



Derry and Strabane
Local Planning Office,
Orchard House
40 Foyle Street
Londonderry
BT48 6AT

1st November 2016

Dear Sir/Madam

Planning application: LA11/2016/0828/DETEIA – Refurbishment of an existing building, re-alignment of existing railway track and construction of new platforms, parking and hardstandings at Waterside Railway Station, Duke Street, Londonderry, BT47 6DH

Thank you for your recent correspondence dated 7th October 2016 in relation to the above-mentioned proposed development. The Loughs Agency is the statutory body charged with the conservation, protection and development of inland fisheries within the Foyle and Carlingford systems, the promotion of development of Loughs Foyle and Carlingford, and catchments for commercial and recreational purposes in respect of marine, fishery and aquaculture issues and the development of marine tourism.

The Loughs Agency has considered the information provided and would have no objection in principle to the proposed development. The applicant should demonstrate best environmental practice when working close to



watercourses. The potential for deleterious matter to enter a watercourse is of primary concern. Impacts on the aquatic environment such as a decrease in water quality can cause a significant impact upon various life history stages of fish species.

The applicant should also be aware that it is an offence under section 41 of the Foyle Fisheries Act (1952) to cause pollution which is detrimental to fisheries interests.

Yours sincerely



Dr Declan Lawlor CEnv

Environmental Officer

On behalf of the Loughs Agency.



Department for
Infrastructure
An Roinn
Bonneagair

www.infrastructure-ni.gov.uk

44 Seagoe Industrial Estate
CRAIGAVON
Co. Armagh
BT63 5QE
Tel: 028 3839 9118

Derry & Strabane District Council
98 Strand Road
Londonderry
BT48 7NN

Your Ref: LA11/2016/0828/DETEIA
Our Ref: IN1-16-10610

Date: 27th October 2016

Dear Sir/Madam,

RE: REFURBISHMENT OF BUILDING, RE-ALIGNMENT OF TRACK & NEW PLATFORMS - WATERSIDE RAILWAY STATION, DUKE STREET, LONDONDERRY, BT47 6DH (DETEIA).

Thank you for your consultation dated 7th October 2016 regarding the above proposal.

Rivers Agency's remit is limited to commenting on flood risk and drainage matters in accordance with planning Policy Statement 15 Planning and Flood Risk (PPS 15). It is outside Rivers Agency's remit to express an opinion as to whether the proposed development would or would not be EIA development. If the planning authority deems that an EIA is required then paragraph 5.8 of PPS 15 requires that flood risk and drainage assessment are addressed in the Environmental Statement.

I trust you find the foregoing helpful and should you require any further information or clarification please contact me at the above address.

Yours faithfully,

Geoffrey RL Slater
Engineer (Planning Advisory Unit)

D Burnside Mott MacDonald
The Boat
49 Queen's Square
Belfast
BT1 3FG

Derry City & Strabane District Council
98 Strand Road
Derry
BT48 7NN

Date: 26th October 2016
Your Ref:
Our Ref: LA11/2016/0828/DETEIA
(Please quote at all times)
Please Contact: Andree McNee
Contact Number: 0300 200 7830

Dear Sir/Madam,

Location: Waterside Railway Station, Duke Street, Londonderry, BT47 6DH,

Proposal: Refurbishment of an existing building, re-alignment of existing railway track and construction of new platforms, parking and hardstandings.

I refer to your letter received by the Council on 30th September 2016, accompanying plans and information requesting a determination under Regulation 7 (1) (a) of the Planning (Environmental Impact Assessment) Regulations (NI) 2015 as to whether the above proposal would be an EIA development as defined by the same Regulations.

The Council has determined that your proposal is not an EIA development and as such a planning application, if submitted, does not need be accompanied by an Environmental Statement.

This, of course is not a planning decision on your proposal

Yours faithfully



Derry and Strabane Planning Manager

EA DETERMINATION SHEET

Applic. No. LA11/2016/0828/DETEIA

Date Received 30.09.2016

Case Officer: **Andree McNee**

Proposal: **Refurbishment of an existing building, re-alignment of existing railway track and construction of new platforms, parking and hardstandings.**

Location: **Waterside Railway Station, Duke Street, Londonderry, BT47 6DH**

Deadline for Determination: **28 October 2016**

Extension of time requested: **No** Date Agreed: **N/A**

The Planning (Environmental Impact Assessment) Regulations (Northern Ireland) 2015

Does the development fall within the scope of Schedule 1 of the above Regulations: -
NO

Does the development fall within the scope of Schedule 2 of the above Regulations: -

Yes

If 'Yes' which category: -

10 (C) - The carrying out of development to provide for the construction of intermodal transshipment facilities and of intermodal terminals (unless in Schedule 1)

What are the likely environmental effects of the project:-

Traffic generation

Noise

Pollution

Contamination

Impact on Listed Building and setting

Archaeology

Ecology – Protected Species/Bats

Invasive species

Potential impact on River - discharge/run-off

Waste

Were consultations necessary to complete the environmental assessment determination? If YES please specify.

Transport NI
Rivers Agency
Shared Environmental Services
Loughs Agency
Historic Environment Division
Northern Ireland Environment Agency

Are the environmental effects likely to be significant:- NO

Recommended Determination

An Environmental Statement is not required for the following reasons:

This proposal is for the Northwest Active transport Hub which is intended to link travel options through, within, to and from the City including connections to cross border, inter-county and regional travel links. Travel modes to be considered and linked include rail, bus, walking, cycling and car travel.

The proposal is strategically important for the City and the wider environs.

The agent has indicated that the site area of the application site will be 1.34 hectares.

The proposed development will see the refurbishment of an existing Listed Building (Waterside Railway terminus Grade B1), realignment of existing railway track and construction of new platforms, parking, hardstanding and access roads.

Transport NI have advised in their consultation that a Transport Assessment will be required to be submitted with any Planning application in order to comprehensively address and review all the Hub's potential transport impacts and to agree any mitigation necessary. TNI have advised that little information has been provided to assess the Hub's impact and a scope for the Transport Assessment should be provided.

HED - Historic Buildings have advised that the development may have a significant effect on the listed building The proposal involves the redevelopment of a Listed Building (Grade B1).

They consider that any issues in relation to the building can be dealt with through the normal planning process and associated Listed Building Consent application. They recognise that the building is a significant heritage asset within the local Council Area.

They state that should an ES be required, Historic Buildings consider a Listed Building section is NOT necessary in the Cultural Heritage/Material Assets Chapter of the Environmental Statement.

HED - Historic Monuments have advised that the station is recorded within the Industrial Heritage Record (IHR) and as such is considered a Monument of Local Importance. Therefore, should it be determined that an Environmental Impact Assessment is required then HED HM

would require an archaeological section within it. However, if it is determined that an EIA is not required then HM would still require an Archaeological Impact Assessment with a particular focus on the industrial heritage features of the site.

DEARA have responded to the DETEIA consultation but not to the PAD consultation as yet. They have advised that comments will be made to the PAD consultation in due course. They refer to published guidance and relevant Standing Advice Notes. Should the Council determine that the proposal is EIA development DEARA may be consulted further to advise on the scope.

Shared Environmental Services (SES) advised that the site is not wholly or partly in a sensitive area within the meaning of Part 1, Regulation 2 (f) of the Planning (EIA) Regulations (NI) 2015. SES have not reviewed whether the site is within another sensitive area as defined in Reg 2 a, b, c, d, e.

As such SES consider an EIA would not be necessary in order to further consider the potential environmental impacts of this development on European sites.

A planning application will be subject to a HRA.

SES further advise that the following European sites may be affected by the proposal:

River Foyle and tributaries SAC

River Finn SAC

Lough Foyle SPA/Ramsar

Rivers Agency and Loughs Agency were also consulted on the DETEIA but no response has been received to date.

In summary the following reports/information will be required to be submitted with any application:

Transport Assessment.

Archaeological Impact Assessment

Habitats Regulation Assessment

Potential contamination reports

Construction Management Plan

Drainage Assessment

Additional application for Listed Building Consent

The site contains an important Listed Building and is identified as a Archaeological site and monument.

Given the previous use of the site and the proximity to the River Foyle, contamination reports are likely to be requested.

Given the location of the site and the nature of the proposal for a Transport Hub there is likely to be transport issues which will be fully assessed in the transport assessment.

The building/site may contain protected species – bats and the agent has already prepared a Bat Roost Potential survey.

The wider area contains invasive species - Japanese Knotweed and Giant Knotweed.

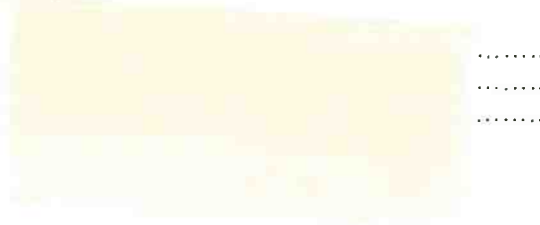
The site is not located in a sensitive area.

It is therefore considered that an Environmental Statement is not required to be submitted with the application and all relevant matters can be addressed through the normal processing of the

planning application.

Signatures

- 1.
- 2.
- 3.



Dated

17/10/16
27/10/16
27.10.16

REASONS WHY AN EA DETERMINATION IS NECESSARY

PROPOSAL: Refurbishment of an existing building, re-alignment of existing railway track and construction of new platforms, parking and hardstandings.

This form must not be detached from EA Determination Sheet

The agent has indicated that the application site will be 1.34 hectares.

Therefore the development would fall under Schedule 2 10 (C) - The carrying out of development to provide for the construction of intermodal transshipment facilities and of intermodal terminals (unless in Schedule 1) where the area of the development exceeds 0.5 hectares.

Signature

- 1.
- 2.
- 3.



Dated

27/10/16
27/10/16
27-10-16

PROPOSAL: Refurbishment of an existing building, re-alignment of existing railway track and construction of new platforms, parking and hardstandings.

1. Characteristics of development.

The characteristics of development must be considered having regard, in particular, to: -

- a the size of the development;

the agent has indicated that the size of the application site will be 1.34 hectares. It is not considered that the size of the site or the nature of development to be such a scale as to have significant environmental impacts.

- b the cumulation with other development;

there are no other current planning applications in the immediate vicinity. The redevelopment site of Ebrington is located to the North of the site. There have been a number of planning approvals for this site and applications ongoing currently being considered by Council. The applications are mainly for the redevelopment/extension of existing buildings within the site. A Masterplan for the Ebrington site has been approved in outline in January 2016.

- c the use of natural resources;

the development involves the redevelopment of an existing listed building and surrounding infrastructural improvements. Given the scale of the development and the resources to be in its construction and operation, it is not considered to have a significant effect.

- d the production of waste;

the only waste to be produced from the proposed development is likely to be foul sewerage. It is not envisaged there will be any significant impact in respect of waste.

- e pollution and nuisances;

As the proposed development is for a Transport Hub, there is likely to be pollution and nuisances from noise generated from traffic, namely buses and cars. The existing railway station is to be relocated to the historic station and additional transport modes encouraged which include bus/coach, cycling and walking. The traffic impact will be assessed through a Transport Assessment and

pollution and nuisances will be evaluated by Council. There is also the potential for noise and dust pollution during construction. There is also the potential for run off into watercourses during the construction period. It is likely that a Construction Management Plan will be requested with the application as well as a drainage assessment. As the proposal is for the redevelopment of an existing railway station beside a main arterial route it is not envisaged that pollution and nuisance generated from the proposed development would be significant.

- f) the risk of accidents, having regard in particular to substances or technologies used.

The construction phase has the potential for risk of accidents. It is not envisaged that there will be particularly hazardous substances or technologies used during the operation stage. The deleterious materials that are used during construction period can be dealt with through the submission of a Construction Method Statement.

2. Location of development

The environmental sensitivity of geographical areas likely to be affected by development must be considered, having regard, in particular, to: -

- a) the existing land use;

the site as identified contains the existing Waterside Railway Station, the former Railway Terminus (Listed Building) railway lines and associated hardstanding. The existing land use within the application site holds no particular environmental merit and therefore redevelopment of the site is unlikely to have a significant environmental impact.

- b) the relative abundance, quality and regenerative capacity of natural resources in the area;

Considering the nature of the site there is little in terms of natural resources albeit the River Foyle is adjacent the site to the West. Given the nature of the existing use of the site it is not envisaged that the development will have a significant effect on the natural resources or on the environment in general.

c) the absorption capacity of the natural environment, paying particular attention to the following areas:-

i.) wetlands;

the site is not within a wetland

ii.) coastal zones;

the site is not within a coastal zone

iii.) mountain and forest areas;

the site is not within a mountainous or forested area

iv.) nature reserves and parks;

the site is not within a nature reserve or park

v.) areas classified or protected under EEA states' legislation; areas designated by EEA states pursuant to Council Directive 79/409/EEC on the conservation of wild birds (a) and Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (b);

the site is not within a designated site

vi.) areas in which the environmental quality standards laid down in Community legislation have already been exceeded;

Not applicable in this case

vii.) densely populated areas;

the site is located in the commercial core of the City of Derry and would therefore be considered as being located in a densely populated area

viii.) landscapes of historical, cultural or archaeological significance.

The site is located within a site of archaeological significance.

3. Characteristics of the potential impact

The potential significant effects of development must be considered in relation to criteria set out under paragraphs 1 and 2 above, and having regard in particular to: -

- a) the extent of the impact (geographical area and size of the affected population);
Whilst the application site itself is relatively modest and located in an urban context, given the proposed development as a Transport HUB for the City of Derry and its wider hinterland including wider towns and villages in the north and also extending into Donegal and wider in the South, the extent of the impact both in terms of geographical size and size of the affected population could be considered as being quite far ranging. The impacts in terms of traffic generation in terms of rail, bus, car will be assessed through the transport Assessment.
- b) the transfrontier nature of the impact;
As above, due to the proposed development being a Transport Hub which will extend travel for the City and its wider hinterland including Northern Ireland and the South of Ireland, the proposal will have a transfrontier impact in terms of potential traffic generation. However the proposal is located at the site of an existing railway station and on a main arterial route into and out of the City.
- c) the magnitude and complexity of the impact;
the nature of any development on the site would not be considered to be of particular magnitude or complexity.
- d) the probability of the impact;
None considered outside of the generation of additional traffic which would not be considered to be of great magnitude or complexity
- e) the duration, frequency and reversibility of the impact;
As stated previously, the possibility of any impact will largely be confined to the traffic generation of the proposed development. This impact will not be reversible.

Signature of Officer:



Date: 27/10/16.

Historic Environment Division
Causeway Exchange
1-7 Bedford Street
Belfast
BT2 7EG

Tel: 028 9082 3100
Email: HEDPlanning.General@communities-
ni.gov.uk

Date: 24 October 2016

Dear Sir/Madam

Planning Application Ref.: LA11/2016/0828/DETEIA
Location: Waterside Railway Station
Duke Street
Londonderry
BT47 6DH
Proposal: Refurbishment of an existing building, re-alignment of existing railway track and construction of new platforms, parking and hardstandings.

Thank you for your consultation on the above application, received by DfC on 07/10/2016

Historic Environment Division (HED) has reviewed the details of the application and provides summary comments as follows:

Archaeology and Built Heritage

HED Historic Buildings consider the refurbishment of the existing listed building, re-alignment of existing railway track and construction of new platforms, parking and hardstandings may have a significant effect on the listed building. However, should it be determined that an Environmental Impact Assessment (EIA) is required, Historic Buildings consider a listed building section is not necessary in the Cultural Heritage/ Material Assets Chapter of the Environmental Statement.

HED Historic Monuments:

Should it be determined that an Environmental Impact Assessment (EIA) is required then : Historic Monuments would require an archaeological section within it. However, if it is determined that an EIA is not necessary then HM would still require an Archaeological Impact Assessment (AIA) with a particular focus on the industrial heritage features within the site.

Should you seek further clarification on any of the issues raised in this response, please do not hesitate to contact the HED Planning Team.

Kind Regards

Historic Environment Division

Issued on behalf of Department for Communities

Archaeology & Built Heritage

Section Reference: HB01 09 005

Considerations

Historic Environment Division (HED) has been consulted to consider the effect of the application at Waterside Railway Station, Duke Street, Derry (aka Waterside Railway Terminus, Bond's Hill, Derry); a Grade B1 listed building of special architectural and historic interest as set out in Section 80 and is protected under the Planning Act (NI) 2011.

HED has considered the impact of the proposal on the building and on the basis of the information provided give the following advise:

- HED Historic Buildings consider the refurbishment of the existing listed building, re-alignment of existing railway track and construction of new platforms, parking and hardstandings may have a significant effect on the listed building. However, should it be determined that an Environmental Impact Assessment (EIA) is required, Historic Buildings consider a listed building section is not necessary in the Cultural Heritage/ Material Assets Chapter of the Environmental Statement.

Explanatory note

Historic Buildings supports the proposal in principle, and consider that any issues relating to the Waterside Railway Terminus can be dealt with through the normal planning process and associated Listed Building Consent application under policy requirements of SPPS and PPS6.

