DOE
Department of the Environment
www.doeni.gov.uk

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-envir onment.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.

Construction of a new multi-purpose facility at D3 for berthing of cruise ships, and for lay-by and transient storage of project cargo, break bulk & dry bulk during cruise ship off-season. Development comprises the construction of 340m long solid quay with mooring dolphins, dredging of the berthing pocket & infilling behind the new quay wall using imported clean fill materials, construction of a 25m wide piled relieving slab along the quay length, with heavy duty paving surfacing on the quay/slab hinterland, access road, security gates, access barrier & kiosk at Airport Road West, modular terminal building, shore side facilities, lighting, fencing, and landscaping. The works are located at D3, within Belfast Harbour Estate, opposite Victoria Terminal 4. The co-ordinates are listed in Q.6.

2. Applicant Details

Title		Initials		Surname:	Belfast Harbour Commissioners

Address:	Harbour Office Corporation Street Belfast BT11 3AL
Name of contact: (if different from above)	Eugene McBride
Telephone number: (inc. code)	02890 554422
Email address:	e.mcbride@belfast-harbour.co.uk

3. Agent Details (if appropriate)

Title:		Initials		Surname	RPS

Trading Title (If different from above)	RPS
Business Address:	Elmwood House, 74 Boucher Road, Belfast BT12 6RZ
Name of contact: (if different from above)	Sinéad Henry
Position within company (if appropriate)	Associate
Telephone number: (inc. code)	02890 667914
Email address:	sinead.henry@rpsgroup.com
Company Registration No.	NI20604

4. Duration of Project

Expected Start Date	June 2016	Expected Completion Date	March 2017

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

Estimated gross cost of the works below MHWS is approximately £13M - £17M (ex VAT)

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

It is envisaged that the works will commence in summer 2016 and be completed March 2017. These comprise both land-based and marine construction. An indicative method statement for construction is included at Q7. The site is currently operational Port land, which is used intermittently by Belfast Harbour Commissioners for temporary storage. Currently the site is accessible to the public through a pedestrian gate which provides access to the RSPB viewing hub. No blasting or explosives will be required for the construction of the project.

The key marine-based elements comprise:

- Construction of a 340m long steel piled combi-wall, with 2nr 60m long return piled walls to tie into existing revetment at D3. A reinforced concrete capping beam will be cast along the top of the steel combi-wall, with mooring bollards and fenders cast into the beam at required spacings.
- Imported clean infill material will be used to fill behind the new quay structure, creating circa 4.81acres of land reclamation. This will be suitably compacted during placement.
- A 25m wide reinforced concrete piled relieving slab will be cast along the back of the capping beam. This will be buried circa 2m below finished deck level.
- 3nr mooring dolphins will be constructed to the south of the new quay. Each dolphin will consist of steel tubular raking piles and a reinforced concrete pile cap. Steel walkways will be installed between the dolphins, connecting them to the main quay structure.
- Dredging of approximately 301,000m^3 of material will be carried out to provide the required berthing pocket to a depth of -9.8mCD. In order to facilitate the proposed dredging, existing navigation pile 18 will be relocated approximately 100m southwards of its current position to remove it from the proposed dredge pocket. The controlled removal of Kinnegar Jetty will also be undertaken to facilitate the dredging of the required berthing pocket.
- Heavy duty flexible pavement surfacing will be provided across the quay hinterland area. Services such as drainage, water, power and telecoms/CCTV will be provided across the hinterland area.
- 8nr 25m high lattice tower lights will be provided across the quay hinterland area.
- The existing access into D3 will be modified to permit the construction of a vehicular access road to connect the quay hinterland area to Airport Road West. A controlled access barrier and security kiosk will be provided at the entrance to the access road. 8m high street lighting columns will be provided along the access road and around the perimeter of the hinterland area. ISPS (port security) fencing will be installed along the perimeter of the proposed hinterland and access road.
- A modular building will be provided on the quayside for use during the cruise season.

