning
Sheet Size: A1
Drawing Scale: 1:2500

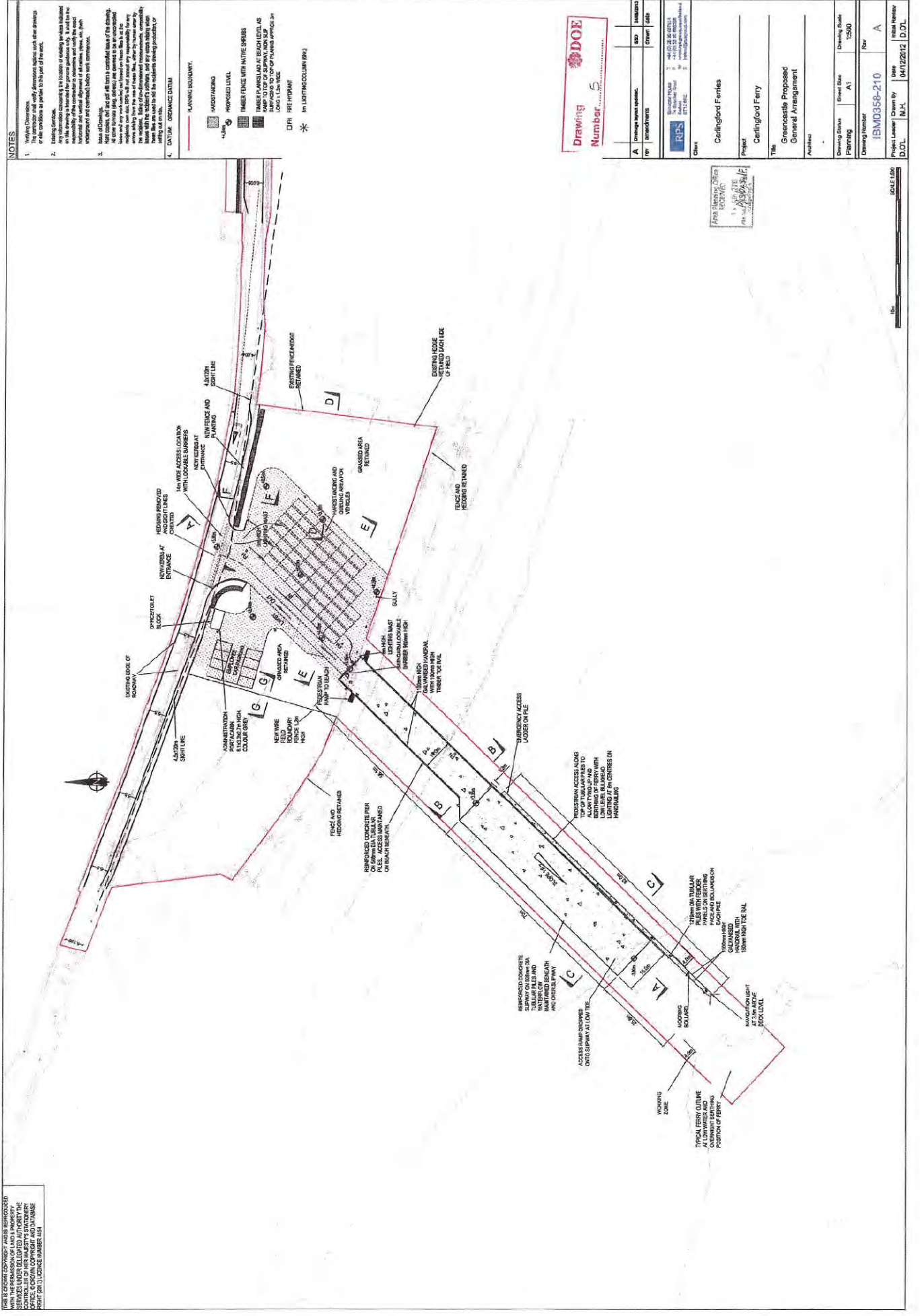
Drawing Number: IBM0358-201 Rev: 1

Project Leader: [Redacted]
Drawn By: [Redacted]
Date: 04/22/2012
D.O.L.: [Redacted]

