



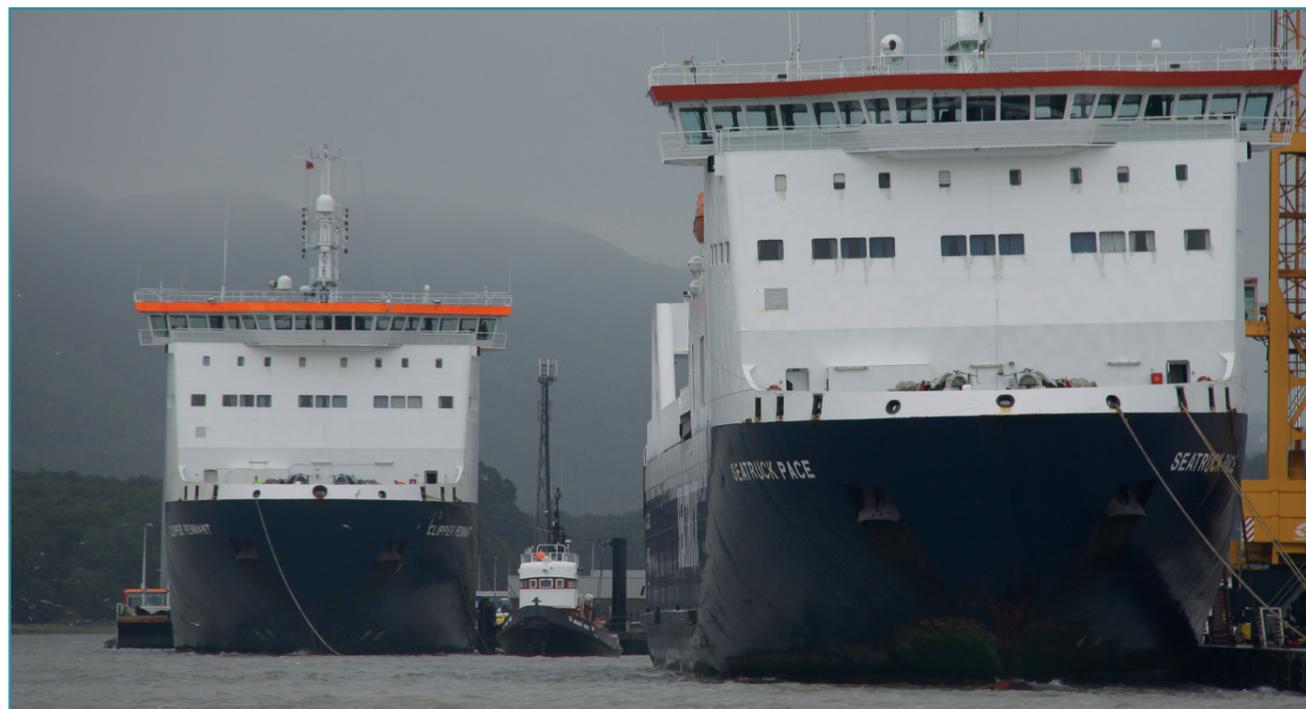
Warrenpoint Harbour Authority
Port Masterplan 2018 – 2043

Consultation Report

Introduction

The public exhibition was held over two days, Wednesday 2nd and Thursday 3rd May at the Town Dock House, The Square, Warrenpoint. In attendance on the two days were Paul McTernan and Laurie McGee of SLR Consulting Limited. On Day 1 Catriona Dowling, Harbour Master attended, and on Day 2 Ciaran Cunningham, Engineering and Estates Director attended. Everyone was warmly welcomed and orientated to the Exhibition and encouraged to make comments and to ask questions of the SLR and Warrenpoint Harbour Authority team members present.

The Masterplan display boards were on the wall around one room and an A0 size map of the Masterplan proposals was on display on a table, along with navigational charts and an Ordinance Survey base map of the harbour estate and surrounding streets. These were useful aids to discussion. Attendees were encouraged to write comments on post-it notes on the proposals map. A total of 44 comments were made on the post-it notes. Seeing other people's comments on the map triggered conversation and questions from people. The slide presentation that was delivered to the Council was run on a continuous loop in the other room.



Attendance & Submissions Received

A total of 82 people signed the book of attendance. Some people provided their contact details. Up to 20 people attended but did not sign the attendance sheet as some were missed at busy times, and some people just stopped in and requested a copy of the Masterplan document. We would estimate around 100 people attended the exhibition.

A total of 8 people took the time to complete the comments form whilst attending the Exhibition. Attendees were invited to take the comment forms away to complete and post to SLR Consulting or to send an email or letter with their comments, concerns or questions. All attendees were told it was not necessary to fill in the form. The closing date for comments and submissions was the 18th May. All comments and submissions received have been collated and summarised in this Report of Consultation.

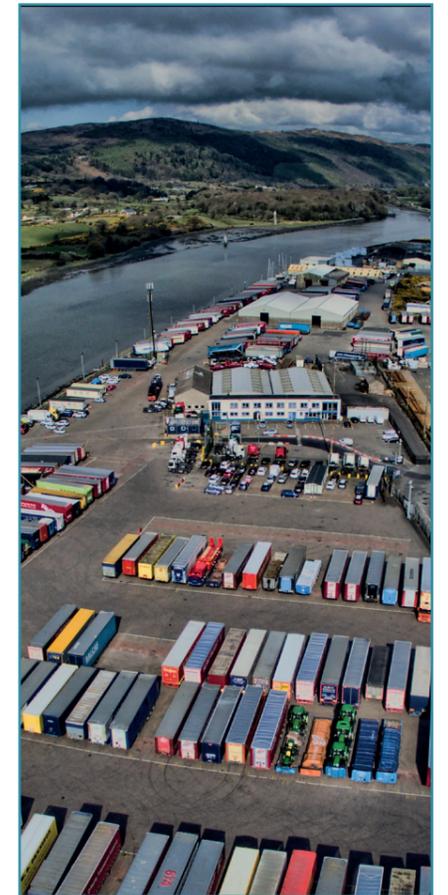
One nearby resident responded by letter in advance of the Exhibition. Following the Exhibition submissions were received by email from a number of individuals and organisations including a local resident, mussel fishermen, the Commissioner for Irish Lights, Louth County Council, Seatruck Ferries, and Love Your Lough. Matters raised in all submissions are summarised in this Report. Copies of comment forms and correspondence received are

appended to this Report.

Many of the people who attended the public exhibition had some association with the Port, having worked there over the years, having taken part in building it, or having served as employees or on the Board. There is recognition of the role of the Port providing employment for the Town. Many have fond memories of the Port that go way back. There are the inevitable issues around noise, odours, dust and flies with the Port being so close to the Town. Some noted that the Port was secretive in its plans and activities, and others expressed a lack of trust and a need to keep lines of communication open.

Some attendees expressed their strong views on the removal of the boat yard as well as the post 2040 options of extending the existing ship berths or developing on the Republic of Ireland side of the Channel. Many attendees had concerns about the views across the Lough in the vicinity of the gut and this topic had the most mention.

Reference was made to a public consultation event that was held previously and that promises were made but not kept, particularly in relation to the use of the pier by fishing boats and the mess that is left with materials and items being stored outdoors.



Observations

Overall the exhibition was well received. The opportunity enabled concerns to be voiced about operational issues, and allowed members of the community to understand the Port's long term plans. Many people attended the exhibition after having read the Masterplan online and having seen the articles in the local newspapers.

