

Belfast Harbour

Supporting Statement

D3 Cruise Terminal Outfalls, Belfast Harbour



794-NI-P&E-02904

03 July 2026



TETRA TECH

Tetra Tech, Elmwood House, 74 Boucher Road, Belfast, BT12 6RZ, Northern Ireland

Tetra Tech Consulting Limited. Registered in England: No.01470149
Registered Office: 101 Park Drive, Milton Park, Abingdon, Oxfordshire, England, OX14 4RY

Document status

Document status					
Version	Purpose of document	Authored by	Reviewed by	Approved by	Date
D01	Draft for initial review	████	██████	██████	6 July 2026

Approval for issue		
Stephen McAfee	████	6 July 2026

This report was prepared by Tetra Tech within the terms of Tetra Tech engagement with its client and in direct response to a scope of services. This report is supplied for the sole and specific purpose for use by Tetra Tech's client. The report does not account for any changes relating the subject matter of the report, or any legislative or regulatory changes that have occurred since the report was produced and that may affect the report. Tetra Tech does not accept any responsibility or liability for loss whatsoever to any third party caused by, related to or arising out of any use or reliance on the report.

Prepared by	Prepared for
Tetra Tech	Belfast Harbour
██████████	██████████
Elmwood House, 74 Boucher Road, Belfast	Harbour Office, Belfast
██████████	██████████
████████████████████	████████████████████

Table of contents

1.0	Introduction & Project Background	1
	Site & Surroundings	1
	Marine Licences	2
	Terrestrial Permissions.....	4
	Extant Permission	4
	Proposed Revisions to Extant Approval	6
	Environmental Impact Assessment	9
	Requirement for an Environmental Statement to Support Terrestrial Amendments....	9
2.0	Proposed Works	11
3.0	Assessment of Proposed Works	14
4.0	Conclusion	19

1.0 Introduction & Project Background

This Supporting Statement has been prepared by Tetra Tech, on behalf of our client, Belfast Harbour, in support marine construction licence application which seeks consent for the construction of stormwater and surface drainage outfalls which are seaward of the Mean High Water Springs (MHWS) boundary on the existing revetment at the D3 Cruise Terminal site in Belfast Harbour.

Works are ongoing at the site and following detailed design, some terrestrial amendments are proposed to the original approvals, which include a revised layout, additional luggage building and new access road to the northern end of the site. As a result, the proposed development now requires the construction of 1 no. additional outfall, and the relocation of 1 no. outfall previously approved. A planning application for the terrestrial revisions is currently under consideration by Belfast City Council (application ref. LA04/2026/0442/F). It is anticipated that the application will be considered by Planning Committee in August 2026.

The purpose of this marine licence application is therefore to bring the marine licence consents in line with the terrestrial revisions so that the two are consistent. The only revision required to the existing marine licence (ML2025053), is the inclusion of the additional outfall and relocation of one of the three originally approved outfalls as part of the D3 development.

A Pre-Application Discussion meeting was held with DAERA MLT in April 2026, where the preferred approach to seeking consent for the minor revisions to the outfalls was discussed. It was decided that a new marine construction licence, which focused purely on the outfalls in question, would be the preferred option, rather than a licence variation.

This Statement has been prepared to support the consultation process. It is structured as follows;

- **Section 1** – Introduction & Project Background;
- **Section 2** – Proposed Works;
- **Section 3** – Assessment of Works; and
- **Section 4** – Conclusion.

Site & Surroundings

The proposed development is located within the confines of BHC lands, on the County Down side of Victoria Channel.

Figure 1.1 below shows the appropriate site location plan of D3.

