ABWP Phase I Decommissioning

Outline Lighting and Marking Plan

Volume 2, Appendix 3.7



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Project name ABWP Phase I Decommissioning

Project no. 1620011606-002

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Document revision history

Version	Reason for issue	Author	Date	Checked	Date	Approved	Date
1	Working draft for discussion with stakeholders	FMR	26.02.26	TKJ / SMR	04.03.26	MR	09.03.26
2	Client Second Issue	FMR	07.04.26	SMR	08.04.26	MR	08.04.26
3	Client Third Issue	FMR	15.04.26	SMR	15.04.26	MR	16.04.26
4	Client Final Issue	FMR / JNR	03.07.26	MR	08.07.26	MR	08.07.26

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Statement of Authority

Author	Qualifications	Relevant Experience
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Matt Royall	BSc (Hons) Natural Environmental Science (Earth Sciences), University of Sheffield (UK) MSc Environmental Pollution Control, University of Leeds (UK) Chartered Environmentalist (CEnv)	Over 25 years' experience of environmental impact assessment for a wide range of sectors, including windfarms. Experience is across a number of geographies including Ireland, UK, Poland, Lithuania and Romania.

Glossary

Term	Meaning
Arklow Bank Wind Park (ABWP) Phase I	Arklow Bank Wind Park (ABWP) Phase I comprises: • Offshore infrastructure seaward of High Water Mark (HWM), including: – Seven Wind Turbine Generators (WTG) with a combined capacity of 25.2 MW; – One meteorological (met) mast; – Inter-array cables connecting the WTGs and met mast; and – One offshore export cable connecting WTG T4 with landfall at HWM; • Onshore infrastructure landward of HWM including: – One onshore cable connecting landfall at HWM with the onshore substation; and – One onshore substation compound, where the onshore substation and ancillary infrastructure are located.
ABWP Phase II	ABWP Phase II comprises: • Offshore Infrastructure, including: – 53 or 47 WTGs and two Offshore Substation Platforms (OSPs) located within the "Array Area"; – Inter-array cables connecting WTGs with the OSPs; and – Two offshore export cables; • Onshore grid connection infrastructure, including a 220 kV substation at Shelton Abbey with an associated connection to the existing National Electricity Transmission Network; • Operations and Maintenance Facility (OMF) at South Dock, Arklow Harbour; and • EirGrid Upgrade Works.
Arklow Energy	Arklow Energy Limited, the entity seeking planning permission for the Proposed Works, i.e. the applicant.
Automatic Identification System (AIS)	A system by which vessels automatically broadcast their identity and key statistics including location, destination, length, speed and current status. Most commercial

