



October 18th, 2023

Notice Of Meeting

You are invited to attend the Special Meeting of the Planning Committee to be held on **Thursday, 26th October 2023 at 10:00 am** in **Boardroom Council Offices Monaghan Row Newry.**

Agenda

1.0 Apologies and Chairperson's remarks.

2.0 Declarations of Interest.

3.0 Declarations of Interest in relation to Para.25 of Planning Committee Operating Protocol - Members to be present for entire item.

- Item 4 - LA07/2023/2587/F – Cllrs P Byrne; C Enright; A Finnegan; G Hanna; M Larkin; C King; D Murphy; S Murphy; D McAteer; M Rice; J Tinnelly attended the site visit on 18-10-2023

Development Management - Planning Applications for determination (with previous site visits)

4.0 LA07/2023/2587/F - Carlingford Lough Greenway connecting Victoria Lock with NI/ROI Border. The proposed Greenway consists of the following: 4m wide timber boardwalk (1025m in length), 3m wide unbound gravel greenway (375m) and 3m wide bound asphalt greenway (110m). Associated infrastructure and works include fencing, vehicle restraint system (crash barriers), edging kerbs for bound greenway, directional/trail head signage; piling installation for boardwalk and drainage works. Greenway ties in with related

APPROVAL

- In line with the Operating Protocol no further speaking rights are not permitted on this application (Adrian O Hare Objector, will be available to answer any queries from Members)
- A site visit was held on 18-10-2023 - Cllrs P Byrne; C Enright; A Finnegan; G Hanna; M Larkin; C King; D Murphy; S Murphy; D McAteer; M Rice; J Tinnelly attended.

Invitees



Comhairle Ceantair
**an Iúir, Mhúrn
agus an Dúin**
**Newry, Mourne
and Down**
District Council

1.0 Application Reference: LA07/2023/2587/F

2.0 Date Received: 10.05.23

3.0 Proposal: Carlingford Lough Greenway connecting Victoria Lock with NI/ROI Border. The proposed Greenway consists of the following: 4m wide timber boardwalk (1025m in length), 3m wide unbound gravel greenway (375m) and 3m wide bound asphalt greenway (110m). Associated infrastructure and works include: fencing, vehicle restraint system (crash barriers), edging kerbs for bound greenway, directional/trail head signage; piling installation for boardwalk and drainage works. Greenway ties in with related planning application LA07/2020/1082/F.

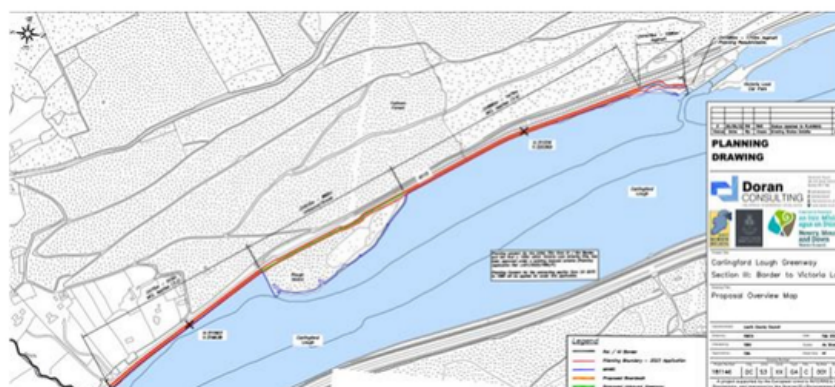
4.0 Location: Land at the Fathom Line (B79), Newry City

5.0 Site Characteristics & Area Characteristics

The application site is situated within the open countryside located along the eastern side of the Fathom Line Road (R173) which runs along the shore of Carlingford Lough. The site is approx. 55m E from the border with the Republic of Ireland (ROI) extending approximately 1500m E situated between the two parcels of pathway approved under application LA07/2020/1082/F located within the area of grass verge, stone revetment and vegetation scrub.



Existing Site Location Map



Overview map

6.0 Relevant Site History:

LA07/2020/1082/F - Construction of two isolated portions (75m & a 130m) of a shared walking and cycling greenway from/to the national border between Northern Ireland and the Republic of Ireland to/from the existing car-park and amenity site at Victoria Lock along the Carlingford Lough Coast - incorporating a c. 5.0m wide greenway corridor to include: a 2-3m shared pedestrian and cyclist path; a 0.5- 1.0m wide grass verge / buffer area to provide suitable boundary fencing (where required), areas of 1 in 3 sloped earthworks and drainage (where required), a vehicle safety barrier along the R183 Fathom Line, directional signage for greenway users, all associated vegetation clearance, and within the Victoria Lock Amenity Site the construction of bicycle parking spaces, trail head signage, and an uncontrolled pedestrian crossing of the car-park access road. Approved 05.06.23

LA07/2019/1454/PAN - Construction of a shared walking and cycling greenway from the national border between Northern Ireland and the Republic of Ireland to the existing car-park and amenity site at Victoria Lock. Accepted

7.0 Planning Policies & Material Considerations:

- Regional Development Strategy 2035 (RDS)
- The Strategic Planning Policy Statement for Northern Ireland (SPPS)
- The Banbridge/ Newry and Mourne Area Plan 2015 (BNMAP)
- PPS 2 - Natural Heritage
- PPS 3 - Access, Movement and Parking
- PPS 6 - Planning, Archaeology and the Built Heritage
- PPS 8 - Open Space, Sport and Outdoor Recreation
- PPS 15 (Revised) - Planning and Flood Risk
- PPS 21 - Sustainable Development in the Countryside
- DCAN 10 (Revised) - Environmental Impact Assessment
- DCAN 15 - Vehicular Access Standard

8.0 Consultations:

SES (07.09.23) - While not being responsible for the shadow Habitats Regulations Assessment undertaken for this project on behalf of Newry Mourne and Down District Council (as uploaded to the Northern Ireland Planning Portal Consultee Hub

on 20/06/2023), Shared Environmental Service has no reason to disagree with its findings.

Shared Environmental Service considers that, in agreeing the HRA, the Council will have fulfilled its obligations under the assessment requirements of Regulation 43 (1) of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended).

DEARA (17.08.23)

Marine and Fisheries – MAT would direct the applicant toward DAERA standing advice and the Guidance for Pollution Prevention (GPPs)

Water Management Unit - Water Management Unit has considered the impacts of the proposal on the surface water environment and on the basis of the information provided is content with the proposal strictly subject to compliance with PPS15: Planning and Flood Risk Policy FLD 4. And subject to conditions, the applicant referring and adhering to DAERA Standing advice, and any relevant statutory permissions being obtained.

Natural Environment Division - NED has considered the impacts of the proposal and on the basis of the information provided is content with the proposal.

Rivers Agency (03.10.23) -

FLD 1 - Development in Fluvial (River) and Coastal Flood Plains.

Flood Risk and Surface Water Management Issue 2 indicate that the path is mainly along/within/or placed over the Coastal Floodplain. It is accepted that the levels must join into the Southern greenway path levels and that the recommended freeboard above the Climate Change T200 sea level at the ecologically sensitive Rough Island area is not fully achieved. Planning Authority has deemed the proposals to be an exception as stated on the previous consultation.

The Flood Risk and Surface Water Management Issue 2 by Doran's Consultants dated September 2023 identifies these locations and has introduced mitigation measures such as a raised path where it is appropriate.

The applicant is developing an emergency flood and evacuation plan, including signage to warn of potential flooding. Note DfI Rivers has been advised by the Departmental Solicitors Office that approving emergency evacuation plans and procedures including safe access and egress for emergency rescue services is outside the Department's statutory functions, as exercised by DfI Rivers.

Consequently, DfI Rivers cannot comment on the suitability or otherwise of the emergency plans.

DfI Rivers PAMU, while not being responsible for the preparation of the report accepts its logic and has no reason to disagree with its conclusions. It should be brought to the attention of the applicant that the responsibility for the accuracy, acceptance of the Flood Risk and Surface.

Water Management Issue 2” by Doran’s Consultants dated September 2023 and implementation of the proposed flood risk measures rests with the developer and their professional advisors.

FLD 2 – Protection of Flood Defence and Drainage Infrastructure.

Proposals are deemed to satisfy this sub-policy FLD 2.

FLD 3 - Development and Surface Water (Pluvial) Flood Risk Outside Flood Plains.

In this particular case, it is not appropriate that the proposal exceed any of the thresholds requiring a Drainage Assessment.

The Flood Risk and Surface Water Management Issue 2 by Doran’s Consultants dated September 2023 has assessed the flood risk and drainage impact, and mitigated the risk to the development and any impacts beyond the site.

This sub-policy FLD 3 is deemed to be satisfied. DfI Rivers PAMU, while not being responsible for the preparation of the report accepts its logic and has no reason to disagree with its conclusions. It should be brought to the attention of the applicant that the responsibility for the accuracy, acceptance of the Flood Risk and Surface Water Management Issue 2 by Doran’s Consultants dated September 2023 and implementation of the proposed flood risk measures rests with the developer and their professional advisors.

