Marine Construction Works/Land Reclamation/Beach Replenishment in the Territorial Sea and Controlled Waters Adjacent to Northern Ireland

Marine Licensing

Important: before completing this form, please read these notes carefully.

The following numbered paragraphs correspond to the questions on the application form and are intended to assist applicants in completing the form. These explanatory notes are specific to this application and so applicants are advised to read these in conjunction with the General Marine Licensing Guidance document. However it may be that these notes do not fully cover all the questions that you may have. If further clarification is needed please telephone us on

028 90569247 or email

MarineLicensingTeam@doeni.gov.uk

For fees categories please see Marine Licensing Fees Addendum

For further Guidance please refer to Marine Licensing Guidance for Applicants

EXPLANATORY NOTES

2. Applicant

The person, company or organisation making the application. (The licensee(s) may be any of the following, the contractor actually carrying out the construction work, the applicant and possibly other bodies involved).

3. Agent

Any person, company or organisation acting on behalf of the applicant. They may be acting under contract (or other agreement) on behalf of any party listed in the answer to question 2, and have responsibility for the control; management or physical deposit of materials anywhere below the tidal limit of the mean high water springs (MHWS). (e.g. A consultancy company submitting the application or a contractor who will be carrying out the works.)

4. Duration of project

Details of the proposed commencement and completion dates of the works.

A licence is normally valid for 1 calendar year or the duration of the works (whichever is longer) but not normally exceeding 3 years. After this period, it will be necessary for licence holders to re-apply for a further licence to continue any ongoing works. It is the licensee's responsibility to apply for any further licences or an extension prior to the expiry of the initial licence.

5. Description and Cost of the Proposed Project

(a) This estimate should cover only works taking place below the tidal level of Mean High Water Springs (MHWS) and should take into consideration the cost of materials, labour, fees etc.
(b) Where the project is expected to take longer than 1 calendar year, this description must detail which elements of work are to be undertaken in the first 12 months, with an outline of the schedule for each further 12 month period of work. (The method of work etc. should be described in the answer to question 7.)
(c) Select the options which most appropriately describe the type of work proposed. Where the project involves a number of elements, please tick each relevant box.

6. Location of Works

Include a list of the latitude and longitude co-ordinates of the boundary points of the proposed project. In a few cases, (e.g. laying of long pipelines) it may only be practicable to supply co-ordinates for the start and end points.

Latitude and Longitude: For positions read from charts of 1:25,000 scale or smaller, the format should be e.g. **55^0 55'.5N 2^0 22'.2W**. The decimal point specifies that decimals of minutes are used and the datum is stated explicitly. If appropriate, map co-ordinates from the Irish Grid used by the Ordnance Survey Northern Ireland may be used, to a 6 figure grid reference.

It is important that the correct positions are included with this application, as any errors may result in the application being refused or delayed.

To supplement the information given in section 6, DoE Marine Division requires the following to be provided with the completed application form:

- A suitably scaled extract from an Ordnance Survey Map (1:2,500 scale but not more than 1:10,000) or Admiralty Chart which should be marked to indicate
    - The full extent of the works in relation to the surrounding area;
    - Latitude and longitude (or 6 figure IGR) co-ordinates defining the area of operation;
    - The level of Mean High Water Springs (MHWS)
    - Any adjacent Special Area of Conservation (SAC), Area of Special Scientific Interest (ASSI), Special Protection Area (SPA)/RAMSAR or similar conservation area boundary.

DoE Marine Division will require copies of all documents to be provided for dissemination to others as part of the consultation process. Normally ten copies of the maps/drawings will be required, if there are ancillary copies required, DoE Marine Division will advise the applicant accordingly. If they are subject to copyright, **it is the responsibility of the applicant to obtain necessary approvals to reproduce the documents and to submit suitably annotated copies with the application.** Alternatively maps/drawings can be sent electronically by email.

- **Sewer outfalls, discharge pipes for storm overflow and industrial waste etc.** The size and description of the pipe should be shown on the longitudinal sections and also details of any supports, foundations, methods of jointing and details of any tidal flaps.

- **Bridges over tidal waters:** an elevation with longitudinal and cross-sections of the bridge to a suitable scale should show the dimensions of the spans and width of piers, etc. above and below MHWS and the maximum and minimum heights of the undersides of the superstructures above MHWS. The headroom above MHWS and the width of span of the nearest bridges, if any, above and below the site should be stated.