Term	Meaning
	vessels and European Union fishing vessels over 15 metres (m) in length are required to carry AIS.
Competent authority	Are those authorities that are entitled to give authorisation or consent to a plan or project. In the planning system, this means planning authorities and An Coimisiún Pleanála. There are, however, a wide range of other competent authorities in respect of other consent regimes e.g. EPA (environmental licencing), Minister for Agriculture, Food and the Marine (forestry, aquaculture and foreshore management), and various state bodies that have authority to undertake development under Part 9 of the Planning and Development Regulations (e.g. An Garda Síochána, defence forces, the courts service). The competent authority for this planning application is An Coimisiún Pleanála (ACP).
Consent	This shall include any licence, permission, permit, approval or other such authorisation granted by a public authority for any activity, or project where the authority is obliged to have regard to the requirements of the Environmental Impact Assessment (EIA) and/or Habitats Directive(s) (MDB, 2017).
Decommissioning	The final closing down and putting into a state of safety of a development, project or process when it has come to the end of its useful life (EPA, 2022).
Detailed Lighting and Marking Plan (LMP)	The contractor-developed version of this Outline LMP, to be prepared before Proposed Works Offshore commence and maintained as a live document until completion.
Detailed Offshore Decommissioning Management Plan (DEMP)	The contractor-developed version of the Outline Offshore DEMP (see **Volume 3, Appendix 3.4**), to be prepared before Proposed Works Offshore commence and maintained as a live document until completion.
EIA Scoping	The scoping stage provides an opportunity for both developers and the Competent Authority to determine those key environmental impacts and issues of concern that are likely to be of the utmost importance to the Project proposal's decision-making and eliminates those that are less of a concern (European Commission (EC,) 2017).
EIA Scoping Presentation	Presentation scoping the likely environmental impacts of the Proposed Works to be further considered in the Environmental Impact Assessment Report (EIAR). The EIA Scoping Presentation is included in **Volume 3, Appendix 1.1** of the EIAR.
Environmental Impact Assessment (EIA)	Process of assessment of the effects of a project or development proposal on the environment. In the planning area, it is undertaken by a planning authority or An Coimisiún Pleanála during the consideration of applications for planning permission, taking account of an Environmental Impact Assessment Report (EIAR). The projects which require EIA are listed in Annex I and Annex II of the EIA Directive, as amended (Office of the Planning Regulator, n.d.).
Environmental Impact Assessment Report (EIAR)	A report or statement of the effects, if any, that Proposed Works, if carried out, would have on the environment. It is prepared by the developer to inform the EIA process (Office of the Planning Regulator, n.d.).
High Water Mark (HWM)	Level reached by the sea at high tide, measured as the mean of high tides.
Inter-array cables	Subsea power lines that link individual wind turbine generators (WTGs) together in an offshore wind farm, forming an electrical network. In ABWP Phase I, inter-array cables connect WTGs and the met mast to each other and have an overall length of 7.4 km.
Lowest Astronomical Tide (LAT)	Exact, lowest theoretical sea level that can be predicted to occur under average meteorological conditions.
Meteorological (Met) mast	A mast with a number of meteorological sensors located at different heights to record meteorological and sea condition data.
Monopile (MP)	Hollow steel cylinder driven into the seabed typically used to anchor an offshore wind turbine generator (WTG). In ABWP Phase I, MPs support the seven WTGs as well as the meteorological (met) mast.
Nautical mile (nm)	Measurement used for distances at sea. 1 nm equates to 1.852 km.
Offshore export cable	Subsea power cable that transports the total generated power from an offshore wind farm to the onshore power grid. In ABWP Phase I, the offshore export cable connects the wind turbine generator (WTG) T4 to landfall with an approximate overall length of 15.6 km. At landfall, the offshore export cable transitions to the onshore cable connecting to the onshore substation.
Offshore Site	Part of the Site where Proposed Works Offshore are proposed to take place. In this application for planning permission, the Offshore Site comprises the Sub Lease Area, where the ABWP Phase I wind turbine generators (WTGs), met mast and inter-array cables are located, and the offshore export

Term	Meaning
	cable 10 m corridor connecting WTG T4 to the landfall at high water mark (HWM) near Arklow Harbour.
Planning permission	Formal, legal approval required from a local planning authority or An Coimisiún Pleanála (ACP) to carry out development. The Proposed Works require planning permission submitted from ACP under Section 291 of the Planning and Development Act 2000, as amended.
Principal Decommissioning Contractor	In this document, meaning the contractor(s) appointed to undertake the Proposed Works Offshore and to prepare, implement and update the Detailed Offshore Decommissioning Environmental Management Plan (DEMP) and associated management plans, including the Detailed Lighting and Marking Plan, keeping them as live documents until completion.
Proposed Works	The Proposed Works include decommissioning of ABWP Phase I offshore infrastructure (Proposed Works Offshore) and decommissioning of ABWP Phase I onshore infrastructure (Proposed Works Onshore).
Scour protection	Engineered barrier typically placed on the seabed around WTG foundations and subsea cables to prevents sediment erosion caused by accelerated water currents and waves, safeguarding the WTG's stability and protecting subsea cables. In ABWP Phase I, scour protection was originally introduced in the form of rock armour, however, this proved ineffective, and was removed in 2005. Since then, scour protection has been introduced through sandbags.
Sub Lease Area	Area where the ABWP Phase I WTGs, met mast and inter-array cables are located, as defined in the Sub Lease granted by Sure Partners Limited (SPL) to Arklow Energy Limited (Arklow Energy) to construct and operate ABWP Phase I.
Transition Piece	The steel connection structure between the tower and the monopile (MP) foundation.
Wind Turbine Generator (WTG)	Structure that converts the kinetic energy of ocean winds into electrical energy. ABWP Phase I includes seven GE Energy 3.6s WTGs with a rated capacity of 3.6 megawatts (MW) per WTG.