Subject to the availability of funding, it may be necessary to construct the multi-purpose facility in two phases. We have outlined below the works associated with each phase of the scheme:

Phase 1 - 150m Quay Wall Construction with mooring dolphins

- Construction of 150m long quay wall with 2nr return walls (each of circa 60m length)
- Infilling with imported rock fill to form approx. 2.14 acres of land reclamation
- Construction of 6nr mooring dolphins with associated walkways (3nr on south side of new quay, and 3nr on north side of new quay)
- Relieving slab & hinterland area with heavy duty pavement surfacing, lighting, drainage, services etc
- Dredging of approx 280,000m^3 to create berthing pocket to -9.8mCD
- Construction of access road between Airport Road West and quayside hinterland area

Phase 2 - 190m extension to Phase 1 Quay Wall

- Construction of 190m long quay wall with 1nr return wall (circa 60m length)
- Infilling with imported rock fill to form approx. 2.67acres of land reclamation (encapsulating 3nr existing mooring dolphins on north side of Phase quay 1 construction)
- Relieving slab & hinterland area with heavy duty pavement surfacing, lighting, drainage, services etc
- Controlled removal of Kinnegar Jetty
- Dredging of approx 21,000m^3 to extend length of berthing pocket

The layouts of the proposed phasing are shown on drawing numbers IBM0592-0105 to 0113.

The expected duration of works and programme at D3 is outlined in the table below. These indications are given as a guide only and shall not be taken as definitive or restricting the build programme. We have provided an expected programme for each phase of the works, subject to the granting of the necessary statutory permissions.

Phase 1 - 150m Quay Wall Construction with mooring dolphins

Construction Task	Estimated Duration	Estimated Programmed Dates
Temporary bund construction (refer to Q7 response for detail)	3mths	June 2016 - August 2016
Quay wall piling	7mths	July 2016– January 2017
Infilling behind quay wall	8mths	July 2016 – February 2017
Dredging (uncontaminated)	4mths	December 2016 – March 2017
Environmental dredging	1mth	February 2017
Capping beam construction	6mths	September 2016 – February 2017
Piled relieving slab construction	5mths	October 2016 – February 2017
Surfacing & drainage	2mths	January 2017 – February 2017
Piling for mooring Dolphins	3mths	October 2016 – December 2016
Mooring dolphin construction	3mths	November 2016 – January 2017
Installation of dolphin furniture and walkways	2mths	January 2017- February 2017
Access road construction	1mths	February 2017
Installation of lighting towers & street lighting	1mth	March 2017
Quay furniture fit-out	1mth	March 2017
Fencing/Landscaping	1mth	March 2017

Phase 2 - 190m extension to Phase 1 Quay Wall

(Expected commencement in subsequent year following cruise season)

Construction Task	Estimated Duration	Programmed Months
Temporary bund construction (refer to Q7 response for detail)	1mth	mth 1
Quay wall piling	7mths	mth 2 to 8
Infilling behind quay wall	8mths	mth 2 to 9
Dredging (uncontaminated)	1mth	mth 8
Environmental dredging	2mths	mth 8 to 9
Capping beam construction	6mths	mth 4 to 9
Piled relieving slab construction	5mths	mth 5 to 9
Surfacing & drainage	2mths	mth 8 to 9
Installation of lighting towers & street lighting	1mth	mth 10
Quay furniture fit-out	1mth	mth 10
Fencing/Landscaping	1mth	mth 10