Summaries of submissions received

1. Seatruck Ferries

An email was received from Alistair Eagles, CEO of Seatruck Ferries Limited.

Seatruck are supportive of the Masterplan and are glad to see real vision in the document. The company supports the Southern Relief Road for the wider economic benefits it can deliver to the region and the local community. Seatruck would agree with the projections on RO-RO growth contained in the Masterplan but that the central or high case projections are the most likely scenario.

The company cites trends in the shipping industry including the growth in unaccompanied trailer shipments, a shortage of HGV drivers across these islands and Europe, and the preference for longer sea routes to reduce road mileage. This unaccompanied model requires more terminal space and is a factor that will affect future growth of Seatruck in Warrenpoint Harbour. If the Masterplan is approved and more space is provided, Seatruck will actively examine opportunities to grow ferry freight volume through the Port.

2. Louth County Council

A letter was received by email from Frank Pentony, Director of Service, Planning Department on behalf of the Council.

The Council supports the existing operations of the Port and its initiative to Masterplan for the future proper planning and sustainable development of the Port balancing operations with environmental constraints. The submission states that the southern zone of Carlingford Lough is a Special Protection Area in both jurisdictions, and in the Republic the lough shore is designated a Special Area of Conservation.

The submission cites Policy Objective 44 of the recently published National Planning Framework which is to further support and develop the economic potential of the Dublin-Belfast Economic Corridor and the Drogheda-Dundalk-Newry cross border network and to promote its international visibility in co-operation with the relevant Departments in Northern Ireland.

The Council welcomes that the Warrenpoint Harbour Masterplan includes an indicative line illustrating the bridge, stating that the location and configuration of the bridge is determined by the development consent. The Council provides an update on the planning status of the Narrow Water Bridge Project, which is supported in the capital programme of the National Planning Framework – Project Ireland 2040.

In respect of Objective 3 of the Masterplan, the Council comments that the issue of maintenance marine access dredging requires global co-operation within the Lough owing to the integrated nature of the Lough ecosystem.

In the matter of Objective 5, the Council consider that the option of a satellite terminal on the opposite bank should be communicated by text in the Masterplan rather than in map form, in light of the conservation designations applying to Carlingford Lough Shore.

3. Love Your Lough (LYL)

Two separate emails were received from this grassroots environmental voluntary group. The correspondence received incorporates comments collated from an online survey which followed the three items in the comment form distributed at the Exhibition.

Many of the comments collated in the submission by LYL reiterate the points summarised in the following pages such as noise and dust, dredging, traffic, benefits to the local community, trust in the organisation and communication. There are other comments questioning the existence of the Port and challenging its plan for growth in light of the need to balance it with protection of the environment.

A number of people provided their contact details on the comments form and via the online survey by LYL in order that they could be kept informed of the Masterplan.

What follows is a summary of comments and consultation responses received, grouped by topic, with responses with reference to operational measures or amendments to the Masterplan where appropriate.



Topic Area: General

Comments Received

The general commentary was positive towards the consultation exercise. Most attendees were glad to see the Port display its proposals and welcomed the engagement. Some comments were received on the status of the Port Masterplan.

Liam Hannaway, Chief Executive, Newry, Mourne and Down District Council (NM&DDC), said:

“Warrenpoint Port’s draft Masterplan provides a welcome overview into the medium and long term objectives of one of the most important employers in the Newry, Mourne and Down district. The Port is a huge part of the local economic success story and, as one of its key stakeholders, we look forward to taking part in the consultation into the plans.”

Paul Convery, President, Newry Chamber of Trade and Commerce, commented:

“As a key driver for economic prosperity, the region benefits greatly from having Warrenpoint Port on our doorstep. We are delighted to see the Port’s ambitions to grow further and share many of the aspirations included in the Masterplan including the prompt delivery of the Southern Relief Road.”



A good plan – important for the town and the region.

Good to see the Masterplan.

Greenore is the natural port in the Lough. Warrenpoint Port is not a natural port and is therefore costly to create and maintain

Warrenpoint GAA wish to congratulate Warrenpoint Port on the launch of the Warrenpoint Harbour Authority Port Masterplan 2018 – 2043. We are very fortunate to have a very progressive, community focused Warrenpoint Port and greatly appreciate your contribution in generous sponsorship to St. Peter’s GAA Club.

Query from Louth County Council elected member: Is the public consultation process an informal exercise or a formal exercise with a basis in local and/or EU planning law?



Operational response

Positive response welcomed.

The Port of Warrenpoint received its charter to operate in 1777 and has operated as a natural harbour since then.

Port Masterplan Status:

The Port Masterplan is a non-statutory strategic guidance document created by the Board of Warrenpoint Harbour Authority to set down the broad strategic objectives of Port development over the next 25 years. Its primary purpose is to inform stakeholders at community and governmental level on how the Port of Warrenpoint plans to invest over future years and nurture continuous improvement in all aspects of its service. It is not a prescriptive document as all decisions on new investments and initiatives will be taken by the Board within the context of ongoing operational priorities and the availability of resources. There is therefore a degree of flexibility built into the Masterplan that will allow the management team and the Board to deliver on the five core objectives as opportunities arise for consolidation of existing operations, acquisition and expansion of the port estate and where operational issues are required to change due to external factors such as cross border issues and Brexit. The Board will keep the Masterplan under constant review and may choose to revise and refresh the Port Masterplan at any stage of its 25 year term.



Topic Area: Communications/PR

Comments Received

There was a thread throughout the consultation on the need for better communication when the Port undertakes development projects. Some members of the community don't realise that the Port has permitted development rights under planning legislation that enables it to undertake some developments related to shipping (such as storage sheds, weigh bridges etc) without planning permission. Others feel that because of perceived poor communications in the past, an element of trust has been lost with the Port. A new approach to public relations was generally encouraged.



A shed went up on Kelly's Quay with no notice.

WHA I do not trust any of you.

Communication can improve. Consider social media.

Operational response

The consultation exercise on the Masterplan is an informal exercise for a non –statutory plan and the Port has welcomed all contributions received.

Actions:

- The Port should refresh its communications strategy to ensure that news and information on development projects within the Masterplan are readily available and accessible to the community.
- A dedicated Masterplan Implementation section should be added to the Port's website with regular updates on ongoing projects and developments.
- The names and contact details of people who expressed an interest in being kept informed of the progress of the Masterplan will be added to an emailing list and provided with periodic updates on the Masterplan implementation.
- The Port has appointed a PR company to assist in the formulation and implementation of a communications strategy with all key stakeholders including our community, customers and government bodies.

Topic Area: Linkages with the town

Comments Received

The Masterplan proposal to relocate its admin offices to the Town Dock and open access to the water's edge was universally welcomed. This was considered to deliver a welcome regeneration boost to the Town Square. Ideas were put forward for a viewing platform at the end of the quay that could be publicly accessible and for wider proposals to foster engagement of the Port in youth and community training projects locally.



Very positive – Objective 4 – links to Town – my interest is in wider Community Development and Youth in the area – positive job opportunities, links to community space.

Being a good neighbour – social responsibility – positive links between harbour, young people, employment, community space, very positive.

Town dock proposals great!

No plan to offer any more public access. New Port admin building could host a small heritage / tourism element to explain heritage to new marina customers.

Operational response

Positive response welcomed.