Acronyms

Acronym	Meaning
ABWP	Arklow Bank Wind Park
AIS	Automatic Identification System
AtoN	Aids to Navigation
CIL	Commissioners of Irish Lights
DEMP	Decommissioning Environmental Management Plan
DoT	Department of Transport
HWM	High Water Mark
IALA	International Association of Marine Aids to Navigation (formerly the International Association of Lighthouse Authorities)
IRCG	Irish Coast Guard
LAT	Low Astronomical Tide
LLA	Local Lighthouse Authority
LMP	Lighting and Marking Plan
MARA	Maritime Area Regulatory Authority
MP	Monopile
MSO	Marine Survey Office
MUL	Maritime Usage Licence
nm	Nautical mile
NOTAM	Notice to Airmen

Acronym	Meaning
NtM	Notice to Mariners
OREI	Offshore Renewable Energy Installations
O&G	Oil and gas
SPS	Significant Peripheral Structures
TP	Transition Piece
UKHO	United Kingdom Hydrographic Office
VHF	Very high frequency
WTG	Wind Turbine Generators

Units

Unit	Meaning
m	Meter
nm	Nautical miles (1,852 m)

1 INTRODUCTION

1.1 Overview

1.1.1.1 Arklow Energy Limited (Arklow Energy) is seeking planning permission to decommission Arklow Bank Wind Park (ABWP) Phase I (referred to hereafter as 'the Proposed Works'). The Proposed Works include decommissioning of ABWP Phase I offshore infrastructure (Proposed Works Offshore) and decommissioning of ABWP Phase I onshore infrastructure (Proposed Works Onshore).

1.1.1.2 This Outline Lighting and Marking Plan (LMP) aims to set out proposed marine and aviation lighting and marking to be implemented during the Proposed Works Offshore, also making reference to any potential lighting / marking requirements post-decommissioning where relevant.

1.1.1.3 A Detailed LMP will be prepared by the appointed Principal Decommissioning Contractor in line with the principles and requirements set out in this Outline LMP.

1.1.1.4 This LMP is informed by:

- **Volume 2, Chapter 1: Introduction; and**
- **Volume 2, Chapter 3: Proposed Works Description.**

1.2 Consultation

1.2.1.1 The ABWP Phase I Decommissioning EIA scoping presentation (hereafter referred to as EIA Scoping Presentation) was issued to prescribed bodies in March 2026 (see **Volume 2, Appendix 1.1: EIA scoping presentation).**

1.2.1.2 In addition, version 1 of the Outline LMP was shared with the following stakeholders for discussion. **Table 1.1** sets out the key comments raised specific to the Outline LMP, with details of how these comments have been addressed:

- Commissioners of Irish Lights (CIL);
- Irish Coast Guard (IRCG); and
- Marine Survey Office (MSO), Department of Transport (DoT).