Historic Buildings recognise that Waterside Railway Terminus is a significant heritage asset within the local Council area and its potential to act as an important tourist and transport hub. We have been involved in initial stakeholder engagement with the applicant and agent.

These comments are made in relation to the requirements of the Strategic Planning Policy Statement for Northern Ireland (SPPS) and Policy BH11 (Development affecting the Setting of a Listed Building) of the Department's Planning Policy Statement 6: Planning, Archaeology and the Built Heritage.

Informatives

Additional information/advice (e.g. on legislation, guidance, contacts, etc.) for applicant's awareness of rules and regulations:

- a) Strategic Planning Policy Statement for Northern Ireland (SPPS) – Planning for Sustainable Development.
- b) Planning Policy Statement 6 (PPS6) – Planning, Archaeology and the Built Heritage.
- c) BS 7913:2013, Guide to the conservation of Historic Buildings.
- d) Consultation Guide: Required Environmental Information, A guide to supporting information required for effective consultations (Section 16).
- e) Consultation Guide: A guide to consulting HED on development management applications
<https://www.communities-ni.gov.uk/publications/guide-consulting-hed-development-management-applications>

Archaeology & Built Heritage

- f) Consultation Guide: Historic Buildings & Energy Efficiency, A Guide to Part F of the Northern Ireland Building Regulations 2006.
- g) Technical Notes –
<https://www.communities-ni.gov.uk/publications/11%2B14/11%2B14/type/guidance/topic/10295?search=technical>
- h) Development Management Practice Note: Design and Access Statements
http://www.planningni.gov.uk/index/advice/practice-notes/dm_practice_note_12_das_complete-3.pdf

Archaeology & Built Heritage

Section Reference SM11/1 IHR 01339:094

Considerations

The application is for modifications to the Waterside Railway Station (IHR 01339:094). This station is recorded within the Industrial Heritage Record (IHR) and as such is considered a monument of local importance. Policy BH 2 of PPS 6 applies. This is one of the features of the BNCR Main Line between Belfast to L'Derry.

Therefore, should it be determined that an Environmental Impact Assessment (EIA) is required then Historic Environment Division: Historic Monuments (HED: HM) would require an archaeological section within it. However, if it is determined that an EIA is not necessary then HM would still require an Archaeological Impact Assessment (AIA) with a particular focus on the industrial heritage features within the site. The AIA should be prepared by a professional archaeologist/archaeological consultancy to include:

1. A detailed industrial archaeology survey to identify and record any industrial archaeological remains and assess the impact of the proposed development upon them. This should inform the layout and design as any significant features should be retained within the development site.
2. A detailed overview of the likely impact of development on the archaeological sites and monuments nearby. This should include a desktop survey of the area, making use of any relevant information held in the Monuments and Buildings Record, historic maps of the area, information of archaeological sites, monuments, and artefacts held by the Ulster Museum, consultation of the excavation database and any other relevant sources. There should be a field inspection of the application site to identify any other previously unrecorded, upstanding archaeological remains, and to identify areas of highest archaeological potential.
3. A mitigation strategy to include recommendations for identification, recording and preservation of in-situ archaeological remains and for mitigation of the known industrial heritage features and previously unrecorded archaeological remains that may exist within the development site. This may also include a phase of predevelopment evaluation to inform the design and layout of the proposed development. The mitigation strategy should also make provisions for works that may be necessary after the development work is completed. This may include post-excavation processing and analysis of the archaeological material retrieved, preparation of specialist reports etc. and the preparation of a final report. All this should be in line with PPS 6 Policy guidelines.

Andree McNee

From: Andree McNee
Sent: 18 October 2016 16:02
To: 'Graeme Moore'
Subject: LA11/2016/0772/PAD
Attachments: doc05691820161018153132.pdf

Graeme

With regards to the current PAD file for the Derry Active Transport Hub and in response to your e mail dated 14 October, please see attached consultation responses from Rivers Agency and Shared Environmental Services. Planning are still awaiting responses from Loughs Agency and NIEA. These will be forwarded to you as soon as they are received.

Based on the consultation responses to date, can you advise with whom you feel a meeting will be beneficial and I will arrange as soon as possible.

I am aware from correspondence from TNI that they have been engaging on the Transport Assessment.

With regards to the DETEIA, a determination as to the need for environmental impact assessment has not yet been carried out but will be done as soon as possible.

Regards

Andree

Planning Response Team
Klondyke Building
Cromac Avenue
Gasworks Business Park
Lower Ormeau Road
Belfast
BT7 2JA
Tel: 028 9056 9604
Email: planningresponse.team@daera-ni.gov.uk

Date: 10 October 2016

Dear Sir/Madam

Planning Application Ref.: LA11/2016/0828/DETEIA
Location: Waterside Railway Station
Duke Street
Londonderry
BT47 6DH
Proposal: Refurbishment of an existing building, re-alignment of existing railway track and construction of new platforms, parking and hardstandings.

This EIA Determination consultation has been received whilst a PAD consultation LA11/2016/0772/PAD received 20/09/16 is on-going. We have circulated the PAD consultation to the relevant teams within DAERA. If they have any comment they will return their response in due course.

The responsibility for making a determination as to whether the application is for EIA development lies with the Council.

NIEA has published guidance on the Planning Portal to assist planning authorities assess the potential impacts of a proposal on the environment and the supporting environmental information required. Please refer to the NIEA Required Environmental Information guide and relevant Standing Advice Notes on http://www.planningni.gov.uk/index/advice/northern_ireland_environment_agency_guidance.htm

NIEA has also published digital datasets on the DAERA website relating to natural heritage and the water environment which can be accessed via the hyperlink below which may be used to determine whether the development lies within a 'sensitive area' as defined by The Planning (Environmental Impact Assessment) Regulations (Northern Ireland) 2015. <https://www.daera-ni.gov.uk/articles/download-digital-datasets>

Should the planning authority determine that a development proposal is EIA development, DAERA may be consulted as appropriate to advise further on the scope of the environmental information required to support this application.

Kind Regards

Planning Response Team

On behalf of DAERA

SES.

Shared Environmental Service
County Hall
182 Galgorm Road
Ballymena
Co. Antrim
BT42 1QF

Date: 12/10/2016

Planning Reference: LA11/2016/0828/DETEIA

Location: Waterside Railway Station, Duke Street, Londonderry, BT47 6DH

Proposal: Refurbishment of an existing building, re-alignment of existing railway track and construction of new platforms, parking and hardstandings.

Consultation – EIA Standard

This planning application was considered in light of the assessment requirements of Regulation 43 (1) of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended) by Shared Environmental Service on behalf of Derry City and Strabane District Council which is a competent authority responsible for authorising the project and any assessment of it required by the Regulations.

SES advises that application LA11/2016/0828/DETEIA is not wholly or partly in a sensitive area within the meaning of Part 1, Regulation 2 (f) of The Planning (Environmental Impact Assessment) Regulations (Northern Ireland) 2015. Note that SES has not reviewed whether this site is within another sensitive area as defined in Regulation 2 (a), (b), (c), (d), (e).

As such SES consider that an EIA would not be necessary in order to further consider the potential environmental impacts of this development on European sites.

Advice for planner

A planning application for the proposal will be subject to a Habitat Regulations Assessment (HRA). The assessment will determine if there could be any significant effects on the conservation objectives/features and hence integrity of any European designated sites.

Translink/NI Railways as a competent authority must undertake the HRA.

SES will review the HRA on behalf of the Council to ensure that the Council fulfils its obligations under the Habitats Regulations

SES would advise that the following European sites may be affected by this proposal:

River Foyle and Tributaries SAC

www.daera-ni.gov.uk/sites/default/files/publications/doe/land-information-river-foyle-and-tributaries-conservation-objectives-2015.pdf

River Finn SAC (Rol)

www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO002301.pdf

Lough Foyle SPA/Ramsar

www.daera-ni.gov.uk/sites/default/files/publications/doe/lough-foyle-spa-conservation-objectives-2015.pdf

sharedenvironmentalservice@midandeantrim.gov.uk



TNI

Consultation Response

Application Ref: LA11/2016/0828/DETEIA

Date of Response: 12th Oct 2016

Refurbishment of existing Grade B Listed Former Railway Station to provide accommodation for an Active Transport Hub for Translink including Passenger Facilities, Cafe, Retail Space, Staff Facilities and Office Accommodation. Redirection of train lines to suit 2 No. new station platforms and 1 No. Siding. Associated Car Parking, Public Realm and External Landscaping including Signage.

In response to consultation dated 7th Oct 2016, TransportNI's comments are as follows:

This request for an Environmental Assessment follows an initial PAD meeting and discussion for which the TransportNI response was as follows on the information provided:

"This proposal for the Northwest Active Transport Hub is intended to link travel options through, within, to and from the city including connections to cross border, inter-county and regional travel links. Travel modes to be considered and linked include bus, rail walking, cycling and car travel.

This proposal is strategically important and will require a Transport Assessment to comprehensively assess and review all the Hub's potential transport impacts and to agree any mitigation necessary.

As discussed at our meeting on 14th September 2016, little information has been provided to assess the Hub's impact and a scope for the Transport Assessment should be agreed as soon as practicable. To this end a full description of the project should be provided as soon as possible on a Transport Assessment Form with any additional relevant information as appendices

TransportNI is available by arrangement to engage in a scoping discussion for the Transport Assessment and encourages the Applicant team to submit sufficient information as soon as practicable to guide a scoping discussion."

A Transport Assessment is required for this application which is noted in the Agent's letter as 1.34 hectare in area. If Council decides that an EIA is required for this development, the Transport Assessment may be included as part of that assessment.

Issued on behalf of transportni – Western Division
Development Control Section,

L McWilliams

12th October 2016
Date

Andree McNee

From: Planning.Consultations@doeni.gov.uk
Sent: 10 October 2016 14:46
To: Andree McNee
Subject: UNI-form ZD Connector: New Consultation Response Notification

RECEIPT OF CONSULTATION RESPONSE FOR PLANNING APPLICATION LA11/2016/0828/DETEIA

A consultation response from NIEA has been received for the above planning application.

Consultation Response: This EIA Determination consultation has been received whilst a PAD consultation LA11/2016/0772/PAD received 20/09/16 is on-going. We have circulated the PAD consultation to the relevant teams within DAERA. If they have any comment they will return their response in due course.

You can access this document by logging into Uniform and selecting View Documents from the Image menu on the main menu bar to the top of the form.

Message sent from host name UNIFORM1 by user UNIFORM1\$ at 10/10/2016 14:45:50.

You have been sent this message because your address is defined as a contact address in the UNI-form Planning Connector configuration. Contact your UNI-form systems administrator if you no longer wish to receive this message.

Andree McNee

From: Andree McNee
Sent: 07 October 2016 15:59
To: 'Graeme Moore'
Subject: RE: Derry ATH - Area Calculations

Graeme

Further to your e mail below and our recent telephone conversation regarding same, I apologise for the delay in responding and can advise as follows:

The proposal is for the redevelopment of the Old Waterside Railway Station and surrounding lands to provide for new Active Transport Hub for Derry. You have indicated in your e mail below that the area of the site for any future planning application submitted would be 1.34 hectares.

I refer you to The Planning (Development Management) Regulations (Northern Ireland) 2015. The Schedule for Major Development Thresholds sets out under point 3. Transport Infrastructure – Construction of new or replacement railways, airports, harbours and ports, waterways, transitways. The Major developments Threshold or Criteria is that “the area of work is or exceeds 1 kilometre in length or 1 hectare”.

As also discussed, point 9 – All other Development is any development not falling wholly within any single class of development described in Parts 1 to 8 where the development that comprises 5,000 square metres or more gross floor space or the area of the site is or exceeds 1 hectare.

Therefore, I would advise that the proposal would meet the definition for major development.

For further information in relation to the PACC process I would direct you to Development Management Practice Note 10 which is available on the planning website Planning website, www.planningni.gov.uk or copies can be viewed at our offices at the address shown above.

I trust this is of some information, however should you require anything further please do not hesitate to contact me.

Regards

Andree

From: Graeme Moore [mailto:Graeme.Moore@consarc-design.co.uk]
Sent: 03 October 2016 14:09
To: Andree McNee <Andree.McNee@derrystrabane.com>; Jonathan McNee <Jonathan.McNee@derrystrabane.com>
Cc: Gary McCluskey - Translink (gary.mccluskey@translink.co.uk) <gary.mccluskey@translink.co.uk>; Burnside, Derek R <Derek.Burnside@mottmac.com>; Ian Watson (Ian.Watson@mottmac.com) <Ian.Watson@mottmac.com>; Bronagh Lynch <Bronagh.Lynch@consarc-design.co.uk>; Ciara Young <Ciara.Young@consarc-design.co.uk>; David Taylor (david.taylor@mottmac.com) <david.taylor@mottmac.com>
Subject: RE: Derry ATH - Area Calculations

Hi Andree / Jonathan,

Following on from the request below, we would be grateful if you could confirm if there is any update on our query regarding the status of the application.

Also, 

We recently had an informal meeting with HED about the project which was very positive. We will keep you copied in on the meeting notes when these are issued.

Regards

Graeme

From: Graeme Moore

Sent: 23 September 2016 10:01

To: andree.mcnee@derrystrabane.com

Cc: jonathan.mcnee@derrystrabane.com; Gary McCluskey - Translink (gary.mccluskey@translink.co.uk) <gary.mccluskey@translink.co.uk>; Burnside, Derek R <Derek.Burnside@mottmac.com>; Ian Watson (Ian.Watson@mottmac.com) <Ian.Watson@mottmac.com>; Bronagh Lynch <Bronagh.Lynch@consarc-design.co.uk>; Ciara Young <Ciara.Young@consarc-design.co.uk>; David Taylor (david.taylor@mottmac.com) <david.taylor@mottmac.com>

Subject: FW: Derry ATH - Area Calculations

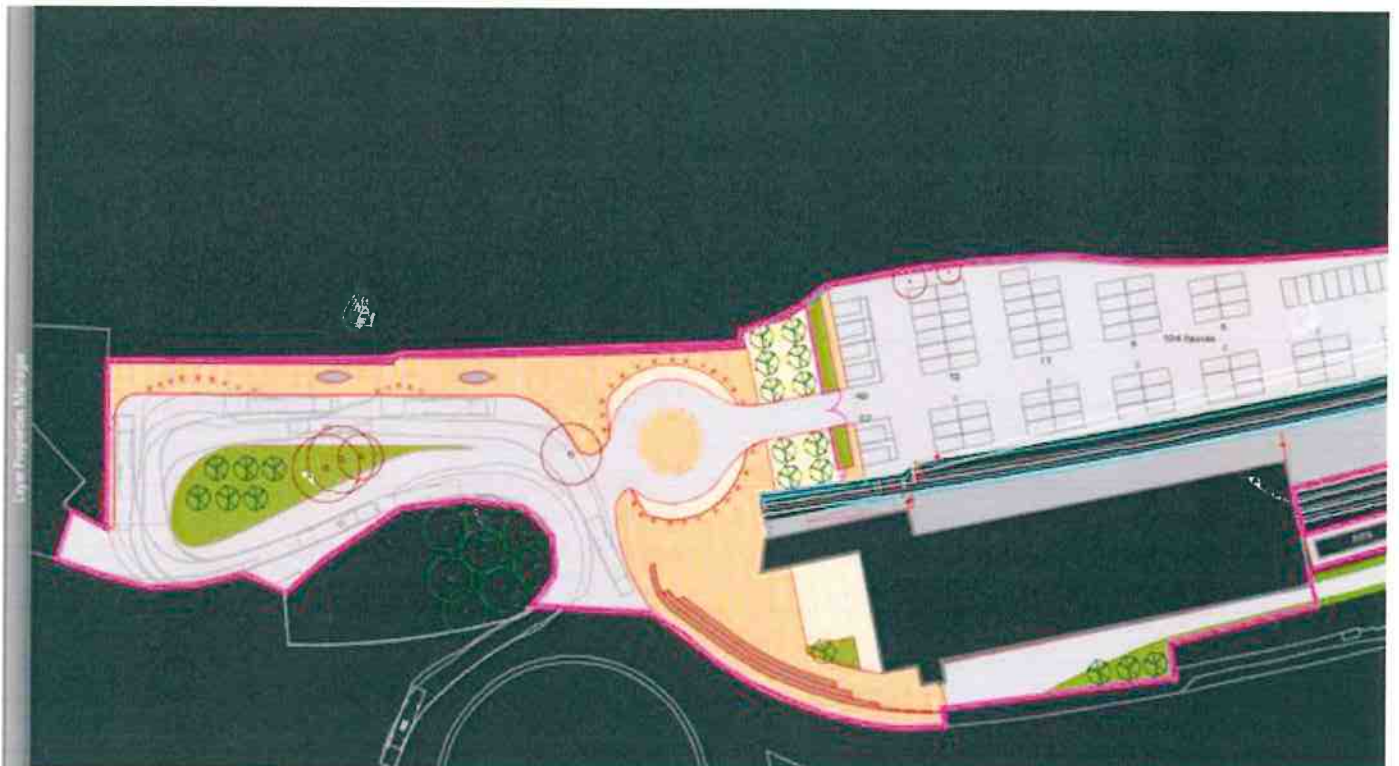
Morning Andree,

Following on from your meeting last week with Bronagh and Gary, please find below the area of the site.