The Port is part of a vibrant civic minded community and we are delighted to have supported 33 community and charitable initiatives through the year. Charities such as Carlingford Lough Sailability continue to be supported by the Port. Sailability improve the quality of life and well-being of children and young adults with special needs through the recreational activity and holistic therapy of sailing. We are delighted to assist such excellent causes along with numerous other charities. The Port also hosts visits from local schools including St Mark's High School, St Malachy's High School, Kilbroney Integrated Primary School and Seaview Nursery.

Actions:

- As part of a refresh of its corporate responsibility charter, the Port is establishing a community fund to distribute support to community and environmental initiatives.
- Redevelopment of the Town Dock office to be complete by Q1 2019.

Topic Area: Public access along the quay

Comments Received

Related to the above, the proposal to provide supervised access from the Town Square to the Town Dock was generally welcomed as a significant amenity benefit. There was some caution recorded from those who have leisure craft in the Marina and who operate on the fishing quay in terms of security and public safety.



There should be public access to the end of the quay with a viewing platform that could be open on special occasions.

Will there be security for public access near fishery boats?

More should be done to allow public to enjoy view of water. A proposed portacabin is not a very generous or sustainable option.

As to the potential of the removal of the railings along the docks. I'm not sure this is truly a good idea, mainly because the potential for accidents especially during the various festivals and Friday, Saturday night activities.

Operational response

There is a viewing platform already provided at the end of the breakwater which has full public access. This affords unrestricted view up and down the Lough.

The proposal for supervised access was clarified as involving a gated access from the Square during normal daytime hours when the Port offices are open with provisions for special events and weekend opening. Access to the operational areas of Kelly's Quay and the fishing quay would be restricted and the security gates to the pontoons would be retained. A safety rail may be provided along the quay also.

Further details on this will be provided when the final designs are produced for the Town Dock building later this year.

Topic Area: Development of marina/recreational use of the Lough

Comments Received

The significant public support for the Marina project and encouragement for the Port to continue to promote this in partnership with NM&DDC.



The marina is more important than the Narrow Water Bridge. Get the Marina Project going again.

The waiting list for berths at the marina does not reflect the true demand. Many people know there is a long wait and so don't bother to put their name down and some have died!

Seems Plan turns its back on the recreational side of Lough. Never seen a marina without hardstanding for yachts.

Operational response

The Port supports the renewed initiative by NM&DDC and Tourism NI to promote the Marina project and boost the leisure and tourism impacts of the Masterplan. The Port has pledged assets to the value of £2m in support of the Marina Project. Support for the Marina project has also been relayed to the Port's partners at NM&DDC and Tourism NI.

Action:

- The Port will undertake an immediate review of the waiting list for berth spaces at the Town Dock

Topic Area: Visual amenity

Comments Received

There was a strong and consistent commentary from many visiting the exhibition on the importance and sensitivity of the visual impact of the Port within its Lough setting. This was particularly stressed in relation to the visual impact of the Port on arrival in Warrenpoint from the west at the roundabout. The recently installed screen planting was generally welcomed with a strong encouragement to continue to improve the appearance of the boundary treatment along the roadside leading into town.



Views to Castle, view is important.

The whole approach road to the town could be improved visually. Trees could be planted on both sides.

Newry Street Residents – tidy up appearance of sheds adjacent to Newry Street. Landscaping to enhance the area. Tree planting and flower beds.

Newry Street warehouse needs attention. Enhanced landscaping, trees, etc. Untidy as it stands.

Careful with landscaping not to obscure views.

Proposed office/commercial building of a modern design at the roundabout could enhance the view.

Views towards the Lough are important.

Concern on view obstruction from planted trees, Port structures.

Visual impact of new building and facilities within could be geared towards the public.

‘The gut’ – please keep beautiful view

I should like that the view remain of Anglesey Mt. on the left going to Newry at the roundabout.

Operational response

The Masterplan includes proposals to enhance the appearance of the Port on its boundaries. Whilst the Port can implement improvements within its estate, the A2 roadsides are outwith the Port’s control. Likewise there are substantial areas of the Port’s frontage which are in private ownership.

Action:

- The Port will pass on these comments to Transport NI for management of the road verges.

Topic Area: Traffic and access

Comments Received

The Masterplan proposals for a new access and circulation system were generally endorsed. The road safety issues raised in the Masterplan on the A2 were echoed and endorsed in the comments received. Comments on the Southern Relief Road were mixed with some attendees directly affected by the routes currently being assessed by DFI. The Port is not the sponsor of the Southern Relief Road project and therefore cannot address these comments.



There are a lot of accidents at the Texaco station. This raises the importance of the new entrance to the Port.

New access is a good idea.

Traffic calming along the A2 – need a 30mph limit.

Southern Relief Road – surely Narrow Water Bridge is preferred option.

Not convinced port should be expanding if it requires a road being built through an area of outstanding natural beauty.

Please consider pushing the DfI to look at alternatives e.g. rail – blue sky thinking required – technology, should not be encouraging more traffic/pollution

Operational response

The Southern Relief Road remains a high priority for the Port

- It facilitates direct access to the N1/A1 Corridor and the Port’s cross border hinterland
- It removes heavy traffic from travelling through Newry City, reducing congestion and improving air quality
- It facilitates access to the South Down Coastal communities and the Mourne region.

It offers the potential to boost the wider economic performance of the south Down region.

Topic Area: Environmental - Operations

Comments Received

Dust and noise are the ongoing issues associated with the daily operation of the Port which impact on the amenities of those living close by. The Port has monitoring systems for both which it coordinates with the Environmental Health team at NM&DDC.

The CO2 facility proposals raised a number of queries. This has planning consent and has been fully assessed by the planning authority. The CO2 facility is for the storage of CO2 in tanks, used in food production (fizzy drinks, mineral water) and also in fire suppression (fire extinguishers).

Dust concern. Need to improve suppression proposals.

Main concern is the dust as it has greatly increased lately.

Can you do something about the noise from the scrap metal boats?

Noise factor already an issue, need to control night time activities. We live in Clermont Gardens and are concerned if there is an increase in activity this will increase the amount of pollution / dust we currently suffer.

CO2 safety concerns – fire risk, storage facilities.

CO2 storage more detail needed on safety procedures

Can storage, rubbish be removed from the fishing dock in front of the hotel? This has been promised before.

The CO2 storage plant has been given planning permission already, so has the impact of the dispersal of CO2 in to the local strata been considered? Has the impact within the Marine environment been adequately assessed?

How will the WHA ensure that any and all actions comply with EU regulations in regard to Natura 2000? This requires that actions within or near an ASSI have no negative environmental effects. In other words, WHA cannot negatively impact on the marine flora and fauna or on that immediately surrounding it.

We are living in the same address for 25 years and from 15 years ago we have been plagued with noise from the Port. At the start it was the Clipper Point Ship which came into the harbour in the early hours and also at night. We, along with neighbours complained to the Department of the Environment, which found the noise levels were above legal level and the ship was replaced. Noise levels were more tolerable until scrap metals was introduced a couple of years ago. The noise has again increased by the dropping of metals into the ships. Although this happens mostly during daylight, it has become intolerable. My husband is disabled and we are home all day. It is stressful that we cannot open the windows of our house. With plans to expand the Port how are you planning to reduce noise levels?



Operational response

The Port will be proactive in reducing both noise and dust nuisance issues:

In terms of dust management the Port has invested significantly in new dust suppression facilities. The dust suppression system comprises a DUST BOSS water mist cannon and a smaller portable water mist cannon. The main grain store has rain bars installed to suppress dust at both doors of the shed. The Port has two air quality monitoring instruments installed in the Port, which record levels of air pollution on a daily basis.