Table 1.1: Summary of feedback relevant to the Lighting and Marking Plan

Comment	How and where considered
CIL, online meeting held on 11th March 2026	
CIL is not the competent authority for approving / enforcing work areas, and recommends liaising with the IRCG for confirmation.	Noted, a separate meeting was held with IRCG on the 13th March 2026.
Depending on the duration of Proposed Works Offshore, the Local Lighthouse Authority (LLA), in this case Arklow Energy as the nominated LLA under statute, would need to notify CIL in relation to lighting plans.	Noted, this will be captured in the Detailed Offshore Decommissioning Environmental Management Plan (DEMP), see outline version in **Volume 3, Appendix 3.4: Outline Offshore DEMP**.
MSO marine notices are generally required for projects in addition to very high frequency (VHF) notices related to radio use. This typically takes 28 days to process, as set out on DoT website.	Noted, this will be captured in the Offshore DEMP, see outline version in **Volume 3, Appendix 3.4.**
The LMP should clarify that no marking post-decommissioning is being proposed.	This has been clarified in **Section 3.2.4**.
The LMP should include reference to the two synthetic Automatic Identification System (AIS) on wind turbine generators (WTG) at T7 and T1, and consider whether these can be maintained until the end of Proposed Works Offshore, notifying CIL of their deactivation.	Reference to AIS at T1 and T7 has been made in **Section 3.1.1. Section 3.2.1** proposes to maintain existing AIS at T1 and T7 until the end of Proposed Works Offshore. Should this not be possible, agreement with aviation authorities and CIL will be sought on whether AIS needs to be transferred to other WTGs.
Deployment of buoys needs a Maritime Usage Licence (MUL) from the Maritime Area Regulatory Authority (MARA) or statutory consent from CIL. Regarding the	Noted, this will be captured in the Detailed Offshore DEMP, see outline version in **Volume 3, Appendix 3.4.**

Comment	How and where considered
latter, CIL would need a final version of the LMP, including final coordinates of proposed buoys and application through the CIL portal by Arklow Energy as LLA (as this responsibility cannot be transferred to the appointed Principal Decommissioning Contractor). Application should be sought at least six months before deployment of the buoys.	
IRCG, online meeting held on 13th March	
IRCG will mainly need to be engaged prior to the commencement of Proposed Works Offshore, with responsibility for reviewing specific plans related to emergency response, oil contingency, etc.	Noted, this will be captured in the Detailed Offshore DEMP, see outline version in **Volume 3, Appendix 3.4.**
MSO, DoT, meeting held on 26th March 2026	
No objections on marking proposed but restriction of navigation for safety reasons cannot be enforced (as there are no legislative / policing means that can be implemented for the Proposed Works Offshore). The working area can be notified and advised to sea users and mariners.	Noted.
The MSO strongly recommends that close communication and reporting between contractors, IRCG and MSO should be maintained throughout the Proposed Works Offshore.	Noted, this will be captured in the Detailed Offshore DEMP, see outline version in **Volume 3, Appendix 3.4.**
If proposed, stand by / support vessels could be used to inform/ request other vessels not to enter the work area to facilitate safe passage.	Noted, this will be captured in the Detailed Offshore DEMP, see outline version in **Volume 3, Appendix 3.4.**
Before vessels are chartered, it is recommended to engage with the MSO to confirm that the target vessels can operate in Ireland. Vessels may need specific licences, certifications, etc before they can operate in Ireland.	Noted, this will be captured in the Detailed Offshore DEMP, see outline version in **Volume 3, Appendix 3.4.**
Should any infrastructure be left *in situ*, this will need to be charted. Bathymetry undertaken post-decommissioning will need to be shared with the MSO / United Kingdom Hydrographic Office (UKHO) (responsible for navigational charting in Ireland). Charts will not need to specify monopile (MP) cutting depths relative to Lowest Astronomical Tide (LAT).	Noted, this will be captured in the Detailed Offshore DEMP, see outline version in **Volume 3, Appendix 3.4.**

1.3 Guidance

1.3.1.1 The Guidance on Safety of Navigation & Emergency Response: Offshore Renewable Energy Installations (OREI) (DoT, 2025a) and Standard Operating Procedure 07-2025 (DoT, 2025b) require LMPs to adhere to the guidelines G1162 set out by IALA. Accordingly, this Outline LMP has been prepared in line with the following guidance:

- International Association of Marine Aids to Navigation (formerly the International Association of Lighthouse Authorities)(IALA) guidelines G1162 "The Marking of Offshore Man-Made Structures" (IALA, 2021); and
- "IALA Maritime Buoyage Sytem R1001" (IALA, 2023).