FLD 4 – Artificial Modification of Watercourses.

All existing and new culvert sizes should be agreed with DfI Rivers Local Area Office within Fathom Forest and DfI Roads Service where appropriate in the vicinity of the roadway.

FLD5 - Development in Proximity to Reservoirs.

Not applicable for this consultation.

DFI Roads (18.07.23) - DfI Roads have noted the objection letter received by email on the 14/07/23 from planning and published on the portal July 2023. DfI would note the Department has no plans to close the B79 Fathom line to traffic and would highlight that any proposals to do so would require extensive consultation and transport analysis.

The Department for Infrastructure would have no objections to this proposal and would require the following conditions and informatives to be added provided Planning are content with the parking provision for this proposal.

Lough Agency (10.07.23) – Subject to condition

9.0 Objections & Representations:

- The application was advertised June 2023.

- 7 Neighbours were notified.
- 8 Objections received June / July 2023.

9.1 Consideration of Objections:

- **Council have not publicly consulted on the application.**

The site measures 0.89 ha and is below the thresholds of being classed as a major application as defined by the Planning (Development Management) Regulations (NI) 2015 and therefore does not require a community consultation event. Also, the application was advertised in both the Newry Reporter and Newry Democrat in June 23 and neighbouring properties were notified in June 23 therefore the council have fully complied with statutory requirements in relation to public consultation.

- **Health and safety issues that will be created as a result of plans to build a wooden structure boardwalk alongside the Omeath Road. This will be an exposed wooden structure of over a kilometre in length and built over a tidal water course.**

- **They are a risk to health and safety.**

- **a 1025m timber boardwalk, is in my view, highly dangerous for cyclists. Boardwalks are not good for cycling, they are dangerous. Rain on wood creates such a very slippery service and I would not take the risk, it is just too dangerous.**

- **I also consider that building a boardwalk over the water along the ramparts could become a dangerous attraction for young people as we saw with the pontoon at the Warrenpoint break water when teenagers used it for drinking parties.**

The proposed development will consist of timber boards (anti slip) with marine grade joist with steel sub structure, whilst the board walk is over the existing watercourse measures to enclose and have this area raised above the area of risk. This however does not negate the developer from their responsibilities under relevant health and safety legislation in relation to the operation of the development.

In terms of potential anti-social behaviour the site will be informally surveilled by users of the site. Law enforcement matters are a matter for the PSNI to which the Planning Department has no remit.

- **The level of maintenance and required regular inspection together with constant monitoring of availability of safety equipment will impose an unfaltering responsibility on the Council, not to mention the significant cost to, the ratepayer.**

- **Disappointed by its width (lack off) and the constant flooding and maintenance interruptions.**

The level of maintenance, inspection and cost are a matter for the developer in which the Planning Department has no remit.

The width of the walkway ranges between 3-4m which is larger than a standard width of a parking space (2.5m) and should leave sufficient room for users to pass each other on the walkway.

Issues relating to flood risk have been assessed under part 19.0 below.

- **Impact to the environment and habitat**

DAERA Natural Environment Division have been consulted on the proposals and have no objection in principle as per their consultation response dated 17.08.23.

- **Has an EIA been carried out?**

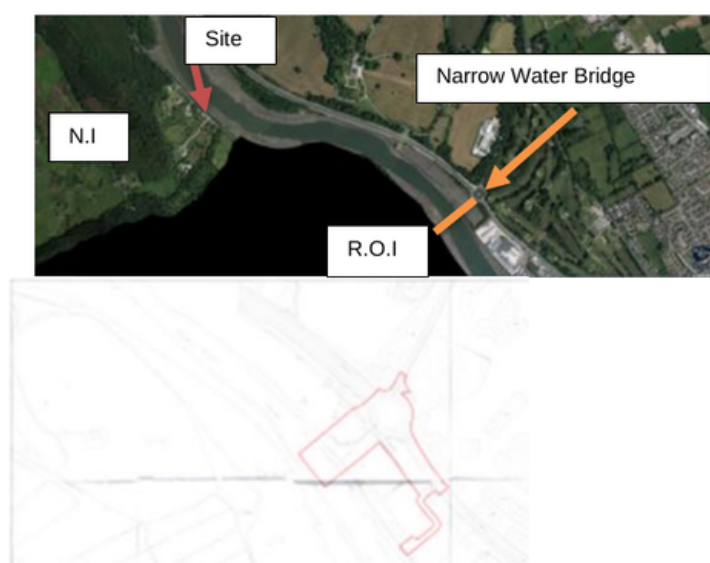
The Planning Department has carried out Environment Impact Screening and concluded that an Environmental Statement is not required. There is no significant risk of the development upon the local and wider environment that couldn't be mitigated through adherence to planning conditions.

- **NWBCN proposes an active travel solution along the Omeath Road, which in my opinion, is very sensible, low cost and a possible long term solution for this area.**

Whilst this is noted, any proposed active travel solutions are for NWBCN to directly engage with the Department of Infrastructure which will require extensive consultation and transport analysis. This is not a matter for the Planning Department to intervene as these proposals are not part of the current planning application before the Department to assess.

- **I am dismayed to learn that NMDDC now propose building a boardwalk on the "seaward side" of the Omeath Road. Surely now that there is such optimism that the Narrow Water Bridge will be delivered, this represents very poor planning, as it does not take the Bridge and the proposal to reduce traffic on the Omeath Road to facilitate cycling and walking into account.**

The application for Narrow Water bridge is contained within a confined area from the existing A2 roundabout outside of Warrenpoint with cable stayed opening bridge extending across the Newry River to the Republic of Ireland and does not extend into Northern Ireland. The current application is confined within the jurisdiction of Northern Ireland approximately 1.5 miles NW of the border with the Republic of Ireland and about 2miles away from the bridge proposal. There is no current planning application or proposals in place for connection between the existing proposals and that of the bridge within NI. The Planning Department can only assess what has been submitted before them under this current application and cannot comment on any future proposals which may be subject to a separate planning, consultative process or relate to another jurisdiction. Matters pertaining to active travel plans/ road infrastructure within NI are a matter for the Department of Infrastructure.



Location of Narrow Water Bridge Proposal

- **The Council failed to consider in good faith an alternative proposal from the NWBCN.**

There are no known planning applications for an alternative proposal before the Planning Department therefore this cannot be considered in the assessment of this current application.

- **In failing to consider the NWBCN proposal, the Council will incur unnecessary expense to public funds.**

This is not a planning matter in which to assess under this application.

- **The NWBCN intends to seek Speaking Rights at the upcoming NMDDC Planning Committee**

The application will be submitted to the Planning Committee for consideration and speaking rights can be requested by NWBCN.

10.0 Consideration and Assessment:

10.1 Development Management Regulations:

The development has been considered under the Planning (Development Management) Regulations (Northern Ireland) 2015 as a recreational facility falling within Part 7 (Retailing, Community, Recreation and Culture) of the regulations. As the site measures 0.89 ha the development does not fall within the thresholds as being determined a major application and therefore does not require A Pre-Application Notice or Community Consultation event.

11.0 Proposal:

The proposal is located between two previously approved paths as agreed under planning reference LA07/2020/1082/F. Proposals comprise of a 1510 greenway which is split into 3 by a 4m wide timber boardwalk (1025m) with timber deck and joists with steel piles with ground works below to slope to allow tie in with board walk, an unbound gravel greenway (375m) and a 3 metre wide bound asphalt greenway which will tie into the approved paths to either side of the development. The paths works also include a steel vehicle restraint system along the roadside mounted on a steel posts located within the roadside verge and set approximately 1.2m back from the greenway to allow for maintenance will also include a tie in with the VRS and existing stone wall. Proposals are enclosed by a 1.5m high fence with guard rail, existing vegetation retained where possible and retention of a single steel field gate to be retained along with exiting access from R973 to greenway.

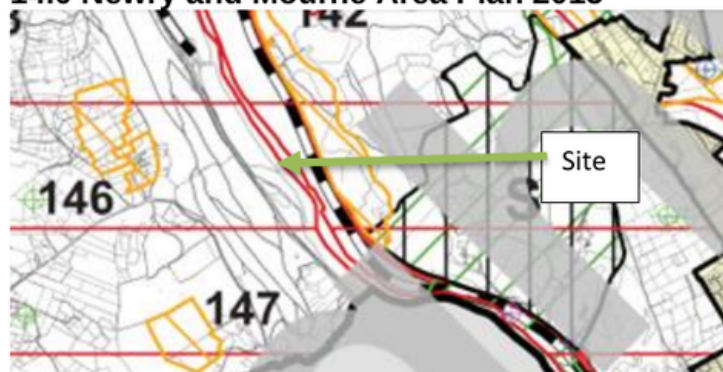
12.0 EIA Screening:

The proposal falls within the threshold of Category 10 (B) Infrastructure Projects of the Planning (Environmental Impact Assessment) Regulations (Northern Ireland) 2017. The Local Planning Authority has determined through an EIA screening that there will be no likely significant environmental effects and an Environment Statement is not required.