- **Tunnels under tidal waters:** the longitudinal section of the tunnel should show the distances between the bed of the river or estuary and the top of the tunnel. Cross-sections should show the internal and external dimensions of the tunnel and particulars of construction. When a proposed future dredging level is known this must also be shown on all sections.

- **Overhead cables:** catenaries must be supplied in addition to the site plan showing the minimum clearance of the cable at MHWS and the electrical clearance allowed.

- **Marine Aquaculture:** proposals for fish farming and shellfish growing are subject to different procedures (refer to The Marine Licensing (Exempted Activities) Order (Northern Ireland) 2011).

The applicant should note that if the drawings/plans are subject to copyright, **it is the responsibility of the applicant to obtain the necessary approvals to reproduce the documents and to submit suitably annotated copies with the application.**

7. Method Statement

Please provide a full method statement, including details of any temporary structures that may be required below MHWS during the works, and the ultimate fate of the structure and material used in its construction. Details of these structures will be included in any licence that may be issued.

Proposed measures to ensure the marine environment is adequately safeguarded during the work should also be described (e.g. the method to be adopted to ensure that the loss of fine grained material is minimised during construction), as should those taken to minimise any interference with other uses of the sea or foreshore.

8. Permanent Deposits

(a) Tick the appropriate box (es) to indicate all materials to be deposited below MHWS. If you propose using types of materials for which a specific box is not provided, please describe the nature of such material in the box marked “other”.
(b) If any of the materials to be placed below MHWS are to be brought to the site by sea, give details of the material, e.g. clean rock, and average particle size. Also indicate the vessels to be used, a chart showing the proposed vessel route to the site of the works and details of any trans-shipment areas i.e. where material may be off-loaded to smaller vessels or barges for transport inshore to the site of the works.
(c) Where the proposed works involve beach replenishment or land reclamation, additional information is required about the material to be deposited and method of delivery. The description of material must include details of its chemical quality. Where the material has not been chemically analysed, DoE Marine

Division may request representative samples for analysis or require the applicant to arrange for analyses to be undertaken before the licence can be determined.

9. Temporary Deposits

If temporary deposits are required, please provide details as with the permanent deposits above. The temporary deposit location details (Latitude/Longitude) should be added to section 6 of the form, and the period of time the site will be used must be provided. If issuing a licence, DoE Marine Division will include on the document details of any area that has been approved as a temporary deposit site.

10. Dredging

Indicate whether you are proposing to dredge as part of the works. A separate section of the Marine Licence may be required. The granting of the construction section of the Marine Licence does not imply that the dredging section of the Marine Licence will also be granted, as different assessment criteria are used to determine each type of application.

11. Disposal of material at sea

Indicate whether you are proposing to dispose of any excess material arising from the construction work at sea. A separate section of the Marine Licence may be required. The granting of the construction section of the Marine Licence does not imply that the sea disposal section of the Marine Licence will also be granted, as different assessment criteria are used to determine each type of application.

12. Planning

If the application is subject to planning permission, please give relevant details, including planning reference number, if planning has been approved/rejected and attached a copy of the environmental statement if appropriate.

13. Statutory Consenting Powers

Please describe what (if any) statutory responsibilities you (or your client) have to consent any aspect of the project.

14. Consultation

(a) Have the public been invited to comment on these proposals? if so to whom and what was the closing date
(b) Have any consultation meetings been held with the public/other bodies? If so where and when?

15. Consultation with Conservation Bodies

Consenting authorities have a duty to ensure that any works will not have a significant adverse environmental impact, particularly upon designated conservation areas (e.g. ASSIs/SAC, SPA/RAMSAR sites etc) listed under The Conservation (Natural Habitats, etc.) (Amendment) Regulations (Northern Ireland) 2007. If the applicant (particularly if they have statutory powers for consenting aspects of these works) has already been in consultation with the appropriate nature conservation body – NIEA, Natural Heritage Directorate, please supply any response that they may have given.

Any application for beach replenishment works should be cross checked as to whether the proposed site is a designated bathing water site and if so, ideally all physical works should be done outwith the Bathing Water Season (1st June to 15th September). Further guidance on the Bathing waters Directive (76/160/EEC) can be obtained from http://www.ni-environment.gov.uk/water-home/quality/bathingqualityni.htm

In addition, guidance can be obtained from www.foodstandards.gov.uk/ with regards to the Shellfish Waters Directive (2006/113/EC) which has parameters set to protect the water quality in which edible shellfish are grown.