Area Under Review
RECEIVED
14 JUN 2012
10:39 AM
SECTION 1

SCALE 1:2500
0m

THIS DRAWING, COPYRIGHT AND IS REPRODUCED BY THE STATE OF NEW YORK UNDER THE AUTHORITY OF THE STATE ENGINEERING BOARD. ANY REVISIONS UNDER THESE CONDITIONS SHALL BE THE RESPONSIBILITY OF THE CLIENT. ANY REVISIONS SHALL BE INDICATED BY A REVISION CIRCLE AND NUMBER. ANY REVISIONS SHALL BE INDICATED BY A REVISION CIRCLE AND NUMBER.



NOTES

- Verify Dimensions: All dimensions shall be as shown on this drawing and shall include all materials to be provided on the part of the contractor.
- Existing Structures: Any information concerning the location or existing services indicated on this drawing shall be provided to the contractor before construction.
- Base of Building: The top of all items is considered to be the base of the building. At the corner (top, bottom, etc.) are assumed to be at the corner. All work shall be done on a level surface. All work shall be done on a level surface. All work shall be done on a level surface. All work shall be done on a level surface.
- DATE: 03/20/14

PLANNING BOUNDARY

PROPOSED LEVEL

EXISTING FENCE WITH WHITE STRIPS

NEW WIRE FENCE 1.2m HIGH

NEW WIRE FENCE 1.8m HIGH

NEW WIRE FENCE 1.2m HIGH

NEW WIRE FENCE 1.8m HIGH

NEW WIRE FENCE 1.2m HIGH

NEW WIRE FENCE 1.8m HIGH

DPR PERFORMED

*** IN LIGHTING COLUMN (N)**

Drawing Number: 5

REV	DESCRIPTION	DATE
A	Design to be reviewed	03/20/14
B	Revised	03/20/14
C	Revised	03/20/14

Client: Caringford Ferries
Project: Greencastle Ferry
Title: Greencastle Proposed General Arrangement

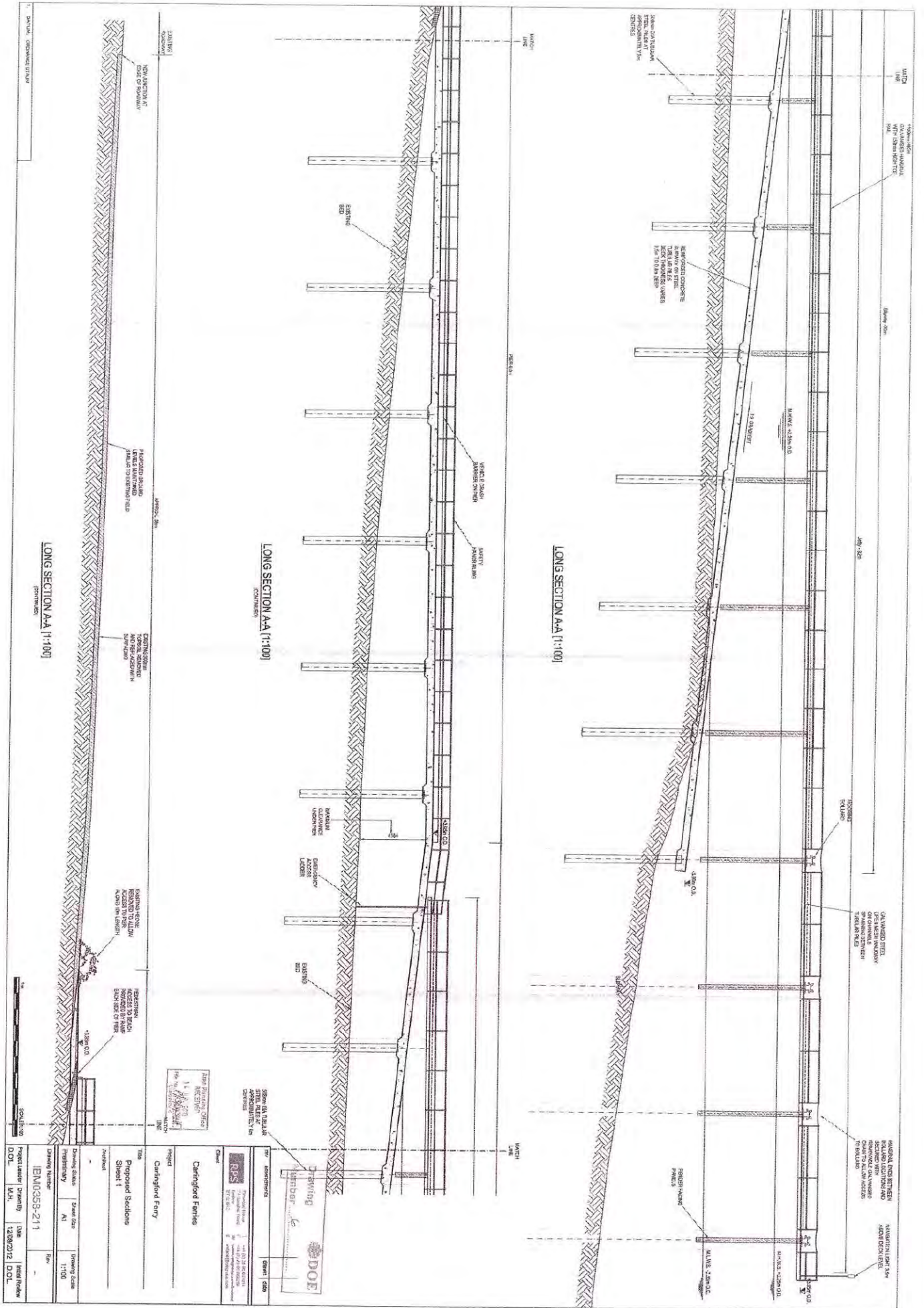
Scale: 1:500
Drawing Date: 03/20/14
Revision: A