13.0 Planning Act:

Section 45 of the Planning Act (Northern Ireland) 2011 requires the Council to have regard to the local development plan, so far as material to the application, and to any other material considerations.

14.0 Newry and Mourne Area Plan 2015



Site is within the open countryside of the AONB.

The Banbridge/ Newry and Mourne Area Plan 2015 is the operational Local Plan for this site, which identified the site as being within the open countryside of the AONB. It has not been designated for a particular land use by the local area plan.

In planning policy terms proposals will be considered under prevailing planning policy specific to development within the open countryside with the following policies deemed applicable for development of this nature which includes consideration of the SPPS, PPS2, PPS3, PPS6, PPS8, PPS15 and PPS21.

15.0 SPPS and PPS21

As there is no significant change to the policy requirements for development in the countryside following the publication of the SPPS and it is somewhat less prescriptive, the retained policy of PPS21 will be given substantial weight in determining the application in accordance with paragraph 1.12 of the SPPS.

15.1 CTY 1 – Development in the Countryside

PPS21 sets out the planning policies for development in the countryside with CTY1 identifying different types of development which are in principle acceptable in the countryside. Although a 'greenway path' is not within the prescribed list of uses under non-residential development is considered as an outdoor sport and recreational use must also be in accordance with PPS8, consideration of this will be assessed below.

15.2 SPPS and PPS2 – Natural Heritage

DAERA NED in their consultation response dated 17.08.23 has considered the impacts upon designated sites and other natural heritage interests and have raised no issue of concern. Development proposals are appropriately designed sensitively to the distinctive special character of the area which will adequately integrate, respecting the character and setting without adverse visual impact meeting the requirements of planning policy.

A Habitats Regulation Assessment (HRA) screening has been carried out in line with the Conservation (Natural Habitats, etc) (Amendment) Regulations (Northern Ireland) 2015 and NH1 of PPS2 and it is considered that the proposal will not have a likely significant effect on any other European or National designated sites.

Proposals meet the requirements of the SPPS and PPS2.

16.0 PPS3 – Access, Movement and Parking, Parking Standards and DCAN 15 – Vehicular Access Standards

Transport NI in their consultation response dated 18th July 2023 have indicated that they have no objection in principle subject to conditions and are also content with parking provision associated with this proposal. Once the path is tied in with the existing approval under LA07/2018/1082/F, the existing pathway from Victoria Lock to Albert Basin and connection through to the Omeath/ Carlingford Greenway there is sufficient parking along its route served by existing public car parks within William St/ Buttercrane Quay, Newry and Victoria Lock.

17.0 SPPS and PPS6

Proposals fall within the vicinity of a scheduled area associated with Newry Canal which is a monument of regional importance. Works proposed in the provision of the existing path is unlikely to adversely affect the site or integrity of the setting with its overall use having a benefit to the local as well as the wider community.

Notwithstanding this, it is important to afford protection of archaeological remains and its settings, it is noted that schedule Monument Consent has already been previously obtained in relation to the application in which this development ties into (LA07/2018/1082/F) at the application site.

Whilst this portion of the path is away from the schedule monument and does not directly impact upon it, it is unlikely Schedule Monument Consent is required. In the event of planning permission being granted a condition/ informative can be attached to inform the developer to ensure that appropriate measure are undertaken for the identification, mitigation or recording of any artefacts on site.

18.0 SPPS and PPS8 (OS3 – Outdoor recreation in the countryside)

Proposals have been submitted for a link path/ greenway between two formerly approved greenway paths located adjacent and S of Victoria Lock and N of the Border. PPS8 is the relevant planning policy applicable to the proposed area of development with several criteria of OS3 having to be adhered to, these are considered below:

- (i) *there is no adverse impact on features of importance to nature conservation, archaeology or built heritage;*

NED in comments dated 17.08.23 have raised no issues of concern in relation to natural heritage interests and HED had previously granted schedule monument consent to works within the vicinity of the scheduled monument. Proposals are an extension/ rounding of, of the approved pathways granted planning under LA07/2018/1082/F, any amendment to or consent for a schedule monument consent requires consent from HED directly which is outside the remit of the local planning authority.

- (ii) *there is no permanent loss of the best and most versatile agricultural land and no unacceptable impact on nearby agricultural activities;*

Not applicable

- (iii) *there is no adverse impact on visual amenity or the character of the local landscape and the development can be readily absorbed into the landscape by taking advantage of existing vegetation and/or topography;*

Proposals can be readily absorbed into the local landscape with no adverse visual impact.

- (iv) *there is no unacceptable impact on the amenities of people living nearby;*

Proposals are far removed from residential properties and therefore will not have a direct adverse impact upon residential properties.

- (v) *public safety is not prejudiced and the development is compatible with other countryside uses in terms of the nature, scale, extent and frequency or timing of the recreational activities proposed;*

Whilst the Local Planning Authority have set out an exemption for development within the flood plain to Rivers Agency. An emergency flood and evacuation plan has been provided the implementation of such is up to the developer to ensure that evacuation plans and procedures including safe access and egress are implemented in line with statutory responsibilities.

- (vi) *any ancillary buildings or structures are designed to a high standard, are of a scale appropriate to the local area and are sympathetic to the surrounding environment in terms of their siting, layout and landscape treatment;*

No buildings are proposed with this scheme however materials used in the construction of paths and boundary fencing are acceptable within this rural context.

- (vii) *the proposed facility takes into account the needs of people with disabilities and is, as far as possible, accessible by means of transport other than the private car; and*

The proposed greenway path comprises of three parts of gravel and an asphalt path with timber finish (anti slip) board walk which combined takes account the changes in ground levels and produces a level surface pathway. Once completed will provide continuous access through from Newry to Carlingford which will assist in providing sustainable means of movement.

- (viii) *the road network can safely handle the extra vehicular traffic the proposal will generate and satisfactory arrangements are provided for access, parking, drainage and waste disposal.*

The proposed pathway will be connected to existing and proposed network the length from Newry to Carlingford which is intersected by public carparking will allow for satisfactory access and parking arrangements.

Proposals meet the requirements of the OS3 and PPS8 for the reasons set out above.

19.0 SPPS and PPS15

An assessment of Rivers Agency response dated 03.10.23 has been considered. The Planning Department has deemed this an exception against FLD1 in that the development relates to an outdoor recreation facility. Proposals are part of an overall strategic provision of greenway network which

will link into an existing cross border facility. Proposals will bring benefit to the regional and sub regional economy as a recreation/ tourist project, the proposal requires location within the flood plain as previous alternative location have been deemed unsuitable.

The developer has taken into account the previous comments from Rivers Agency (17.08.23) in relation to isolated locations not adhering to present and future tidal levels and has reviewed plans in accordance to mitigate this were possible and a Flood Risk Management Plan has also been provided (19.09.23) as well as a Emergency Flood and Evacuation Plan. Signage and warning of potential flooding is the responsibility of the developer to ensure all reasonable health and safety measures are implemented. Rivers Agency in comments dated 03.10.23 have reviewed the mitigation measures for the identified locations and the methods taken to raise the path where it is appropriate along with the other measures as already noted and conclude that while not being responsible for the preparation of the report accepts its logic and has no reason to disagree with its conclusions.

Apart from FLD 1 - flood and evacuation plans are the statutory responsibility of the developer to be implemented.

FLD2 has been reviewed by Rivers Agency who accepts the logic of the report therefore FLD2 has been satisfied.

FLD3 the size of the site negates the need for a drainage assessment but Rivers Agency are constant there will be no additional surface water above and beyond what exists at the site and are content that FLD 3 has been satisfied.

FLD 4 – FLD5 are not applicable to these applications.

Proposals meet the requirements of the SPSS and PPS15.

20.0 SPSS – Safeguarding residential and Work environs 4.11 and 4.12

Whilst proposals are likely to generate additional activity. The proposed pathway including future linkage to the 'greenway' network are far removed from residential properties to cause any adverse impact to amenity.

21.0 Consideration and Assessment Summary:

Having had regard to the development plan and all other material considerations (including SPSS, PPS2, PPS3, PPS6, PPS8, PPS15 and PPS21) the proposed scheme merits as a suitable development proposal which complies with planning policy for the reasons set out above.

The application is recommended for approval subject to the necessary planning conditions outlined below.

22.0 Recommendation: Approval

23.0 Conditions:

1. The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.

Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011.

2. The development hereby permitted shall take place in strict accordance with the following approved plans:

-

Reason: To define the planning permission and for the avoidance of doubt.

3. Once a contractor has been appointed and at least 8 weeks prior to the commencement of all development hereby approved, a Construction Environmental Management Plan (CEMP) shall be submitted to and agreed in writing by the Local Planning Authority. The CEMP shall contain all the appropriate environmental mitigation as advised by DAERA in their response dated 17th August 2023. Development shall take place in accordance with the approved CEMP.

Reason: To prevent adverse impacts on the features of the designated sites.