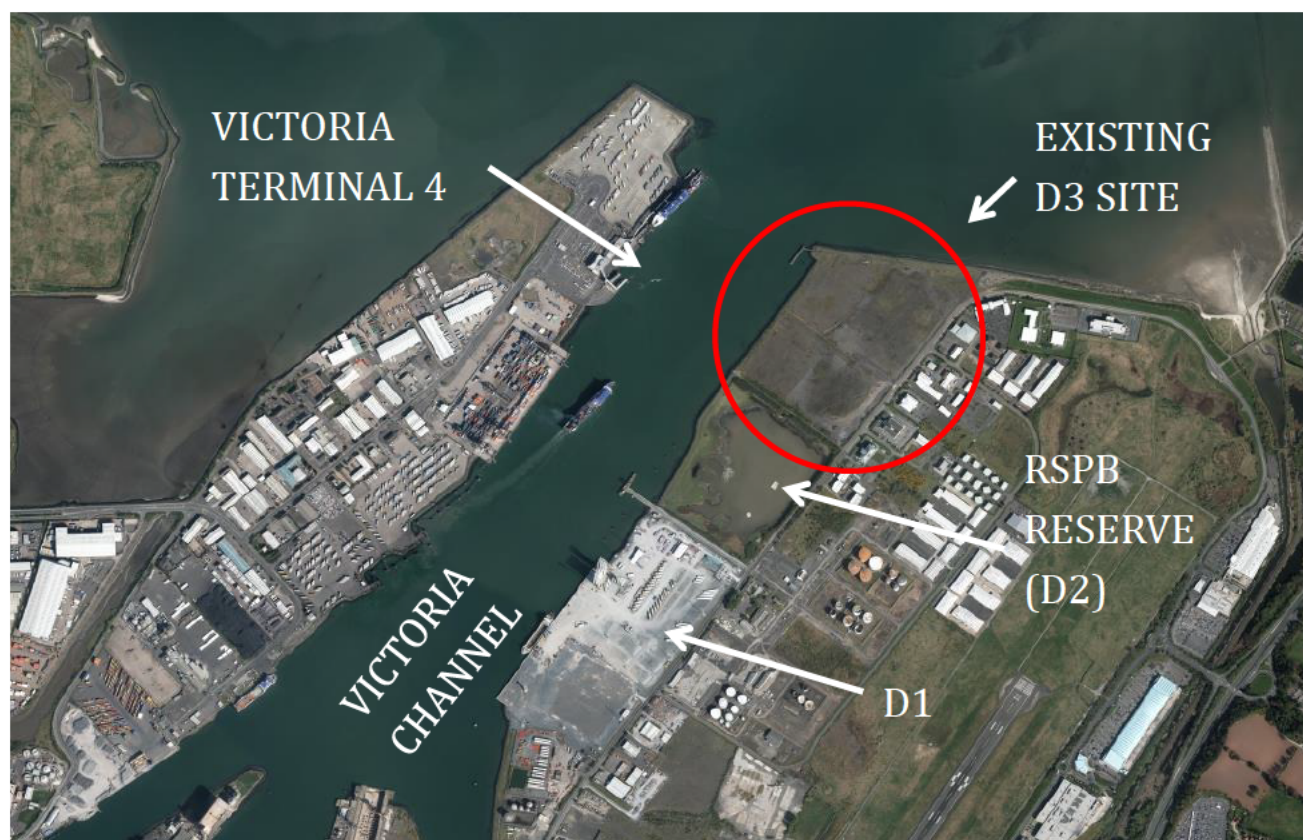


Figure 1.1 Site Location

The primary proposed end use of the completed infrastructure is for the berthing of cruise ships during the cruise season, generally from March through to September, to accommodate the steady growth in this sector.

During the off-season for the cruise industry, generally from October through to March, it is proposed to use the berthing facilities for lay-by, and general cargo handling such as break bulk cargo, project cargo and dry bulk. It is not intended that the facility would be utilised for Lift-on/Lift-off (Lo-Lo), Roll-on/Roll-off (Ro-Ro) or handling of liquid bulk cargo.

There are no proposals for long term storage at D3, rather the proposal is for primarily transient storage which has no requirement for silos or storage buildings. The short-term storage of bulk materials will be restricted to c.4m in height with mobile bunker wall units employed as required to facilitate storage of loose cargo. It is proposed to utilise material handlers or road going mobile cranes for offloading vessels. There will be no requirement for fixed cranes or hoppers.

To this end, a flexible landside layout has been proposed for the facility to cater for the multi-purpose nature of the vessels expected to use the D3 facility.

Marine Licences

The original marine licences were approved and issued by DAERA Marine Licensing Team (MLT) in July 2022. The licences were themselves varied on 31st July 2025 to extend their life until 30 November 2025. They are:

- Marine Licence ML122_15 (Construction) – (ref. MLVAR2025026);
- Marine Licence ML149_16 (Capital Dredge) – (ref. MLVAR2025027); and
- Marine Licence ML150_16 (Disposal) – (ref. MLVAR2025026).

A further extension to the construction licence was issued on 29 November 2025 (ref. MLVAR2025061), which takes the current expiry date to 31 July 2026. The dredge and disposal licences have since lapsed (30 November 2025).

In order to complete the development by September 2027, new marine licence applications for the associated marine construction, dredging and disposal activities were submitted to DAERA MLT in October 2025. The new applications are referenced as follows;

- **ML2025053:** Marine Construction Licence for the construction of the marine aspects of the project. Development comprises the construction of 340m long solid quay with mooring dolphins, located at D3, within Belfast Harbour Estate, opposite Victoria Terminal 4;
- **ML2025054:** Marine Capital Dredge Licence for the creation of a berthing pocket adjacent to D3 within Belfast Harbour Estate, by dredging to -9.8mCD, removing approximately 372,000m³ of material, with dredge works centred on Irish National Grid 337267 E, 378353 N; and
- **ML2025055:** Marine Capital Dredge Sea Disposal Licence for the disposal of dredged material at the North Channel Disposal Ground, located within a 0.2 nautical mile radius of 54° 45.3'N 05° 29.6'W.

The abovementioned licences were accompanied by a 'Consolidated Environmental Statement' for consideration by DAERA MLT.

The Consolidated ES considered;

- any changes to the environmental baseline since the Approved ES was completed;
- a review of cumulative developments in proximity to the site;
- any relevant legislative and policy changes since the Approved ES was completed.
- refinements to the project design so that where construction options were previously considered and more definitive information is now available due to advancement of the design, the assessment is based on that more definitive information.

The new marine licences sought to assess;

- An extension of time to the licences to facilitate completion of development in line with the revised construction programme;
- The project is now being constructed in one phase instead of two (the 2017 ES assessed the whole project with the option to complete it in two phases, subject to available funding); and

- A reduction in the number of mooring dolphins from seven to four.

By way of explanation, it was originally proposed that the development would be constructed in two phases due to funding constraints. However, the availability of additional funding streams in the intervening period since the Marine Licences were granted, enabled BHC to revise the construction strategy for the proposed development from two distinct phases to a single-phase scheme.

Following the tender process, it became clear that delivery in one phase was more cost-effective and affordable than the original two-phase approach.

As a result, the requirement for three mooring dolphins at the southern end of the 150m quay, necessary under the original phase 1 scheme, has been negated. Consequently, the total number of mooring dolphins required has reduced from seven (for a two-phased construction) to four under the single-phase approach.

As it is not within the gift of the marine licence variations to amend the stamped approved plans which accompanied the extant planning approval, the full suite of drawings were therefore updated and included within the 2026 planning application for consistency and accuracy. The section below, 'Terrestrial Permissions', details the amendments further, and importantly, outlines the updated scope of the EIA required, which accompanied the application. It is this Environmental Statement (referred to as the 2026 ES), that is submitted alongside this marine licence application, as it considered the revised layout, which includes the subject outfalls.

The new marine licences were approved and issued by DAERA MLT in June and July 2026.