We have included the following:

- Former Station Building
- Platforms
- Car Parking
- Bus Turning (should include demolished building)

This has been calculated at 1.34 Hectares. A diagram below (area shown in magenta) shows the extent of what is included.



We trust that this is sufficient to determine the type of application/ process, however should you require anything further, please let us know.

Best Regards

Graeme

CONSARC DESIGN GROUP

The Gas Office, 4 Cromac Quay

Ormeau Road, Belfast BT7 2JD.

Tel : 028 90 828 400

Fax: 028 90 241 182

Also at:

Derry Office : 18 Clarendon Street, Derry, BT48 7ET Tel : 028 7137 8690 Fax: 028 7126 6459

Dublin Office: 23 South Great George's Street, Dublin 2 Tel : +353 1 902 2557

www.consarc-design.co.uk

Graeme.Moore@consarc-design.co.uk

 Please consider the environment before printing this email

This e-mail (and any attachments) may contain privileged and/or confidential information. If you are not the intended recipient please do not disclose, copy, distribute, disseminate or take any action in reliance on it. If you have received this message in error please reply and tell us and then delete all copies on your system. Any opinion on or advice or information contained in this e-mail is not necessarily that of the owners or officers of this company. Should you wish to communicate with us by e-mail, we cannot guarantee the security of any data outside our own computer systems.

M
M
MOTT
MACDONALD



Ms A McNee
Derry and Strabane District Council
Planning Department
98 Strand Road
Derry
BT48 7NN

Derry Transport Hub, Environmental Impact Assessment

28 September 2016

Dear Andree

Further to our meeting of Wednesday 14th September 2016, we request a pre-determination of whether an Environmental Impact Assessment is required for the Derry Transport Hub.

As advised at our meeting, the works involve the refurbishment of an existing building, re-alignment of existing railway track and construction of new platforms, parking and hardstandings. The calculated area of the development is 1.34 hectares.

If you require any further information for the determination then please do not hesitate to contact me.

Your Reference
IW/DRB/drb/354945/101

Mott MacDonald
The Boat
49 Queen's Square
Belfast BT1 3FG
United Kingdom

T +44 (0)28 9089 5850
mottmac.com

Yours faithfully
For Mott MacDonald Ltd

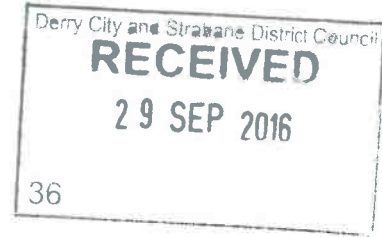
A handwritten signature in black ink, appearing to read "D Burnside".

D Burnside

Technical Director

From: Andree McNee
Sent: 28 September 2016 17:35
To: Planning
Subject: FW: Derry ATH, EIA Determination
Attachments: Let AMcNee (Derry PD) 28-09-2016.pdf

Follow Up Flag: Follow up
Flag Status: Completed



For post

From: Burnside, Derek R [mailto:Derek.Burnside@mottmac.com]
Sent: 28 September 2016 17:21
To: Andree McNee <Andree.McNee@derrystrabane.com>
Cc: Jonathan McNee <Jonathan.McNee@derrystrabane.com>; Gary McCluskey - Translink (gary.mccluskey@translink.co.uk) <gary.mccluskey@translink.co.uk>; Watson, Ian I <Ian.Watson@mottmac.com>; Bronagh Lynch <Bronagh.Lynch@consarc-design.co.uk>; Ciara Young <Ciara.Young@consarc-design.co.uk>; Taylor, David <David.Taylor@mottmac.com>; Graeme Moore <Graeme.Moore@consarc-design.co.uk>
Subject: Derry ATH, EIA Determination

Andree, further to our meeting of 14th September please find attached a formal request for determination on EIA for the Derry Transport Hub - a copy of the letter is also being sent by posted.

Regards

Derek

Derek Burnside
Technical Director

T +44 (0)28 9089 5850 D +44 (0)28 9089 5860 M +44 (0)7 949 868 761
derek.burnside@mottmac.com



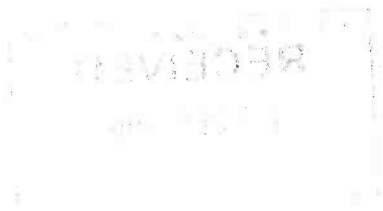
Mott MacDonald
The Boat
49 Queen's Square
Belfast BT1 3FG
United Kingdom

[Website](#) | [Twitter](#) | [LinkedIn](#) | [Facebook](#) | [YouTube](#)

Mott MacDonald Limited. Registered in England and Wales no. 1243967. Registered office: Mott MacDonald House, 8-10 Sydenham Road, Croydon CR0 2EE, United Kingdom

The information contained in this e-mail is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. If you are not the intended recipient of this e-mail, the use of this information or any disclosure, copying or distribution is prohibited and may be unlawful. If you received this in error, please contact the sender and delete the material from any computer.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity for whom they are addressed. If you have received this email in error please notify the system manager. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the council. Finally, the recipient should check this email and any attachments for the presence of viruses. Derry City and Strabane District Council accepts no liability for any damage caused by any virus transmitted by the email. Derry City and Strabane District Council Derry Office Council Offices 98 Strand Road, Derry, BT48 7NN Strabane Office Council Offices 47 Derry Road Strabane, BT82 8DY Co Tyrone





Ms A McNee
Derry and Strabane District Council
Planning Department
98 Strand Road
Derry
BT48 7NN

Derry Transport Hub, Environmental Impact Assessment

28 September 2016

Dear Andree

Further to our meeting of Wednesday 14th September 2016, we request a pre-determination of whether an Environmental Impact Assessment is required for the Derry Transport Hub.

Your Reference
IW/DRB/drb/354945/101

As advised at our meeting, the works involve the refurbishment of an existing building, re-alignment of existing railway track and construction of new platforms, parking and hardstandings. The calculated area of the development is 1.34 hectares.

Mott MacDonald
The Boat
49 Queen's Square
Belfast BT1 3FG
United Kingdom

If you require any further information for the determination then please do not hesitate to contact me.

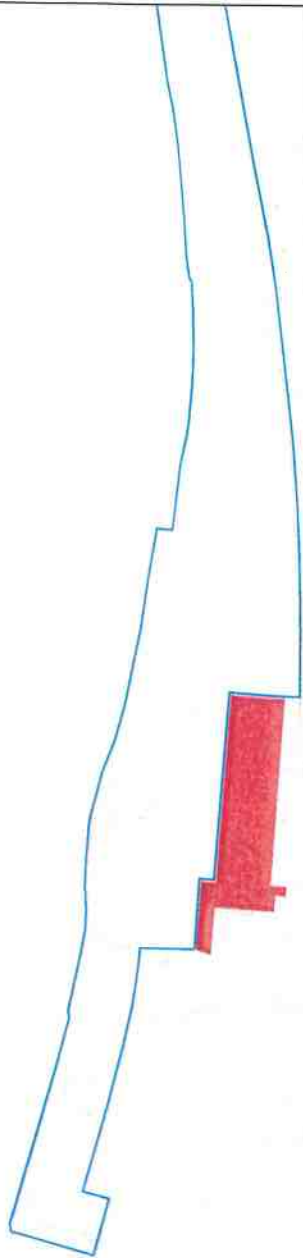
T +44 (0)28 9089 5850
mottmac.com

Yours faithfully
For Mott MacDonald Ltd



D Burnside

Technical Director



Derry City and Strabane District Council
RECEIVED
12 SEP 2016
35 CA11/16/828/1

Derry City and Strabane District Council
Drawing
Number 01 19

status
date September 2016
scale 1:2500

© Consarc Conservation

Figured dimensions to be taken in preference to scaled dimensions.
Site dimensions are to be checked prior to commencement of all
work and discrepancies reported immediately.
DO NOT SCALE THIS DRAWING.
All dimensions are in millimetres

drawn checked approved

client Translink
project Derry Active Transport Hub
content Site Location

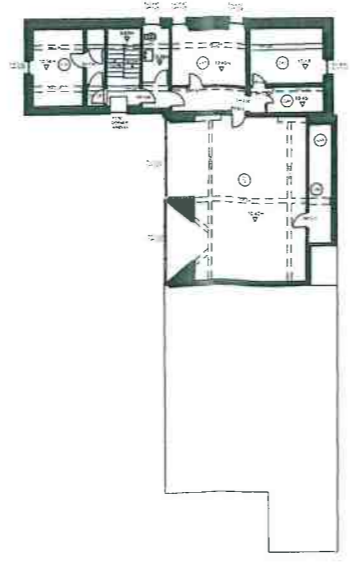
job no. drawing no. revision
BC15 1645 01

CONSARC CONSERVATION

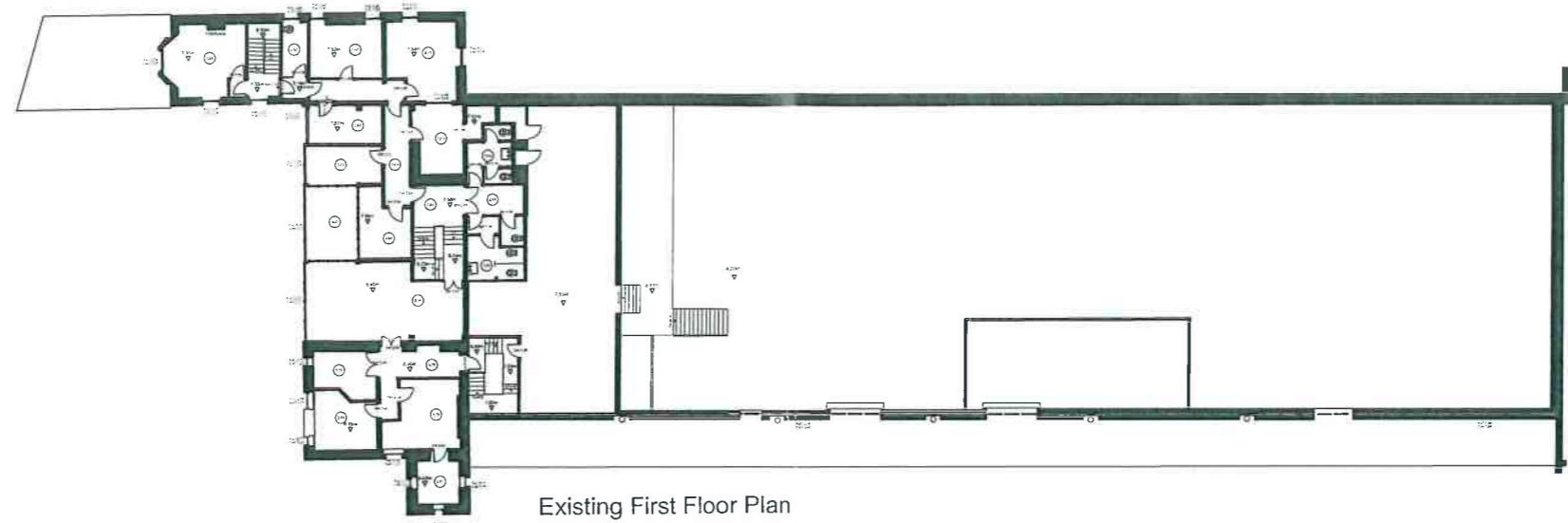
CONSARC DESIGN GROUP
THE GAS OFFICE
4 CROMAC QUAY
ORMEAU ROAD
BELFAST BT7 2JD

tel.028 9082 8400 fax.028 9024 1182
web.consarc-design.co.uk email.mail@consarc-design.co.uk

Derry City and Strabane District Council
RECEIVED
 12 SEP 2016
 35 CA11 /16 /878



Existing Second Floor & Roof Plan



Existing First Floor Plan



Existing Ground Floor Plan

Derry City and Strabane District Council
 Drawing Number 03 19

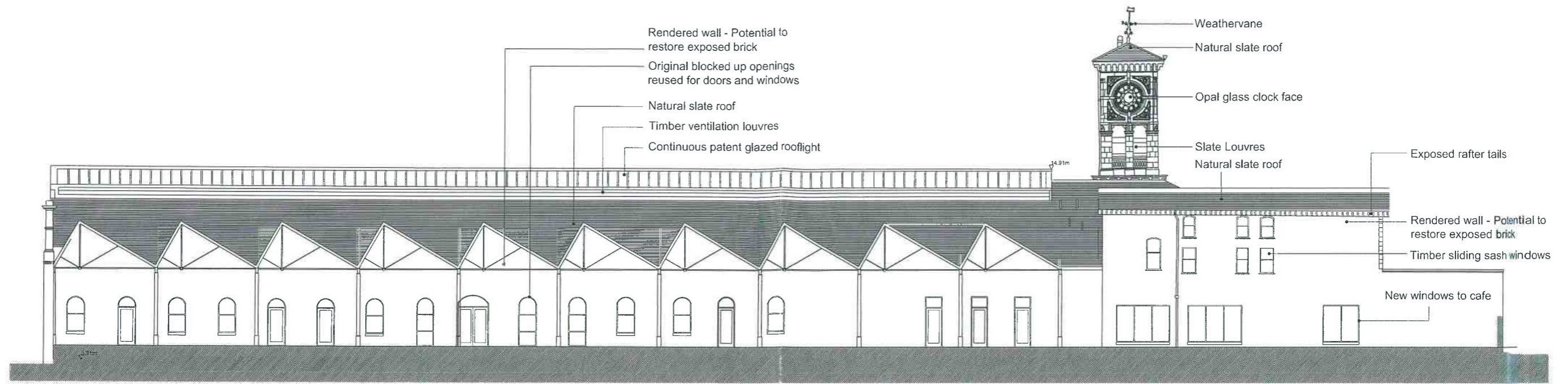
revision	drawn	approved	date	description
-	-	-	-	-

Notes:

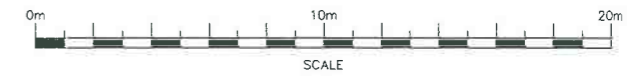
Notes:

PROJECT Derry Active Transport Hub	CLIENT Translink	
CONTENT Existing Listed Station Plans		
SCALE 1:200	TITLE A1	DATE February 2016
DESIGN PD	CHECKED GM	APPROVED BL
PROJECT NO. BC15 1645		REVISION L13

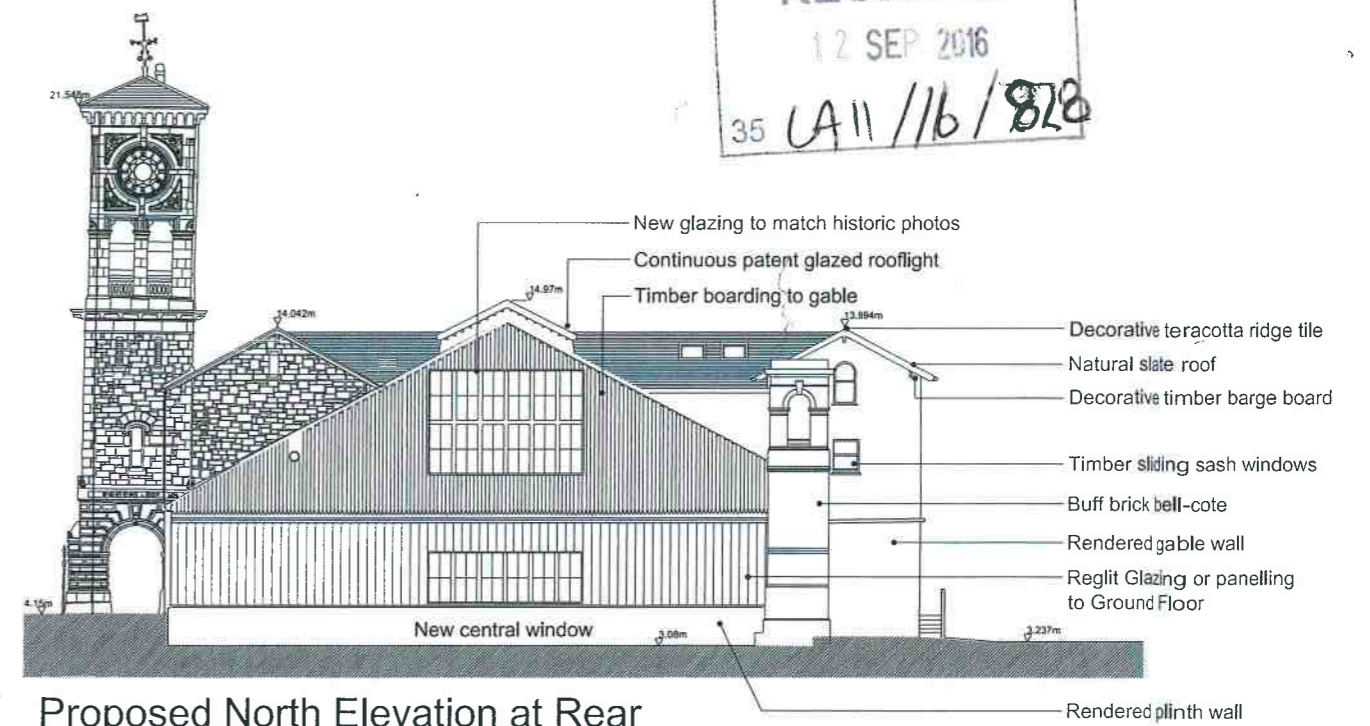
THE GAL OPIC | 1 COLIN QUAY | ONEVAU ROAD | BELFAST | BT7 2JL
 consarc@opic.com | TEL: 028 902 8600 | www.consarc.co.uk