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

Types of Work Proposed

6. Location of Works

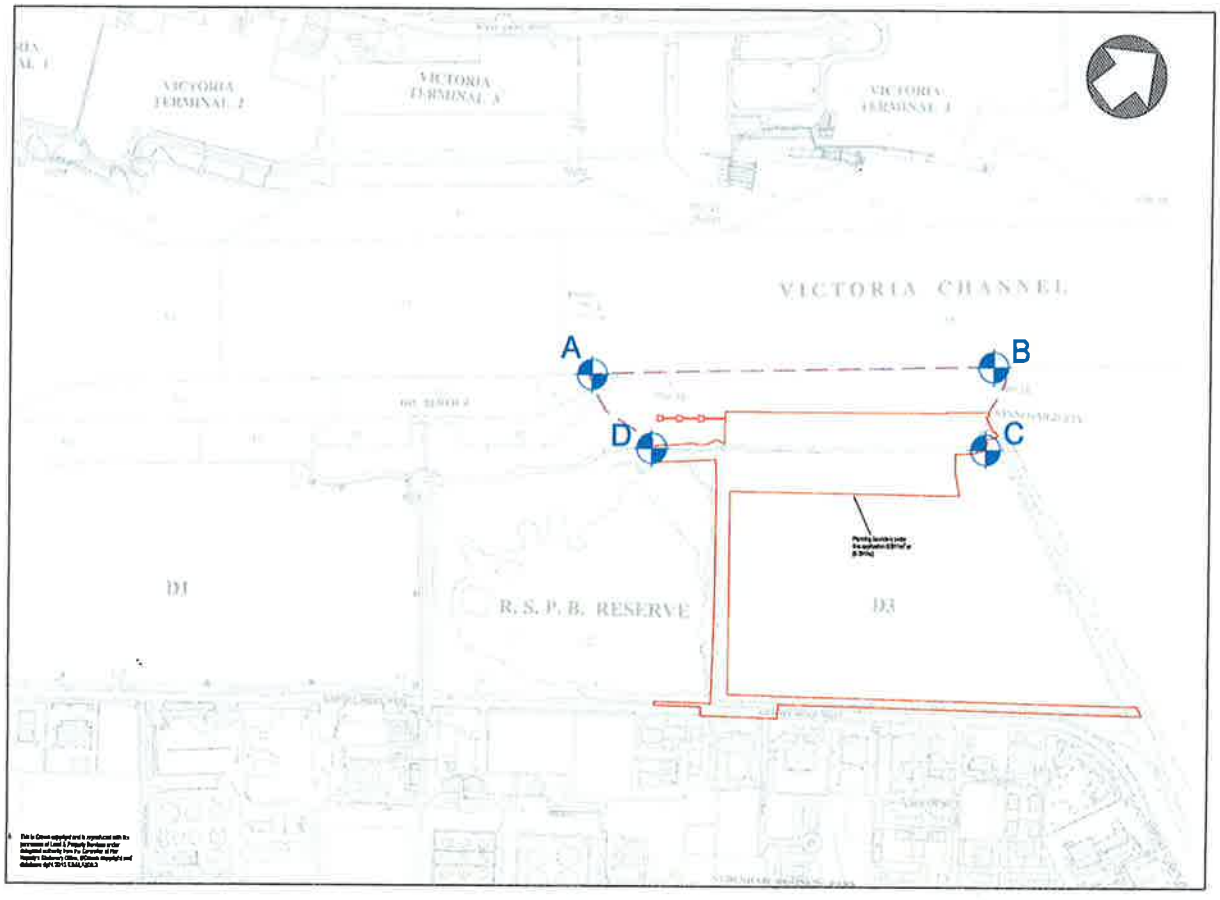
This should include either 6 figure Irish Grid Reference (IGR) or Latitude and Longitude co-ordinates (WGS84 to 1 decimal minute) defining the extent of the project.

The proposed works are located within the confines of Belfast Harbour Commissioners land, on the Co. Down side of Victoria Channel, opposite Victoria Terminal 4.

Drawing IBM0592-0100 provides an ordnance survey map showing works within the marine area, in relation to the surrounding area. An extract from this drawing is shown below.

The four co-ordinates of the rectilinear boundary of the site, including the area from HWM to the seaward limit of works are shown below (listed as East, Northing to Irish Grid):

Point A	336993, 378052
Point B	337330, 378542
Point C	337419, 378463
Point D	337133, 378064



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

7. Method Statement

Given that a particular Contractor has yet to be chosen, the final method statement is not yet complete and will be based on the chosen Contractors methodology, subject to the approval of the Client, the Principal Designer, the Clients Engineer and any conditions imposed by the prospective Marine Licence. The anticipated construction method of the major work items for the D3 scheme is outlined below:

Piling of Return Walls, Quay Wall and Mooring Dolphins
For the piling operations, the successful contractor may choose to carry out the piling from marine-based plant, or land-based plant using a temporary bund. A brief methodology for both is outlined below.

Marine-based plant
A jack-up barge may be established onsite for the driving and drilling of piles. The marine plant will fix its location in the water by using jack-up legs temporarily dropped into the seabed. Once fixed in position, the piling rig mounted on the jack-up barge will install the piles at that location. The barge will be moved by tug onto the next position for piling.

Temporary Bund (land-based operation)
A temporary bund may be constructed extending from the existing revetment along the proposed line of the return walls, and along the extent of the proposed quay wall and mooring dolphins. This bund will act as a working platform for the land-based piling rig during the installation of the steel pile combi-wall and mooring dolphin piles.

The bund would be formed using imported rock fill and armour placed on the seabed and profiled with side slopes of typically 3:2, with a crest height of approx +3.5mCD, crest width of approx 8-10m.

In this case, the material used for the construction of the temporary bund would be recovered by the Contractor and re-used as infill material behind the new quay wall.