2 AVIATION LIGHTING

2.1 Existing Aviation Lighting

2.1.1.1 Existing aviation lighting currently operational at ABWP Phase I, within the Sub Lease Area, is described for information and context to inform any aviation lighting required during the Proposed Works Offshore.

2.1.1.2 Existing aviation lighting includes:

- Lightning of Significant Peripheral Structures (SPS) - The most southern and most northern WTGs T1 and T7 (see **Figure 1**):
  - Four units Type A Obstruction lights, high intensity (250000 Candela) white flashing covering 360º visibility are mounted on the nacelle roof. Light is cut off so that practically no light is emitted below horizontal; and
- Other WTGs - The minimum marking requirements for the other WTGs T2, T3, T4, T5 and T6: none.

2.2 Proposed Aviation Lighting

2.2.1.1 Based on existing aviation lighting in place described in **Section 2.1,** the following aviation lighting is proposed to be implemented during Proposed Works Offshore:

- The lighting currently applied in the operation phase (see **Section 2.1**) is proposed to be kept during Proposed Works Offshore until all WTGs are removed;
- If possible, decommissioning of WTGs T2, T3, T4, T5 and T6 shall be undertaken first, followed by the decommissioning of WTGs T1 and T7, which will ensure that aviation lighting is kept until not needed;
- If another sequence for decommissioning is used, then the aviation authorities and CIL shall be consulted to agree if the aviation lighting shall be moved to other WTGs, i.e. if T1 and/or T7 are removed before removing T2, T3, T4, T5 and T6; and
- Once the WTGs are removed, aviation lighting will not be required during the remainder of Proposed Works Offshore or following the completion of these.