Terrestrial Permissions

Extant Permission

Planning permission ref. LA04/2016/0421/F (the 'Extant Permission') was approved by the Department for Infrastructure (DfI) on 23 July 2019 for:

'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 and dry bulk during cruise ship off season. Development comprises the construction of 340m long solid quay with mooring dolphins, dredging of the berthing pocket and 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 and kiosk at Airport Road West, modular terminal building, shore side facilities, lighting, fencing, screen bund and landscaping.'

The Extant Permission was implemented in advance of its expiry in July 2024, and works have continued on both the terrestrial and marine elements since, with appointed contractors, Graham Construction.

The extant planning approval comprises the following works;

- Construction of a new 340m long quay wall with associated infilling and land reclamation, totalling circa 4.81 acres;
- Construction of 7nr mooring dolphins (based on phased approach) to accommodate vessels up to 350m long;
- Dredging of berthing pocket to -9.8mCD;
- Construction of a 25m wide piled relieving slab along the quay length;
- Heavy duty pavement surfacing to quay hinterland area;
- Provision of mooring bollards, fenders and quay infrastructure for vessels ranging 70-350m long;
- Access road connecting quay hinterland area and Airport Road West, with controlled access barrier at the access road entrance and security fencing;
- Provision of associated drainage, kerbing and International Ship and Port facility Security code (ISPS) fencing to quay area;
- Shore side facilities for vessels;
- Shore side facilities for vehicles/staff, including:
 - 8m high street lighting for access road, coach parking areas and periphery of D3 hinterland
 - 25m high lattice tower lighting on quay hinterland area
 - provision of Portacabin security accommodation at access road entrance
- Power, fresh water supply and telecoms services connections from Airport Road West;
- Provision of a modular building for cruise usage; and
- Controlled removal of Kinnegar Jetty (completed May 2025).

The approved planning application boundary is shown in Figure 1.2 below, with the extent of the dredging pocket shown in a pink dashed line.

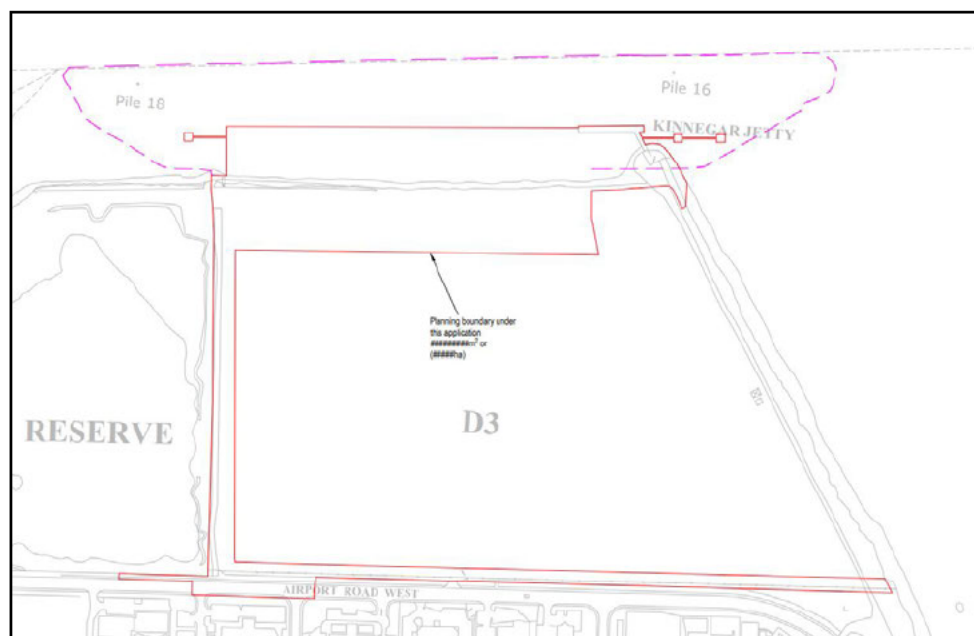


Figure 1.2 Approved Planning Boundary

The approved layout is shown in Figure 1.3 below.