4. All construction work, including the use of quick setting concrete, shall take place at low tide.

Reason: To prevent adverse impacts on the features of the designated sites.

5. Works shall be confined to a corridor of no more than 10 metres from the existing sea wall.

Reason: To prevent adverse impacts on the features of the designated sites.

6. A suitable buffer of at least 10m shall be maintained between the shoreline and the refuelling, storage of oil/fuel, concrete mixing and washing areas, storage of machinery/material/spoil etc.

Reason: To prevent adverse impacts on the features of the designated sites.

7. Prior to discharge into Carlingford Lough, any surface water generated during the construction phases of the development shall first pass-through appropriate treatment, such as sediment traps and hydrocarbon interceptors.

Reason: To prevent adverse impacts on the features of the designated sites.

8. Construction works (including piling works) shall be completed outside of the breeding bird season, 1st March to 31st August, to avoid disturbance to breeding birds.

Reason: To prevent adverse impacts on the features of the designated sites.

9. No removal of vegetation shall be carried out during the breeding bird season.

Reason: To prevent adverse impacts on the features of the designated sites.

10. All works shall remain within the delineated redline boundary as shown as shown on drawing No.....

Reason: To prevent adverse impacts on the features of the designated sites.

11. Proposal shall not become operational until the connecting links have been completed as approved in planning application LA07/2020/1082/F.

Reason: In the interest of pedestrian safety.

12. A temporary barrier shall be installed at CH0075 to ensure no access can be gained from the public road until the connecting link has been completed.

Reason: In the interest of pedestrian safety.

13. Notwithstanding the terms and conditions of the Local Planning Authority approval set out, you are required under Articles 71-83 inclusive of the Roads (NI) Order 1993 to be in possession of the Department for Infrastructure consent before any work is commenced which involve making or altering any opening to any boundary adjacent to the public road, verge, or footway or any part of said road, verge, or footway bounding the site.

Reason: In the interest of pedestrian safety.

14. The development hereby permitted shall not be commenced until any highway structure / retaining wall / culvert requiring Technical Approval, as specified in the Roads (NI) Order 1993, has been approved and constructed in accordance with CG300 of Design Manual for Roads and Bridges.

Reason: To ensure that the structure is designed and constructed in accordance with CG300 of Design Manual for Roads and Bridges

15. The applicant is responsible for the future maintenance of all the assets that have been constructed as part of this active travel infrastructure including all features within the road boundary.

Reason: The applicant is responsible for the whole asset including future maintenance.

Case Officer Signature:

Date: 04.10.23

Appointed Officer Signature:

Date:04.10.23

18/10/2023

15

Application Ref: LA07/2023/2587/F

Site Location: Land at the Fathom Line (B79)
Newry

Proposal: Carlingford Lough Greenway

connecting Victoria Lock with NI/ROI
Border.

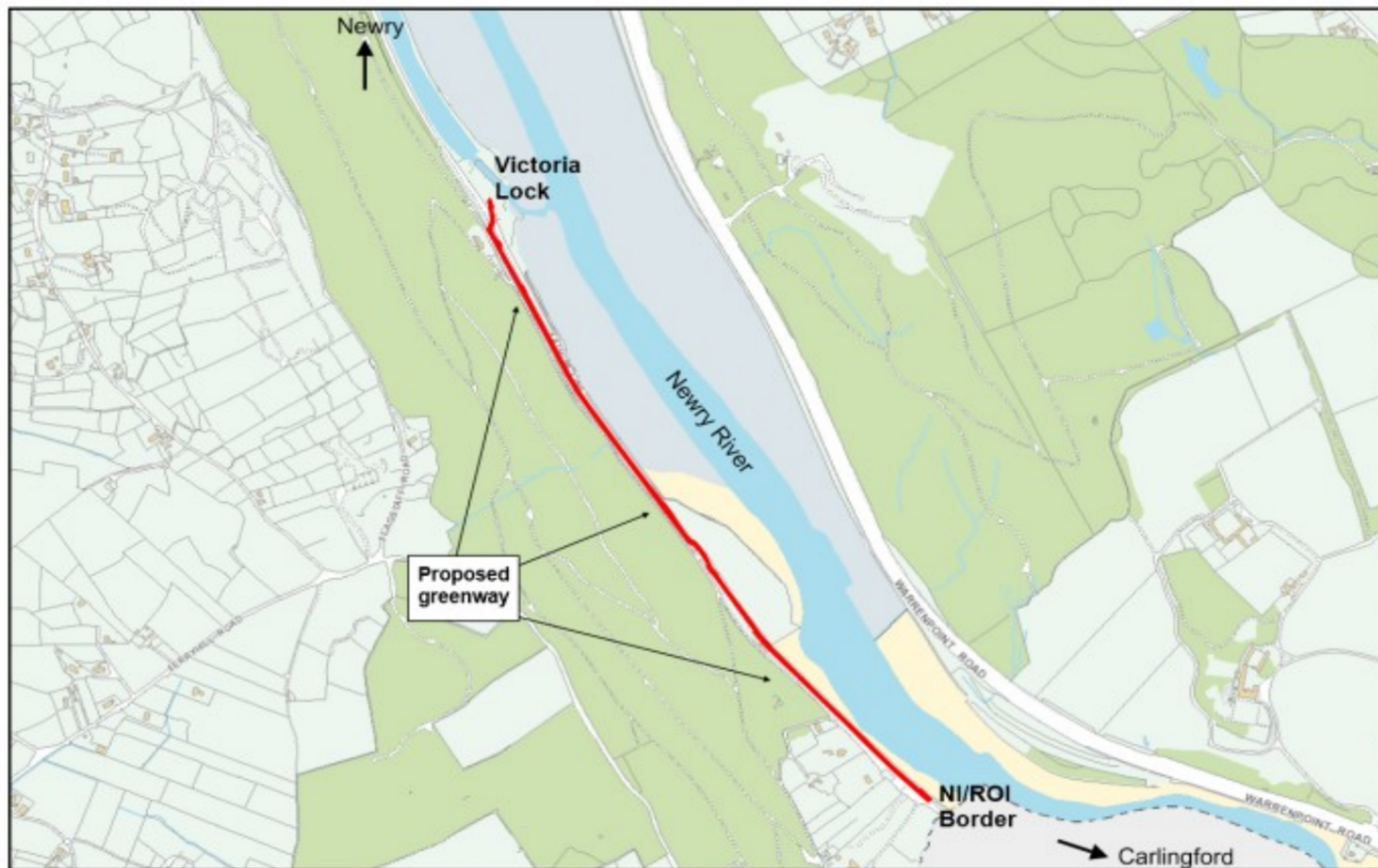


Comhairle Ceantair
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District Council