On noise the Port will endeavour to reduce noise impacts in all shipping operations. The Port investigates and responds to all noise complaints.

The CO2 facility has been granted planning consent and is compliant with all environmental and safety requirements. The CO2 gas is stored in tanks and used in food production for companies such as Coca Cola to put fizz into soft drinks.

The Fishing quay has been cleared. A revised procedure is in place to conduct periodic inspections and actions will be taken to ensure a satisfactory standard is maintained in the future.

The Port will comply with all environmental assessment requirements in relation to Natura 2000 sites and the ASSI in the normal course as required by planning legislation.

Topic Area: Dredging

Comments Received

Attendees were concerned about the impacts of dredging in the channel and associated impacts on the amenity of the lough and on marine habitats.



Dredging – Silt being dumped in the Lough should not be allowed to happen.

I noted there was to be an increase in dredging. This activity has already had negative affects on seals and the mussel beds within Carlingford Lough. What is WHA's justification for continuing and expanding this process? Warrenpoint is within an area of outstanding natural beauty and Carlingford Lough is an ASSI so how are WHA going to mitigate against any negative impacts on the Marine life and the surrounding environment.

Operational response

Options for dredging are currently under examination by consultants engaged by Warrenpoint Harbour Authority which will assess the environmental affects of dredging and disposal of the material on the Lough's natural habitats. The Port are fully aware of the sensitivities around the dredging proposals and the very high standards of environmental evidence needed to support this. A decision will be made on an application to the licensing authority once these studies are complete.

This is an ongoing and substantial activity to ensure that the Board fulfils obligations to conserve the harbour ensuring it is fit for use and can safely accommodate marine traffic. Marine and environmental specialists will be engaged in 2018 to ascertain whether a more cost-effective method of dredging can be adopted so that the Port can improve its marine access, reduce costs and most importantly be more sensitive to Carlingford Lough and the environment. The depth of both the turning circle and deep water pocket are constantly reviewed with smaller scale maintenance dredging carried out as and when necessary to retain the depth required to accommodate visiting vessels.

Should any change to the Port's dredging licence be pursued this will require an application for a new license from the Department of Agriculture, Environment and Rural Affairs Marine Licensing Division which will be subject to public consultation.

Topic Area: Mussels fishery

Comments Received

The fishermen who attended the Exhibition were concerned that the Masterplan made no mention of the fishery boats and the impacts of ports activities on the mussel beds. They feel that the Port Masterplan does not provide for expansion of berth space for the fishing boats.

There are three mussel fishery locations in the channel. There is no mention of the fishery in the Plan.

Concerns for capacity for mussel boats in the harbour. Up to 5 boats last year and expected 6 this year.

Mussels fishery activities have done damage to wildlife and seabed.

We would like to highlight our concerns as wild mussel fishermen who work from Warrenpoint. Firstly absolutely no mention of our activities within the waters being proposed for the ports expansion. The Narrow Water shellfish bed and Carlingford Inner shellfish waters are both within the areas being proposed for future development. Water quality has been steadily deteriorating over recent years. Once again no mention of these facts are forthcoming despite the obvious impacts they are and would have on our future.

Operational response

The Port operates with due diligence in relation to habitats of the Lough. Specific proposals in the Masterplan are understood not to have material impacts on known fishery reserves. Quayside capacity for the fishing fleet is held under constant review. Demand for additional spaces can be considered within proposals contained in the Masterplan strategy.



Topic Area: Future development

Comments Received

Comments on the future development plans for the Port related to the spatial Masterplan and the beyond 2040 options maps of the Masterplan document. There were particular concerns about the option to develop on the other side of the channel. Expansion to the other side of the channel is a usual option for estuary ports, but in this instance involves development in another jurisdiction. Some innovative ideas for providing access to the opposite shore in future were offered and concerns were voiced about the Port handling certain types of cargo.



Out of sight bridge which would be Port use only (Bailey bridge). No need for public to cross it. Plans for Greenbank link. A port tunnel could be built. Satellite unit on opposite shore. These are family homes! A square indicating potential future development on the southern side of the Lough shore is right over my land and my

family home. It is insensitive to be publishing this without first consulting us. Harbour should be expanded to the Golf Course. There is wildlife in the gut. There was an old salt mine works in the gut. Positive on filling the gut, would reduce the span of the Narrow Water Bridge.

Issues around reclaiming land and environmental impact. The office/commercial building – what is it for? Can we please get an assurance from the Board that there will be no chemical waste or nuclear waste taken in through this port – ever. The Port has reached its capacity and should close

Operational response

Proposals for the long term post 2043 options were provided by the engineering consultants and related to the feasibility of developing additional berthing space on the both sides of the channel. These options are notional concepts, they are not site specific, and they have not had the benefit of detailed environmental and engineering assessment. Such investigations would not be undertaken until post 2043. Accordingly, the Masterplan will remove the drawing on page 33 showing long term options.

Any proposals to reclaim land at the gut will be carefully considered in terms of its environmental aspects and its previous industrial use as a salt mine and rail siding. All statutory procedures in relation to environmental assessment will be followed in the normal course.

The use of a signature building at the new entrance to the Port is as yet unknown. This is an important gateway to the town and due care will be taken with design quality and visual impact.

The Port complies with all international maritime practices for the movement of all waste cargoes and has policies and special provisions in place to deal with these. The Port has no plans to permit or facilitate the processing of hazardous wastes on site. It is also unaware of any movement anywhere on the island of Ireland of nuclear waste via import or export.

Action:

- Amend Masterplan to remove graphic on page 33 showing long term options.



Topic Area: Boatyard

Comments Received

The plans for removal of the boatyard were the subject of much discussion and concern by attendees.



Concerns about the removal of the boatyard.

Why include in Plan proposals for Farrell's/Gilbert Ash yard as a boatyard when it is not going to happen? We were told it was a mistake and should not have been included!

Boatyard relocation is a must, as right move from pier about 10 years ago and right move, not ceased.

Move boat back to original pier similar to Peel, Ardglass and similar harbour.

One boat user asking WHA to confirm when, and where he will need to move his boat, referring to page 25 in the Masterplan which states that the former boat yard will be removed to the Gilbert Ash site.



Operational response

The location of the boat yard is of strategic importance to the Harbour Authority with the development of this area of the Port critical for the immediate growth of the business. During the early stages of planning we investigated a number of options to relocate the boat yard within the Port and these investigations did feature in the Masterplan as they were part of the Masterplan process. Issues relating to site access for boat owners, security and safety concerns, issues associated with lighting and the ground conditions meant that unfortunately it was ultimately determined that there are no other suitable sites under the ownership of Warrenpoint Harbour Authority in which we felt the boat yard could be relocated and for this reason regrettably the final plan was to terminate this service provision. We recognised that this was inconvenient for some boat owners and therefore gave 12 months' notice of this closure. Additionally, we suggested a number of alternative local sites for hard handing for boats including Carlingford Marina and Carlingford Lough Yacht Club as well as offering a limited number of spaces for winter berthing in our own town dock marina.

Action:

- Amend the Masterplan document on page 25 - the last bullet point under Phase 1 – Years 1 – 2 will be amended to read "Remove the boatyard".

Topic Area: Aids to navigation

Comments Received

Aids to navigation are not mentioned in the Masterplan as these are not the remit of the Warrenpoint Harbour Authority.