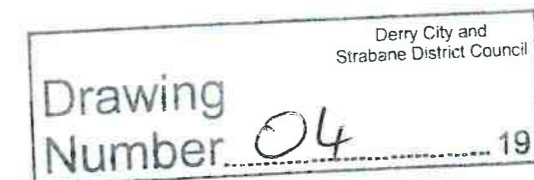
Existing West Elevation

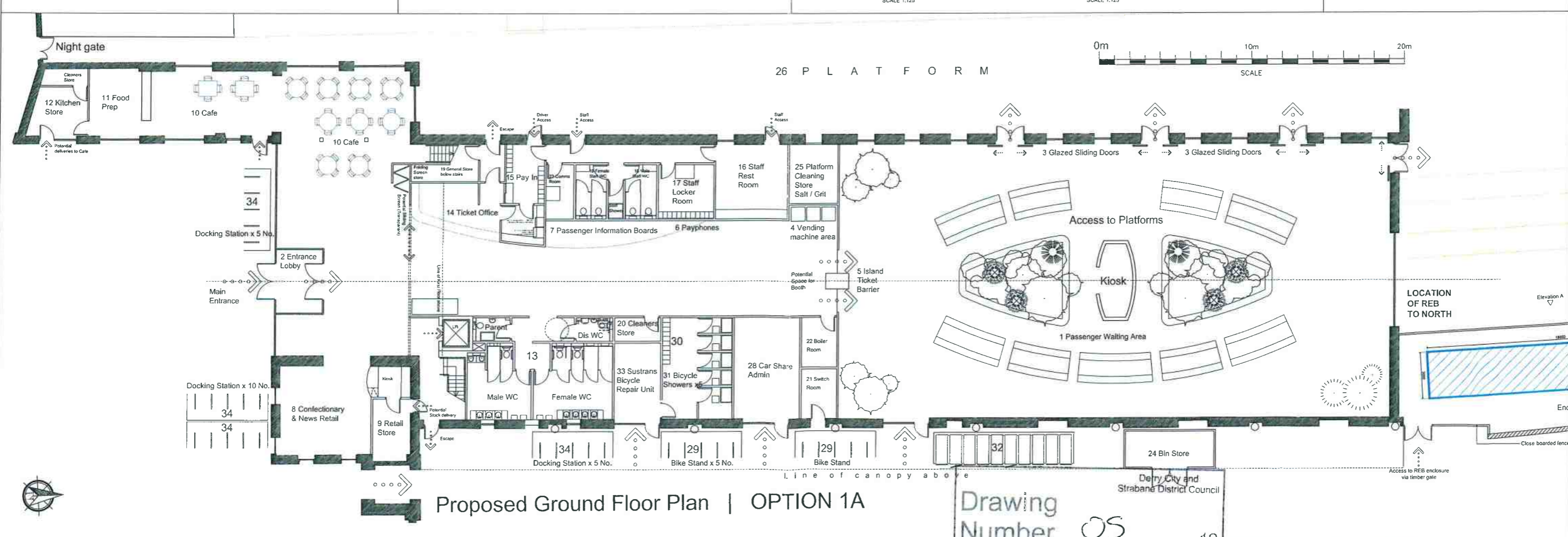
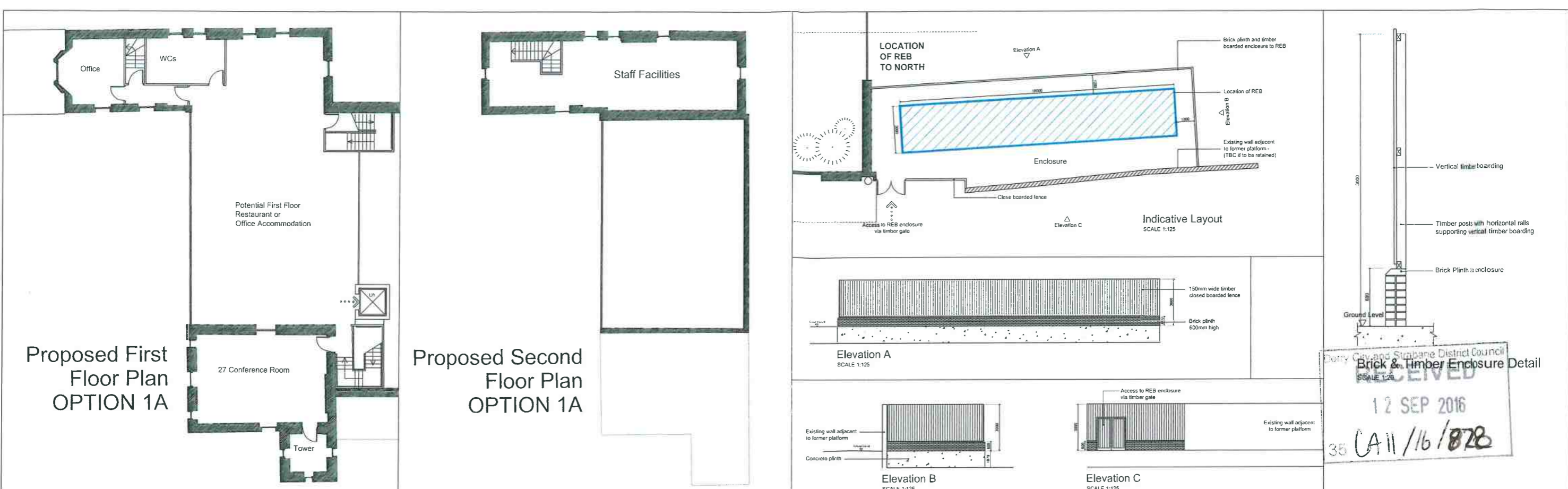


Proposed South (Front) Elevation



Proposed North Elevation at Rear





revision	drawn	approved	date	description
A	GM	GM	27.05.16	REB Location, plans and indicative elevations added.

Notes:

Derry Active Transport Hub Translink

Listed Station Proposed Plans - Option 1A

SCALE: 1:125 TITLE: February 2016 SURVEY

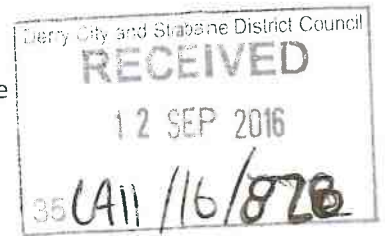
DESIGN: GM, GM, BL, BC15.1645, L15, A

CONSRAC

THE GAL O'FAIRY | 4 BRIDGE QUAY | DERRY/LONDONDERRY BT20 2JQ | 090 562 2000 | info@consrac.com

DERRY ACTIVE TRANSPORT HUB, DERRY / LONDONDERRY

Pre-Application Discussion – Request Pro-forma – Outline of Consultations to date



CONSULTATION – STAKEHOLDERS CONSULTED & OUTLINE OF FEEDBACK

The process to date has included consultations with Various stakeholders including the Following:

The following Table Provides an outline of the meetings, dates and summary feedback. Full details are available in Appendix C of this report.

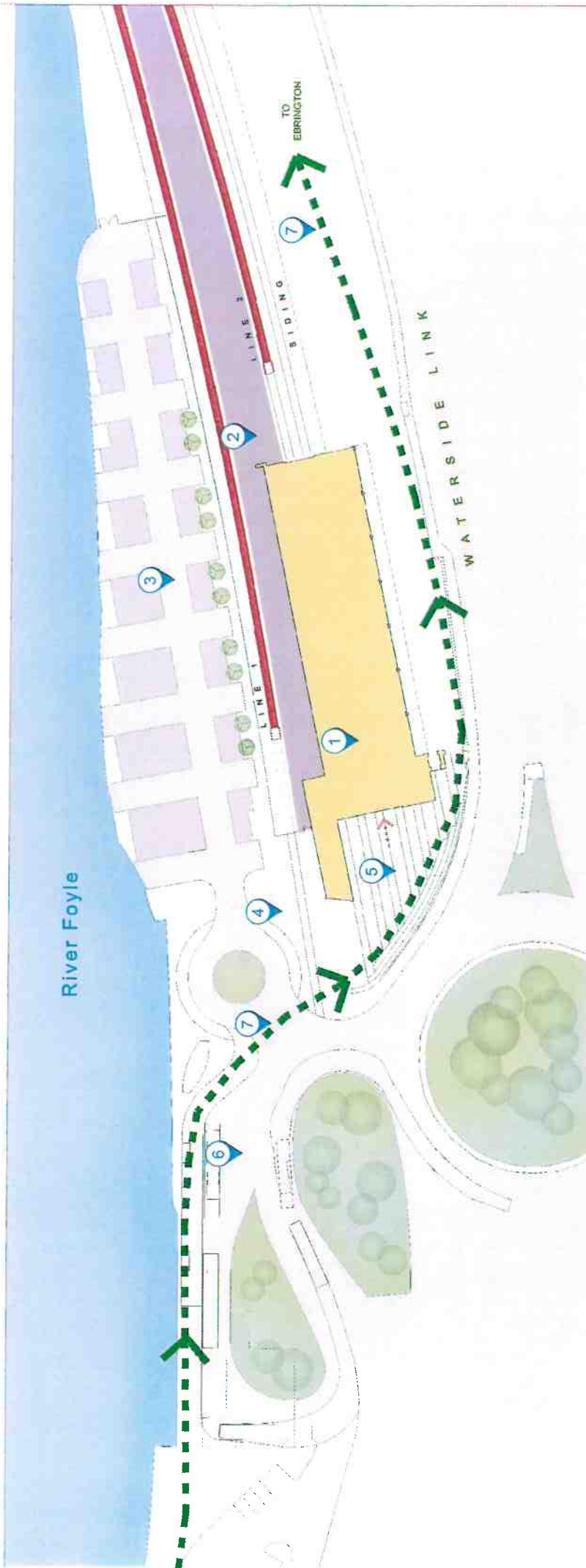
Consultee	Date	Outcome & Outline of Feedback
Doe Historic Environments Division Listed Buildings	17.12.15	The meeting was held on site to see the issues first hand and the general approach was described. The principles of the contemporary insertion were well received.
Ulster Architectural Heritage Society (UAHS)	08.12.15	In General, UAHS were supportive of the reuse of the Listed Former Station Building as described in the option 1 Proposals as this will see the reuse of a 'Building at Risk'
Ministerial Advisory Group (MAG)	23.03. 16	The strategic importance of the scheme was discussed. The options were well received albeit at an early stage in development.
Planning Service and Transport NI	10.02.16	The proposals were presented at an early stage of development. All options were favourably considered with 'no show stoppers'. Accepted that too early for a PAD Process. Further informal and PAD discussions will take place when one option is selected to proceed.
Sustrans / Derry City & Strabane District Council	13.04.16	The proposals were well received. Appreciation that the needs of Sustrans had been considered and acceptance that this will require more development at the later stages when one option is selected to progress. Aspiration for Active Travel Hub / Bike Unit to be closely associated with the café.
Translink Project Board Meeting & Presentation	28.04.16	An overview of Options 1A, 1B and 2 were presented to a panel of approx. 18 including Translink senior officials, City Council Members, DSD and Sustrans. The proposals were approved in principle to proceed to the Economic Appraisal Stage of the project.



RECEIVED

12 SEP 2016

35 LA11/16/1828



KEY

- 1 Restored Former Station
- 2 Platform (side & rear) under canopy
- 3 Park & Ride
- 4 Drop Off
- 5 Station Square- Public Realm
- 6 Bus Drop off
- 7 Greenway

**OPTION 3
REUSE OF EXISTING LISTED STATION**

ONE PAWAY LINE TO REAR (NORTH) OF SIDING ONE LINE TO THE WEST SIDING TO THE EAST GREENWAY TO EAST OF THE LISTED STATION POTENTIAL FOR BUS TURNING AND CAR DROP OFF AT EXISTING SITE

Londonderry Rail Station Developments

Client: Mott McDonald

011/16/828

Japanese Knotweed and Giant Hogweed

Date: 19th June 2016



spouncerECOLOGY



8-12 Shore Road, Portaferry

Email: celia@spouncer.com

www.spouncerecology.com

Report Author: Celia Spouncer BSc MSc MLI MA

Contents		Page
1.0	Introduction to Invasive Species on Site	3
2.0	Know Your Invasive Species on Translink Site	6
3.0	Site Investigation and Construction Issues	12

1.0 Introduction to Invasive Species on Site

1.1 Contract background

Following a site visit on June 2nd 2016 with David Taylor – we walked the line of the proposed works.

Towards the eastern end of the site development boundary a number of smaller plants of Giant Hogweed were noted and a stand of Japanese Knotweed on the boundary of the site. These are marked in Figure 1.

This immediately flags up a case for concern in terms of the landowner's liabilities and legal requirements for control of Invasive Species on the site and within a buffer zone – particularly in relation to Japanese Knotweed as the rhizomes are known to grow and spread up to 7m from the main plants.

The Design Team and Landowners Translink familiarise themselves with these key guidance documents and reports:

- 'Managing Japanese Knotweed on Development Sites – The Knotweed Code of Practice' Environment Agency UK 2006
- www.environment-agency.gov.uk/static/.../japnkot_1_a_1463028.pdf.
- Best Practice Management Guidelines – Giant Hogweed
- Best Practice Management Guidelines – Japanese Knotweed.
- www.invasivespeciesireland.com/most...species/.../japanese-knotweed
- www.invasivespeciesireland.com/most...species/.../Giant Hogweed
- Ecology Survey Report for Knox Clayton Architects. SpouncerEcology October 2015
- Japanese Knotweed and Giant Hogweed Management Plan SpouncerEcology November 2014
- Guide to Japanese Knotweed for Developers Environment Agency

There are a number of other websites produced by councils throughout NI, UK and Ireland. For more detailed information on how to deal with both Giant Hogweed and Japanese knotweed, download the 'Best Practice' documents from the Invasive Species Ireland website. Go to www.invasivespeciesireland.com and click on 'Downloads', then 'Best Practice Documents'.

Japanese Knotweed and Giant Hogweed Issues
Londonderry Railway Station Proposals

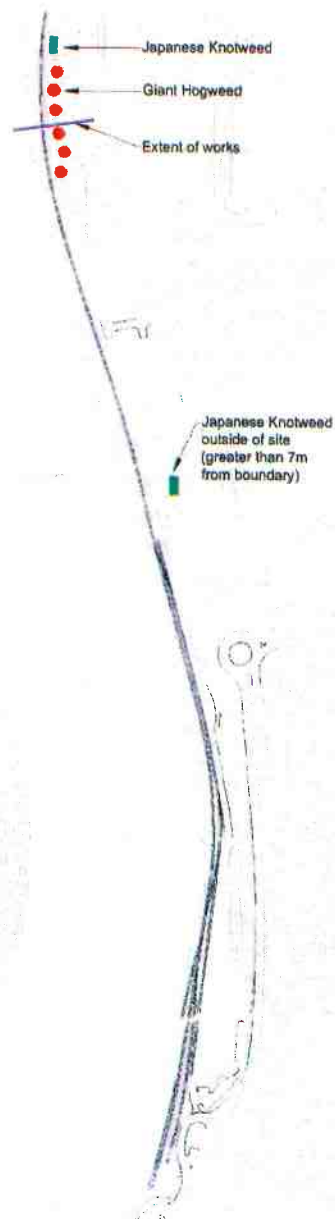


Figure 1 Location of stand of Japanese Knotweed and Giant Hogweed Plants

It must be noted that according to Wildlife and Natural Environment Act (Northern Ireland) 2011:

- It is an offence to plant or otherwise cause this species to grow.
- It is an offence to move soil material contaminated with Japanese knotweed to new sites.
- There is also a duty of care to prevent the spread of Japanese knotweed to adjacent lands.
- Managing land infested by Giant Hogweed and Japanese Knotweed in a timely and appropriate way can avoid excessive cost, potential prosecution and/ or compensation claims, physical damage to buildings and hard surfaces and harm to the environment.
- For further clarification offences relating to Giant Hogweed and Japanese Knotweed spread (planting or otherwise causing to grow) still fall under to Wildlife Order (NI) 1985. There is no duty contained in either the Wildlife Order (NI) 1985 or WANE Act in relation to a 'duty of care to prevent the spread of Giant Hogweed and Japanese Knotweed to adjacent lands.