16. Designated Conservation Areas

Indicate whether the proposed works are located within or close to the boundaries of a conservation area such as an ASSI, SAC, SPA or Ramsar Site.

17. Environmental Assessment

Please indicate whether any environmental assessments have been carried out in respect of the proposed works, either under your own powers or as required by another authority. If such an assessment has been undertaken, please indicate if a copy has been provided with your application. If the statement/assessment has been completed but is not available, please provide an explanation in the space provided.

Additionally please also give details if and where a copy has been/ is being made available for public inspection.

Please ensure that you have:

- Completed **all** appropriate sections of the application form
- Signed and dated the declaration
- Provided the relevant documentation, charts and continuation sheets and
- Enclosed the correct payment (refer to fees addendum) or paid by means of BACS (if appropriate)

Otherwise your application will be delayed or returned to you

Marine and Coastal Access Act 2009 (Part 4 Marine Licensing)

Application for Marine Construction Works/Land Reclamation/Beach Replenishment in the Territorial Sea and UK Controlled Waters Adjacent to Northern Ireland

(Construction schemes including coast defences, beneficial uses of dredged materials, jetties, land reclamation, outfall pipes etc.)

It is the responsibility of the applicant to obtain any other consents or authorisations that may be required

Under Part 4 (Chapter 5) of the Marine and Coastal Access Act 2009, information contained within or provided in support of this application will be placed on the public register unless DoE Marine Division (as the licensing authority) approves the applicant's reasons for withholding all or part thereof.

Public Register

Is there any information contained within or provided in support of this application that you consider should not be included on the Public Register on the grounds that its disclosure:

a) would be contrary to the interests of national security YES [ ] NO [✓]

b) would prejudice to an unreasonable degree your or some other person's commercial interests or those of a third party? YES [ ] NO [✓]

If **YES,** to either (a) or (b), please provide full justification as to why all or part of the information you have provided should be withheld.

1. Project Title

Please give a brief identifiable description, including the location of the works.

The proposed Narrow Water Bridge will cross the Newry River approximately 400m south of the Narrow Water Keep. The bridge, which will connect the R173 Omeath Road south of Ferry Hill and the A2 dual carriageway at the existing roundabout, is situated approximately 1km and 2km northwest of Warrenpoint and Omeath, respectively. The bridge will pass close to the beacon near the southern shoreline.

The scheme will provide a new single carriageway link between Omeath and Warrenpoint. The proposed 6m wide carriageway will connect the R173 and the A2 dual carriageway across the Newry River at Narrow Water. A new roundabout will be constructed at the junction with the R173 Omeath Road and the existing A2 roundabout will be upgraded to accommodate the required additional arm. The total length of the scheme, including the required bridge crossing, is approximately 660m.

The proposed structure will comprise a cable-stayed bridge with a rolling bascule opening span. The structure is supported by asymmetric back-ward inclined towers, with the higher (86m) tower located on the southern side of the crossing. The lower (33m) twin towers on the northern side operate the rolling bascule opening span. The cable-stayed span is supported by a double plane of cable-stays which are anchored to an inclined vertical tower.

The scheme includes a proposed vessel collision protection system (fendering system), two culvert outfalls, a drainage outfall and a diversions of an existing wastewater treatment plant outfall. The fendering system defines the navigable channel and is directly under the movable bridge span between the north (bascule) abutment and the central pier support. All outfalls are located to the west of the A2 roundabout.

2. Applicant Details

Title	[redacted]	Initials	[redacted]	Surname	[redacted]

Address:	Louth County Council Millennium Centre County Hall Dundalk Co. Louth
Name of contact: (if different from above)	

Telephone number: (inc. code)	[redacted]
Email address:	[redacted]

3. Agent Details (if appropriate)

Title	[redacted]	Initials	[redacted]	Surname	[redacted]

Trading Title (If different from above)	Roughan and O'Donovan Limited
Business Address:	Arena House, Arena Road, Sandyford, Dublin 18
Name of contact: (if different from above)	
Position within company (if appropriate)	Principal Engineer
Telephone number: (inc. code)	[redacted]
Email address:	[redacted]
Company Registration No.	223146