Light on the Gannway and Blackrock Rock

Comment by email from Commissioners of Irish Lights:

Irish Lights commends Warrenpoint Harbour Authority on the draft masterplan. Aids to navigation (AtoN) are not mentioned in the masterplan. These should be referenced in a similar manner to pilotage and tugs. In addition to local AtoN a number of key AtoN are still provided by Irish Lights including Hellyhunter buoy, Haulbowline Lighthouse, and the Green Island / Vidal Bank leading lights.



Operational response

In conjunction with the General Lighthouse Authority (GLA), the Commissioners of Irish Lights (CIL), Warrenpoint Harbour Authority as a Local Lighthouse Authority (LLA) have been conducting annual reviews of aids to navigations in its jurisdiction. Gannaway Rock has already been identified as requiring an upgrade to a lit aid to navigation. Warrenpoint Harbour Authority had already consulted with a number of stakeholders and formally applied to the General Lighthouse Authority for permission to upgrade and install a light on this aid to navigation. Permission has now been granted as of mid-May and Warrenpoint Harbour Authority have already tendered for the works which we hope to have completed in the coming months. As Blackrock Rock has now been brought to our attention we intend to conduct of review of this Aid to navigation and follow the same process in considering an upgrade to this aid to navigation.

Appendix 1: Consultation exhibition materials



Hello and welcome

Warrenpoint Harbour Authority has prepared a draft Masterplan to guide its future development over the next 25 years. With Brexit looming, the Masterplan is a best practice initiative to help the Port set out its plans to continue to grow and develop in a period of some uncertainty and to sustain its important role of servicing business development in the cross border region.

The Masterplan is also designed to inform the Port's leading stakeholders at government and local authority level, along with the local community and its customers, on its plans and requirements for the future. The Masterplan is not a statutory plan. It has been made after a review of legislation, national and local planning policy and guidance and a review of port operations and trade growth forecasts. It will assist local and regional planning authorities to prepare and revise their own plans.

Timeline for comments

Please take some time to browse the information and plans in the exhibition today. Full printed copies of the plan are available here. The Masterplan can also be viewed on Warrenpoint Harbour Authority's website at www.warrenpointport.com and copies are available in the local libraries in Warrenpoint and Newry.

Comments and feedback on the Masterplan should be submitted via discussion with any member of the SLR Team or in writing by Friday 18th May 2018. Please speak with any member of the SLR Team at the exhibition for further information.

What happens next?

All comments and submissions received on the Masterplan will be reported to the Board of Warrenpoint Harbour Authority for their review and consideration in May 2018. The Board will then decide on the final content of the Masterplan and adopt it accordingly as part of their corporate policy.

Thank you.

PORT MASTERPLAN 2018-2043





Corporate plan and strategy

Warrenpoint Harbour Authority is one of Northern Ireland's main commercial ports serving a hinterland which includes the southern part of Northern Ireland and the northern part of the Republic of Ireland. Warrenpoint is the second port in Northern Ireland and the fifth on the island of Ireland. Its geographic position constitutes a major strategic advantage located halfway on the main strategic network of the Belfast to Dublin economic corridor.



Vision

To be a leading commercial port, continually growing whilst maximising our contribution to the regional economy and community.

Mission

By exceeding our customers' expectations and fully utilising our assets, to grow in a safe and sustainable way for our stakeholders.

Values

- Safety First: We adhere to the highest health and safety standards to deliver safe environment for customers and colleagues.
- Complete Integrity: We are honest, open and ethical in all our activities and interactions.
- Our Team: We work as one team, flexible and willing to learn for the benefit of all.
- Total Respect: We treat everyone as we would like to be treated ourselves.

PORT MASTERPLAN 2018-2043



Appendix 1: Consultation exhibition materials



Our contribution to the region

Warrenpoint Harbour is Northern Ireland's second busiest Port. It plays a critical role in the economic development of the cross border region:

- In 2017, the value of goods moving through Warrenpoint Harbour was £6.2 billion, £164 million of which was direct international trade. The Port handled 3.48 million tonnes of cargo in 2016 increasing to 3.56 million tonnes in 2017.
- Every 1 worker employed by the Harbour creates 2.5 jobs and every £1 of income earned by our workers generates £2.10 of spend in the wider NI economy.
- Up to 40% of the goods moving through the Port begins or ends its journey in the Republic of Ireland.
- In 2016 the Harbour Authority employed the equivalent of 65 full time workers, each contributing £57,325 worth of productivity, with total earnings of £1.74 million and a total company Gross Value Added (GVA) of £3.7 million.
- 97% of the Harbour Authority's employees reside in the Newry, Mourne and Down District Council area, and the average journey to work for employees is just over 3 miles.

3.48 million
tonnes of cargo in 2016 increasing to

3.56 million
tonnes in 2017

£6.2 billion
The total throughput value of this cargo was

x2.5
Jobs Multiplier

x2.10
Income Multiplier

67
Number of employees

200
Jobs supported

994
Number of vessels

SLR

PORT MASTERPLAN 2018-2043



What we need to plan for

We need to plan to be resilient over the Brexit transition period and beyond to serve our cross border hinterland well, look after our customers in what may be a challenging trading period, and grow and diversify our port business.

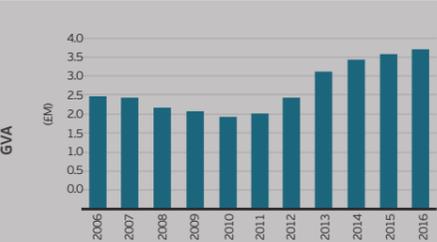
Current operations

- In 2016 Warrenpoint Port handled 3.48 million tonnes of cargo, an increase of 7.4% over 2015.
- The largest cargo by volume is Seatruck's RO-RO traffic with a scheduled service from Heysham.
- The Port also handles containers and bulk and general cargo of grain, timber, steel and cement.

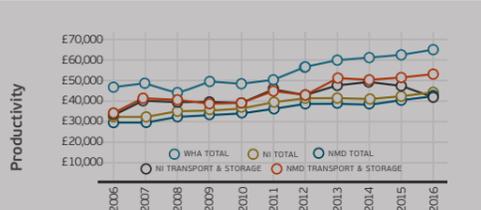
The trade forecasts remain positive and we must plan to meet these requirements:

- The majority of traffic at Warrenpoint Harbour is expected to remain Roll on - Roll off (RO-RO) freight. Traffic growth in this sector is expected to increase 55% in the Central Case and 80% in the High Case by 2040. A maximum of 8 hectares of additional storage land is required to accommodate this growth.
- Lift on - Lift off (LO-LO) is restricted by channel length and the location of the turning circle at Warrenpoint. Traffic growth in this sector is forecast to increase by a lower 25% by 2040. This growth can be accommodated within the existing dockside capacity at the Port.