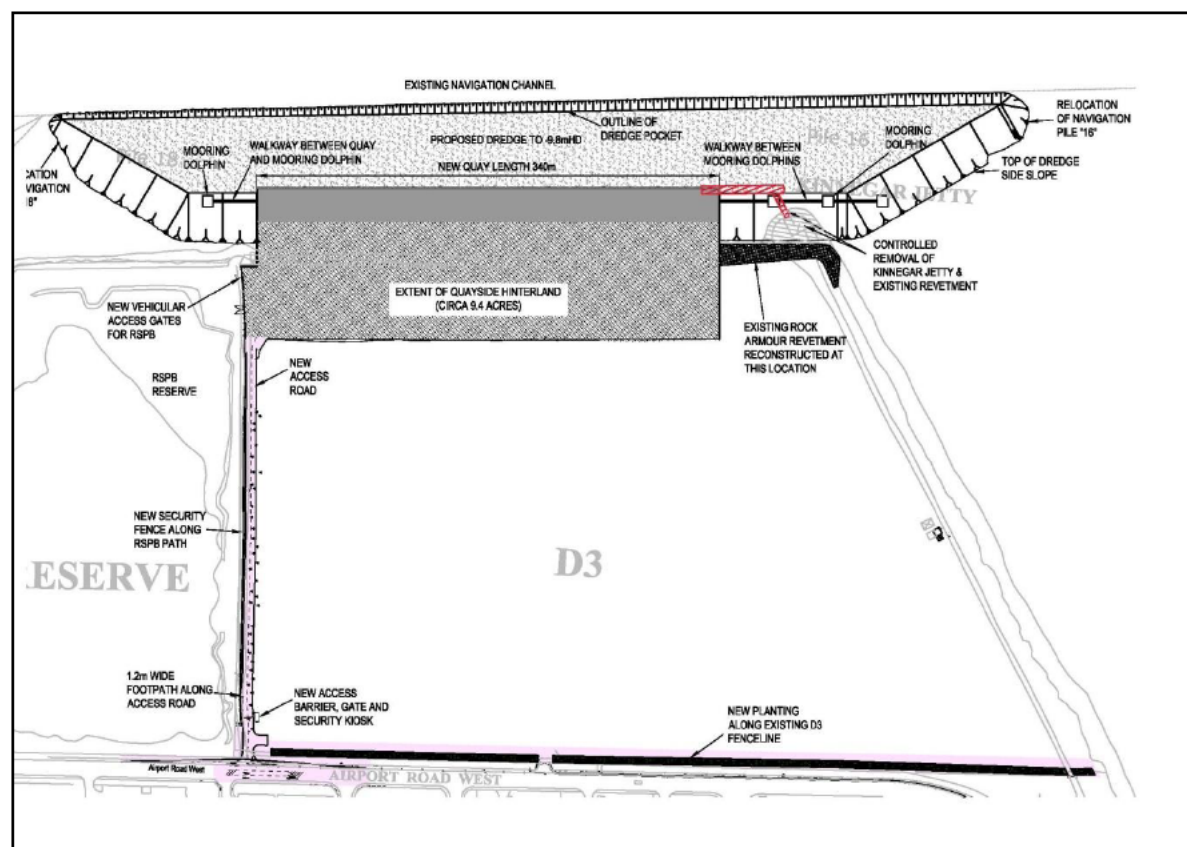


Figure 1.3 Approved Layout

Further detail of the operational cruise layout and facility is shown in Figure 1.4 below. The approved terminal building is highlighted in yellow.

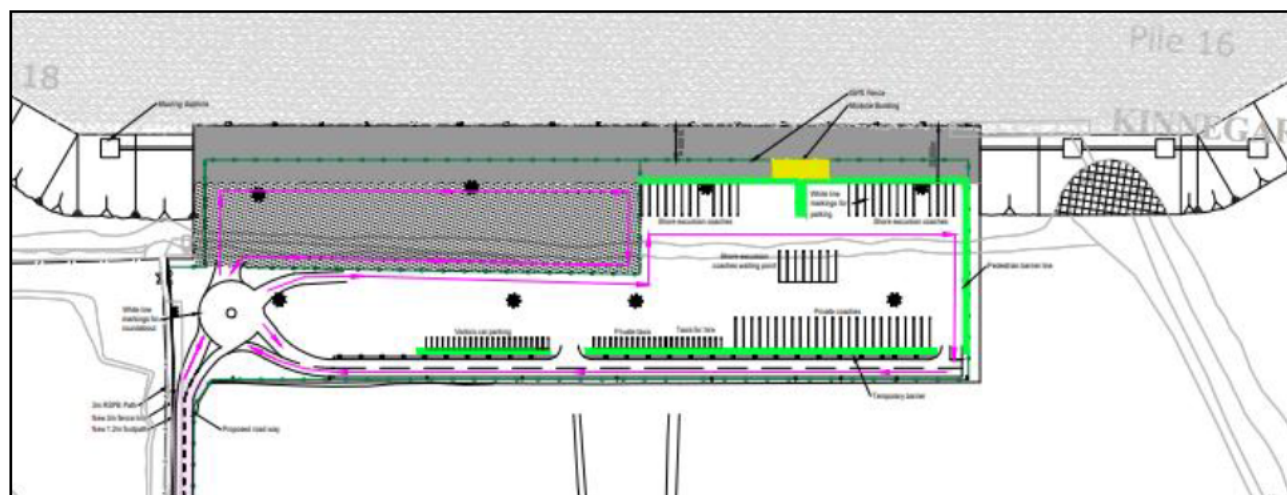


Figure 1.4 Approved Development – Layout

Proposed Revisions to Extant Approval

Since the grant of planning permission in July 2019, cruise operations have continued to grow. The size and types of vessels arriving into the port continue to change, with lessons being learned as to how best to accommodate ship crew and passengers. Belfast Harbour is keen to continue providing a high-quality visitor experience and as a consequence, the

operational requirements for the D3 facility have been reviewed. The proposed revisions seek to provide a more modern and efficient facility once complete.

The applicant therefore wishes to both retain and amend certain elements of the extant planning permission ref. LA04/2016/0421/F (Construction of a new multi-purpose berthing facility at D3). The following revisions are proposed and have been submitted to Belfast City Council (ref. LA04/2026/0422/F);

- Reduction of no. of mooring dolphins from seven to four along with minor repositioning;
- Retention of approved access road, security hut and associated works along southern boundary;
- Retention of approved hardstanding;
- Retention of seven approved tower lights and relocation of one tower light;
- Upgrade of an existing access track along the northeastern boundary and installation of associated street lighting, landscaping, security hut; and creation of access to existing informal parking area at Airport Road West, to facilitate continued access to the public;
- Relocation of the cruise terminal building and associated parking/drop-off areas with covered walkways, provision of additional hardstanding;
- Construction of an additional luggage building; and
- Other associated site works in respect of lighting, landscaping, ancillary infrastructure (e.g. fencing, CCTV, foul connections), provision of 1 no. new surface water drainage outfall along upgraded access track and relocation of 1 no. approved outfall from quay wall to revetment.