In addition the client, design team and contractors should be aware of additional responsibilities relating health and safety at work. It is known that the sap of Giant Hogweed causes blistering to the skin.

2.0 Know your Invasive Species on Translink Site

Japanese Knotweed

Japanese Knotweed (*Fallopia japonica*) spreads rapidly to form dense stands in open areas and along river corridors. It blocks light and space from native vegetation thus killing it off. This reduces species diversity and alters habitats for wildlife. Once stands become established, they are extremely persistent and difficult to remove.

Japanese Knotweed is of growing concern to developers, land managers and homeowners. It has the ability to grow through tarmac and concrete (in some cases within dwellings). Japanese Knotweed forms extensive networks of rhizomes (roots) that can spread up to 7m from the plant and cause real problems when managing this species. Only female plants are present in both Ireland and Britain and as such this plant is currently incapable of producing seed here. Japanese knotweed is spread by moving substrates or even through removing and dumping cuttings. Movement of road or construction vehicles with contaminated soil either as a load or as debris on the vehicle can also introduce this species to new areas.

Japanese Knotweed can grow up to 2 – 3 m in height. The leaves are shield or heart shaped, usually with a pale stripe down the middle. Flowers are creamy and arise from the tips of stems (see picture). The stem is green with purple speckles and hollow in the centre. The centre is bright orange. The leafy part dies back in winter leaving a brown wasted stem but the rhizomes allow the plant to survive.

It is crucial not to move, disturb or dig soil within 7m of the infestation until the plant is dead for a period. Even a thumb-sized piece of root transported in soil could cause a new infestation. It is advised not to dump or compost living remains of the plant. It is possible to kill living material through the use of incineration to high temperature, sunlight if plant material is sitting on plastic or by wrapping it in plastic.



Photograph 1 Japanese Knotweed – Rhizomes with distinct red/orange colouration



Photograph 2 Leaves and stems of Japanese Knotweed

Giant Hogweed

Giant Hogweed is a tall (usually 3 - 5m), biennial or perennial herbaceous plant with white flowers, which looks like very large cow parsley, with pale, swollen rootstock. It produces 20-50,000 viable seeds a year, which are penny sized and paper thin. Seeds are dispersed over short distances by wind but considerably longer distances by rivers and streams. The seeds, which readily germinate, can also be transported in soil adhering to shoes, machinery and other contaminated objects. Giant Hogweed was introduced from the Caucasus to gardens as a curiosity in the 19th century. It was deliberately planted by rivers and ponds. It was recorded growing in the wild shortly after introduction. It is invasive in suitable habitats, such as river and stream banks, railway lines, disused waste land and other damp places and has spread rapidly despite being the subject of on-going widespread control measures.

Giant Hogweed is now found commonly throughout Northern Ireland and in scattered locations in the Republic of Ireland. Before considering which management options to use, it is extremely important that everyone using an infested

*Japanese Knotweed and Giant Hogweed Issues
Londonderry Railway Station Proposals*

site is fully aware of the serious threat posed to human health by Giant Hogweed. It is advisable to fence off stands of Giant Hogweed, including a 4m buffer zone and put up warning notices. Giant Hogweed sap contains a chemical which sensitises human skin and leads to severe blistering when exposed to sunlight. Blisters can take up to 24hrs to appear. THIS REACTION CAN RECUR FOR MANY YEARS



Photograph 4 Seedhead of Giant Hogweed



Photograph 5 Mature leaves of Giant Hogweed – NB not from site.



Photograph 6 Young plant of Giant Hogweed to north end of site.



Photograph 7 Survey staff along trackbed

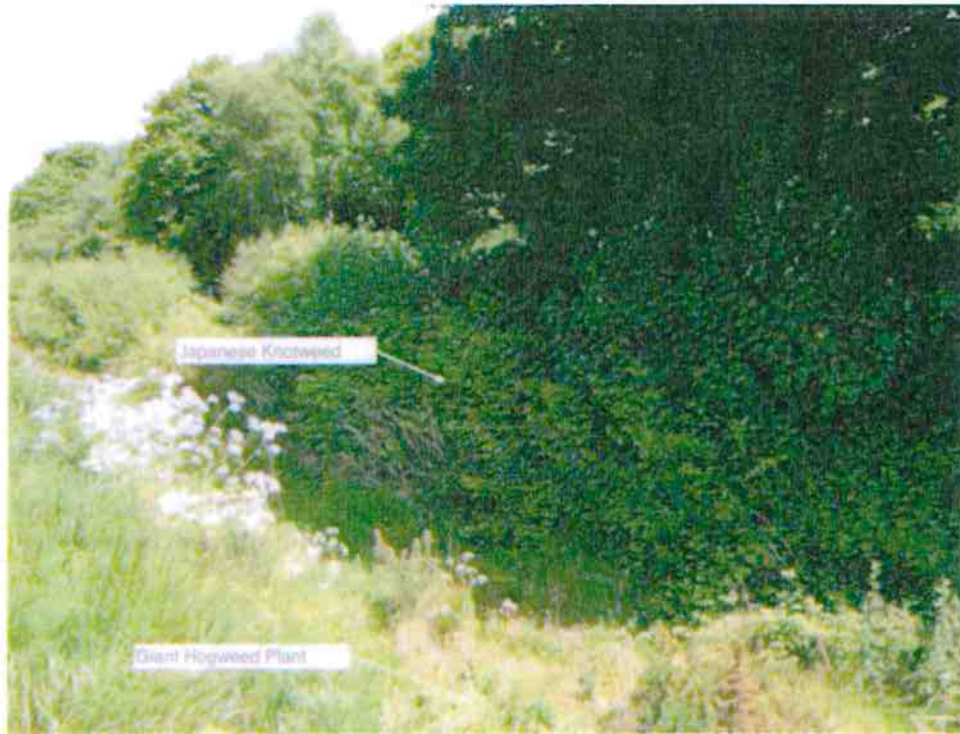
*Japanese Knotweed and Giant Hogweed Issues
Londonderry Railway Station Proposals*



Photograph 7 Location of young Giant Hogweed plants



Photograph 8 Location of young Giant Hogweed plant



Photograph 9 Location of north end of site development area and young Giant Hogweed plant



Photograph 10 Rail edge vegetation

3.0 Site Investigation and Construction Issues

1. Whilst the stand of Japanese Knotweed is located just off the site to the north – it will be crucial to notify Translink, site investigation teams and construction teams.
2. **The plants of Giant Hogweed were small at the time of survey – Thursday 2nd June 2016. A Translink member of staff was aware of Giant Hogweed along the trackline. Again – Translink should be notified of the plants and requested to treat both invasive species before construction begins. Line staff should be asked to keep an eye on any more plants appearing. The Giant Hogweed should not be allowed to seed.**
3. The stand of Japanese Knotweed should be marked and taped off to include a buffer of 7m.
4. **Translink should be advised to treat this both Invasive Species within the construction site to reduce any possible contamination with the development site.**
5. Any construction spoil should be kept on the site and not moved to other parts of the site if possible.
6. There is a Duty of Care to prevent the spread of Japanese knotweed and Giant Hogweed to adjacent lands.
7. **It is an offence to move soil material contaminated with Japanese knotweed and/or Giant Hogweed to new sites.**
8. Soil contaminated with Japanese Knotweed and Giant Hogweed material – rhizomes/seeds/leaf matter is regarded as 'controlled waste' and not disposing of it properly would be an offence under NI Waste legislation Contact the NIEA waste management unit (028 9056 9353) for further information on how to dispose of this waste safely.
9. **The Giant Hogweed plants should not be allowed to seed this year and Translink should be informed of this.**
10. Access issues during site investigation should be addressed in terms of vehicles and possible contaminated by material stuck to wheels. Method Statements should be written for contractors.
11. It is crucial that all contractor vehicles are clean going on to site and wheels are cleaned before going off site. This can be set up at a single point of access to the site.

12. Agree Contract Delineation between Translink and the Design Team in relation



Examples of vertical root barrier techniques

Initial Ecology Scoping Report

DA11/16/828

Site: Londonderry Station
Client: Translink
Lead Consultant: Matt McDonald
Ecological Consultant: spouncer **ECOLOGY**
Ecologist: Celia Spouncer MSc (LEDM) BSc MLI MA
Date: January 2016



spouncer **ECOLOGY**

ecological survey, environmental and landscape planning,
food education & creative design for biodiversity, visual arts

8 - 12 Shore Road

Portaferry

NEWTOWNARDS

BT22 1JY

Northern Ireland

Landline - 028 4272 9746 Mobile - 0772 5646333

Principal - Celia Spouncer BSc MSc MLI MA

www.spouncerecology.com

Report Contents:

Page No.

- 1.0 Ecological Value of Land and Protection of Ecological Features
- 2.0 Mitigating Ecological Impact
- 3.0 Enhancing Site Ecology
- 4.0 Long Term Impact on Biodiversity
- 5.0 References

SpouncerECOLOGY specialises in a range of environmental and ecological issues to include survey, assessment, evaluation, protection and creation. **SpouncerECOLOGY** is based in Portaferry, County Down. Celia Spouncer has a BSc Honours Degree in Geology and Botany from Durham University and an MSc in Landscape Ecology, Design and Maintenance from Wye College, University London. Celia Spouncer is a Landscape Scientist with the Landscape Institute.

1.0 Ecological Value of Site

1.1 Site Background and Project Outline

Derry~Londonderry Railway Station, located to the East of the River Foyle, is the terminal halt on the Derry-Londonderry – Derry~Londonderry railway line.

In March 1980 the original Waterside station (adjacent to the current station) was closed after services were reduced and the track layout severely rationalised. A new, smaller station was opened some 200m closer to the Craigavon Bridge.

The current station site is located just off the Duke Street roundabout on one of the main arterial routes into the city. The site consists of a railway station, island platform, park & ride, sidings and a redundant train fuelling facility. Adjacent the existing park and ride is a Permanent Way yard including two railway sidings.

NIR intend to provide a modern, fit for purpose station, together with a modern railway infrastructure in Derry~Londonderry. In order to achieve this, there will be two associated projects:

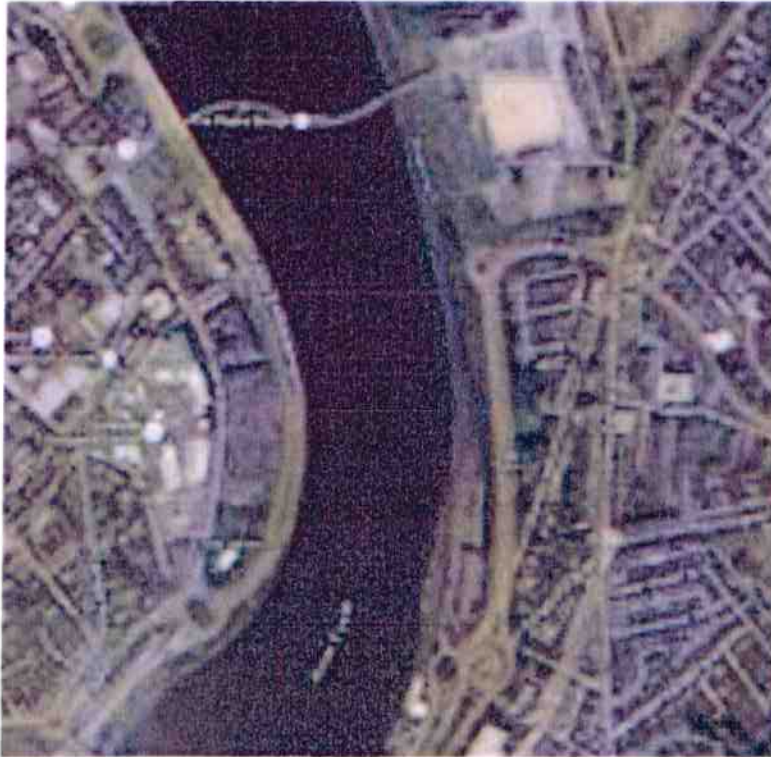
Project 2 – Derry~Londonderry Train Station – Including Railway Station Redevelopment, Platforms, Canopies, Park & Ride, P'Way and S&T works in Derry City.

1.2 Survey Methodology

Celia Spouncer visited the site on 13th January 2016 for a walk over survey.

- *Derry City Council Biodiversity Plan*
- *Strategic Riverside Masterplan for River Foyle – Derry- Londonderry*
- *NIEA website – designated sites and landscape character area for Derry-Londonderry area, Biodiversity Profile with protected and priority habitats and species,*
- *The Wildlife (Northern Ireland) Order 1985;*
- *The Wildlife and National Environment Act (NI) 2011*
- *Habitas online – Ulster Museum biological monitoring*
- *NIEA Biodiversity Strategy – reference to protected habitats and species and action plans*

A further full Phase 1 Habitat Survey will be undertaken by Spouncer Ecology in May 2015 to survey for habitats, species and invasive species.



Photograph 1 – Aerial image of Site – zoom out



Photograph 2– Aerial image of Site – zoom in

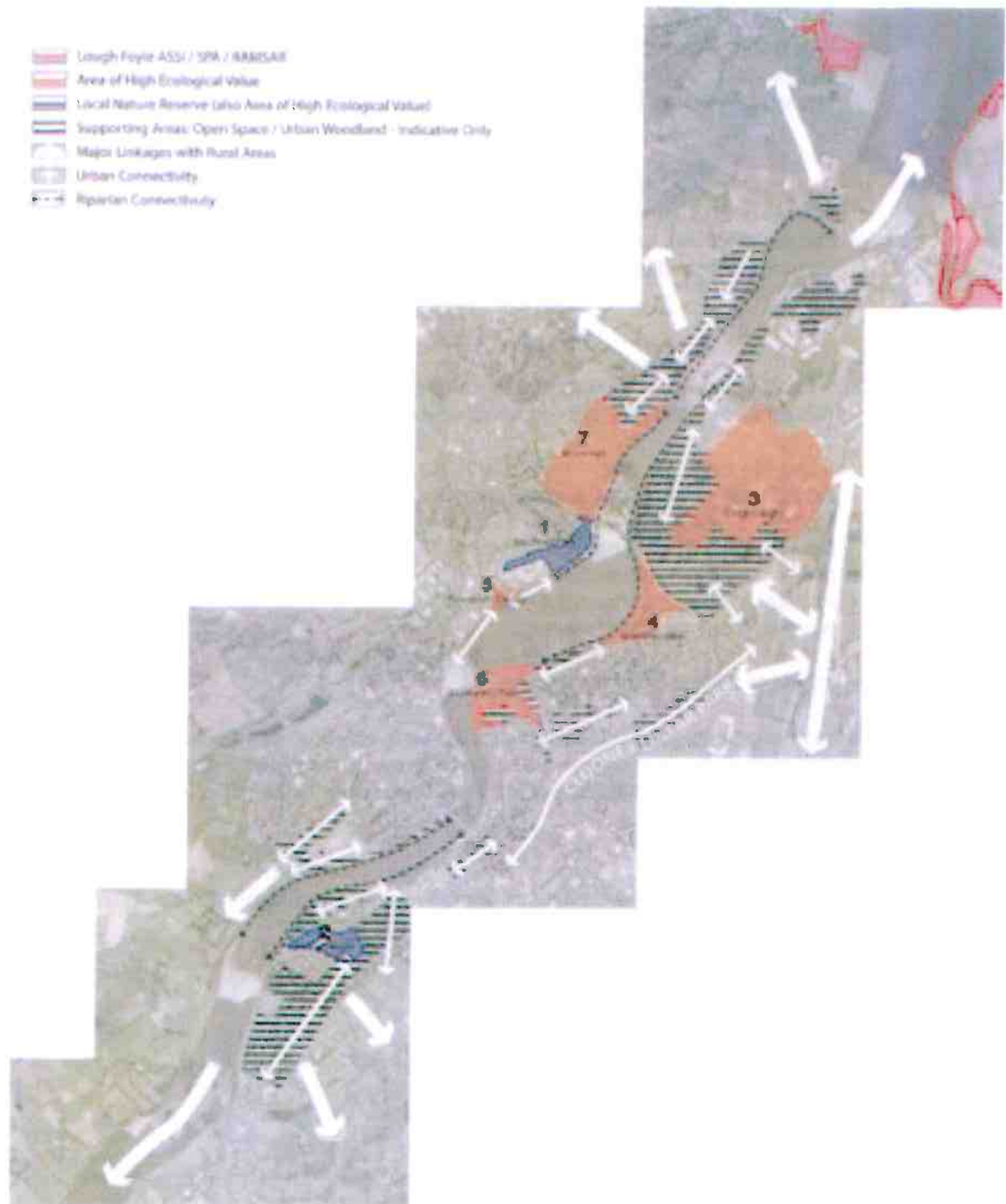


Figure 1: Environmental Framework ¹

Figure 2: Environmental Connectivity²

¹ Strategic Riverside Masterplan June 2011
River Foyle Derry – Londonderry DerryCity Council Ilex and Strategic Planning

1.3 Nature Conservation Designation

The River Foyle is designated nature conservation with European and NI legislation. We are checking the boundary and ensuring that the PM is made aware of any implications. Figure 1 is an Environmental Framework for The Strategic Riverside Masterplan June 2011.