Ag freastal ar an Dún agus Ard Mhacha Theas
Serving Down and South Armagh



Site Location & Context

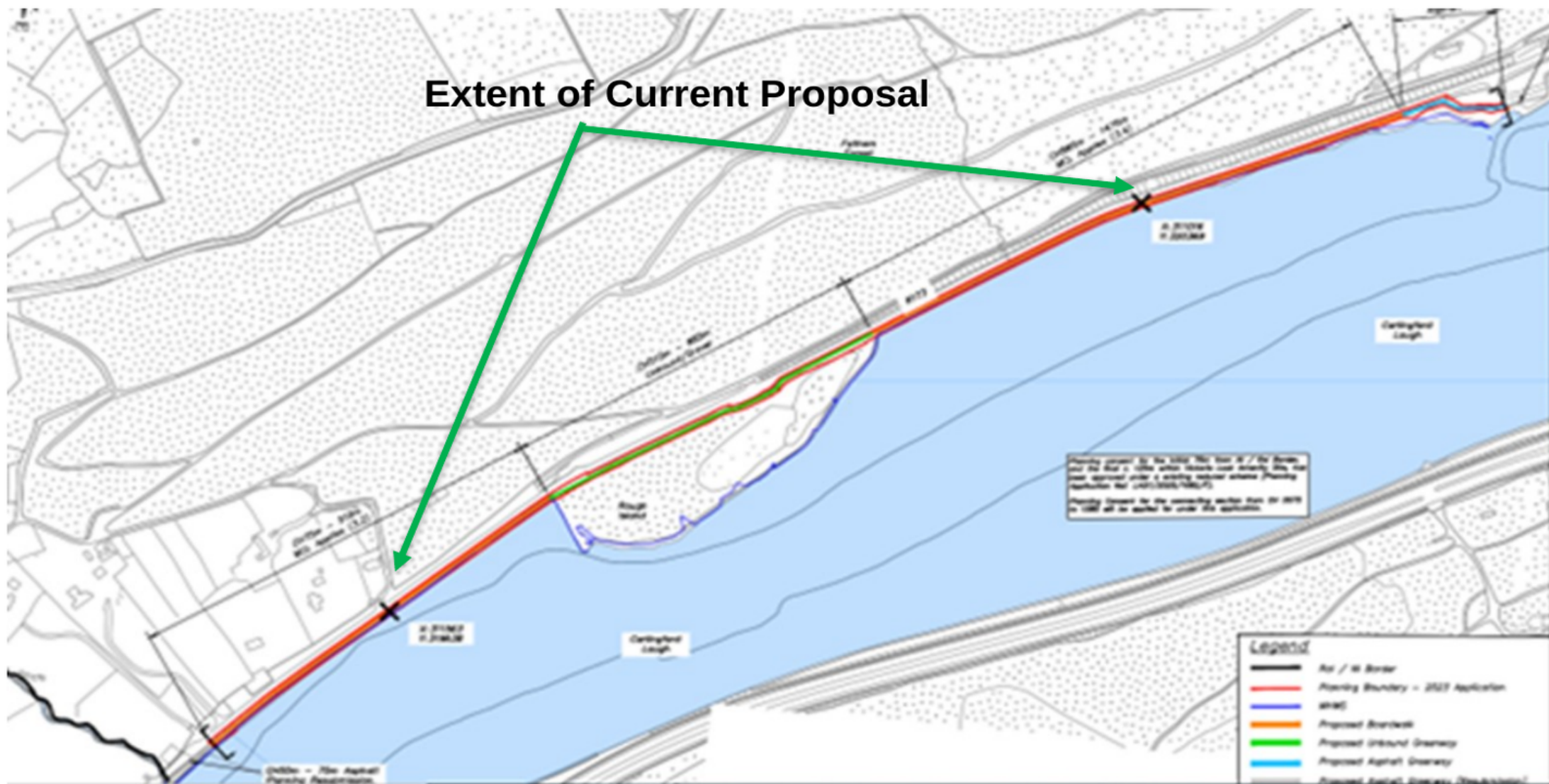




Aerial overview - existing

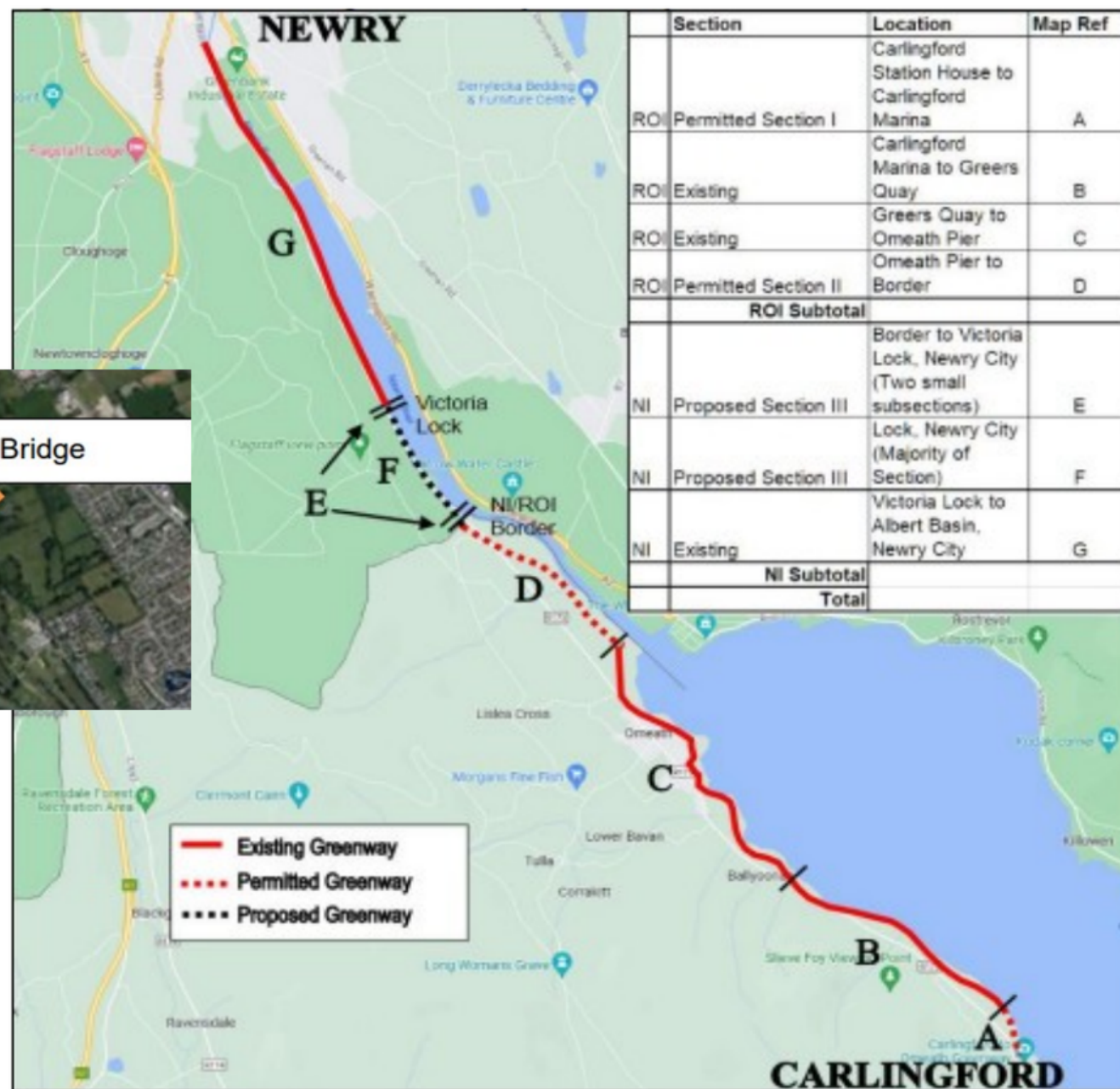


Extent of Current Proposal



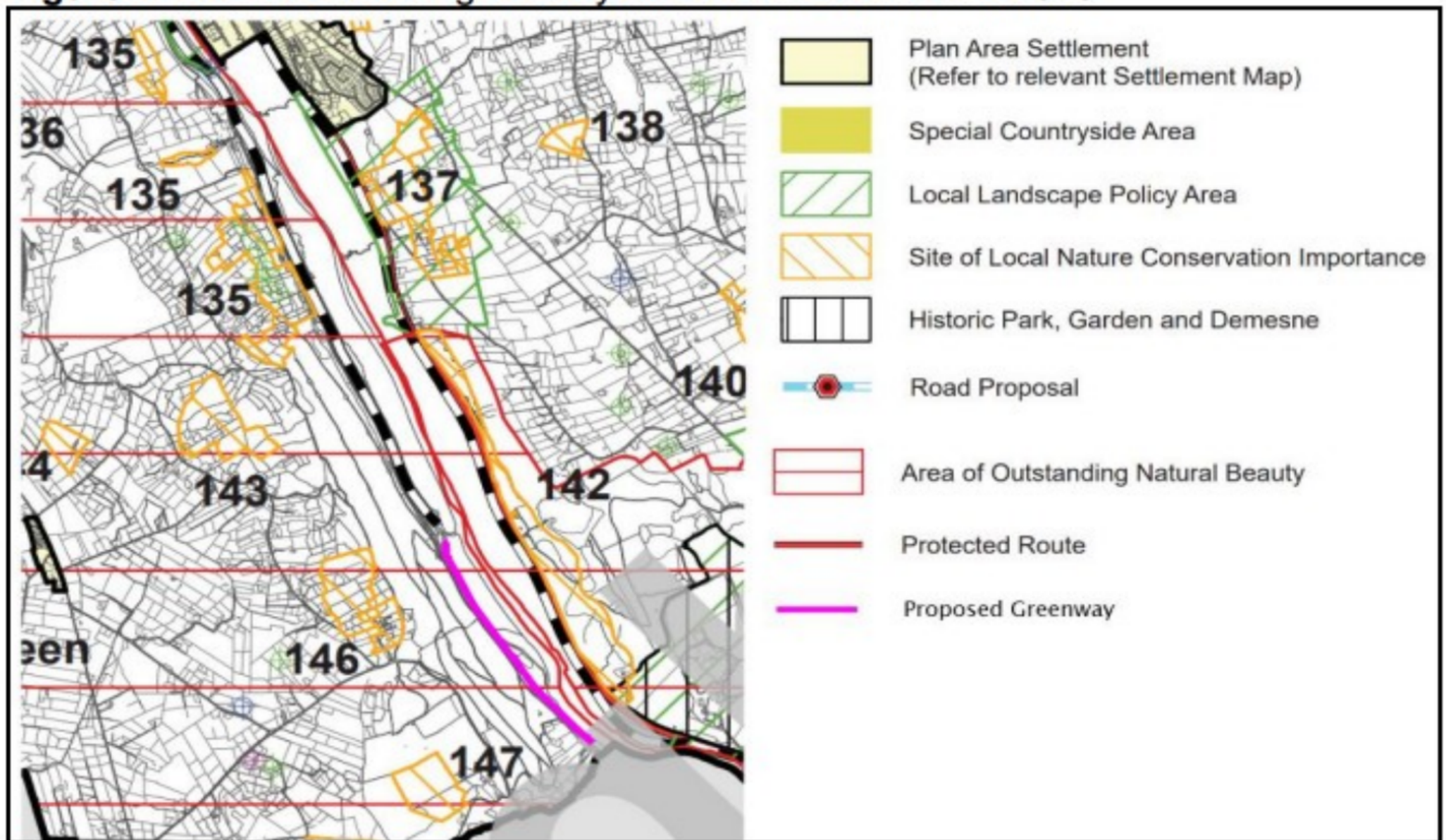


Proposal context within overall Greenway and surrounding infrastructure





Area Plan Context – BNMAP 2015





Site images – existing