GVA (€M)



Productivity (€10,000)



Turnover (€M)



Throughput (000s)

PORT MASTERPLAN 2018-2043

SLR

Appendix 1: Consultation exhibition materials



Our plan priorities

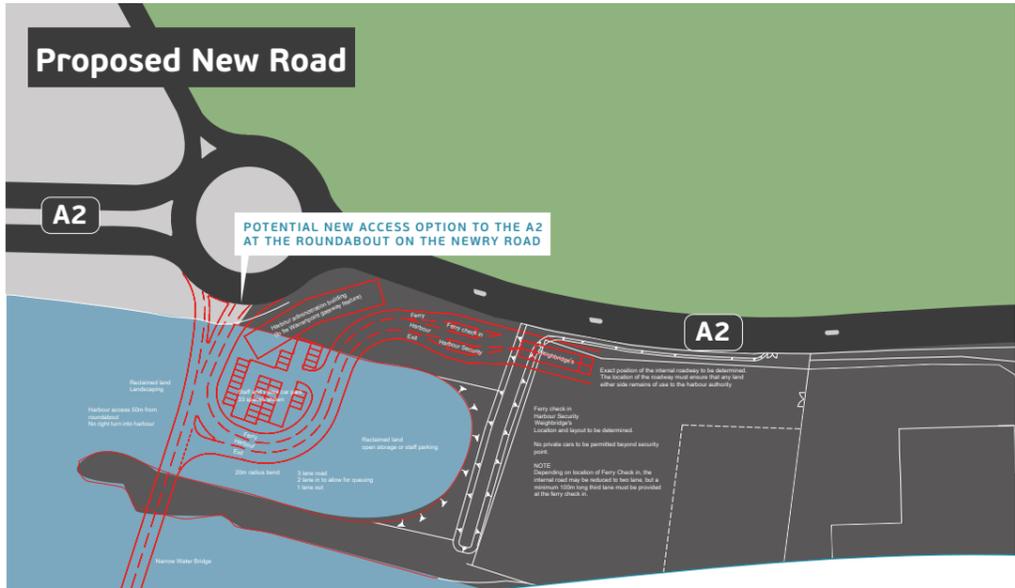
We have set 5 core objectives of the Masterplan to address the key issues affecting the future operation of the Port.

1: Improve transportation and circulation

We need to achieve a better route to the A1/N1 via the proposed Southern Relief Road so that goods can reach our cross border hinterland without causing unnecessary congestion and travel delays in Newry. This is our number one strategic priority with the Department for Infrastructure. At Warrenpoint, we need to achieve a better and safer form of access to the Port. We want to explore the options with Transport NI to bring a new road access into the Port from the roundabout and create a one way system for freight movement. We also have to maintain the sea channel to the Port with a more efficient dredging plan that allows shipping numbers to increase, turn safely and dock at the Port. We will be working closely with Northern Ireland Environment Agency on this in the coming months.

2: Improve Port capacity, operations and facilities

We need to improve how port operations work by providing better access and storage facilities, a safer working environment, better internal circulation and new facilities for more efficient loading and unloading of cargoes. This may require the consolidation of parts of the Port estate by acquisition and reclamation of areas such as 'the gut'.



Proposed New Road

POTENTIAL NEW ACCESS OPTION TO THE A2 AT THE ROUNDABOUT ON THE NEWRY ROAD



PORT MASTERPLAN 2018-2043



Our plan priorities

3: Grow a diverse customer base

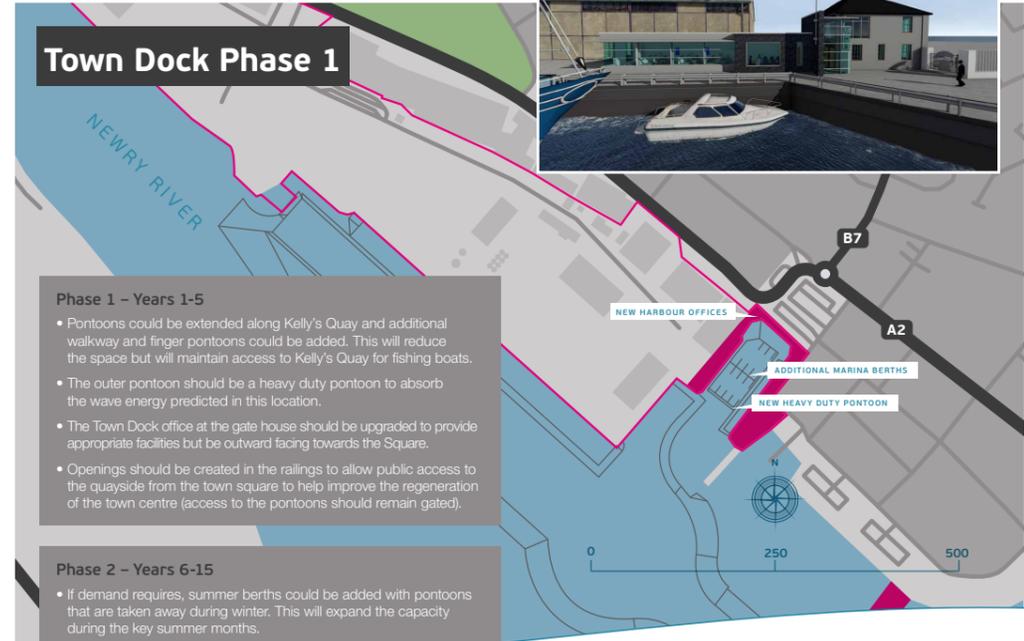
The Port needs to strengthen and diversify its customer base. This means developing better cargo handling facilities and more specialist storage solutions to encourage new customers and serve our existing customers better. Over the early years of the Masterplan we will be investing in new cranes, plant and machinery and redeveloping facilities for our customers and shipping agents.

4: Develop and improve linkages with the Town

We have a strong commitment to the Warrenpoint community. Under the Masterplan we want to redevelop the Town Dock Office as our main administration centre so that we face the Town Square and provide an open public access through the railings to the Marina. These proposals should have a major regeneration and amenity impact on the town centre.

5: Develop a long term strategy expansion

Through necessity ports have to plan for the long term so we have to canvas options for what might happen even beyond the next 25 years. For an estuary Port like Warrenpoint Harbour, this means looking at the strategic options for increasing dockside capacity and making sure that long term options are not compromised by short term development decisions.



Town Dock Phase 1

Phase 1 – Years 1-5

- Pontoons could be extended along Kelly's Quay and additional walkway and finger pontoons could be added. This will reduce the space but will maintain access to Kelly's Quay for fishing boats.
- The outer pontoon should be a heavy duty pontoon to absorb the wave energy predicted in this location.
- The Town Dock office at the gate house should be upgraded to provide appropriate facilities but be outward facing towards the Square.
- Openings should be created in the railings to allow public access to the quayside from the town square to help improve the regeneration of the town centre (access to the pontoons should remain gated).