Project Leader: [Name]
Drawn By: [Name]
Checked By: [Name]

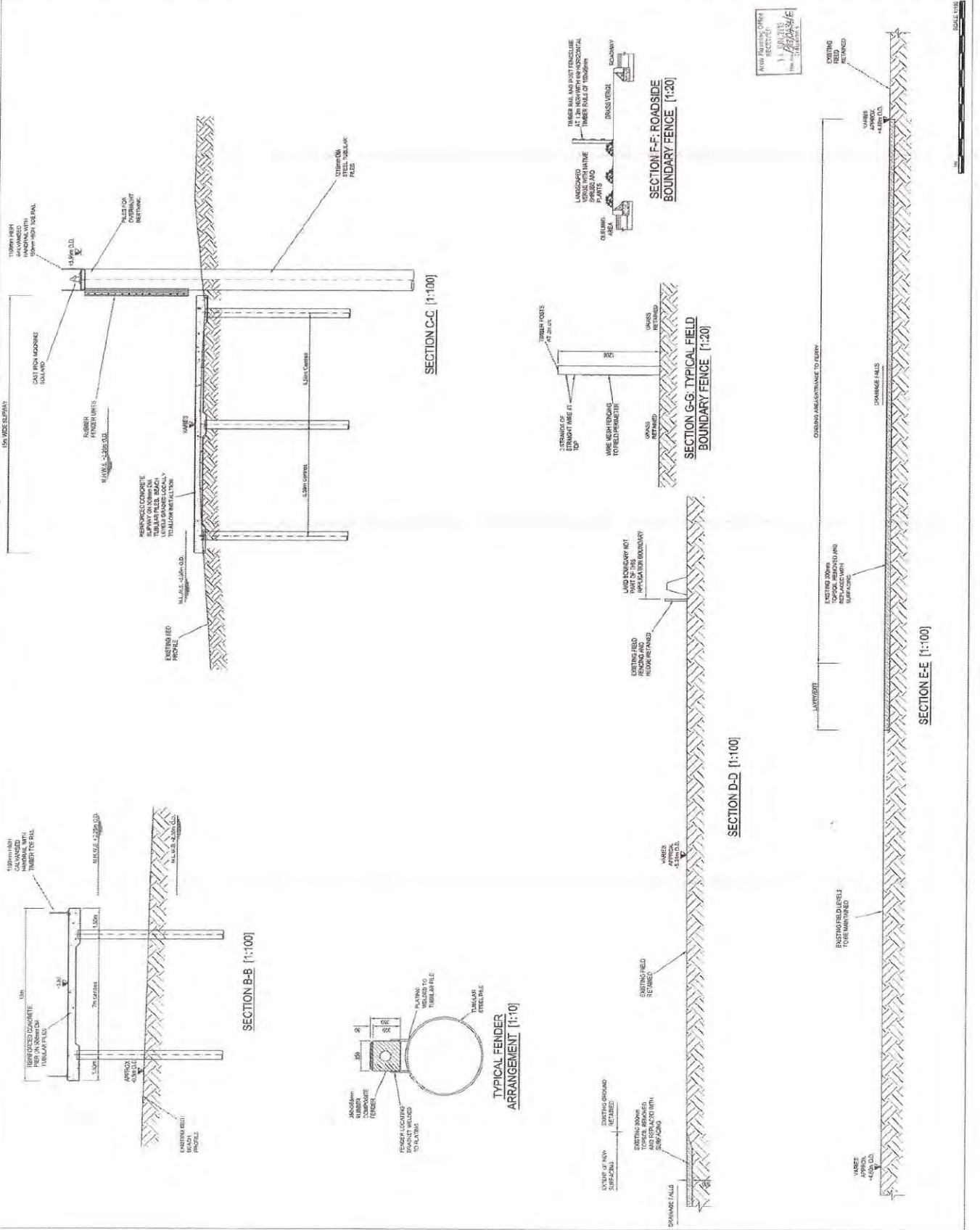
Area Planning Office REVIEWER: [Name]