Figure 4.1 - Existing Land between Carlingford Lough and R173



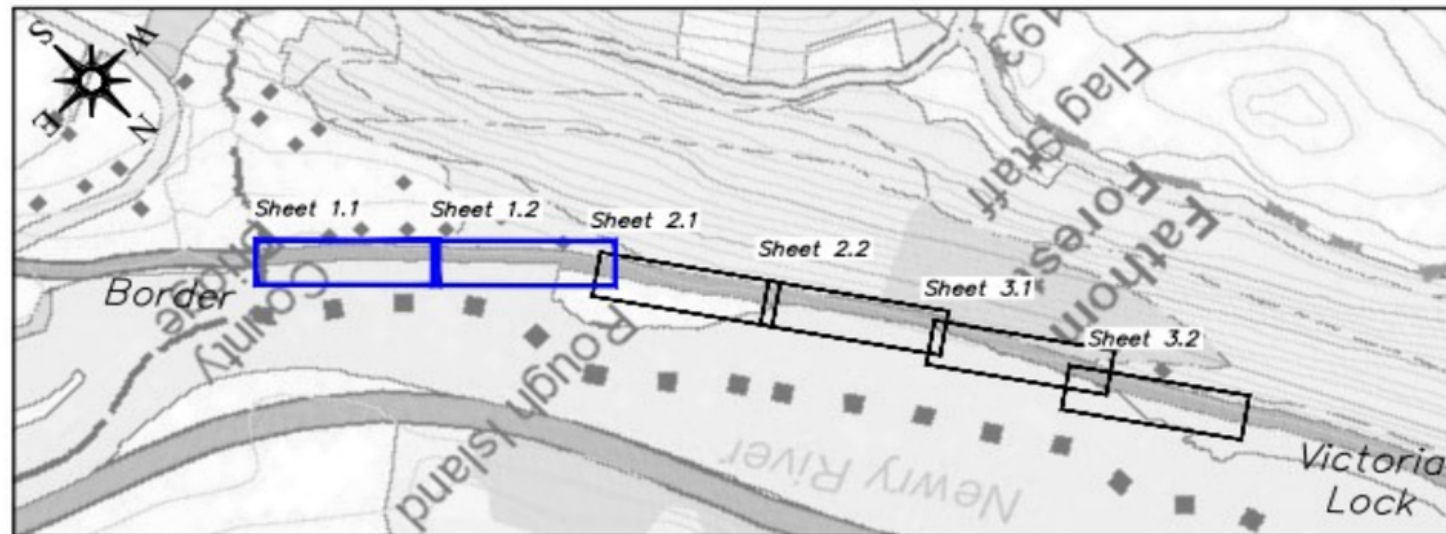
Figure 4.3 - Area of Rough Island



Figure 4.2 - Existing Land Between Carlingford Lough and R173 with Stone Revetment

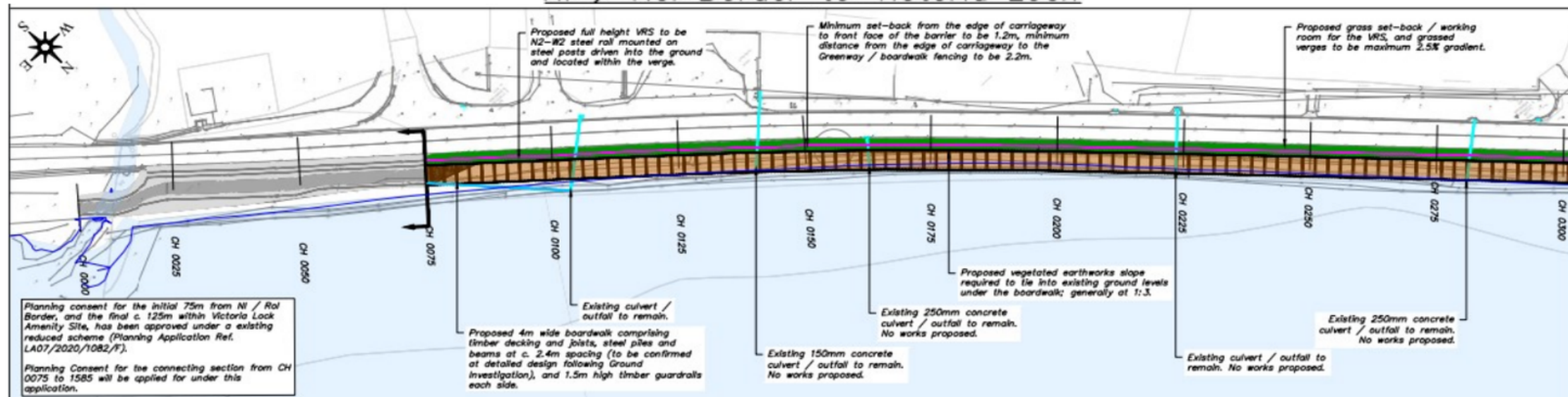


Proposed Details



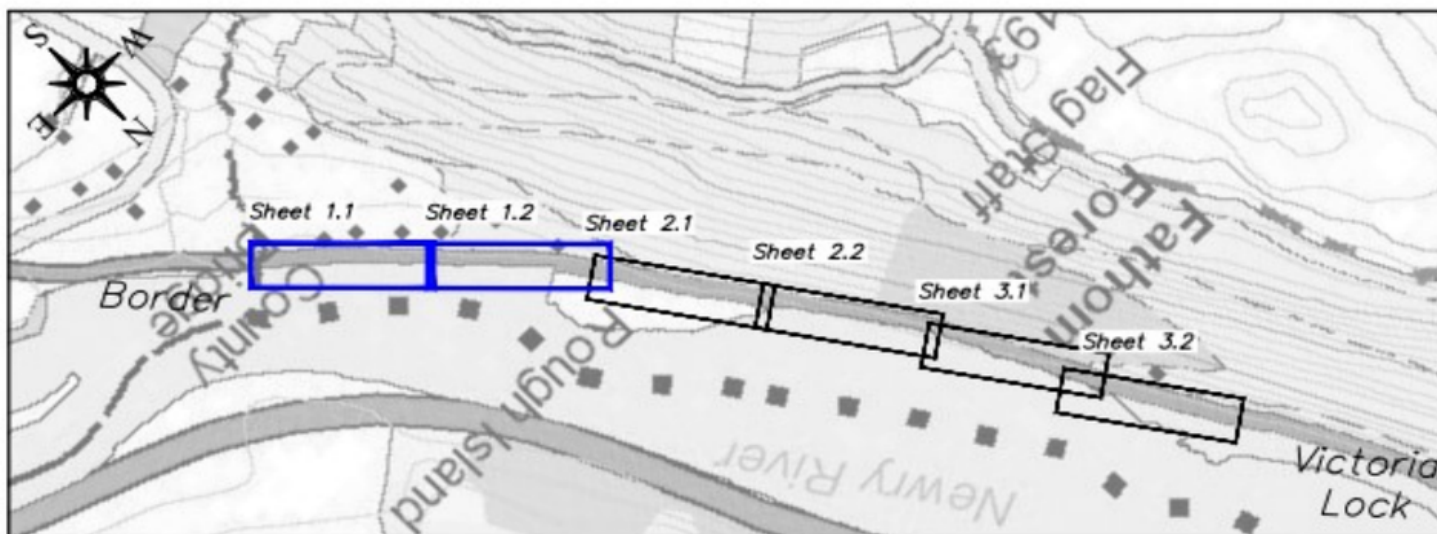
Carlingford Lough Greenway Section 3 Overview: NI / Rol Border to Victoria Lock

