

Addendum to the
Environmental Impact
Assessment Report

NISA
North Irish Sea Array

Volume 2 - Introductory Chapters

Chapter 8

Construction Strategy – Offshore



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8. Construction Strategy – Offshore

North Irish Sea Array Windfarm Ltd (NISA, hereafter referred to as ‘the Developer’) has been considering the Request for Further Information (RFI) issued by An Bord Pleanála (now An Coimisiún Pleanála) as well as the third-party submissions received following public consultation. At An Coimisiún Pleanála’s behest, the Developer has also continued to consult with stakeholders in respect of the 2024 planning application throughout 2024-2026. The Developer has refined elements of the design to respond to the third-party submissions, the continued public and stakeholder consultation and the RFI (further details on the design refinements are provided in Appendix A5.1: Design Refinements). Amendments are therefore required to Chapter 8: Construction Strategy – Offshore of the 2024 Environmental Impact Assessment Report (EIAR). Full details of consultation undertaken can be found in Appendix A1.2 in the Addendum to the EIAR.

For the purposes of clarity, this document shall be read in conjunction with the Chapter 8 submitted as part of the 2024 EIAR.

Any cross reference to a chapter, section, table, image, figure or appendix within this document is to another location within the Addendum to the EIAR unless explicitly stated otherwise. Any cross reference to anything included in the 2024 EIAR will be clearly labelled as such.

Text in bold is only used throughout this document to indicate where changes are required, and why they are required. Text in italics is text from a section of the 2024 EIAR which is deleted, or quotations from other documents (as explicitly stated). Replacement text is in normal font.

Tables and images which have been updated from the 2024 EIAR, or entirely new tables or images, have been included in the Addendum to the EIAR. These can be identified by the “A” prefix in the caption. Any changes within the updated table, in comparison to tables within the 2024 EIAR, are indicated by grey shading in the relevant cell, column or row, as necessary. The exception here is where a table has been replaced in its entirety.

The sections relevant to Chapter 8 in the RFI are included below.

RFI Section	RFI	Relevance to Chapter
1 (b)	The scientific information provided as part of the planning application documentation should be based on up-to-date survey reports and data. Accordingly, the applicant is requested to confirm/provide justification/verification that the information submitted in support of the planning application remains relevant and appropriate at the point of submitting further information or to update same as required.	The timeframes associated with the RFI have necessitated a review of the datasets previously used in the 2024 EIAR to ensure any necessary updates to the baseline environment are captured. Therefore, a review has been undertaken to comply with RFI 1 (b). The update to this chapter in relation to this, is provided in Sections 8.8 and 8.10.
2 (a)	The Irish Coast Guard (IRCG), through the Department of Transport, has raised concerns in relation to the layout of the proposed development with respect to search-and-rescue (SAR) access. The applicant is requested to consult with the IRCG, in addressing these concerns, and provide further information and clarification on such matters.	The Developer participated in further consultation with the IRCG in in 2025 and 2026. Following this consultation, a revised layout has been prepared for Project Option 1 and Project Option 2 which addresses the concerns raised by the IRCG. Further information on this consultation is included in Appendix A1.2.
2 (b)	The EIAR under Chapter 17, Shipping and Navigation, states that as part of embedded mitigation, the fixed layouts for Project Option 1 and Project Option 2 comply with MGN 654 requirements (UK guidance, Maritime and Coastguard Agency, 2021).	The Developer participated in further consultation with the MSO in in 2025 and 2026. Following this consultation, a revised layout has been prepared for Project Option 1 and Project Option 2 which extend the structure exclusion zone a further distance from Rockabill (from 3 NM to 3.06 NM) and removing WTGs in the south eastern corner which addresses the concerns raised by the MSO.

