

DAERA
Marine Division
Ground Floor, Clare House
303 Airport Road West
Belfast
BT3 9ED

For the attention of Marine Licensing Team

Our Ref: TSD-JBAU-XX-XX-RP-EN-0022-S3-P01-Marine Licence_Letter_14C2

5th May 2026

Dear Sir/Madam,

Translink Sea Defences – Coleraine Sea Defences Section 14C2

Please find additional information to supplement the attached Marine Licence application form including a list of supporting documents.

The following paragraphs are where additional text was required to provide a full explanation within the application form.

Section 7. Method Statement

Nature of the Works and Methodology

The proposed works comprise repairs and enhancement to existing sea defences along the southern bank of the River Bann, adjacent to the Coleraine–Derry railway line. The scheme involves construction of approximately 175 m of double-interlocking rip-rap rock armour revetment, installed over the existing embankment slope and tied into existing defences at both ends.

The principal construction sequence is as follows:

- Establishment of a temporary works compound at the existing rail access point off Ballywoolen Road (outside the main works footprint).
- Delivery and stockpiling of materials.
- Localised vegetation clearance, undertaken with ecological oversight.
- Removal of failed revetment material and reprofiling of the embankment face.
- Placement of geotextile filtration layer along the embankment and toe.
- Construction of the rock armour revetment from the toe upward, progressing in discrete bays timed around tidal conditions.
- Completion of tie-ins, final inspections, and demobilisation.
- Access to the works will be primarily via the railway (under controlled T3 possessions), with limited access from the foreshore and estuary bed where required.

Temporary Structures Below Mean High Water Spring (MHWS)

Temporary measures below MHWS are limited in scale and duration and include:



- Temporary access platforms formed from placed rock and compacted granular material on the embankment face to facilitate plant movements.
- Floating containment booms deployed in the River Bann along the working frontage during construction to intercept any accidental release of oils or fine materials.
- Short-term placement of rock armour stones as ballast to secure geotextile during low-tide installation.

No permanent cofferdams, piling, or fixed marine structures are proposed below MHWS.

Temporary works and materials:

- Temporary access formations and working platforms will either be incorporated into the finished revetment profile or fully removed.
- Floating booms, fencing, welfare facilities, and temporary surfacing/geotextiles used for compounds or storage areas will be removed on completion, and affected land reinstated to pre-works condition.
- No temporary materials will be left in the marine or intertidal environment.

Measures to Safeguards for the Marine Environment

A comprehensive suite of measures is proposed to protect the River Bann estuary and its designated features, including the Bann Estuary SAC and ASSI:

Sediment and water quality protection

- Works at the toe of the embankment undertaken predominantly at low tide.
- Use of a clamshell excavator bucket for toe excavation to retain material and prevent sediment release.
- Prevention of open excavation faces being left exposed between tides.
- Installation of silt fencing and containment measures around stockpiles and compound areas.
- Strict prohibition on stockpiling materials within 10 m of the watercourse.

Pollution prevention

- All refuelling carried out in designated, bunded areas within the compound.
- Deployment of spill kits, drip trays, plant nappies, and floating oil booms.
- Use of biodegradable hydraulic oils in plant operating near water.
- Full compliance with DAERA Guidance for Pollution Prevention (notably GPP5: Works in or near water).

Ecological protection

- Ecological Clerk of Works (ECoW) oversight.
- Pre-works checks for nesting birds, otter, and other protected species.
- Timing of vegetation clearance to avoid the breeding bird season or subject to prior ecological checks.
- Lighting controls to prevent spill into the river corridor and disturbance to bats and other fauna.

Minimising Interference with Other Uses of the Sea and Foreshore

- Works are confined to a narrow frontage immediately adjacent to the rail embankment, limiting spatial disturbance.
- Construction will be phased in short sections to avoid prolonged obstruction of the foreshore or estuary.
- No permanent loss of foreshore access is proposed; any temporary restrictions will be short-term and related only to active construction periods.

- Advance coordination with statutory stakeholders and compliance with marine licence conditions will ensure navigation, fisheries, and recreational uses are not significantly affected.

Section 17. Environmental Assessment

Environmental assessments have been undertaken for the proposed sea defence works at Section 14C2, Portstewart, to inform regulatory decision-making and ensure protection of the marine and coastal environment.

A Stage 2 Habitats Regulations Assessment (HRA) was completed in August–September 2025 in accordance with the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) and the Conservation of Offshore Marine Habitats and Species Regulations 2017. This assessed likely significant effects on European designated sites, including the Bann Estuary SAC, and concluded that, with the implementation of appropriate mitigation measures through a Construction Environmental Management Plan (CEMP), the project will not adversely affect the integrity of any European site.

In addition, a Geoenvironmental Desk Study and Preliminary Risk Assessment was undertaken in October 2025, which found no significant contamination constraints and a low to moderate risk to controlled waters that can be effectively managed through standard construction controls, with no requirement for further intrusive investigation.

These assessments were prepared by competent specialists under the applicant's remit and to satisfy requirements of the planning authority and DAERA/NIEA, and together demonstrate that the proposed marine construction works can proceed without significant adverse environmental effects when implemented in accordance with the recommended mitigation and best practice measures.

Supporting Documents (Application Checklist)

Completed application form

- TSD-JBAU-XX-XX-RP-EN-0023-S3-P01-Marine_Application_Form_14C2

Planning Statement

- Supporting Statement (Portstewart)

Project drawings

- TSD-JBAU-00-14C2-DR-C-4001-S3-P01-
General_Arrangement_Detailed_Design
- TSD-JBAU-00-14C2-DR-C-4101-S3-P01-
Typical_Cross_Section_Detailed_Design_Sheet_1_of_2
- TSD-JBAU-00-14C2-DR-C-4102-S3-P01-
Typical_Cross_Sections_Detailed_Design_Sheet_2_of_2
- TSD-JBAU-00-14C2-DR-C-6001-S3-P01-
Location_and_Access_Plan_Detailed_Design

Method statement

- 2025-12-01-Coleraine Sea Defences Section 14C2 Main Works-MS

Maps

- TSD-JBAU-XX-XX-DR-C-0020-S3-P01-Marine_Licence_14C2_Map

Additional environmental information e.g. environmental impact assessment etc.

- AEMP562 (A167-T25) DV - 14C2 HRA
- QSO-JBA-XX-XX-RP-EN-0001-S3-P01-Geoenvironmental_Desk_Study_14C2
- Asset 14C2 CEMP draft

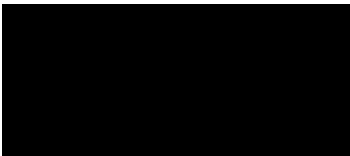
Payment

The proposed works have been estimated to a value of **£273,085** and puts the application fee within band F (£200,000- £499,999) at an application cost of **£6,720**.

Please find attached email named *FW DAERA payment* for proof of payment.

If you have any questions, then please do not hesitate to contact the undersigned.

Yours faithfully,



Project Manager
For Jeremy Benn Associates Limited.