Piling Methodology
It is envisaged that the primary piles will be installed into the bedrock as required to achieve overall stability of the quay structure and to sustain any imposed loads. Based on available geotechnical information it is anticipated that the primary piles of the new quay wall will be installed to depths in the region of -26mCD to -30mCD, with the final depths subject to further detailed design.

Intermediate sheet piles will be installed between the primary piles to depths in excess of the standard dredge depth to protect against undermining and loss of material from behind the quay wall (typically 2-4m beneath the design dredge depth).

A reinforced concrete capping beam will be cast along the top of the line of piles to provide the berthing face of the quay structure. Fenders will be fixed to the concrete capping beam to provide a suitable berthing face.

Mooring Dolphin Construction
It is envisaged that each dolphin will include 8-10nr tubular steel piles (both raking and vertical piles), and a reinforced concrete pile cap (circa 8m x 8m x 2.5m deep) to facilitate the installation of the required mooring bollards and walkways. The number of piles and size of the reinforced concrete dolphins will be refined during detailed design stage.

Infilling Behind New Quay Wall
Imported clean infill material will be placed behind the new quay wall to facilitate the development of the quayside hinterland. The material will be placed in layers behind the new quay wall, encapsulating the existing revetment at D3. The material will be compacted to provide a competent bearing stratum for the surfacing and required quayside loadings.

Piled Relieving Slab
Once the infilling has been completed to a sufficient level, a 25m wide reinforced concrete relieving slab will be cast behind the capping beam along the line of the quay wall at a depth of approximately 2m below finished deck level. The slab will be cast on a grid of augered piles which will be installed to competent strata/bedrock. A 5m wide reinforced concrete transition slab will be cast along the back of the relieving slab, this will be founded on compacted infill material.

Dredging
As part of the D3 scheme, the proposed berthing pocket will be dredged to -9.8mCD. In order to achieve this, approximately 301,000m^3 of material must be removed.

An extensive land and marine-based site investigation was undertaken to inform the design and environmental assessment of the project. Extensive sampling and environmental testing was undertaken within the proposed dredge pocket, in accordance with the DoE Marine Division recommended sampling and testing regime.

The results of the environmental testing of the samples from the proposed dredge pocket showed a localised high TBT reading adjacent to the existing Kinnegar Jetty structure. For the purposes of the EIA, an exercise was undertaken to identify and quantify the worst-possible-case volume of TBT contaminated material within the proposed dredge footprint. This exercise is outlined in detail in Chapter 1 of the ES. Based on this conservative approach, the volume of TBT contaminated material is estimated to be a maximum of 25,000m^3.

Prior to commencement of the works, it is intended to undertake further sampling and testing in the area of this result, with the intention of refining and reducing the volume of material assumed to be TBT contaminated.

Dredging Methodology- Uncontaminated Material
It is envisaged that a pontoon mounted backhoe dredger will be used for the dredging of uncontaminated material within the proposed berthing pocket. This material will be loaded into barges and disposed of at the identified licensed sea disposal site, namely North Channel Disposal Ground (within a 0.5 nautical mile radius of 54° 45.3'N 05° 29.6'W). The dredging operation will be a 24/7 operation, with barges continuously travelling to and from the sea disposal site.

Dredging Methodology- Contaminated Material
Dredging of contaminated material will be undertaken using a floating pontoon with an excavator mounted environmental bucket, or crane with a clamshell grab bucket. This method of environmental dredging will minimise the disturbance and escape of material at the seabed and during removal through the water column.

The environmental bucket/clamshell grab limits the potential for dispersion of TBT contaminated material throughout the harbour, as the bucket closes once the material is placed inside and effectively reduces the generation of suspended solids. The dredged material will be loaded onto a barge for transportation to the licensed and planning approved Musgrave TBT disposal area, located in Musgrave Channel within the harbour. No overspill of the barges will be permitted.

The barge will berth alongside Commissioning Quay, where the material will be either craned using a clamshell bucket, or dredge pumped across the Commissioning Quay into the disposal area. It is envisaged that the environmental dredging will be a 12hour day operation.

Access Road
A vehicular access road will be constructed to connect the quay hinterland area to Airport Road West. The roadway will be 7.5m wide, with a 1.2m wide footpath. Security fencing will be erected to delineate the access road from the path which grants access for those visiting the RSPB bird reserve.

A vehicular gate will be installed in the new security fencing, opposite the existing gates in the RSPB fencing. A pedestrian gate and a 2m wide strip of land along the RSPB boundary has been allocated to RSPB by BHC to provide continued pedestrian access to the RSPB bird reserve. This path will be suitably surfaced by the RSPB in due course, who are aware of the proposals for the D3 site.