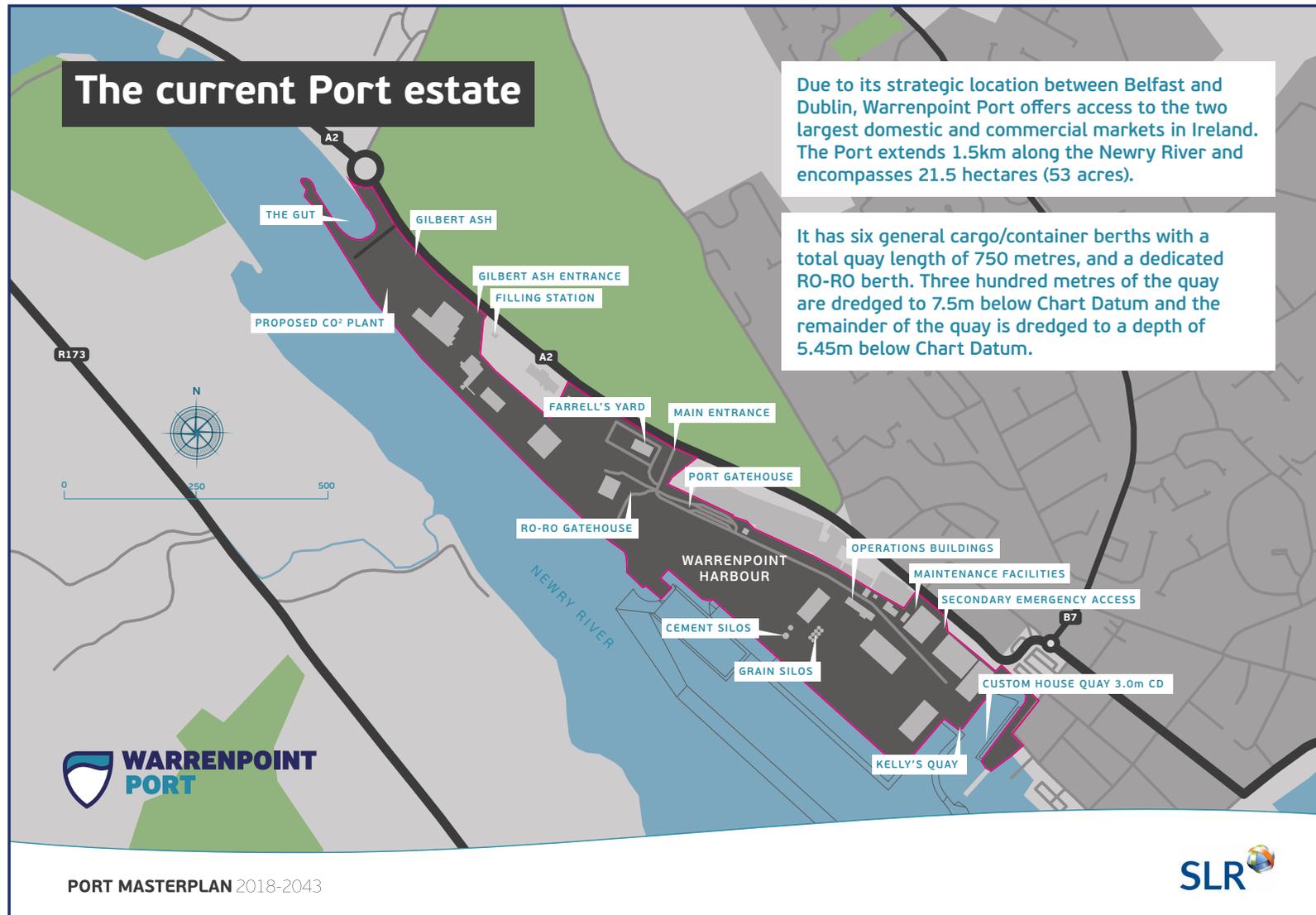
Phase 2 – Years 6-15

- If demand requires, summer berths could be added with pontoons that are taken away during winter. This will expand the capacity during the key summer months.