4. Duration of Project

Expected Start Date	Q2 2024	Expected Completion Date	Q4 2026

5. Description and Cost of the Proposed Project

(a) Estimated gross cost of the works proposed seawards of the tidal limit of the High Water Mean Spring Tide Mark

€22 million

(b) Give a detailed description of the proposed schedule of work

The works to be undertaken in 36 month period include:

- Establish site compound;
- Site clearance;
- Fencing;
- Construct haul roads (including control building access);
- Excavate and replace poor ground;
- Excavate for north and south abutments;
- Drive piles;
- Construct south abutment;
- Construct middle pier;
- Construct north abutment;
- Incrementally construct fixed span and pylon;
- Construct control/ maintenance building;
- Install mechanical & electrical equipment for opening span;
- Assemble opening span;
- Place opening span;
- Install parapets;
- Finish surface water drainage network;
- Install kerbs;
- Lay pavement;
- Install barriers, signs and other finishes;
- Commence testing;
- Demobilise and site clearance.

If necessary please continue on a separate sheet and tick this box ☐

Types of Work Proposed

Coastal/Flood defences:	beach replenishment
	shoreline reinforcement
	flood defence
	sea defence
Slipways:	slipway
	causeway

	launching ramp
Miscellaneous:	habitat creation/replacement
	aquaculture (unless exempted)
	sea wall
	berms/wave screens
	artificial reef
	sea-lock
Harbour works:	dock wall/quay/wharf
Navigation works:	lock gates
	moorings (unless exempted)
	buoy/navigation mark (unless exempted**)**
	training wall/breakwater
Land reclamation:	bunded/piled area
	dock infill
Intakes/outfall pipes:	intake/outfall
Cables:	cable/subsea cable
Pipeline maintenance:	pipe/pipeline maintenance
Piers etc.:	bridge supports/bridge foundation
	pier
	jetty
Bank stabilisation:	
Scour protection:	gabion
	mattressing
Barrages & island etc.	tidal barrier
	barrage
	sculpture, statues, fountains etc.
	ground investigation works
	impoundment
Sediment manipulation	groynes

6. Location of Works

This should include either 6 figure Irish Grid Reference (IGR) or Latitude and Longitude co-ordinates (WGS84 to 1 decimal minute) defining the extent of the project.

E	N
312859	319078
312860	319077
312863	319074
312852	319081
312847	319079
312847	319081
312848	319082
312879	319086
312889	319135
312885	319141
312861	319167
312898	319128
312890	319096
312909	319111
312901	319121
312848	319077
312823	319041
312805	319120
312794	319133
312805	319026
312778	319068
312800	319036
312790	319053
312778	319121
312846	319061
312853	319066

	312852	319067	
	312866	319037	
	312789	319107	
	312763	319085	
	312843	319018	

If necessary, please continue on a separate sheet and tick this box ✓

The site is situated between the steep Cooley Mountains to the south and the drumlins of Down to the north. The Newry River flows through this valley before widening to form Carlingford Lough. The shoreline is flanked by roads on both sides and a former rail line along the southern shore. In the immediate vicinity of Narrow Water to the south in County Louth, the landscape comprises small fields bounded by hedgerows, whereas to the north in County Down, the immediate landscape is dominated by Warrenpoint Golf Course and the demesne surrounding Narrow Water House.

The Newry River, which is a tidal river leading into Carlingford Lough, can be in excess of 280m wide at high tide. At low tide, the main channel is relatively narrow, approximately 40m wide, exposing mudflats and foreshore to either side.

A bird roost is also located on the southern foreshore approximately 70m southeast of the existing navigational beacon near Ferry Hill.

The site lies within an ecologically sensitive area with deciduous woodland and the foreshore in the south and the inter-tidal mudflats in the north all possessing nature conservation designations as follows:

Republic of Ireland Sites:

- Carlingford Shore candidate Special Area of Conservation (SAC) (code 02306): This extensive site stretches almost continuously along the southern shore of Carlingford Lough, from the section of the Newry River/ estuary in Co. Louth to just east of Cooley Point. The outer boundary is generally the low tide limit while the landward boundary is usually just above the shoreline.
- Carlingford Lough Special Protection Area (SPA) (code 04078): The SPA on the Louth side is relatively restricted in area, extending from the harbour at Carlingford to Greenore Point. It includes all the intertidal flats to the low tide mark.
- Carlingford Lough is also a proposed Natural Heritage Area – the boundary on the landward side is similar to that of the SAC site but on the seaward side the pNHA boundary extends out into the lough to the international boundary.