2.2.1.2 Any changes in lighting shall published as Notice to Airmen (NOTAM).

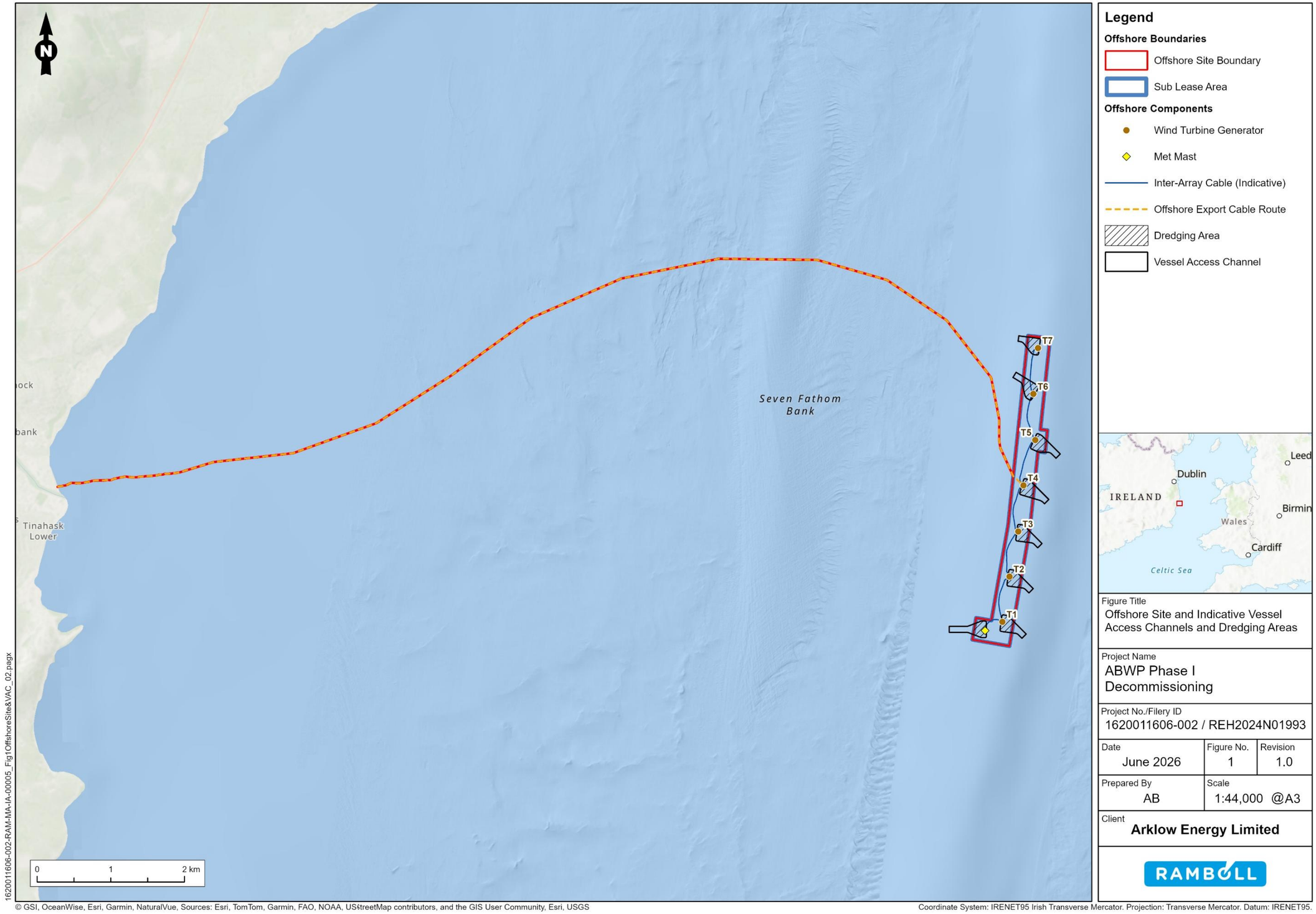


Figure 1: Offshore Site and indicative vessel access channels and dredging areas

3 MARINE MARKING

3.1 Existing Marine Marking

3.1.1 Sub Lease Area

3.1.1.1 Existing marine marking currently operational at ABWP Phase I within the Sub Lease Area is described for information and context to inform any marine marking required during the Proposed Works Offshore.

3.1.1.2 Existing marine marking includes:

- Marking of SPS - The most southern and most northern WTGs T1 and T7 (see **Figure 1**):
  - Flashing yellow marine lanterns mounted on the Transition Piece (TP) with flashing yellow light that flashes once every 5 seconds, visible 360º with a nominal range of 10 nautical miles (nm);
  - Double high visibility yellow band markings; and
  - Synthetic AIS Aids to Navigation (AtoN) (CIL provide and maintain a Synthetic AIS AtoN service to mark the WTGs at the northern and southern extremities of the ABWP Phase I from their coastguard station on Wicklow head).
- Other WTGs - The minimum marking requirements for the other WTGs T2, T3, T4, T5 and T6 (see **Figure 1**):
  - Flashing yellow marine lanterns mounted on TPs with flashing yellow light that flashes once every 5 seconds, visible 360º with a nominal range of 5 nm; and
  - Double high visibility yellow band markings.
- Met mast (see **Figure 1**):
  - Flashing yellow marine lanterns mounted on the TP with flashing yellow light that flashes once every 5 seconds, visible 360º with a nominal range of 5 nm.

3.1.2 Offshore Export Cable

3.1.2.1 Existing marine marking currently applicable to the offshore export cable is limited to the offshore export cable route being marked in sea charts.

3.2 Proposed Marine Marking

3.2.1 Sub Lease Area

3.2.1.1 During Proposed Works Offshore, it is proposed to establish a work area in line with IALA G1162 (2021), where the decommissioning vessels, engaged in the Proposed Works Offshore, can perform their activities.

3.2.1.2 The work area, illustrated in **Figure 2**, will comprise the Sub Lease Area where Proposed Works Offshore will be undertaken, and cover the area needed for decommissioning vessels to operate safely throughout the duration of Proposed Works Offshore.