The proposed description of development for the new planning application (which retains elements of the extant approval and proposes some revisions) is as follows;

'Revisions to terrestrial elements of Planning Permission ref. LA04/2016/0421/F (Construction of a new multi-purpose berthing facility at D3) comprising upgrade of existing access track along northeastern boundary of site and installation of associated street lighting/parking area; additional security hut; relocation and extension of main cruise terminal building and associated parking/drop-off areas with covered walkways; additional baggage building; and other associated site works in respect of lighting, landscaping and ancillary infrastructure. Retention of approved cruise quay with minor relocation of mooring dolphins, 25m wide piled relieving slab along quay length, associated hardstanding on hinterland, tower lights (with one to be relocated), security hut, access road adjacent to RSPB lands and other ancillary works.'

Phasing of the project has also changed and has been assessed in the 2025 Consolidated ES submitted in support of the marine licence applications.

Figure 1.5 below provides an indicative overlay of the extant approval and the proposed terrestrial revisions.



Figure 1.5 Extant Approval (shown in magenta) and Proposed Revisions – Comparative Plan

Figure 1.6 below provides a close up of the proposed terrestrial amendments;



Figure 1.6 Amended Layout

The Extant Approval (LA04/2016/0421/F) included three outfalls (No.1, No.2 and No.3) through the quay wall. However, following detailed design and the inclusion of the access road at the northern end of the site, the proposed development now comprises two outfalls through the quay wall (Outfalls No. 3 and No. 4 which remain in the same location) and two outfalls through the revetment (Outfalls No. 1 and No. 2). There is therefore one additional outfall proposed, and one to be relocated. **The purpose of this marine licence application is to bring all approvals into line with revised terrestrial application ref. LA04/2026/0442/F.**

Environmental Impact Assessment

Requirement for an Environmental Statement to Support Terrestrial Amendments

The Approved Development was deemed to be EIA development under Schedule 2 of The Planning (Environmental Impact Assessment) Regulations (Northern Ireland) 2015 ('2015 EIA Regulations'). In that context, the original planning application and associated marine licence applications were supported by the Approved 2017 ES.

An application to extend the life of the marine licences was considered to fall within the scope of Paragraph 88 of Schedule 2A of the Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended). Paragraph 88 deals with changes or extensions to Annex I or Annex II projects. Therefore, in the case of the latest marine licence applications, submission of a Consolidated ES, was deemed appropriate, which sought to update the original approved ES, rather than replace it in its entirety.

A new Environmental Statement (2026) accompanied the terrestrial planning application. Whilst the Consolidated ES (2025) submitted in support of the marine licence applications provided up to date information, studies and assessments which were of benefit in the preparation of the new Environmental Statement (2026), given the change to the approved red line boundary and requirement to assess elements of the extant permission to be retained with the proposed amendments, and the fact that any approval will result in a new, standalone planning permission, a new Environmental Statement was deemed necessary.

Whilst the applicant could have availed of an EIA Screening and Scoping exercise, given the requirement to update the suite of environmental information for the recent marine licence applications and the tight programme for project delivery, we took the view that proceeding straight to planning application submission with a front loaded, voluntary Environmental Statement was the best course of action, in the interests of saving time.

Further, given the technical team's in-depth knowledge of the proposals and engagement with consultees to date, it was not felt that a further scoping exercise would add much benefit, as the key issues and concerns are already known and have been addressed in information provided to date. This is evident as no consultees raised any concerns or requested further information during the marine licence consultation period (closed end of January 2026). The

marine licences have subsequently been approved with the EIA decision issuing in June 2026. A summary of the consultation responses is outlined in Section 3 of this Supporting Statement.

2.0 Proposed Works

Storm water runoff from the D3 hinterland area will be collected and conveyed to the proposed storm water drainage system which the outfalls would serve. The system comprises two lines of gullies running the full length of the hinterland area. The hardstanding will be graded to direct surface water towards the gullies.

The Extant Approval (LA04/2016/0421/F) included three outfalls (No.1, No.2 and No.3) through the quay wall. However, following detailed design and the inclusion of the access road at the northern end of the site, the proposed development now comprises two outfalls through the quay wall (Outfalls No. 3 and No. 4 which remain in the same location) and two outfalls through the revetment (Outfalls No. 1 and No. 2), as shown in Figure 2.1.

This Licence Application seeks permission to install Outfalls No. 1 and No. 2 at the locations shown below through the existing revetment, and these two outfalls in the locations they are proposed are what this application seeks to assess. The marine works for Outfalls No. 3 and No. 4 have already been permitted under ML2025053 and shall be considered in combination. The outfall previously located through the quay wall closest to Kinnegar Jetty (Outfall No. 2) has been relocated to pass through the revetment.

Outfalls through the quay wall (Outfalls No. 3 and No. 4) will extend through the combi-wall and be fitted with non-return flap/tidal valves. Outfalls through the revetment (Outfalls No. 1 and No. 2) will include a precast concrete headwall on the revetment, with the outfall pipe also fitted with a non-return flap/tidal valve.

An existing stormwater outfall at the southern end of the D3 site will be retained. A filter drain will be installed along the boundary between the new works and the hinterland.