Northern Ireland Sites

- Carlingford Lough Special Protection Area: This SPA lies between Killowen Point and Soldiers Point on the northern shore of Carlingford Lough. It extends from the upper shoreline to the mean low water mark (total area 827.12 ha).
- Carlingford Lough Area of Special Scientific Interest (ASSI no. 0103) This large site (1,105 ha) extends from the inner part of the Newry River to Cranfield Point, which is the entire northern shore of Carlingford Lough. It includes all habitats from the upper shoreline to the mean low water mark.

7. Method Statement

It is estimated that it will take approximately 36 months to complete the construction of the Narrow Water Bridge Project. Construction activities will be phased to accommodate local seasonal environmental sensitivities most particularly the timing of piling in the main river channels. The construction process outlined below has been specifically designed to minimise the potential impacts of the construction process on the aquatic ecology and cultural heritage. The proposed bridge will be constructed following the outline construction process detailed below:

A summary of the anticipated sequence of the construction works is as follows:

1. Establish site compound;
2. Site clearance;
3. Fencing;
4. Construct haul roads (including control building access);
5. Excavate and replace poor ground;
6. Excavate for north and south abutments;
7. Drive piles;
8. Construct south abutment;
9. Construct middle pier;
10. Construct north abutment;
11. Incrementally construct fixed span and pylon;
12. Construct control/ maintenance building;
13. Install mechanical & electrical equipment for opening span;
14. Assemble opening span;
15. Place opening span;
16. Install parapets;
17. Finish surface water drainage network;
18. Install kerbs;
19. Lay pavement;
20. Install barriers, signs and other finishes;
21. Commence testing;
22. Demobilise and site clearance.

The construction methodology will be developed and finalised by the appointed contractor.

1. Narrow Water Bridge Works

1.1 Construct Embankments

On the south side, access will be provided across agricultural lands following the proposed road alignment. The proposed road alignment is substantially on embankment although there is a small portion in cut through a small ridge on the passage down to the shoreline.

On the north side, access will be provided off the existing A2 roundabout. Ground improvement measures, such as piling and use of geotextile, are likely to be required before construction of embankments can commence.

1.2 Cofferdam Installation

Temporary cofferdam structures will be required to construct both the north and south bridge abutments. The temporary cofferdam will be constructed around the site of both abutments to allow for the construction of same in this tidal environment.

To minimise any possible impact on existing hydrodynamics, the cofferdam sizes will be minimised as much as possible to provide the minimum working area required around the reinforced concrete pile caps.

When the cofferdam is constructed, the section of the riverbed it encloses will require excavation. Due to the size of the site it will not be possible to construct a settlement pond and the excavated material will have to be moved off-site.

1.3 Foundation - Drive Piles

The central pier and vessel (bridge) protection piles will be driven to bedrock by the pile driving rig that will be situated on a barge or jack-up barge in the river channel. No cofferdam will be required for the in-river works. There are three steel tubular piles being used to support the central pier within the in-river environment. There are approx. 14 number vessel (bridge) protection piles.

The supporting piles for the southern abutment are to be driven to bedrock. The south abutment piling operations will be completed within the confines of the cofferdam.

The piling methodology to be finalised by appointed Contractor is outlined below:

- steel casings will be driven down into the riverbed/ ground to rock level;
- the material within the casing will be bored out and removed;
- a reinforcement cage will be inserted, and concrete will be pumped into the hollow casing to complete the pile construction.

Measures will need to be put in place to ensure any spill during boring or concrete placement is captured on a barge or a working platform. The contractor will need to ensure no spill into the river when removing material within the tube and pouring concrete.

1.4 Foundation - Construct Pile Cap

An in-situ reinforced concrete pile cap will be cast at the location of the southern abutment following the piles being driven to bedrock. The northern abutment in-situ reinforced concrete foundation slab will be cast following excavation to formation level.

1.5 Substructure - Construct Abutments and Central Pier

After the pile cap and foundation slab have been poured, both abutments will be constructed. The material extracted shall be used as infill or removed from site.

In addition, a barge or jack-up rig will be required to place a reinforced concrete pile cap over the steel piles located in the river channel.

1.6 Substructure - Construct Tower Base

Both the main pylon and the bridge deck are to be constructed in sections. The lower portion of the tower, which connects the pylon with the abutment, will be constructed initially as will the associated deck.