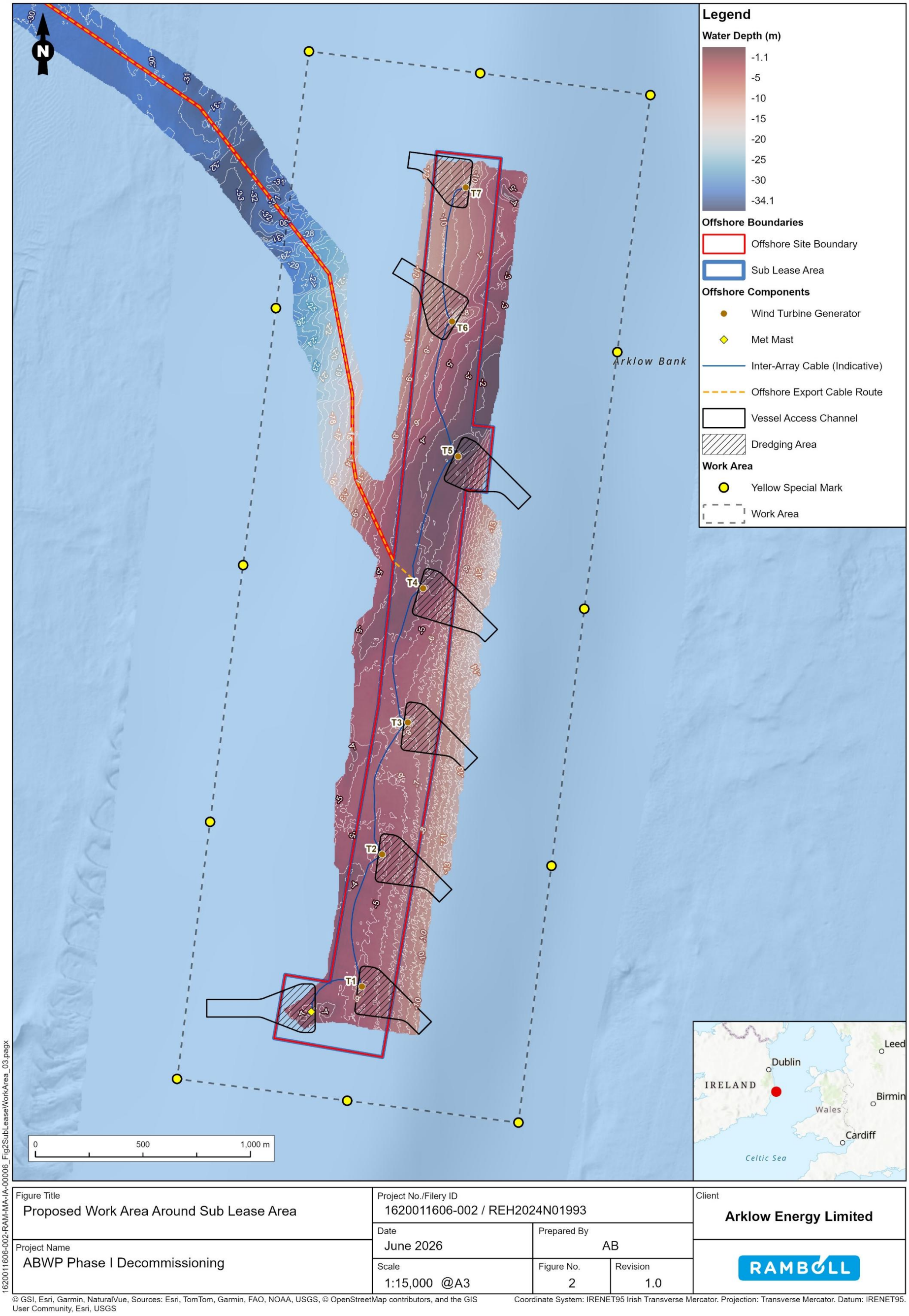


Figure 2: Proposed work area around Sub Lease Area

3.2.1.3 The work area will be marked with 12 buoys, with a distance of 803 m (0.43 nm) along its northern and southern boundaries, and a distance of 1,204 m (0.65 nm) along its eastern and western boundaries. This will provide a buoy layout which is easy to identify in the sea charts, on radar and visually under normal visibility conditions.