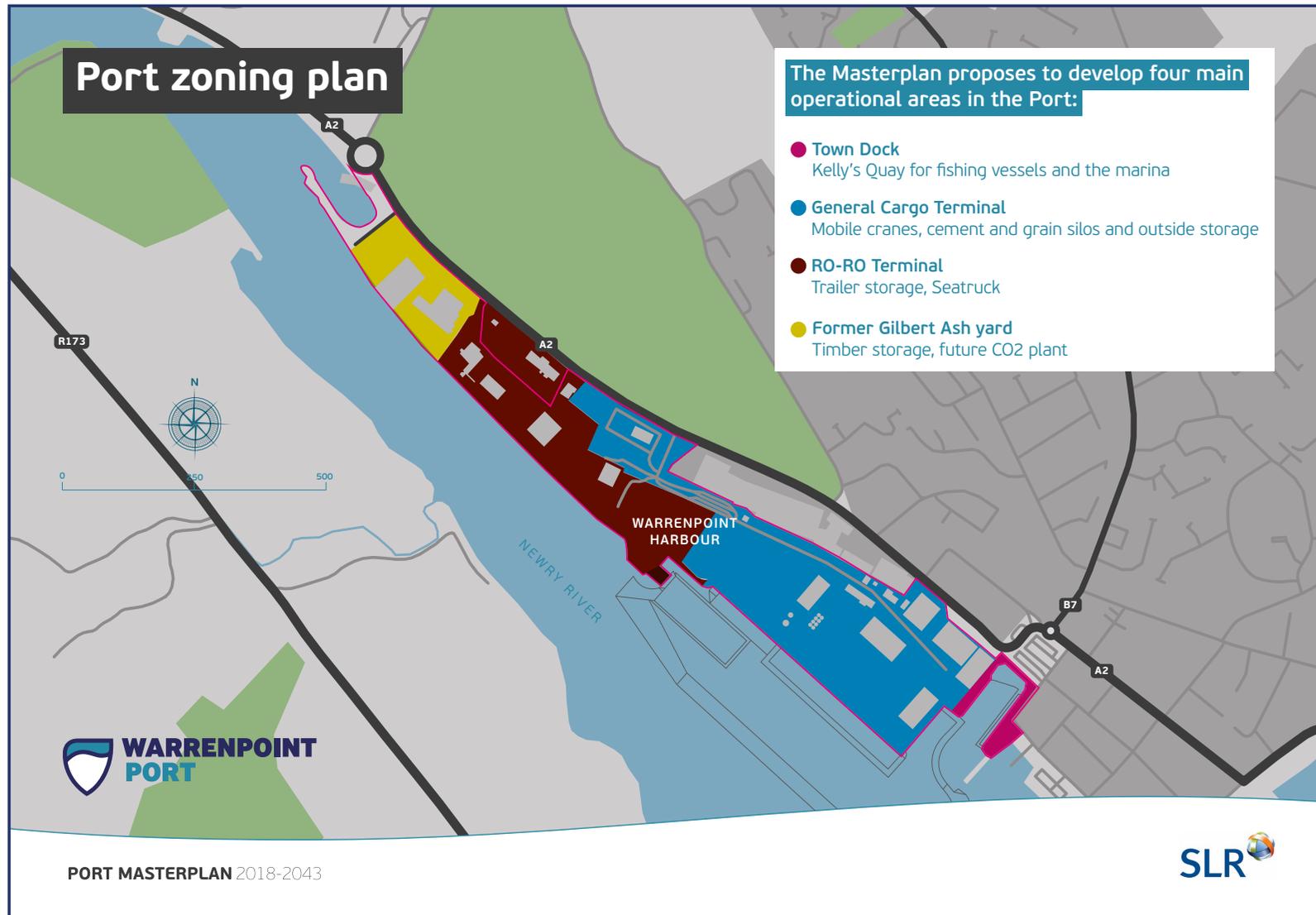


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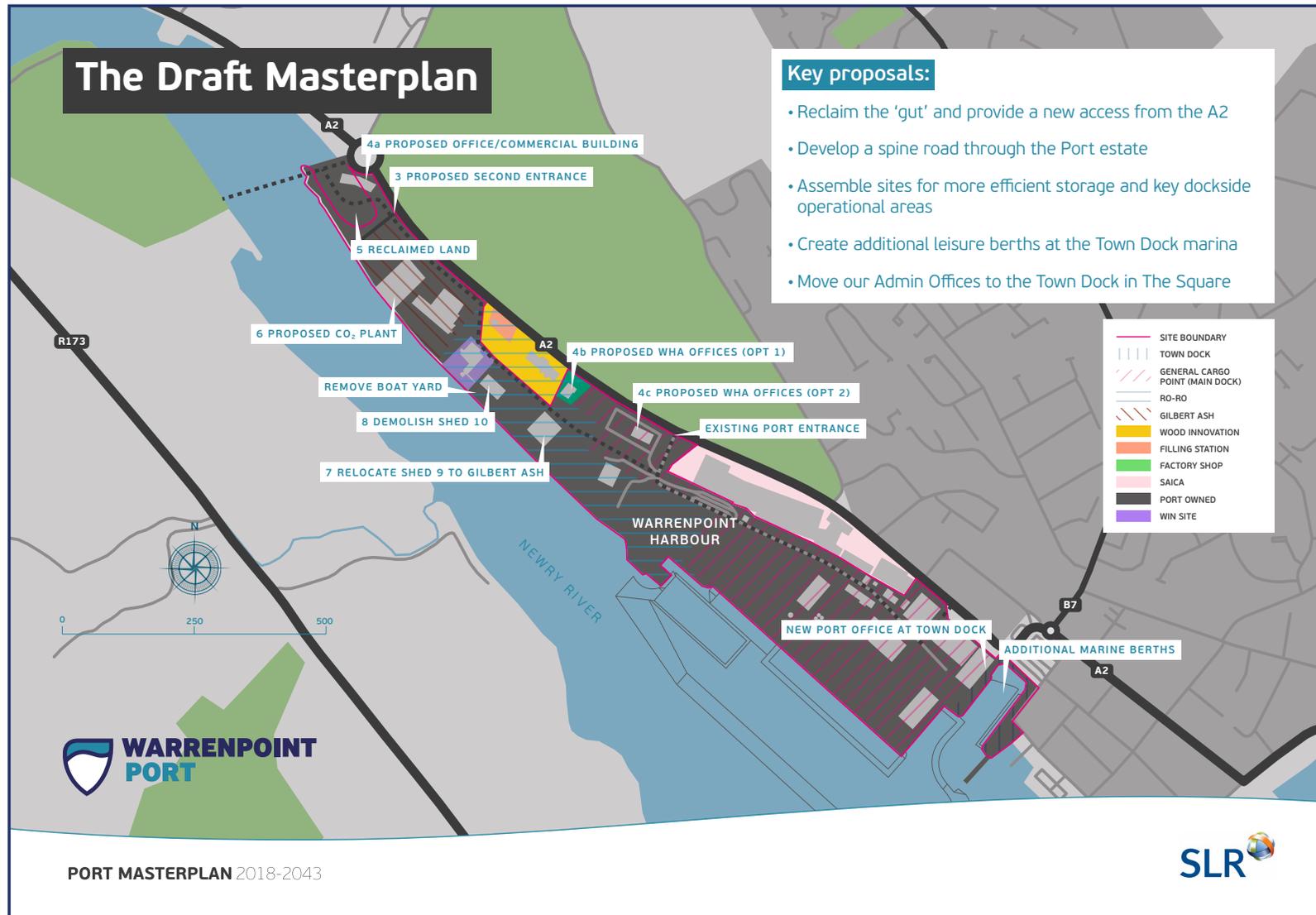
Appendix 1: Consultation exhibition materials



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Have your say

Warrenpoint Harbour Authority are keen to hear your views on the Port Masterplan.

Please take a few moments to complete the comment form.

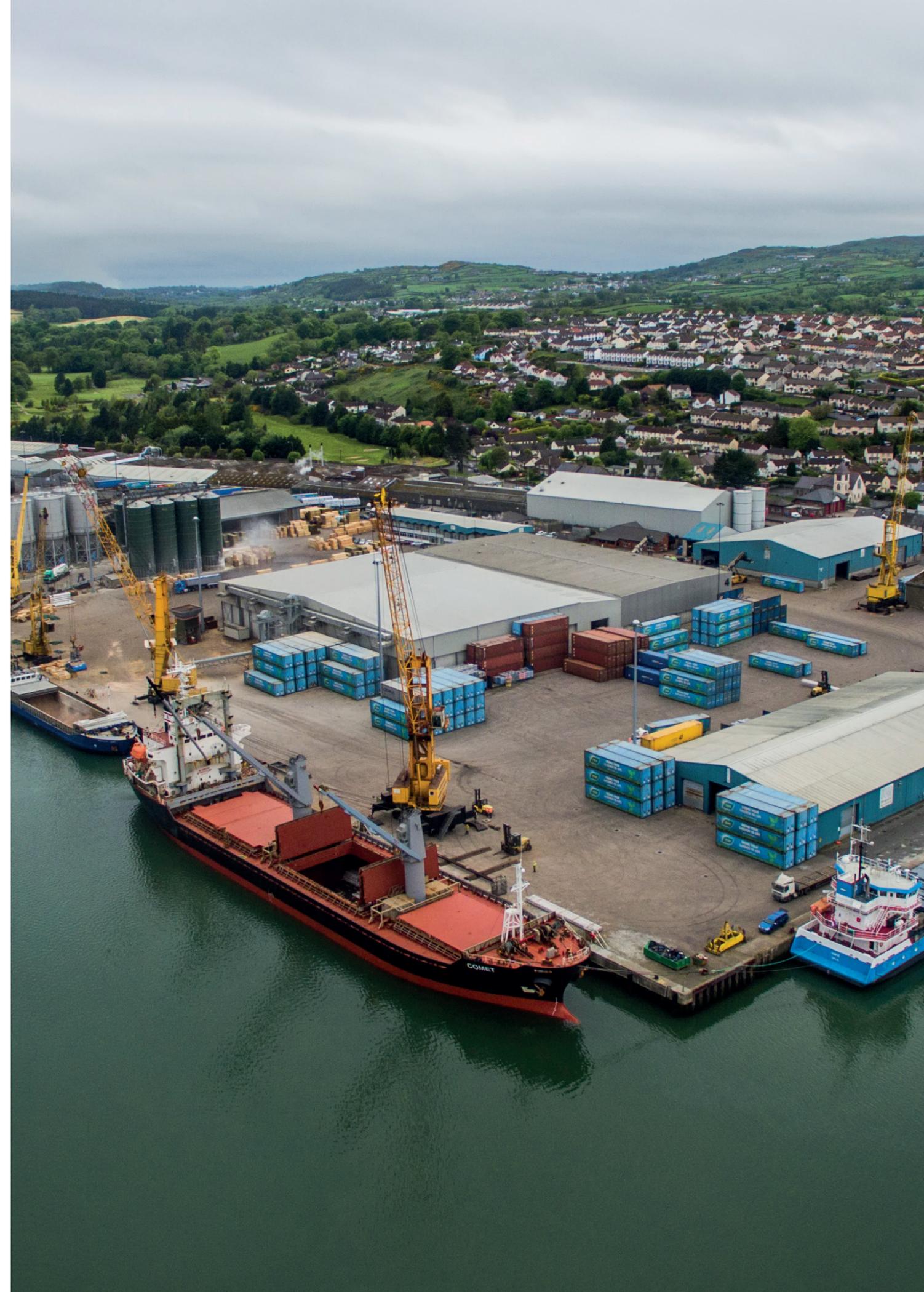
Next steps and timeline

Comments and feedback on the Masterplan should be submitted via discussion with any member of the SLR Team or in writing by using the form provided by Friday 18th May 2018. You may also return written comments to:

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PORT MASTERPLAN 2018-2043





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