1.4 Mammals – Otter, Badger, Bats

Surveys will be undertaken to assess if Protected Mammals under NI nature conservation will be undertaken. Biological records are being recalled from all relevant organisations – NIEA/CEDaR Records/ NI Bat Group/ Derry City Council/ BTO/RSPB.

Bats

A full Bat Survey will be undertaken of key buildings and foraging routes. This will involve 2-3 site visits to include dusk and dawn surveys.

There are eight species of bat in Northern Ireland - all of which are insectivorous:
Brown Long-eared Bat (*Plecotus auritus*)

Common Pipistrelle (*Pipistellus pipistellus*)

Daubenton's Bat (*Myotis daubentonii*)

Leisler's Bat (*Nyctalus leisleri*)

Nathusius Pipistrelle (*Pipistellus nathusii*)

Natterer's Bat (*Myotis nattereri*)

Soprano Pipistrelle (*Pipistellus pygmaeus*)

Whiskered Bat (*Myotis mystacinus*)

Man-made roosts can provide stable micro-climates for the bats. Loss of natural roosts has increased the importance of man-made structures for bats to the point that artificial roosts are becoming essential in the survival of many bat species.

Bats need linear features such as hedgerows, tree lines and woodland edges to provide safe flight lines connecting their feeding and roosting resources. This site is predominantly urban with no mature, linear habitats.

Protecting Legislation:

In Northern Ireland bats and their roosts are protected under the following legislation:

- Schedules 5, 6 and 7 of the Wildlife (NI) Order 1985
- Appendix III of the Convention on the Conservation of European Wildlife and Natural Habitats.
- Annex IV of the European Union Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora (Habitats and Species Directive).
- Appendix II of the Convention on the Conservation of Migratory Species of Wild Animals (1979)

² Strategic Riverside Masterplan June 2011

River Foyle Derry – Londonderry DerryCity Council Ilex and Strategic Planning

- Included under the Agreement on the Conservation of Bats in Europe (1991)

It is illegal to kill, injure, capture or disturb bats or obstruct access to, damage or destroy bat roosts. Under the law, a roost is any structure or place used for shelter or protection. Because bats tend to reuse the same roosts, the roost is protected whether it is occupied or unoccupied. Where development is involved, a licence is required from the Northern Ireland Environment Agency if the work is likely to affect a bat roost. In some circumstances, bats may be excluded from a roost, or roosts may be altered / damaged, but this may only be legal after an exclusion order has been obtained from:

The Wildlife Officer
Northern Ireland Environment Agency
Klondyke Building, Gasworks Business Park
Lower Ormeau Road
Derry-Londonderry, BT7 2JA

Badger and Otter

The site and river edge will be checked for Otter.
The site will be checked for breeding badger.

1.5 Birds and Habitats

The site has potential habitat for breeding birds. It is also juxtaposition to little interest for breeding and feeding birds – the Foyle River.

A full breeding bird survey will be undertaken to check for breeding birds, riverside birds and Hirondelles possibly using the buildings – Swallow, House Martin and Swift.

1.6 Invasive Species

A full invasive species survey will be undertaken during the growing season. We understand a survey of the site was undertaken by Translink and Invasive Species were not recorded on or adjacent to the site.

1.7 Biodiversity Value of Site

This will be assessed in the light of relevant surveys.

1.8 Summary

- The River Foyle green corridor is an important component of the areas biodiversity value.
- The site is located in an urban setting but adjacent to the River Foyle and green wedges of maturing, amenity planting.
- The site is devoid of nature conservation designations but it is directly adjacent to the River Foyle which is designated Special area of Conservation. The Foyle Estuary is designated a Special Protection Area for its importance for birds.
- The site is connected to adjacent areas of ecological interest to the southwest and northeast creating a green corridor.
- The old buildings and clock tower could potentially have a value to roosting bats and nesting Hirondelles.
- Figure 2 outlines possible connections between west and east Foyle.

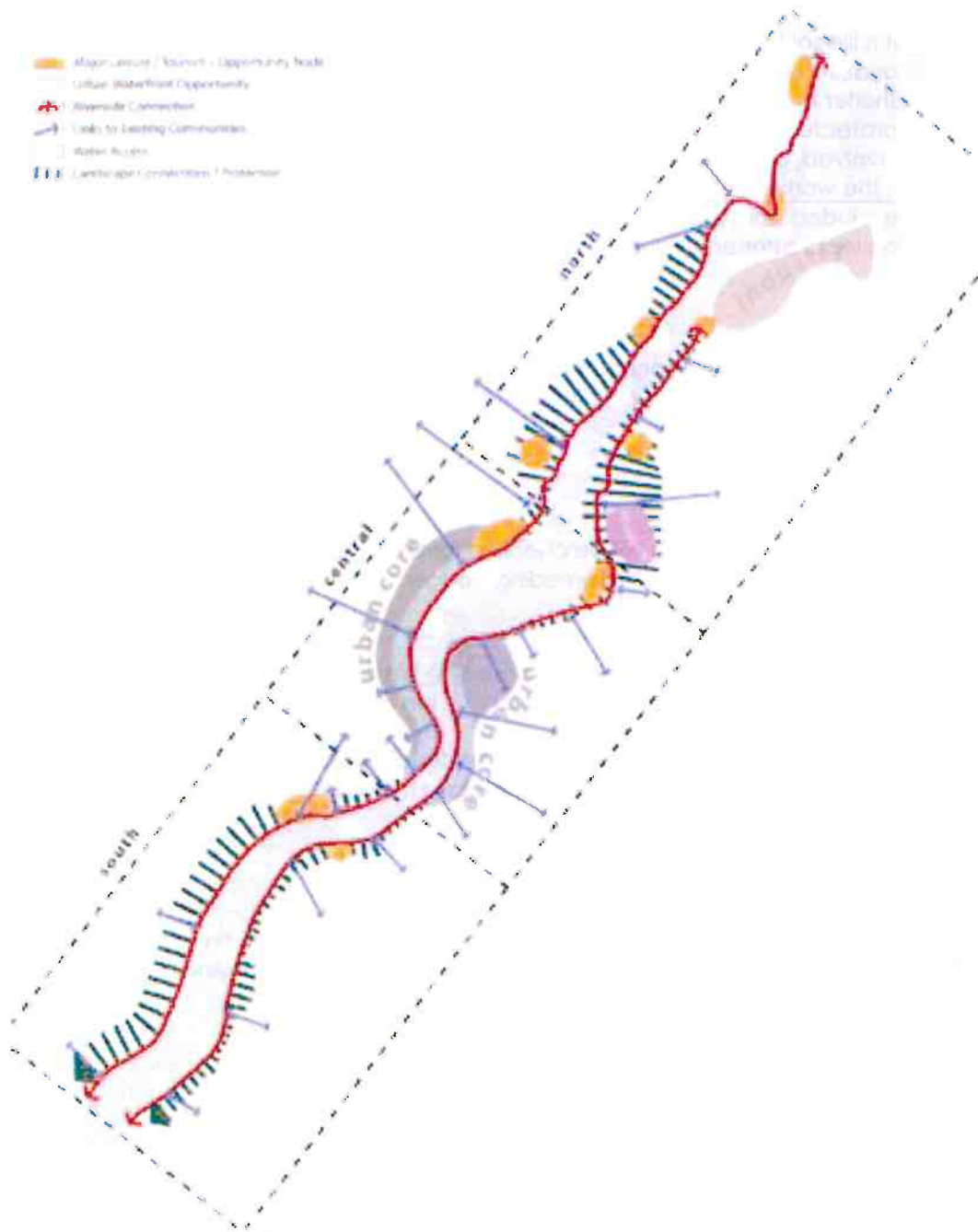


Figure 2 Environmental Connections³

³ Strategic Riverside Masterplan June 2011
River Foyle Derry – Londonderry DerryCity Council Ilex and Strategic Planning

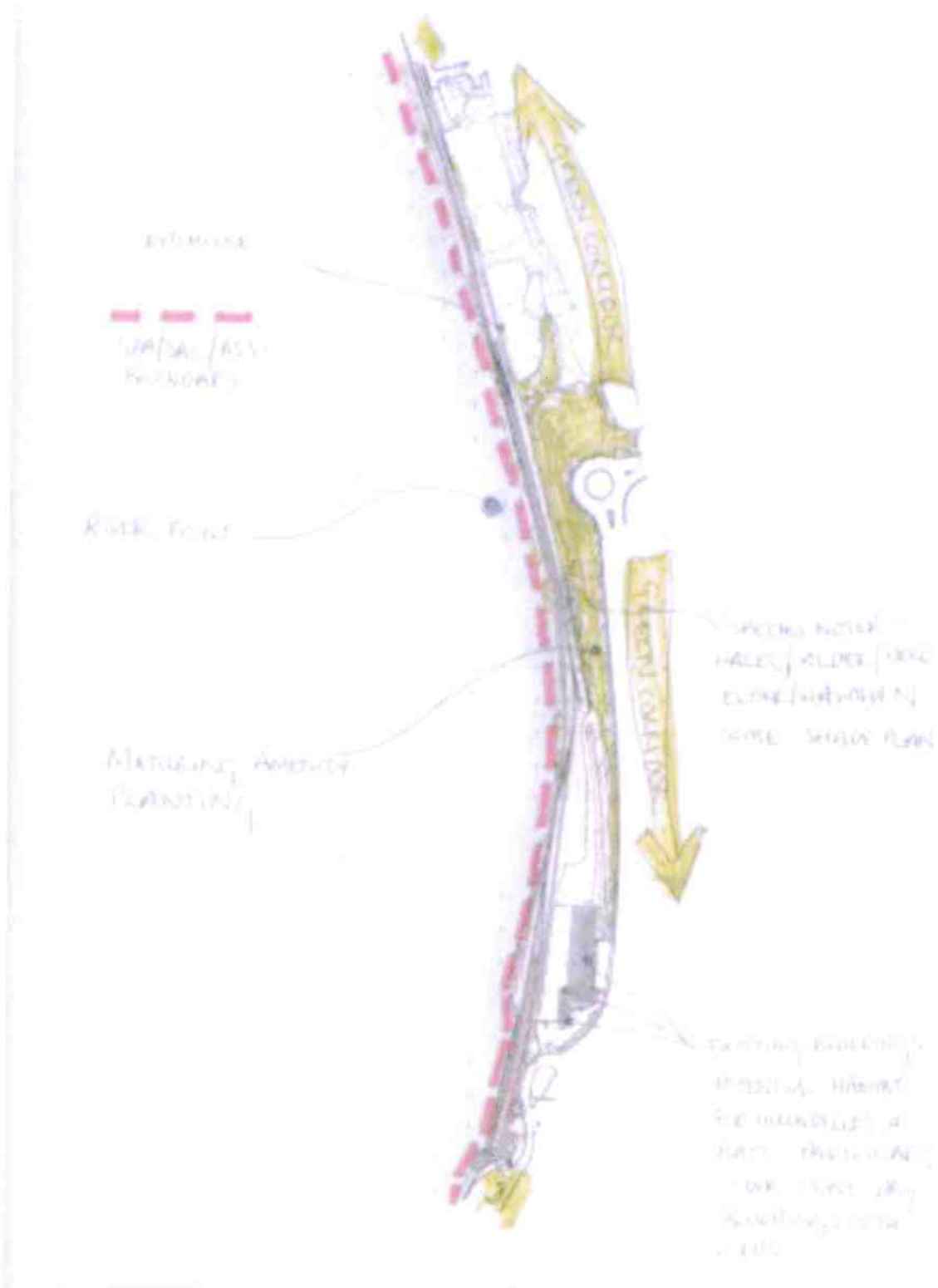


Figure 3: Ecology Scoping – Ecology Issues

Bat Roost Potential Assessment Survey

Derry/Londonderry Railway Station Upgrade

Survey Season 2016

Client: Mott McDonald Consulting Engineers



Ecology Consultants

spouncer **ECOLOGY**

Principal - Celia Spouncer BSc MSc MLI



8-12 Shore Road
Portaferry
BT22 1JY

Tel 07725646333

Email: celia@spouncer.com

www.spouncerecology.com

CONTENTS

PAGE

1.0 INTRODUCTION AND METHODOLOGY

5

2.0 SURVEY RESULTS

10

3.0 CONCLUSIONS

22

4.0 REFERENCES

23

Experience

spouncerECOLOGY

Email: celia@spouncer.com

Celia K Spouncer BSc, MSc MLI

Celia graduated from Wye College, University of London in 1981 with a Master degree in landscape ecology. After gaining valuable conservation experience at the British Trust for Conservation Volunteers, RSPB and Northumberland National Park. Celia has been working as a freelance environmental consultant since 1989. Celia is a registered member of the Landscape Institute.

David Thompson

Specialist in mammal survey to include Bats. David has worked in nature conservation management for over 30 years to include management of key properties in Lake District national park, National Trust properties in Northern Ireland – Strangford Lough, Castle Ward, Slieve Donard and Murlough Nature Reserve. David is a member of the Northern Ireland Bat Group and has been involved in monitoring bat populations on a number of national Trust properties in NI.

PROFESSIONAL MEMBERSHIP AND CONTINUING ROLES

Registered Landscape Practice - Landscape Institute
Associate (Science Division) - Landscape Institute (MLI 1994)

EXPERTISE

Flora and Habitat Surveys

spouncerECOLOGY has carried out a range of specialised flora surveys to NVC Phase 1 and 2 standard.

Protected Species Surveys – Badgers, Otters and Bats

spouncerECOLOGY carries out a range of surveys for protected mammal species such as badgers, otters and bats.

Management Plans

spouncerECOLOGY has carried out many conservation management plans for sites around Northern Ireland and the Republic of Ireland.

SELECTION OF PREVIOUS CLIENTS

Public Sector

Environment and Heritage Service NI (now Northern Ireland Environment Agency) - Belfast City Council - Newtownabbey Borough Council - Antrim Borough Council - Heritage Lottery Fund - South Eastern Education Library – Translink - Department of Agriculture (NI) - Northern Ireland Tourist Board - Omagh District Council – DoE (NI) Landscape Section

Private Sector

Royal Haskoning - BDP Planning London - Habinteg - Belfast Housing Association - McAdam Design - Mulholland & Doherty - Scott Wilson (Ferguson & McIlveen) - National Trust NI - Woodland Trust - Nicholas Pearson Associates - Consarc for NI Housing - Scotts, Toomebride - Hastings Belshaw - NI Environment Link - WWF (UK) - Mulholland & Doherty - KMM MarEnCo (RPS Planning) - MonoConsulting - White Young Green - Farningham McCreadie Partnership - Rachel Bevan Architects - EC Harris - HJ Martin

1.0 Introduction and Methodology

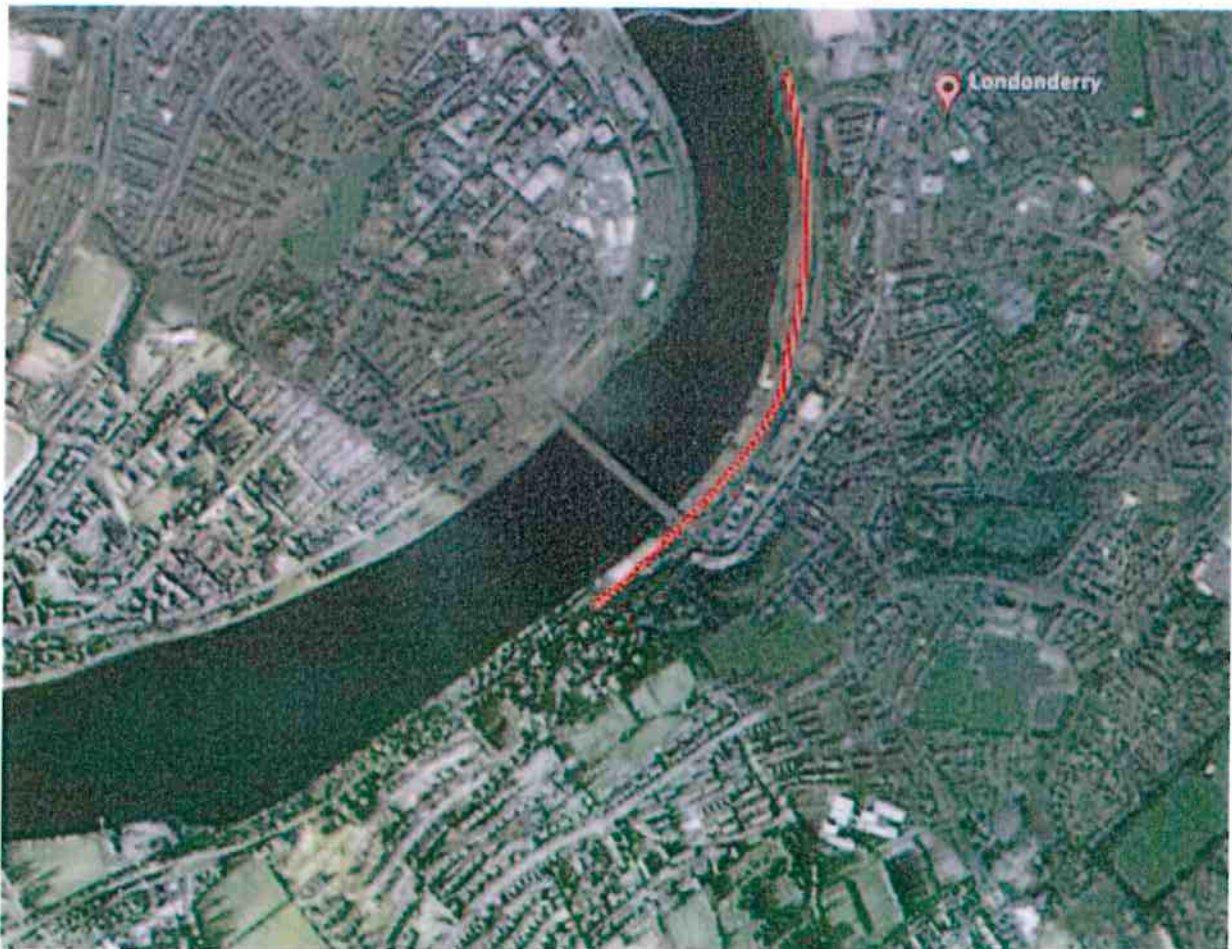
1.1 Appointment

Translink is currently upgrading rail station facilities in Londonderry and Derry.