Sheet 1.1



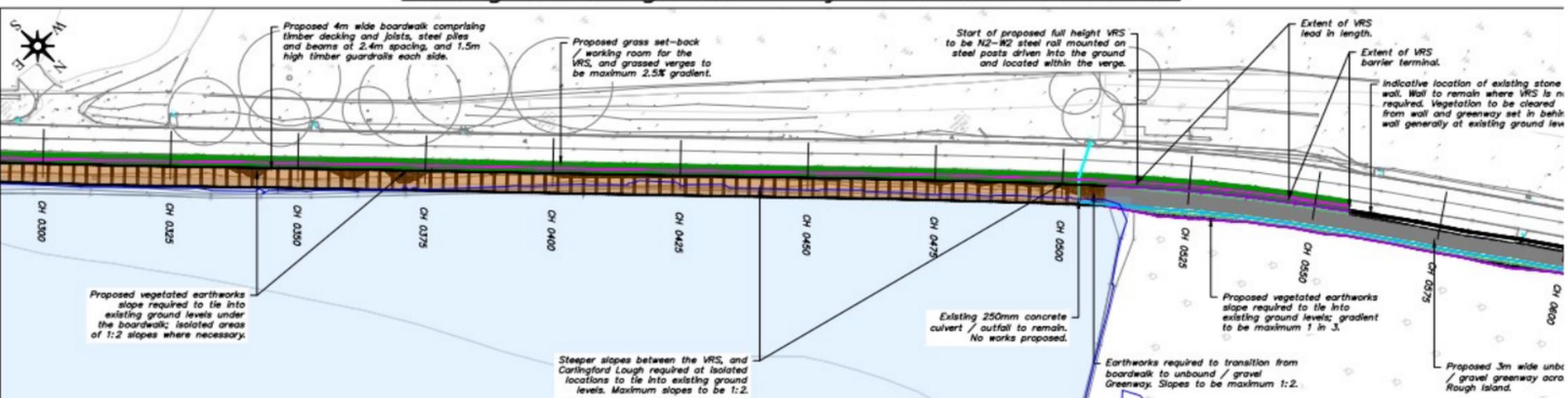


Proposed Details



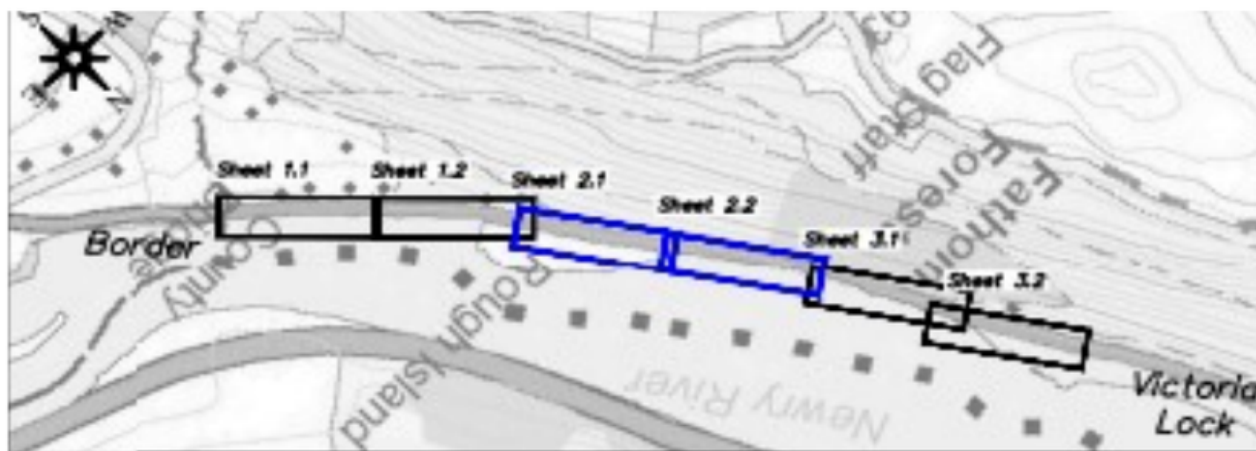
Carlingford Lough Greenway Section 3 Overview:

Sheet 1.2



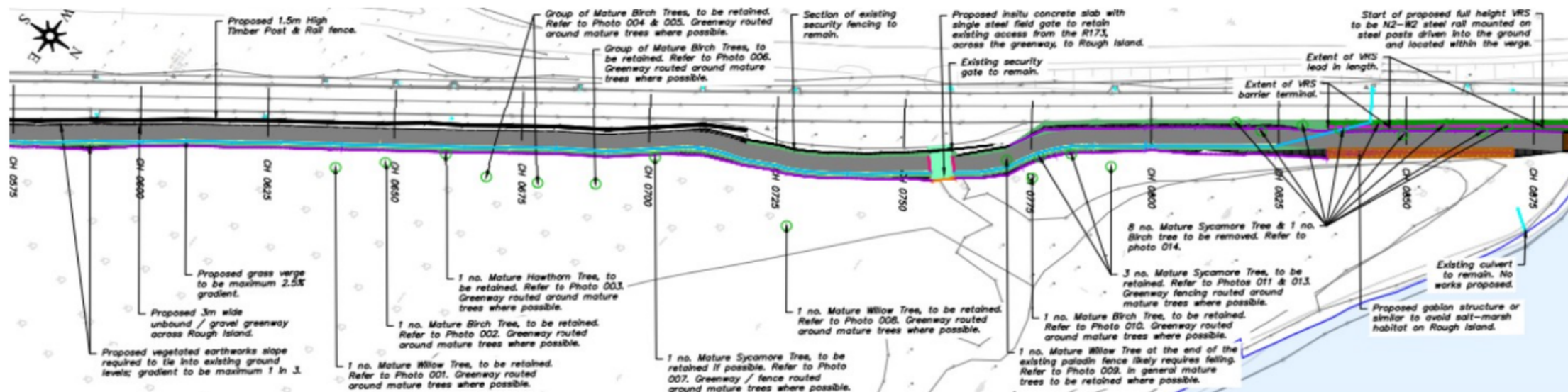


Proposed Details



Carlingford Lough Greenway Section 3 Overview:
NI / Rol Border to Victoria Lock

Sheet 2.1



Sheet 2.2

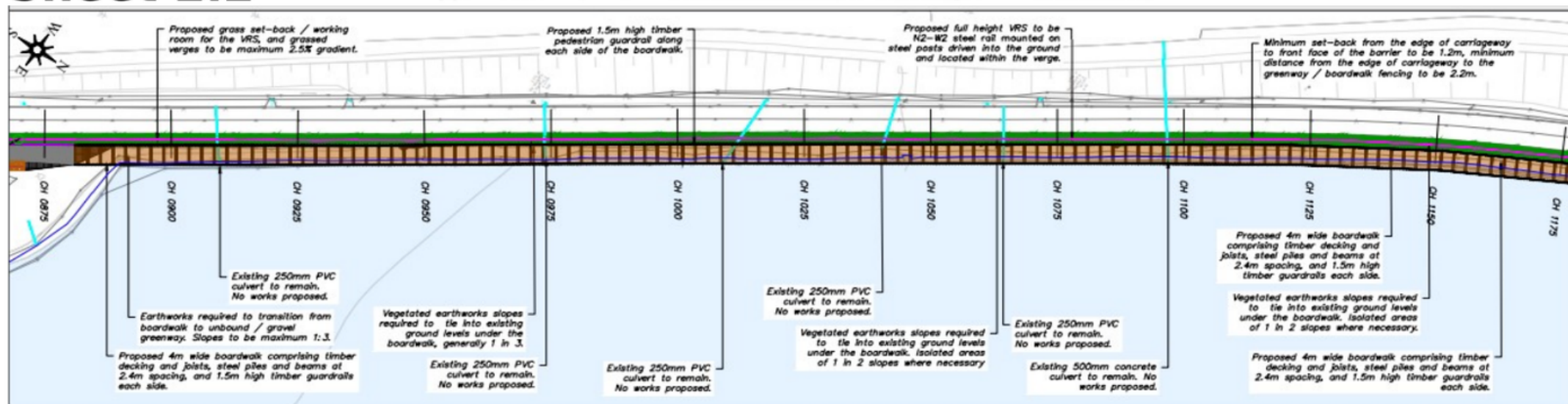
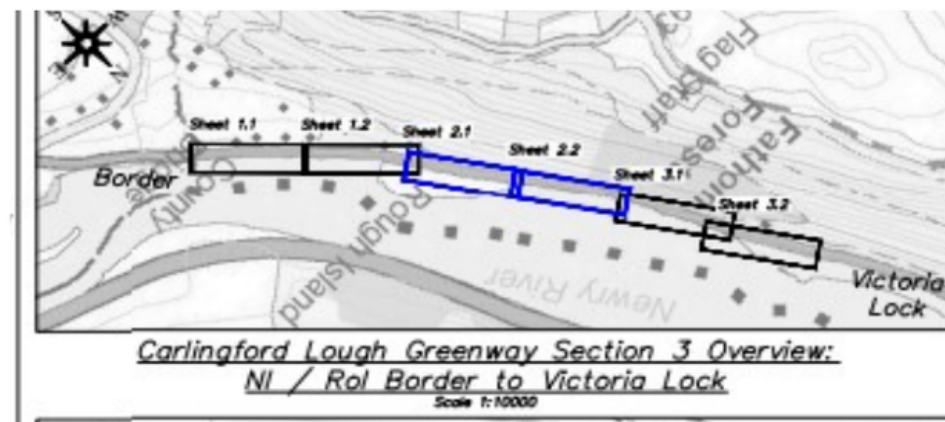
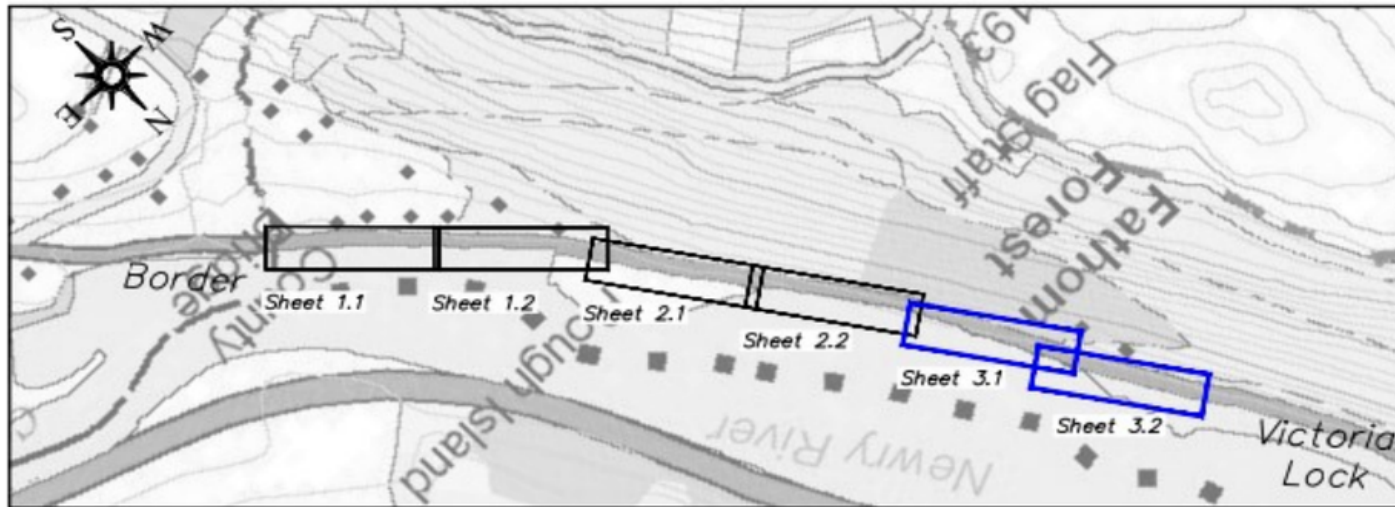