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)	.....N/A.....
Iron/Steel (tonnes)	approx 9,000T (steel piles)
Plastic/Synthetic (m^2)	.....N/A.....
Silt (m^3)	.....N/A.....
Sand (m^3)	.....N/A.....
Concrete (m^3)	approx 7,000m^3 (CFA piles for relieving slab)
Concrete bags/mattresses (Confirm number, dimensions & total volume m^3)	.....N/A.....
Stone/Rock/Gravel (size range and volume m^3)	Approx vol. 110,000m^3 (infilling behind quay wall) General rockfill (typical range 0.1mm to 100mm dia.)

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)	Approx 215,000T.....
Nature of Material (e.g. sand, silt, gravel etc.)	General rockfill (infilling behind new quay wall, as per response to 8a.)
Source: (if sea dredged please state location of origin)	Clean inert material imported from quarry.....
Particle Size	Typical range 0.1mm to 100mm dia.....

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

Timber (m^2 or tonnes)	.....N/A.....
Iron/Steel (tonnes)	.....N/A.....
Plastic/Synthetic (m^2)	.....N/A.....
Silt (m^3)	.....N/A.....
Sand (m^3)	.....N/A.....
Concrete (m^3)	.....N/A.....
Concrete bags/mattresses (Confirm number, dimensions & total volume m^3)	.....N/A.....
Stone/Rock/Gravel (size range and volume m^3)	500kg-1,000kg size range, volume circa 60,000m^3 (Temporary bund- *if Contractors chosen methodology*)

If 'other' please describe below

N/A

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

Refer to drawing IBM0592-0103 for outline of dredge pocket. Material to be dredged is soft alluvium sediments.

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.)

Maximum volume to be disposed is 301,000m^3 (subject to refinement and reduction of volume of contaminated material)
Material to be dredged is soft alluvium sediments, silty clays

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 application submitted in tandem with Marine License application.

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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

14. Consultation

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

Belfast Harbour organised and delivered 2 public information events within the locality of the development site on 9th and 10th December 2015. The events were held in the Knocknagoney Community Centre which is the nearest community building to the development site and in Holywood Library. The consultation events provided stakeholders with the opportunity to learn more about the proposal and discuss any issues they wished to raise before the planning application and marine license applications were submitted. Notices highlighting the events were published in the local newspapers approx 1-2 weeks prior to the events. Background information and invitations to the public events were issued directly to all elected representatives in Ards & North Down Borough Council and Belfast City Council, and both East Belfast and North Down NI Assembly and Westminster constituencies. Background information on the project and invitation letters to public events were also issued to 107 business owner/occupiers in the area in advance of each event taking place, and an unmanned information display was placed in Clare House in Holywood Exchange for six weeks.

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

Joint pre-application discussions and numerous meetings were held between Planning NI, DOE Marine Division, and a number of statutory consultees, between May 2015 and February 2016. This was supplemented by EIA scoping opinions issued by both DOE Marine Division and Planning NI. Details of the consultation are outlined in detail in Chapter 3 of the Environmental Statement.

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.

Consultation was undertaken with NIEA Natural Heritage on a number of occasions prior to the submission of the planning and marine license applications. The consultations were carried out as part of the pre-application EIA and HRA Scoping, and as part of the joint PAD discussions and consultations with DOE Marine Division and Planning NI. Copies of the correspondence are included for your information (Appendix 1)

If necessary please continue on a separate sheet and tick this box √
(Appendix 1)

16. Designated Conservation Areas

Are any parts of the proposed work located within the boundaries of a designated conservation area? **YES** ☐ **NO** √ (pSPA not yet designated)

If **No**, please indicate approximate distance of the disposal operation from the nearest designated conservation area. 0.25kms

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:

The Environmental Statement is available on the Planning Portal (planning reference to be confirmed as soon as possible).

The Environmental Statement is also available for viewing and purchase at the Belfast Harbour Commissioners Office, Belfast Harbour, Corporation Street, Belfast BT11 3AL.

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: 07.03.16

Name (Block Letters): SINEAD HENRY

Position within company:
(if applicable) ASSOCIATE

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

Application Checklist

- **Completed application form**
- **Project drawings**
- **Method statement**
- **Maps/charts**
- **Additional environmental information e.g. photographs, environmental impact assessment etc.**
- **Payment**