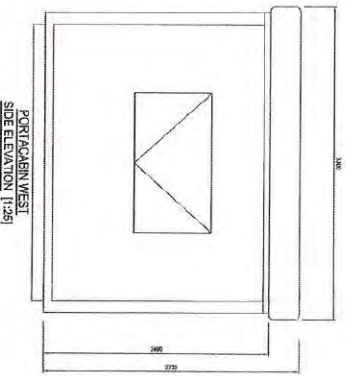
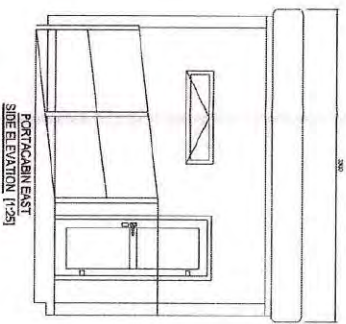
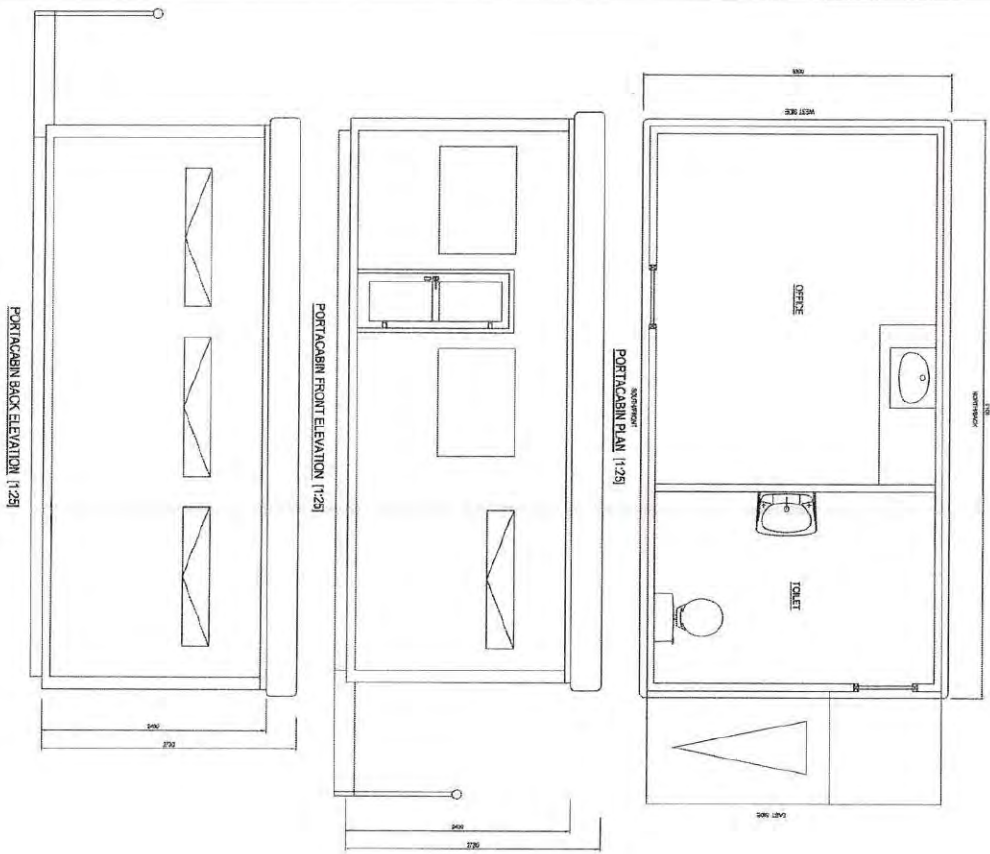
SCALE 1:500