Photo 014

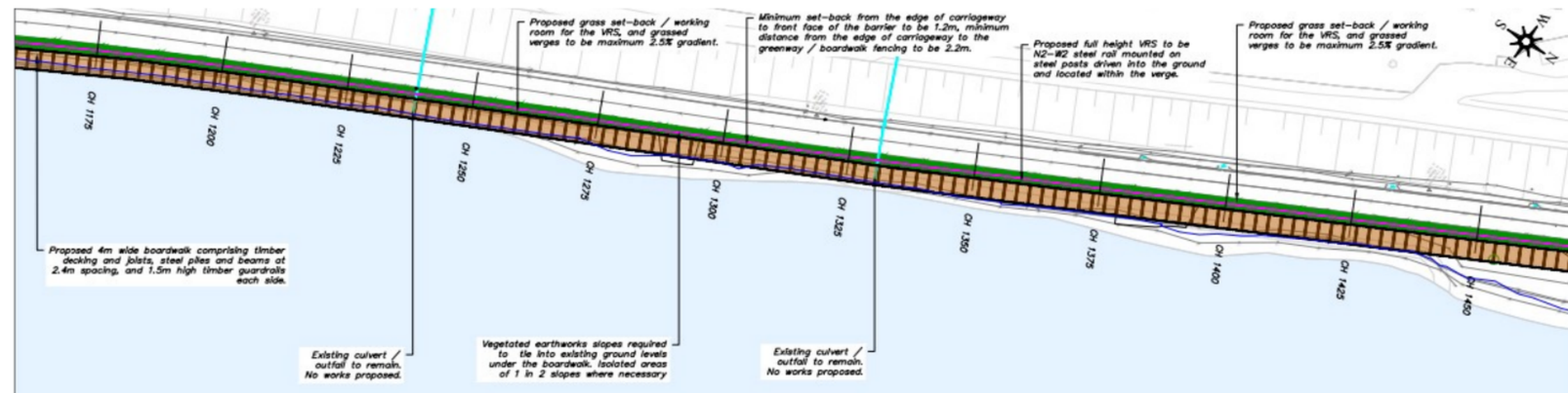


Proposed Details



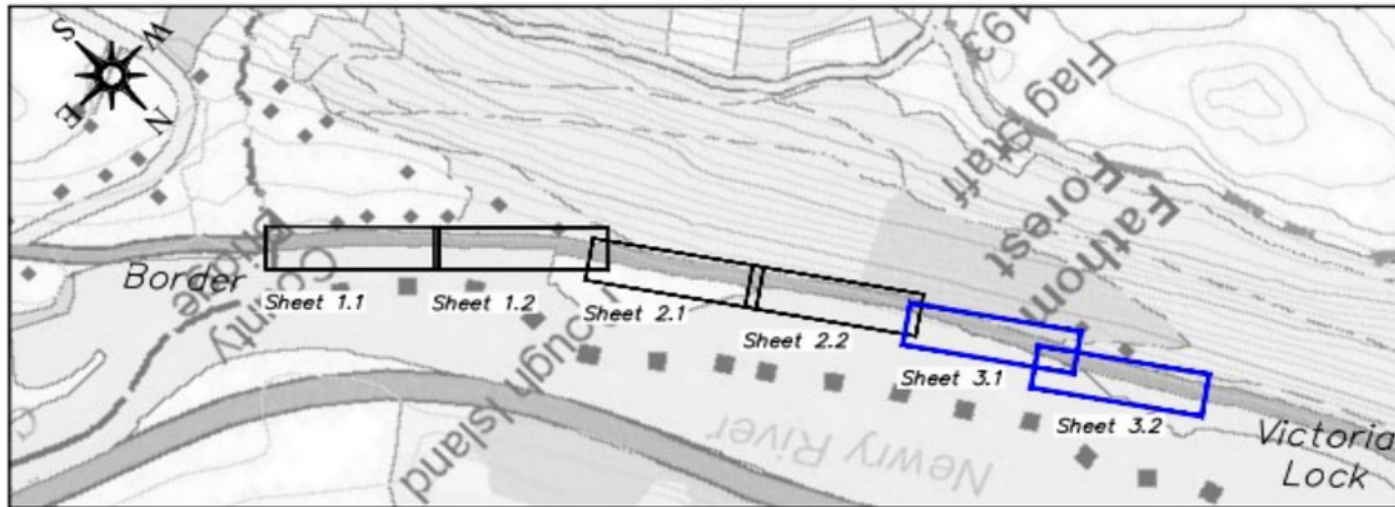
Carlingford Lough Greenway Section 3 Overview:
NI / Rol Border to Victoria Lock

Sheet 3.1



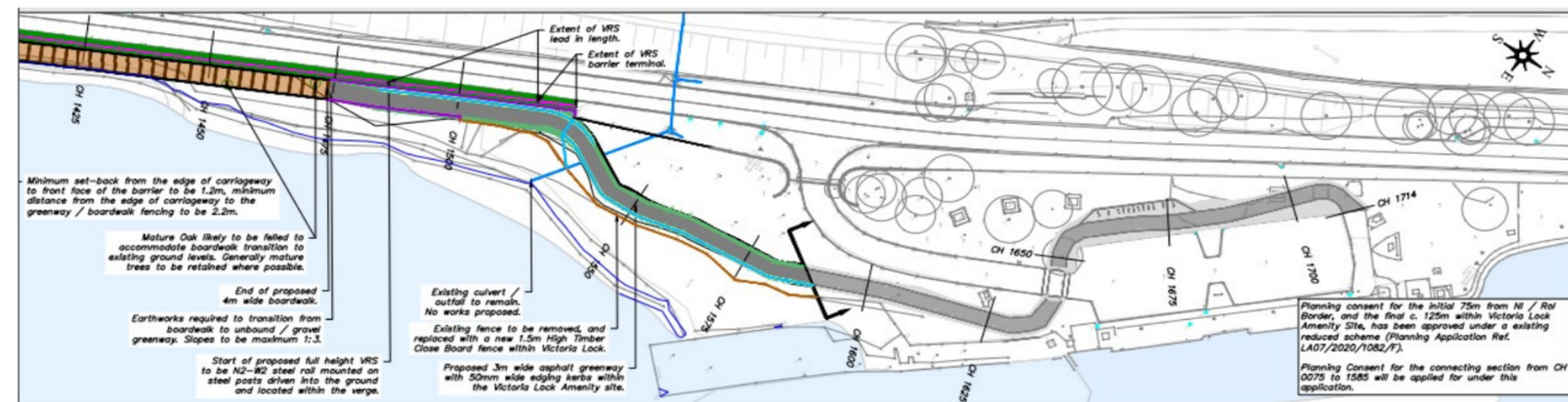


Proposed Details



Carlingford Lough Greenway Section 3 Overview:
NI / Rol Border to Victoria Lock

Sheet 3.2





Cross Section of Board Walk