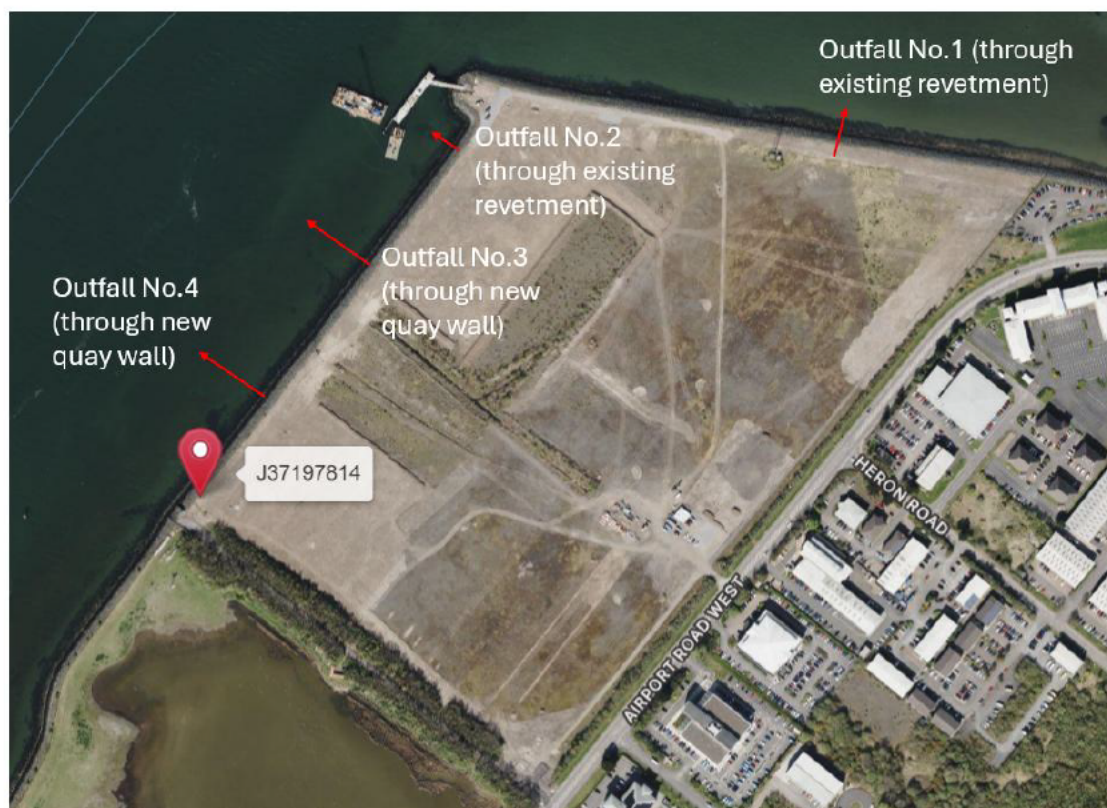


Figure 2.1 - Location of 4 no. outfalls – two of which are through quay wall, and the other two through the revetment

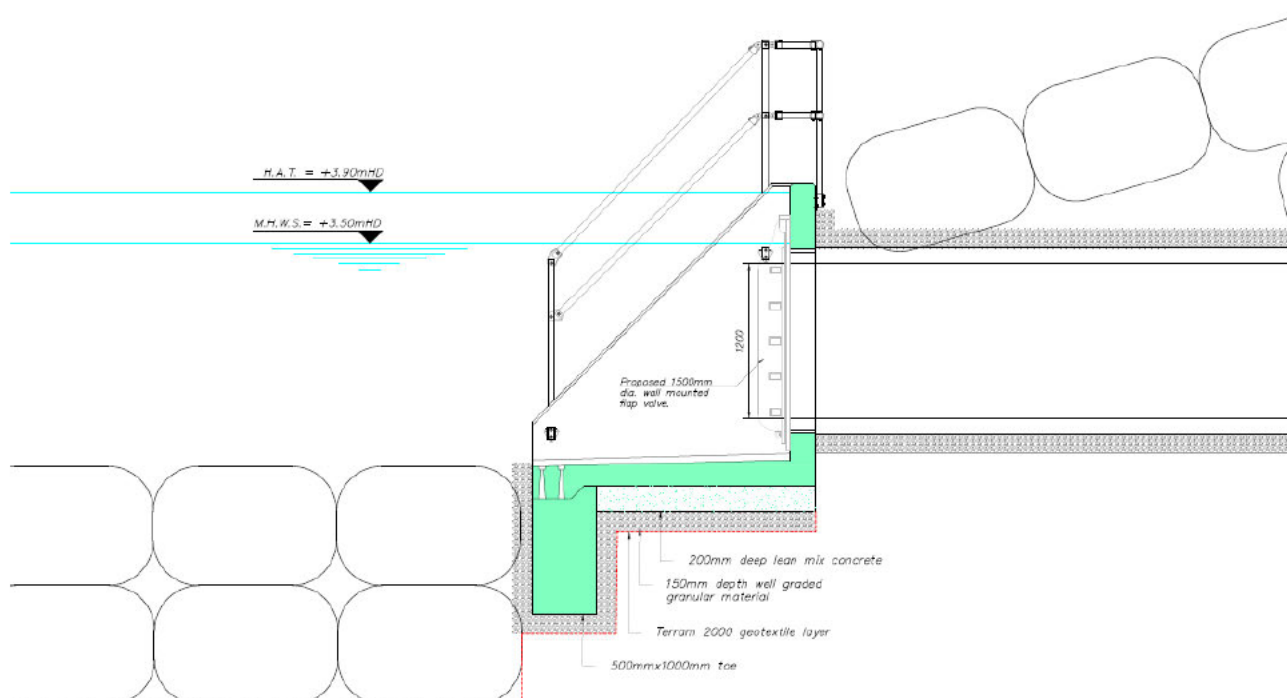
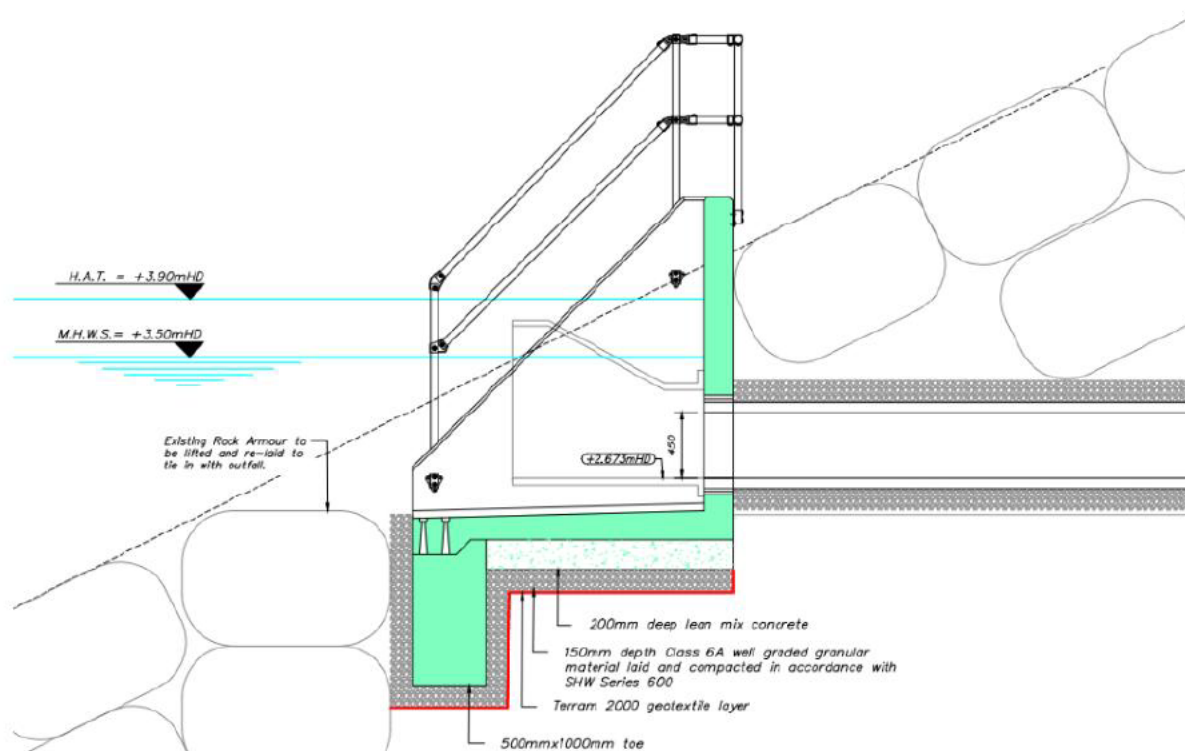