Once complete the cofferdam which encloses the abutment can be extracted/ removed.

1.7 Superstructure - Construct Tower and Main Span

The steel pylon with concrete infill will be constructed in stages using a crane located on the southern bank of the river.

Once a section has developed sufficient strength, additional weight will be added to the tower to counterbalance the deck.

The stiffened steel orthotropic box girders (bridge deck) will be assembled offsite. The deck sections are likely to be transported to site along the river where a crane, which will be located on the permanent structure, will lift the section into place.

The installation of the cable stays and the bridge deck will, thereafter, begin.

Sections of the steel deck are progressively added as the tower rises using the cable stays to support them. The cables will be pre-stressed and also readjusted as each new section of the deck cantilevers out. This is to ensure the deck levels remain as per the design.

It is envisaged that a temporary platform will be constructed to support the permanent bridge deck steelwork during construction. Temporary piles will be required in the Newry River to prop the platform beneath the bridge deck, on which the deck will be constructed. It is envisaged that 11 sets of 4 no. temporary piles (diameter less than 300mm) will be installed via a jack-up barge. Once the bridge deck is completed, the temporary deck will be removed, and the piles removed or cut down to avoid any further impacts.

Prior to the main tower construction works on the southern shore the new navigation beacon will be constructed so that navigation into Warrenpoint Harbour and up the Newry River is not affected by the obstruction of the existing beacon.

The above construction methodology has been developed to minimise the impact on the aquatic environment.

1.8 Construct Moveable Span

The cable-stayed rolling bascule section will be constructed offline and either brought to site on a barge or launched from northern approach embankment.

Once the northern abutment has been completed the lifting mechanism can be assembled

prior to the arrival of the moveable span.

The moveable span is to be lifted into place following the completion of the fixed cable-stayed span.

1.9 Finishes

Once the deck has been progressively constructed across the river, the installation of the parapets, surfacing and other finishes can be completed followed by the final tensioning of the bridge cable-stays.

2. Ancillary Works

2.1 Outfall Pipes

There will be 2 no. culverts constructed under the A2 roundabout realigning the Milltown Streams from the East of the roundabout to the West of the roundabout. The outfalls of the 2 no. culverts will be constructed under a proposed headwall.

The works also involved the diversion of an existing wastewater treatment plant outfall pipe and the construction of a new drainage network outfall headwall.

2.2 Vessel Collision Protection System

A vessel collision protection system will be constructed at where the bridge opening is proposed at and at approximately 40m west from the east low water mark.

3. Mitigation Measures

The following mitigation measures are proposed to ensure the marine environment is adequately safeguarded:

- Throughout all stages of the construction phase of the project the contractor shall ensure that good housekeeping is maintained at all times and that all site personnel are made aware of the importance of the associated aquatic environment and the requirement to avoid pollution of all types.
- The storage of oils, hydraulic fluids, etc will be undertaken in accordance with current best practice for oil storage.
- Oil interceptors will be provided in order to prevent runoff of pollutants to river.
- An emergency plan to deal with accidental spills will be drafted.
- Any land drains or pipes served along the route will be connected into new pipes or ditches.
- The pouring of concrete, sealing of joints, application of water-proofing paint or protective systems, curing agents, etc will be completed in the dry to avoid pollution of the freshwater environment.
- All machinery operating in-stream will be steam-cleaned in advance of works and routinely checked to ensure no leakage of oils or lubricants occurs. All fuelling of machinery will be undertaken within the site compound. Steam cleaning will also

ensure no accidental spread of invasive species into the river system or Carlingford Lough.

- The timing of in-stream works (including cofferdam erection and dismantling) shall be agreed with the Loughs Agency and will arranged to avoid impacting on the main estuarine migratory movements of salmon and lamprey (main upstream movement through the estuary).
- Spoil will be removed off site and disposed of under appropriate licence or permissions to an authorised spoil depository location.

If necessary, please continue on a separate sheet and tick this box ☐

8. Permanent Deposits

(a) quantity of permanent materials to be deposited below HMWS tidemark:

Timber (m^2 or tonnes)	$0m^2$
Iron/Steel (tonnes)	500 tonnes
Plastic/Synthetic (m^2)	$9500m^2$
Silt (m^3)	$0m^3$
Sand (m^3)	$0m^3$
Concrete (m^3)	$1600m^3$
Concrete bags/mattresses (Confirm number, dimensions & total volume m^3)	$0m^3$
Stone/Rock/Gravel (size range and volume m^3)	$8600m^3$ (total) of Class 6A, 1C and 2C material Particle sizes range in varying proportions from <63μm up to 500mm with some armourstone boulders also included.