This renovation will include the restoration of buildings associated with the buildings, which were part of former sidings.

SpouncerECOLOGY was appointed by Mott McDonald January 2016 to undertake an ecology assessment of the site and advise on ecology issues.

A bat roost potential has been undertaken as part of this assessment process. This report is based on a Bat Roost Potential Survey undertaken on 31st May 2016 by Celia Spouncer and David Thompson.



1.2 General Bat Ecology Northern Ireland

There are eight species of bat in Northern Ireland - all of which are insectivorous:

Brown Long-eared Bat (*Plecotus auritus*)

Common Pipistrelle (*Pipistellus pipistellus*)

Daubenton's Bat (*Myotis daubentonii*)

Leisler's Bat (*Nyctalus leisleri*)

Nathusius Pipistrelle (*Pipistellus nathusii*)

Natterer's Bat (*Myotis nattereri*)

Soprano Pipistrelle (*Pipistellus pygmaeus*)
Whiskered Bat (*Myotis mystacinus*)

Throughout Northern Ireland the bat population has dramatically declined in recent years due to loss of habitat, declines in the numbers of insects as a result of the widespread use of insecticides and the destruction of roost sites.

Bats are generally active between the months of April to September and hibernate during the winter. Bats sleep by day in roosts and feed during the night, detecting their prey by echolocation. Echolocation involves the production of high frequency calls to navigate and locate prey items by detection of returning echoes to produce a "sound picture". Roosts may be located in houses, old stone buildings and walls or in mature trees and bats may return to the same roost year after year.

In March, large numbers of female bats begin to group together to form maternity colonies (a gathering of bats that live in a cohesive, generally species-specific group) in maternity roosts where they will give birth to a single baby bat (pup) between May to August. The pups are cared for until they are able to fly a four weeks and are weaned at six weeks. Most summer colonies disperse in September/October and hibernate at an alternative site during the winter months. At other times of the year bats normally roost singly or in smaller groups. The disturbance of bats when in their roosts or the loss of a roost or their habitat has been shown to have a detrimental effect on all species of bat.

During autumn, bats must store enough body fat to sustain them through the winter, a time when insect abundance is markedly reduced. From the month of September, bats in Ireland enter a state of hibernation or they may migrate. They are prompted to enter hibernation by changing day length, which stimulates hormonal changes.

Bats need linear features such as hedgerows, tree lines and woodland edges to provide safe flight lines connecting their feeding and roosting resources. Smaller species are believed to use these features in order to minimise the chance of a predator detecting their silhouette against the sky whilst travelling. These flight lines are also important, as they will also harbour an abundance of insects on which bats can feed.

The level of bat activity at an area is dependant on many site-specific conditions, but in general bats are more active in the months from April to September. Where a colony of bat has occupied a site for even a short period, discrete evidence in the form of droppings and other signs may remain for week, months or even years.

Bat surveys should normally be carried out throughout the active season, in spring, summer and autumn and depending on the site, hibernacula surveys may also need to be carried out.

1.3 Legislation

In Northern Ireland bats and their roosts are protected under Schedule 5 of **The Wildlife (Northern Ireland) Order 1985**. This makes it illegal to kill, injure, capture or disturb bats or obstruct access to, damage or destroy bat roosts. Under the law, a roost is any structure or place used for shelter or protection. Because bats tend to reuse the same roosts, the roost

is protected whether it is occupied or unoccupied. Where development is involved, a licence is required from the Northern Ireland Environment Agency if the work is likely to affect a bat roost.

In some circumstances, bats may be excluded from a roost, or roosts may be altered / damaged, but this may only be legal after an exclusion order has been obtained from:

The Wildlife Officer
Northern Ireland Environment Agency
Klondyke Building, Gasworks Business Park
Lower Ormeau Road
Belfast, BT7 2JA

1.4 Methodology

All survey will be carried out to accepted methodology – NIEA, Institute of Ecology and Environmental Management, Mammal Society and Bat Conservation Trust. The key reference for methodology is the publication Bat Surveys Good Practice guidelines produced by the Bat Conservation Trust¹.

NIEA Bat Survey specific requirements for development proposals outline the following methodology:

- All survey work and survey reports must be carried out according to the bat Conservation Trust Bat Surveys Good Practice Guidelines document.
- The applicant must ensure that the commissioned bat surveyor(s) have the necessary experience and qualifications to carry out this work. It is preferable that the surveyor is a member of the Institute of Ecology and Environmental Management (IEEM).
- The date and time of the survey and the qualifications and experience of the surveyor should be included in the survey report.
- The surveyor should ensure that equipment used is sufficient to identify all species of bat.
- Surveys should be carried out within one year of submission to the department.
- The bat surveys must be carried out once per month between April and September during temperate weather conditions.
- Temperature and wind speed at 2 metres above ground at the time of surveying should be provided in the survey report.
- There should be an appropriate number of dusk and dawn surveys.
- Approximate numbers of bats must be specified.
- Species of bats must be specified.
- The survey should assess the presence of any established commuting and foraging bat paths within the survey area.
- Approximate flying height should be specified if possible.
- The survey should take advantage of any opportunity to survey at height.

¹ Bat Surveys Good Practice Guidelines Bat Conservation Trust 2007 www.bats.org.uk

- The information should be presented in a written report and should include a large scale map. The exact location of roosts, roost entrances, advertising, advertising posts, swarming activity, foraging and commuting movements should be shown. All evidence of use by bats found, for example droppings, should be included.
- The survey should establish whether bats have established roosts (active or inactive) or use the area for commuting, foraging, migrating or for breeding purposes, e.g. advertising posts for individual males. Swarming sites or significant hibernation sites should also be investigated and recorded.
- If necessary, the survey should recommend the most appropriate ways in which the bats can be protected from the impacts of development throughout the duration of the development.
- In the event that the planning application goes to appeal or public inquiry, the persons(s) contracted to carry out survey work may be required to appear at, or give evidence to, the inquiry.
- All located roosts should be reported to the Northern Ireland Bat Group.
- Further details is available in key websites – NIEA Development Management/ NIEA Development Management publication – bats and Development/ NI Bat Group/ Bat Conservation Trust website/ Scottish Natural Heritage

Context - Consultation and Desk Study

A request for all records of bats within an area of 1km of the site have been requested from the Northern Ireland Bat Group. In addition relevant data was requested from NIEA.

Bat Roost Potential Assessment

The entire site and buildings were checked on May 31st 2016. A bat activity survey was undertaken to assess the use of the buildings by bats and the connecting space for commuting or foraging bats. A Bat Box Bat Detector used. The survey included an assessment for hibernacula (winter roost) and summer roost survey. The purpose of the survey was to determine the presence/absence of species, to determine the intensity of bat activity spatially and temporally, to determine the type of activity – foraging/commuting/ mating, to find evidence of roosts and to assess if bats are emerging from the buildings. A daylight check of buildings was also undertaken – interior and exterior – to check for presence of bats – urine staining and bat faeces.

Weather conditions were optimum for at survey – winds 1-2km p hour/dry clear skies/ 19degrees C.

Different bat species have their preferred types of roosts – 4 types roosting in buildings. **Common and Soprano Pipistrelles** use houses and other dry buildings. **Leisler Bat** also roosts in buildings. They roost in barge boards/ soffit area using small space in roof space. They can sometimes roost in large numbers or as solitary males. There could be more than one roost in one space. Droppings and sometimes a smell of ammonia are key signs. The presence of moth wings discarded by feeding bats is another clue. Bat droppings tend to crumble whereas

mouse droppings are pasty when wet and hard when dry. **Brown Long-Eared Bats** prefer open roof areas of older buildings flying around in open roof spaces. Droppings are scattered over the floor or concentrated in piles beneath roost areas or on beams.

Building Inspection – Internal and External

The buildings were checked for evidence of bats – fecal staining on walls or presence of bat faces on ledges/floors at emergence locations. This included checking potential and suitable openings/ crevices for bats.

2.0 Survey Results

2.1 The Site

The survey area included the existing railway station and the proposed site development area to the north to include buildings and lands associated with former sidings.

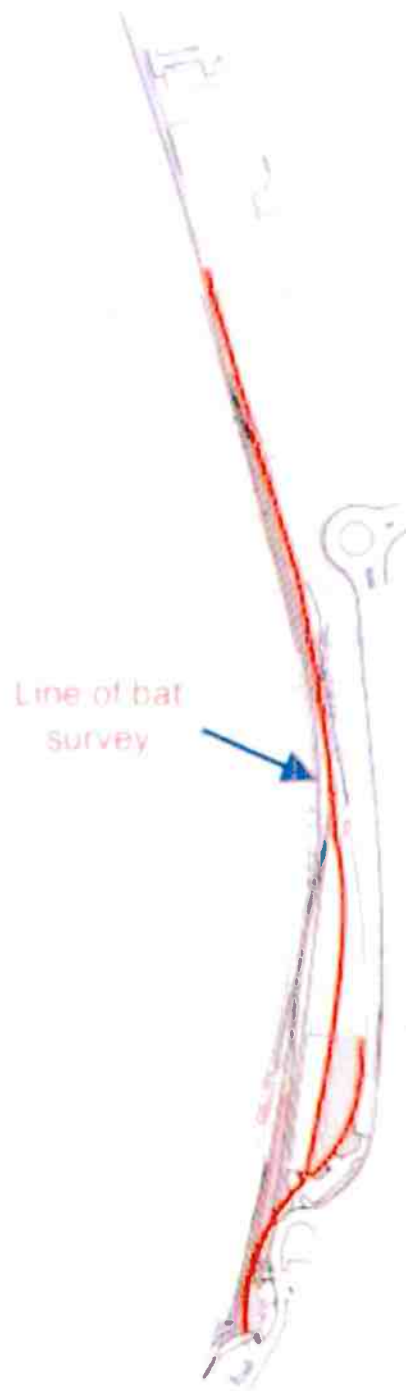
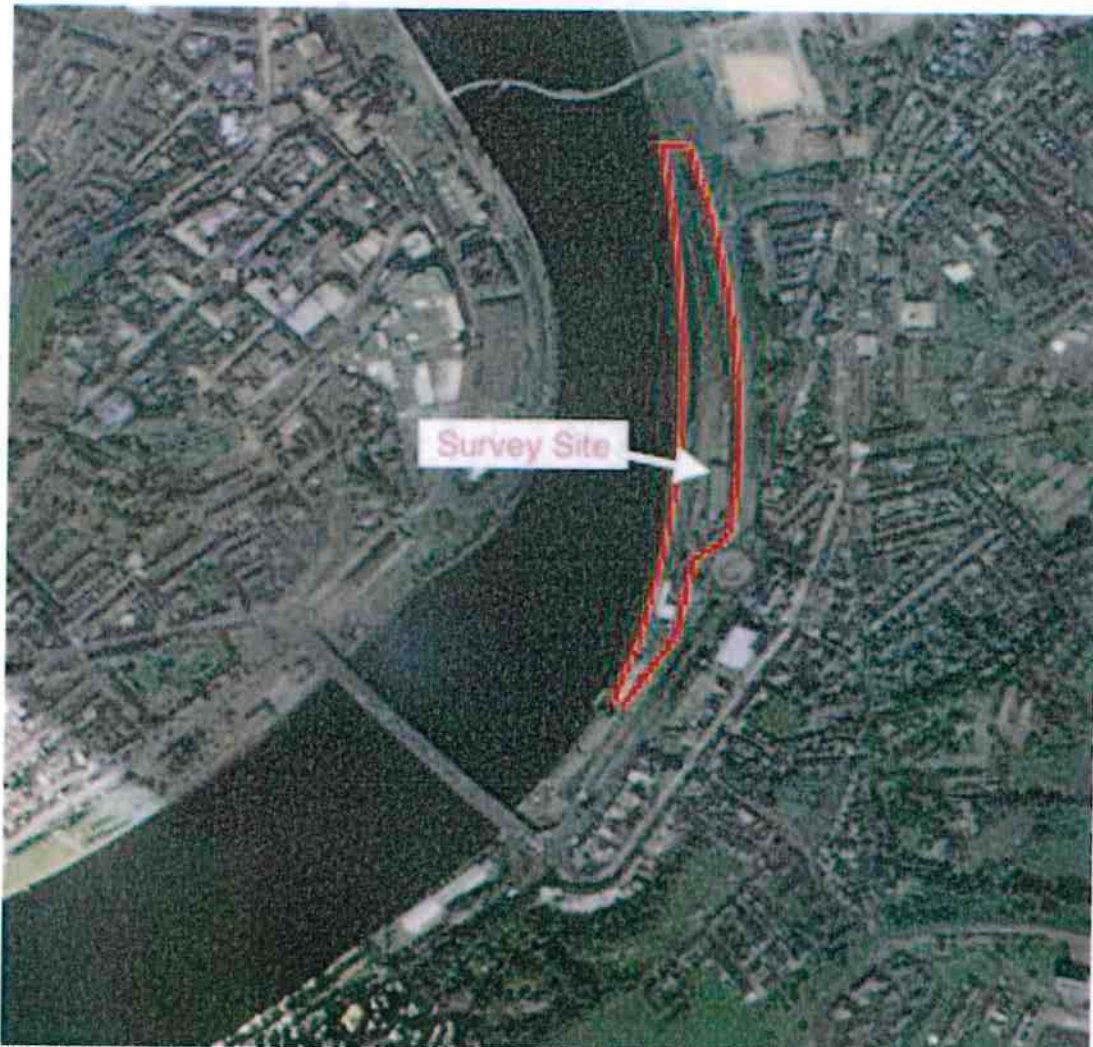


Figure 1: Site Location with lines of additional walked transects to include wider survey

Potential Bat roost entries were checked to include:

- The entire N_S Carpet Room with ridge ventilation louvers,
- N gable, palisade face boarding which could provide easy frequent access for bats,
- Tower belfry construction with louvers on 4 sides,
- Other cracks in stonework, wall plate – roof sections with gaps and spacings.



Photograph 2 Aerial Image of Larne Town Centre (courtesy of Google)

The following images show the type of buildings and survey points.



Photograph 3 Buildings associated with new station development



Photograph 4 - Bat Surveyor David Thompson checking building interiors



Photograph 5 Building exteriors to west of tower



Photograph 6 Building exteriors to NE of tower



Photograph 7– Railline and edge with River Foyle.



Photograph 8 Clock tower with granite stonework and overhanging roof gables



Photograph -9 Former railway buildings with open roof structure



Photograph 10 Roof detail



Photograph 11 Boundary vegetation



Photograph 12 Interior of Former Siding buildings



Photograph 13 – Roof detail of modern building connection



Photograph 14 Roof detail of tower



Photograph 15 Former platforms and amenity planting and maturing vegetation



Photograph 16 Former platforms and gable end of former siding buildings



Photograph 17 Existing Rail Station



Photograph 18 Amenity planting around rail station

2.2 Desk Survey

We are awaiting records from The Northern Ireland Bat Group and NIEA.