THIS IS A DRAWING WHICH IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION IN WRITING FROM THE CONTROLLER OF HER MAJESTY'S STATISTICAL SERVICE UNDER DELEGATED AUTHORITY TO THE NATIONAL ARCHIVE. (P.1) LICENSE NUMBER 6154



<p>NOTES</p> <p>1. Offsetting Dimensions: All dimensions are shown in the plan view unless otherwise specified. All dimensions are shown in feet and inches to the nearest 1/8".</p> <p>2. Existing Conditions: All existing conditions are shown in the plan view. All existing conditions are shown in the plan view.</p> <p>3. Materials: All materials are shown in the plan view. All materials are shown in the plan view.</p> <p>4. DATUM: Mean Sea Level</p>		<p>DRIVING DIMENSIONS</p> <p>Sheet Size: A1</p> <p>Drawing Scale: 1"=100'</p> <p>Plotting Scale: 1"=100'</p> <p>Plotting Number: 1BMD358-212</p> <p>Project Number: 1BMD358-212</p> <p>Project Name: Carlingford Ferry</p> <p>Proposed Section: Street 2</p> <p>Client: Carlingford Ferries</p> <p>Project: Carlingford Ferry</p> <p>Scale: 1"=100'</p> <p>Drawn By: M.H.</p> <p>Checked By: M.H.</p> <p>Date: 04/12/2012</p> <p>Project Leader: M.H.</p> <p>Drawn By: M.H.</p> <p>Date: 04/12/2012</p> <p>Project Leader: M.H.</p>
---	--	--





FINISHES:
 WALL PANELS : STANDARD LIGHT GREY BS 4800 (00.A.05)
 ROOF FASCIA : STANDARD LIGHT GREY BS 4800 (00.A.05)
 FRAMEWORK : NATURAL ANODISED ALUMINIUM,
 STEEL MESH OVER WINDOWS FOR SECURITY
 CONCRETE BASE MUST FILL & SUPPORT FLOOR OVER
 ENTIRE AREA.
 MINIMUM THICKNESS OF FOUNDATION 125mm
 CONCRETE RAMP TO SIDE DOOR FOR DISABLED ACCESS
 TO TOILET FACILITIES

- NOTES**
1. Verify dimensions.
 2. Building finishes.
 3. Any information concerning the location of existing services located within the site should be provided to the contractor prior to construction. It is the contractor's responsibility to ensure that all services are correctly located and that any necessary adjustments are made to the design prior to construction.
 4. DATE: 03/06/2013