If 'other' please describe below

If necessary, please continue on a separate sheet and tick this box ☐

(b) for work involving salt marsh feeding, beach replenishment or land reclamation please provide the following information relating to the material to be deposited:

Quantity (tonnes)	16,800 tonnes
Nature of Material (e.g. sand, silt, gravel etc.)	Stone, rock, gravel
Source: (if sea dredged please state location of origin)	Local quarry or borrow area (subject to license)
Particle Size	<63μm up to 500mm with some armourstone boulders also included.

Has the material been chemically analysed? Yes [ ] No [✓]

If Yes, please include the analysis data with your application.

9. Temporary Deposits

Will there be a need to make any temporary deposits of material below HMWS tidemark during the works

Yes [✓] No [ ]

A cofferdam will be installed to construct the north abutment and temporary piles will be required to provide temporary support to the bridge deck during construction.

(a) quantity of temporary materials to be deposited below HMWS tidemark:

Timber (m^2 or tonnes)	$0m^2$
Iron/Steel (tonnes)	500 tonnes
Plastic/Synthetic (m^2)	$0m^2$
Silt (m^3)	$0m^3$
Sand (m^3)	$0m^3$
Concrete (m^3)	$0m^3$
Concrete bags/mattresses (Confirm number, dimensions & total volume m^3)	$0m^3$
Stone/Rock/Gravel (size range and volume m^3)	$0m^3$

If 'other' please describe below

[ ]

If necessary, please continue on a separate sheet and tick this box [ ]

10. Dredging

Do you intend to apply for a licence to dredge as part of the works?

Yes [ ] No [✓]

If Yes, please indicate the location ……..
of the dredging and nature of material ……..

11. Disposal of Material at Sea

Do you intend to apply for a licence to dispose at sea material dredged as part of the works?

Yes [ ] No [✓]

If Yes, please indicate:
Nature and quantity of material ……..
(sand, gravel, silt, clay, rock etc.) ……..

12. Planning

Is this project subject to a planning application?

Yes [✓] No [ ]

If Yes, attach a copy of environmental statement (if appropriate) and indicate what stage the application for planning permission is at (i.e. approved, awaiting notification, rejected)

Planning permission has been approved by An Bord Pleanála (Reference 15.KA0024) and Planning Service Northern Ireland (Reference P/2012/0121/F). A copy of the Environmental Impact Statement is attached.

13. Statutory Consenting Powers

Do you, or (if appropriate) your client, have statutory powers to consent any aspect of this project?

Yes [✓] No [ ]

If Yes, please give details

Louth County Council is the planning authority for Co. Louth.

14. Consultation

(a) Have the public been invited to submit comments? **YES** ✓ **NO** ☐
If **YES**, how and where?

Four public consultation events were held. Two were held in Omeath on 19th May 2008 and 20th October 2008 and two in Warrenpoint on 20th May 2008 and 21st October 2008.

Statutory consultation was undertaken for the required statutory periods in both jurisdictions as part of the planning application process.

A Marine Licence application (Reference No. ML 144/13) was signed on 28th March 2013 with period of validity of licence from 28th March 2013 to 31st July 2015.

Further to above, the following licence and consent have been approved for the project:

- Bridge Order – The Narrow Water Bridge Order (Northern Ireland) 2022 was made on the 24th February 2022 and came into operation on the 26th March 2022.
- The Newry River (Diversion of Navigable Watercourse and Extinguishment of Public Rights of Navigation) Order (Northern Ireland) 2022 was made on the 24th February 2022 and came into operation on the 26th March 2022.