Figure 2-1: Cross-section of outfall through quay wall**Figure 2-2: Cross-section of outfall through revetment**

The proposed works will be sequenced as follows;

- Remove rock armour;
- Reduce level to formation and install the geotextile.
- Place and compact aggregate.
- Pour in-situ concrete base (Note: This will be completed on a falling tide to ensure concrete as time to set, prior to being submerged by the tide).
- Lift precast concrete headwall into position and backfill around the toe.
- Install concrete pipes from the headwall back to the newly constructed chamber and backfill.
- Fix duckbill valve to the headwall.
- Re-lay rock armour around the headwall.

The works will require the use of plant and machinery including a 13T excavator and 9T forward tipping dumper.

3.0 Assessment of Proposed Works

Table 3.1 below provides an overview of the EIA Chapters included in the new 2026 ES, which was submitted in support of the planning application for terrestrial amendments. These assessments took account of the outfalls which are the subject of this marine licence. They have therefore been fully assessed, and no further environmental information is considered to be required with this marine licence submission, particularly as this ES is recent and has been signed off by the majority of consultees.

For ease of review by consultees, the table outlines the relevant sections which are of note in considering this marine licence.

Table 3.1 Summary of Assessments

Chapter	Relevant Section
1 – Introduction & Project Description	Refer to section ‘1.11.13.2.1 Drainage System’ & ‘Figure 1.26 Location of Proposed Outfalls’
2 - Alternatives, Site Selection and Need for the Scheme	N/A
3 - Project Scoping	N/A
4 - Legislative & Policy Context	N/A
5 - Landscape and Visual	Outfalls referenced in Project Description section (5.4). No significant visual impact arises from the relocated outfall and additional outfall.
6 - Marine Ecology	No significant effects anticipated as a result of terrestrial amendments, subject to mitigation measures.
7 - Air Quality	Assessment updated to reflect extant approval with revisions proposed. No significant effects anticipated as a result of terrestrial amendments.
8 - Noise and Vibration	Assessment updated to reflect extant approval with revisions proposed. No significant effects anticipated as a result of terrestrial amendments.
9 - Terrestrial Ecology & Ornithology	Assessment updated to reflect extant approval with revisions proposed. No significant effects anticipated as a result of terrestrial amendments.
10 - Flood Risk & Water Quality	Assessment updated to reflect extant approval with revisions proposed. No significant effects anticipated.

Chapter	Relevant Section
11 - Coastal Processes and Hydrodynamic Modelling	Assessment updated to reflect extant approval with revisions proposed. No significant effects anticipated as a result of terrestrial amendments.
12 - Contaminated Land	Assessment updated to reflect extant approval with revisions proposed. No significant effects anticipated as a result of terrestrial amendments.
13 - Artificial Lighting	N/A
14 - Traffic and Transport	N/A
15 - Marine Archaeology and Cultural Heritage	Assessment updated to reflect extant approval with revisions proposed. No significant effects anticipated as a result of terrestrial amendments.
16 - Socio-Economics	N/A
17 - Climate Change	Assessment updated to reflect extant approval with revisions proposed. No significant effects anticipated as a result of terrestrial amendments.
18 - Human Health	Assessment updated to reflect extant approval with revisions proposed. No significant effects anticipated as a result of terrestrial amendments.
19 - Risk of Major Accidents and Disasters	N/A
20 - Interactions	No changes to conclusions of October 2025 ES. No significant effects anticipated as a result of terrestrial amendments.

For ease, Table 3.2 below outlines the consultation responses received in respect of the October 2025 ES which accompanied the extant marine licences (refs. ML2025053, ML2025054 & ML2025055), and the consultation responses received to date, in respect of the revised terrestrial planning application (ref. LA04/2026/0442/F), which is accompanied by the new ES dated January 2026, reflecting the revised outfall arrangements which are the subject of this marine licence. This application remains under consideration.