Drawing
 Number 22

Author	Approved	Drawn	Checked

Client
 Carrington Ferries

Project
 Carrington Ferry

Tp
 Proposed Portacabin Details at
 Greencastle

Author

Drawing Status
 Planning AI Drawing Scale
 1:20

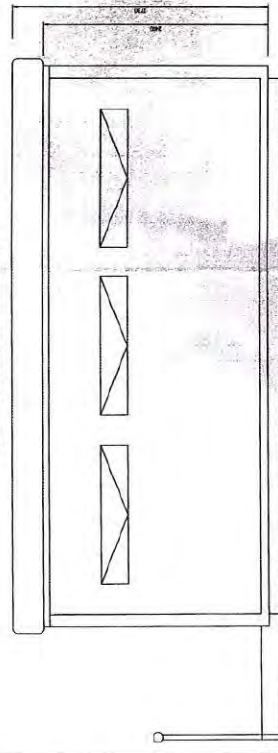
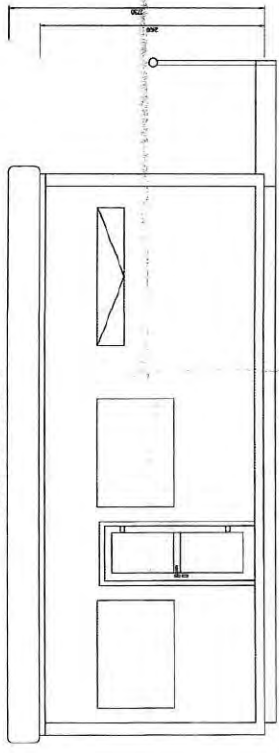
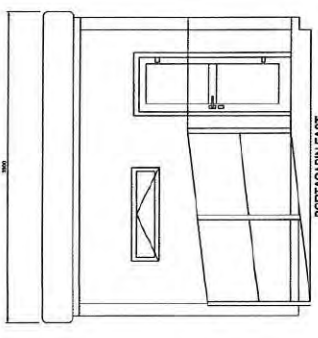
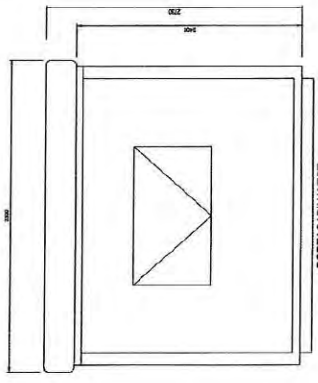
Drawing Number
 IBM/0358-214

Project Leader / Drawn By
 M.H. Date
 19/03/2013
 Issue / Review
 D.O.L.



NOTES

1. All Work Dimensions are given unless otherwise stated. All dimensions are given in millimeters unless otherwise stated. All dimensions are given in millimeters unless otherwise stated.
2. Callings to Work.
3. Any information concerning the location of existing services (water, sewer, gas, electricity, etc.) shall be provided to the contractor by the client. The contractor shall be responsible for the location and depth of all existing services. The contractor shall be responsible for the location and depth of all existing services. The contractor shall be responsible for the location and depth of all existing services.
4. DATE: DRINKING WATER



FINISHES:
 WALL PANELS : STANDARD LIGHT GREY BS 4800 (00A.05)
 ROOF FASCIA: STANDARD LIGHT GREY BS 4800 (00A.05)
 FRAMEWORK : NATURAL ANODISED ALUMINIUM
 STEEL MESH OVER WINDOWS FOR SECURITY
 CONCRETE BASE MUST FULLY SUPPORT FLOOR OVER ENTIRE AREA.
 MINIMUM THICKNESS OF FOUNDATION 125mm
 CONCRETE RAMP TO SIDE DOOR FOR DISABLED ACCESS TO TOILET FACILITIES

APP PROJENCT OFFICE RECEIVED 17 JUN 2013

REV	DESCRIPTION	DATE
Client	Cerlingford Ferries	
Product	Cerlingford Ferry	
Title	Proposed Portacabin Details at Greencastle	
Author		
Drawing Status	Sheet Size	Drawing Scale
Planning	A1	1:20
Client's Number	IBM0358-214	Rev
Project Leader	Drawn By	Date
D.O.L.	M.J.	15/03/2013
	Issue Number	D.O.L.
	-	

SCALE 1:20