2.3 Survey Results

Bat Roost Potential - Visit 31st May 2016

Buildings Interiors

All the buildings were checked.

All the internal spaces were checked for evidence of roosting/feeding bats as set out in methodology statement. In particular the clock tower was inspected using both hand held detector and physical survey for droppings.

Arrived at 21.30pm. Walked around building with bat detector on.

21.40 Slow Walk around all buildings and treed edges except railline with bat detector.

22.24 At NE Gable – 1 Pipistrelle Soprano – 6 minute period foraging along trees to north of siding buildings. Flew under eaves of eastern side of carpet building.

22.45 Same bat returned to same NE cable – 5 secs of bat activity. Bat visible.

23.05 Walked back around buildings – no bats recorded.

23.25 NE Gable of tower – 1 sop pip flying around. Conditions – winds 1.5km / 13 degreeC. Same bat flying around until 00.40

1.00 left site.

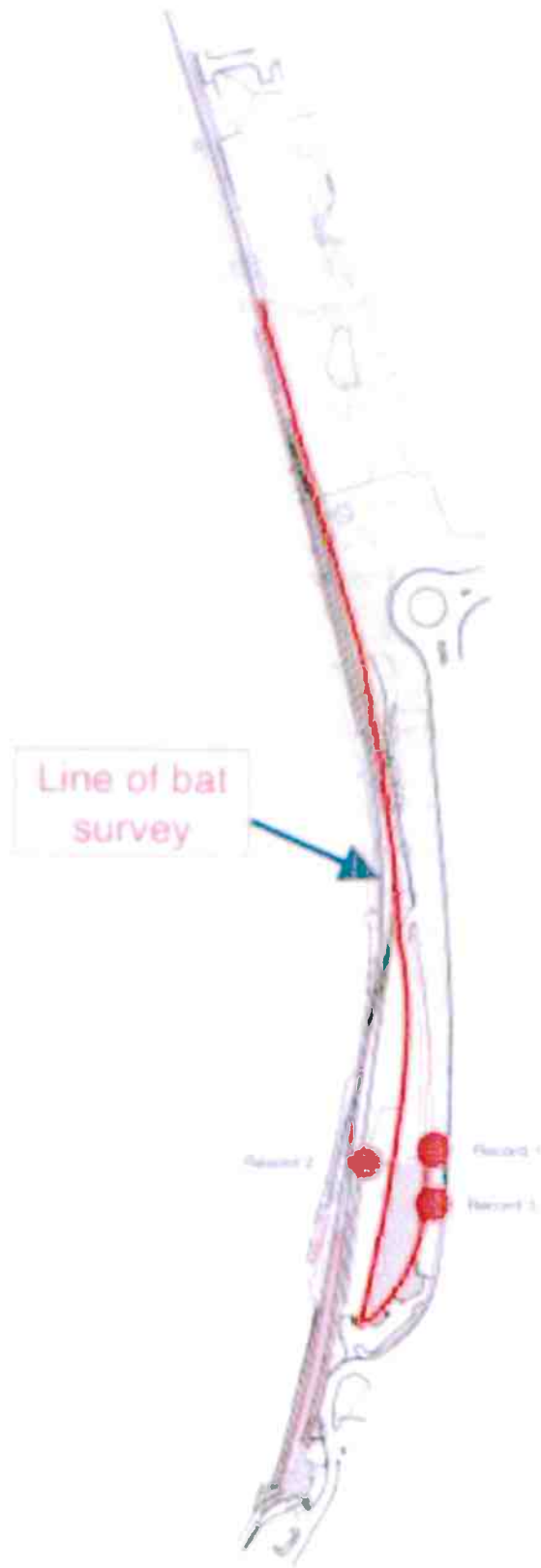


Figure 2 Bat Roost Potential Survey Results

3.0 Conclusion

The bat roost potential survey examined all the buildings associated with the site and foraging routes.

There are a number of buildings suitable for roosting bats – particularly to older tower with dry roof space and masonry cracks and overhanging roof lines.

There was some evidence of old, degraded bat faeces on windowsills within the main tower building.

The one –off survey was surprising in only revealing 1 foraging bat.

Further survey will be undertaken later in the season to verify detail from this survey and meet with NIEA bat survey requirements.

The design team should take into account and detail on buildings for ecology enhancement – bat boxes and maintain vegetation edges for foraging.

4.0 Further Reading

Altringham J (2003) *British Bats* (New Naturalist Series). Collins, London

NIEA (2008) *Focus on bats, their conservation and the law*. Northern Ireland Environment Agency, Belfast

Kunz T (2005) *Bat Ecology*. Chicago University Press, Chicago

Mitchell-Jones T and McLeish A (2004) *The Bat Workers' Manual*. Joint Nature Conservation Committee, Peterborough

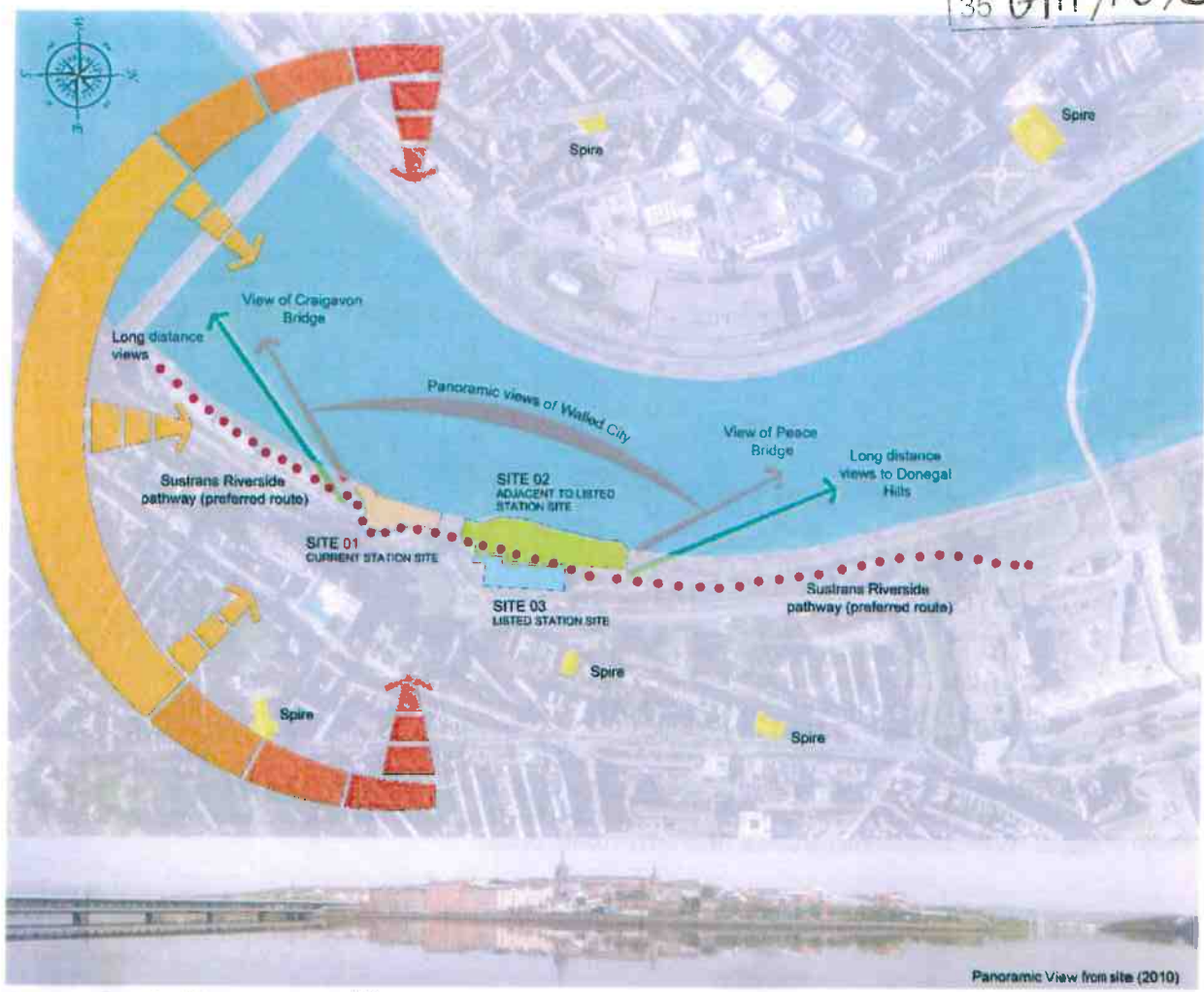
Parsons K et al (2007) *Bat Surveys - Good Practice Guidelines*. Bat Conservation Trust, London

Richardson P and Eaton M (2008) *Bats*. The Natural History Museum, London

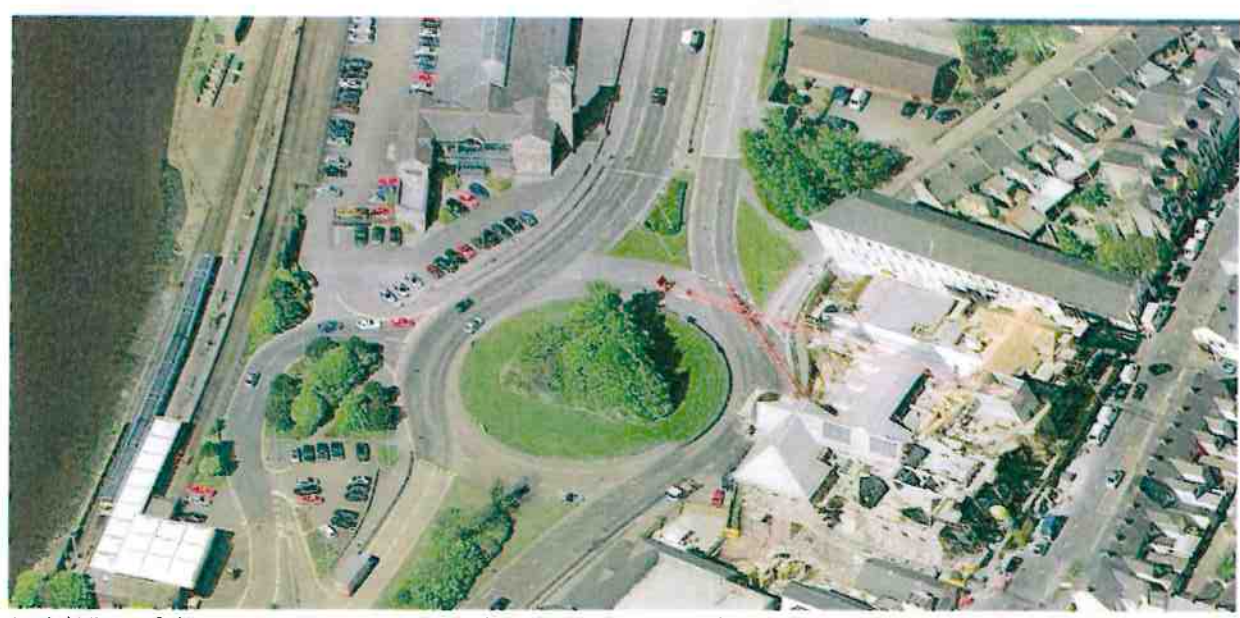
Derry City and District Council
RECEIVED
12 SEP 2016
35 6/11/16/828

DERRY ACTIVE TRANSPORT HUB, DERRY / LONDONDERRY

Pre-Application Discussion – Request Pro-forma – Photographs of Existing Site & Building



Concept Site Analysis over Aerial View



Aerial View of the existing site - Operational station to bottom left. Listed Building to the north (top)

DERRY ACTIVE TRANSPORT HUB, DERRY / LONDONDERRY

Pre-Application Discussion – Request Pro-forma – Photographs of Existing Site & Building

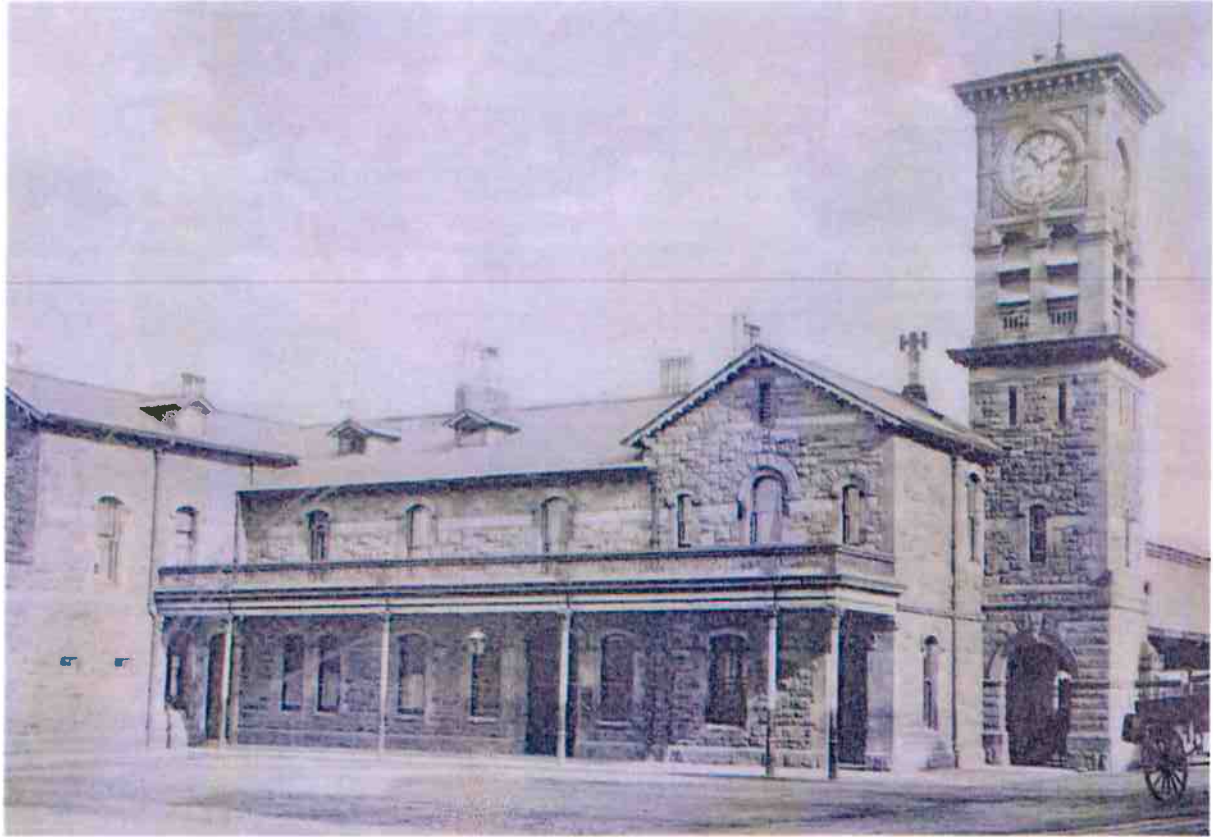


Photo of original Waterside Station assumed soon after construction



Station following Bomb damage in 1975



Station with existing new section to centre



Current Interior of Former Railway Shed



Interior during former operational life

DERRY ACTIVE TRANSPORT HUB, DERRY / LONDONDERRY

Pre-Application Discussion – Request Pro-forma – Photographs of Existing Site & Building



Front View to South Elevation with modern infill



DERRY ACTIVE TRANSPORT HUB, DERRY / LONDONDERRY

Pre-Application Discussion – Request Pro-forma – Photographs of Existing Site & Building



Remaining South East Section including Clock Tower



Remaining South west wing and modern infill

DERRY ACTIVE TRANSPORT HUB, DERRY / LONDONDERRY

Pre-Application Discussion – Request Pro-forma – Photographs of Existing Site & Building



East Elevation – Block infill to former open sided Railway Shed



Canopy over West Elevation

DERRY ACTIVE TRANSPORT HUB, DERRY / LONDONDERRY

Pre-Application Discussion – Request Pro-forma – Photographs of Existing Site & Building



Rear Elevation to North – Timber to Upper part / Ground infilled with block



West Elevation and Car Parking – Location of former platform

DERRY ACTIVE TRANSPORT HUB, DERRY / LONDONDERRY

Pre-Application Discussion – Request Pro-forma – Photographs of Existing Site & Building



West Elevation to front block



Car parking to west

DERRY ACTIVE TRANSPORT HUB, DERRY / LONDONDERRY

Pre-Application Discussion – Request Pro-forma – Photographs of Existing Site & Building



Interior of Railway Shed



Former openings to side of shed

DERRY ACTIVE TRANSPORT HUB, DERRY / LONDONDERRY

Pre-Application Discussion – Request Pro-forma – Photographs of Existing Site & Building



Details within Railway shed



Interior of front block – No original Historic Features remain

DERRY ACTIVE TRANSPORT HUB, DERRY / LONDONDERRY

Pre-Application Discussion – Request Pro-forma – Photographs of Existing Site & Building



Interior of front block – No original Historic Features remain



3D rendering of Concept Proposals