(b) Have any consultation meetings been held? **YES** ✓ **NO** ☐
(with the public or other bodies)

Four public consultation events were held as described above.
Consultation meetings have also been held with the following Statutory and Non-Statutory bodies in Northern Ireland:

- Ordnance Survey Northern Ireland
- Warrenpoint Harbour Authority
- Northern Ireland Water
- Environment and Heritage Service (now Northern Ireland Environment Agency)
    - Built Heritage
    - Natural Heritage
    - Water Management Unit
    - Land and Resource Management
- The Crown Estates
- Armagh and Down Tourism Partnership
- Geological Survey of Northern Ireland
- The Planning Service
- The Mournes Heritage Trust
- The Royal Society for the Protection of Birds
- Council for Nature Conservation and the Countryside
- Centre for Environmental Data and Recording
- Fisheries Conservancy Board

- SusTrans
- Newry and Mourne District Council (now Newry, Mourne and Down District Council)
- The Woodland Trust
- The Wildfowl and Wetlands Trust
- Council for Nature Conservation and the Countryside
- Warrenpoint Chamber of Commerce
- Newry Chamber of Commerce and Trade
- Police Service Northern Ireland
- Road Service (now Department for Infrastructure)
- Invest NI
- Inland Waterways Association
- Translink
- Department of Agriculture and Rural Development
- Department of Culture Arts and Leisure – Inland Waterways and Inland Fisheries
- Department of Enterprise Trade and Industry
- Foyle Carlingford and Irish Lights Commission
- The Rivers Agency
- The Loughs Agency
- The National Trust
- Land Registers of Northern Ireland
- Carlingford Lough Yacht Club
- Warrenpoint Boating Club

Consultation meetings have also been held with the following Statutory and Non-Statutory bodies in the Republic of Ireland:

- Ordnance Survey Ireland
- Land Registry Dublin
- Louth County Council – Planning Department
- Louth County Council – Roads and Marine
- Eastern Regional Fisheries Board
- The Marine Institute
- Commissioner of Irish Lights
- Department of Communications, Energy and Natural Resources
- Department of Environment, Heritage and Local Government
- An Taisce
- Failte Ireland
- The Arts Council
- Iarnrod Eireann
- National Roads Authority
- The Heritage Council
- National Parks and Wildlife Service
- Department of Agriculture Fisheries and Food – Foreshore Section
- Geological Survey of Ireland
- Environmental Protection Agency
- Tourism Ireland
- County Louth Archaeological and Historical Society
- Bord Gais
- Eircom

Consultation meetings have also been held in 2021/ 2022 with the following bodies:

- Loughs Agency
- Warrenpoint Harbour Authority
- National Parks and Wildlife
- Department of Agriculture, Environment, Rural Affairs
- Newry, Mourne and Down District Council

Department for Infrastructure

If necessary please continue on a separate sheet and tick this box ☐

15. Consultation with Conservation Bodies

Please provide details of any consultation that has taken place with NIEA Natural Heritage and, if appropriate, include copies of any correspondence with your application.

Pre-Application discussions were held in 2008 with NIEA Natural Heritage.

If necessary please continue on a separate sheet and tick this box ✓

16. Designated Conservation Areas

Are any parts of the proposed work located within the boundaries of a designated conservation area? **YES** ✓ **NO** ☐

If **No**, please indicate approximate distance of the disposal operation from the nearest designated conservation area. ☐ kms

17. Environmental Assessment

Has an environmental assessment been undertaken to support any application in respect of the works, your own statutory powers (if applicable) or any other reason? **YES** ✓ **NO** ☐

If **YES**, is a copy of the assessment included with this application? **YES** ✓ **NO** ☐

If the assessment has been undertaken but has not been included with the application, please provide an explanation below.

Is the environmental assessment available for public inspection? **YES** [ ] **NO** [✓]

If YES at what locations:

Declaration

I declare that the information given in this form and related papers is to the best of my knowledge and belief true.

WARNING
It is an offence under the Act under which this application is made to fail to disclose information or to provide false or misleading information.

Signature of applicant: (or agent acting on behalf of applicant)	[redacted]
Date:	25/05/2023
Name (Block Letters):	[redacted]
Position within company: (if applicable)	Principal Engineer

PLEASE CHECK CAREFULLY THE INFORMATION YOU HAVE GIVEN AND THAT ALL ENCLOSURES (INCLUDING COPIES) HAVE BEEN INCLUDED

Application Checklist

- **Completed application form** (see above)
- **Project drawings** (see drawings NWB-ROD-ENV-AE-SK-EN-500001 through 500004)
- **Method statement** (see Section 7)
- **Maps/charts** (see drawing NWB-ROD-ENV-AE-SK-EN-500003)
- **Additional environmental information e.g. photographs, environmental impact assessment etc.**
- **Payment**