3.2.1.4 The work area will have a total width of 1,605 m (0.87 nm) and a total length of 4,817 m (2.60 nm).

3.2.1.5 The distance from a WTG to the eastern or western boundary of the work area will be around 800 m for all WTGs. This will provide sufficient space for decommissioning vessels to operate safely within the work area, including during potential dredging works within the Sub Lease Area to facilitate vessel access (if required), and also provide sufficient space for anchor spread of any vessels involved in the Proposed Works Offshore.

3.2.1.6 The flashing yellow marine lanterns on the WTGs, currently used in the operational phase, as described in **Section 3.1.1.2**, shall be turned off once the work area is established. The double high visibility yellow band markings (also described in **Section 3.1.1.2**) shall be kept to clearly mark the position of the WTGs within the work area.

3.2.1.7 In summary, it is proposed to use the following marine marking:

- 12 buoys which shall be yellow special marks with "X" shape top mark and radar reflector (in accordance with the IALA R1001 (2023));
- Size of buoys to be suggested by the appointed Principal Decommissioning Contractor(s) and agreed with the CIL;
- All buoys to be equipped with yellow light;
- Flashing pattern: Group flashing, meaning the yellow light flashes in a group of 3 flashes every 10 seconds (Fl(3)Y 10s), with synchronized flashing of all buoys marking the work area. It should be noted that this is different from what is used to currently mark the WTGs during the operation phase (see **Section 3.1.1.2**), and will emphasize that the marking has changed, subject to agreement with the CIL / MSO; and
- Light visibility range of 5 nm, subject to agreement with the CIL / MSO.

3.2.1.8 The work area shall be established before commencement of the Proposed Works Offshore.

3.2.1.9 The work area shall be in place whenever Proposed Works Offshore are ongoing.

3.2.1.10 If there are program gap(s) between decommissioning of WTGs and decommissioning of the TPs / MPs lasting more than one year, then the work area will be removed during these program gap(s) when no Proposed Works Offshore take place. During these potential program gap(s), existing marine marking (see **Section 3.1.1.2**) will be re-instated.

3.2.1.11 Whenever marking changes, it shall be announced in Notice to Mariners (NtM).

3.2.1.12 When vessels are performing decommissioning activities in the work area, then the Principal Decommissioning Contractor(s) shall ensure that at least one of the work vessels is tasked with monitoring traffic in the area around the work area and engaging in proactive communication with approaching ships to ensure safe passage.

3.2.2 Offshore Export Cable

3.2.2.1 Decommissioning of the export cable is a moving operation. Here a moving work area of 500 m from the cable decommissioning vessel (500 m radius) shall be announced in NtM and a support vessel shall follow the cable decommissioning vessel, monitor approaching traffic and engage in proactive communication to ensure safe passage.

3.2.3 Consideration of ABWP Phase II Construction

3.2.3.1 Should the construction program of the proposed ABWP Phase II overlap with the Proposed Works Offshore, then the following will apply:

- If a work area is used to mark the ABWP Phase II project and it surrounds the work area described above, then the work area described above will be removed;
- If other kinds of work areas are used to mark the ABWP II project, not overlapping the work area described above, then the work area will remain, potentially adjusted in layout to fit the layout of ABWP Phase II in consultation with the CIL / MSO;
- If no work areas are used to mark the ABWP II project then the work area described above will remain.

3.2.4 Consideration of Post-decommissioning Marine Marking

3.2.4.1 Following completion of Proposed Works Offshore, the work area and all marks and buoys will be removed, and sections of MPs left *in situ* under the seabed will be charted in conjunction with MSO / UKHO.

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