Table 3.2 Summary of Consultation Responses (Marine Licence ES October 2025 & Planning Application Ref. LA04/2026/0442/F (January 2026 ES))

Consultee	October 2025 ES (Marine Licence)	January 2026 ES (Terrestrial Application - Revisions)
DAERA MFD Monitoring & Assessment Team	No objections.	DAERA/NIEA response outstanding.
DAERA MFD Marine Strategy (Bathing Waters & Shellfish Team)	No objections.	DAERA/NIEA response outstanding.
DAERA MFD Sea Fisheries Inspectorate	No objections.	DAERA/NIEA response outstanding.
DAERA MFD Aquaculture	No objections.	DAERA/NIEA response outstanding.
DAERA MFD Marine Conservation & Reporting - Marine Wildlife	No objections subject to conditions.	DAERA/NIEA response outstanding.
DAERA MFD Marine Conservation & Reporting - Marine Archaeology	No objections subject to conditions.	DAERA/NIEA response outstanding.
DAERA MFD Marine Conservation & Reporting - Coastal Processes	No objections.	DAERA/NIEA response outstanding.
DAERA NIEA Resource Efficiency Division Water Management Unit (WMU) Planning Team	No objections.	DAERA/NIEA response outstanding.
DAERA, NIEA Natural Environment Division (NED), Biodiversity and Conservation Science Branch (Ornithology)	No objections.	DAERA/NIEA response outstanding.
DAERA, NIEA Natural Environment Division (NED), Biodiversity and Conservation Science Branch (Wildlife Team)	No objections.	DAERA/NIEA response outstanding.
DAERA, NIEA Natural Environment Division (NED), Biodiversity and Conservation Science Branch (Species Team)	No objections.	DAERA/NIEA response outstanding.

Consultee	October 2025 ES (Marine Licence)	January 2026 ES (Terrestrial Application - Revisions)
DAERA, NIEA Natural Environment Division (NED), Biodiversity and Conservation Science Branch (Habitat Survey Team)	No objections.	DAERA/NIEA response outstanding.
DAERA MFD Inland Fisheries	No objections subject to conditions.	DAERA/NIEA response outstanding.
The Commissioners of Irish Lights	No objections.	No objections.
Maritime & Coastguard Agency	No objections.	No objections.
RSPB	No objections subject to conditions.	No objections subject to conditions.
UK Hydrographic Office	No objections.	N/A
DFI Roads - Eastern Division	N/A	No objections.
NIEA	Refer to DAERA divisions noted above.	Response outstanding.
DfI Rivers	N/A	No objections.
Shared Environmental Services	N/A	Response outstanding.
Env Health Belfast City Council	N/A	Response outstanding – verbally confirmed no objections subject to resolution of query relating to noise condition/mitigation. No comments in relation to outfalls.
Historic Environment Division (HED)	N/A	No objections.
Belfast City Airport	N/A	No objections.
NI Water - Strategic Applications	N/A	No objections subject to conditions.
Landscape Planning and Development Belfast CC	N/A	No objections.

It is evident from the tables above that to date, no concerns have been raised by statutory consultees in relation to the development, including the revisions in which the revised outfall arrangement is included. Whilst NIEA and SES remain outstanding on the terrestrial application, at the time of writing, it is not envisaged that any concerns will be raised, given the suite of environmental information builds on the previous October 2025 ES, and the conclusions remain the same.

4.0 Conclusion

This marine construction licence application seeks consent for the construction of stormwater and surface drainage outfalls which are seaward of the Mean High Water Springs (MHWS) boundary on the existing revetment at the D3 Cruise Terminal site in Belfast Harbour.

Works are ongoing at the site and following detailed design, some terrestrial amendments are proposed to the original approvals, which include a revised layout, additional luggage building and new access road to the northern end of the site. As a result, the proposed development now requires the construction of 1 no. additional outfall, and the relocation of 1 no. outfall previously approved. A planning application for the terrestrial revisions is currently under consideration by Belfast City Council (application ref. LA04/2026/0442/F). It is anticipated that the application will be considered by Planning Committee in August 2026.

The purpose of this marine licence application is therefore to bring the marine licence consents in line with the terrestrial revisions so that the two are consistent. The only revision required, on review of the existing marine licence (ML2025053), is the inclusion of the additional outfall and relocation of one of the three originally approved outfalls as part of the D3 development. DAERA MFD advised during PAD that a new licence application should be made for the changes, rather than a variation.

The Environmental Statement which accompanied the planning application for the terrestrial revisions has assessed the revised arrangements in respect of the outfalls. There are no significant effects anticipated, subject to the appropriate mitigation measures. A shadow Habitats Regulations Assessment has also been prepared and accompanies this submission.

The Construction Environmental Management Plan and Environmental Management Plan, conditioned with both terrestrial and marine approvals remain live documents, and capture the mitigation required during the construction process, which is ongoing. These documents will be updated accordingly and resubmitted for consideration as required, following grant of the pending planning application ref. LA04/2026/0442/F, which captures the terrestrial amendments proposed. The documents will reflect the construction methodology proposed for the outfalls, as outlined in Section 2 of this Supporting Statement. The methodology for outfall no. 1, will be the same for outfall no. 2.

As noted, there is a requirement to obtain approval for the new licence associated with the proposed outfalls as soon as possible, as works are ongoing at the site, and the construction of the outfalls is a critical priority within the overall programme of works. It is critical that the works remain on programme, as there is no contingency available for knock on delays which could impact the 2028 cruise season.

We would therefore respectfully request, that this marine licence application is expedited as soon as possible, and would be happy to discuss any queries or concerns directly with consultees, should they arise.