RFI Section	RFI	Relevance to Chapter
	The applicant is advised that the Department of Transport Marine Survey Office (MSO) states that the proposed layout does not comply with guidance provided in MGN 654 and the MSO strongly disagrees with the summarisation of the risk to the safety of navigation posed to commercial shipping, fishing vessels, and recreational craft transiting in proximity to the southeastern corner and the Rockabill GAP. The applicant is requested to consult with the Department of Transport MSO in addressing these concerns and provide further information and clarification on such matters.	Further information on this consultation is included in Appendix A1.2. The update to this chapter in relation to this, is provided in Section 8.8.
8 (e) (vi)	North-west Irish Sea cSPA Common Guillemot: The DAU observation states that the proposed development would reduce the habitat suitability for Common Guillemot of an area equating to 8.5% of the NWIS cSPA, which would contravene the Conservation Objective for the SPA to maintain its favourable conservation condition. The applicant is requested to justify its interpretation of the data in relation to Common Guillemot and, where appropriate, re-evaluate the data and re-interpret the consequences for the impacts on the Conservation Objectives of the NWIS cSPA, having regard to the observation from the DAU.	The Developer participated in further consultation with the NPWS in in 2025 and 2026. Following this consultation, the Developer refined the layouts to Project Option 1 and 2 to reduce the spatial extent of offshore infrastructure overlap with the Northwest Irish Sea Special Protection Area (NWIS SPA). Further information on this consultation is included in Appendix A1.2.
10 (a)	Having regard to information submitted in the EIAR, the NPWS underwater noise guidelines (NPWS, 2014), the strict protections afforded to marine mammals under the Wildlife Act 1976, as amended, in addition to observations from prescribed bodies and observers, the Board requires a comprehensive suite of noise abatement measures to be proposed and assessed in addition to the existing mitigation measures referenced in the planning application documentation...	The Developer has proposed a refinement to the foundation types used for the wind turbine generators (WTGs). Instead of either monopiles or jackets, only jackets will be used. Additionally, instead of installation with pin piles the jackets will be installed with suction buckets. Following careful examination and assessment by the Developer, this refinement has been implemented to significantly reduce the level of underwater noise generated by the proposed development by eliminating pile driving noise during construction. Further information on the underwater noise impacts of revised WTG foundations is provided in Chapter 14 of this Addendum to the EIAR and Appendix A14.1. The update to this chapter in relation to this, is provided in Sections 8.2, 8.3, 8.4.

8.1 Introduction

8.1.1 Introduction

There are no changes to this section. Refer to Section 8.1.1 in Chapter 8 of the 2024 EIAR.

8.1.2 Design Flexibility

There are no changes to this section. Refer to Section 8.1.2 in Chapter 8 of the 2024 EIAR.

8.2 Construction Programme

There is no change to this section. Refer to Section 8.2 of Chapter 8 of the 2024 EIAR.

8.2.1 Construction Programme

The removal of monopile foundations necessitates a change to the text in Section 8.2.1. To reflect this update to the proposed development, the following text from Section 8.2.1 of Chapter 8 in the 2024 EIAR shall be deleted:

“Section 6.5 of the Offshore Description Chapter describes two potential substructure/foundation options: monopiles or jackets on pin piles.

It should be noted that only one of the two foundation options will be installed, either jackets or monopiles as per Table 8.1. As indicated, in the programme irrespective of the foundation option used, the overall programme duration is not expected to differ.”

Furthermore, as piling is no longer included in the construction strategy for the WTG foundations, an amendment to Table 8.1 from Chapter 8 of the 2024 EIAR is required. Additionally, the original construction commencement of 2027 has been updated 2028 to reflect the revised programme information provided as part of the RFI Response. However, the duration remains the same (3 years). Therefore, Table 8.1 of the 2024 EIAR shall be deleted and replaced with the following table:

Table A8.1 Construction Timeline (Replacing Table 8.1 of the 2024 EIAR)

Activity Name	Year 1 – 2028				Year 2 – 2029				Year 3 - 2030			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Preconstruction activities	████████████████████											
Landfall		████████████████										
Offshore Export Cables Installation Period					██████████							
Foundation Installation (WTG and OSP) ¹					██							
Offshore Substation Topside Installation							██████████					
Array Cable Installation Period						██████████						
WTG Installation period									██████████			

¹It is expected that the foundation installation should be achievable with one calendar year. However, should it take longer than anticipated (e.g. due to limitations imposed by adverse weather), a remobilisation would be needed with the foundation installation completed in the subsequent year. The timeline presented in the table reflects this longer total duration.

8.3 Offshore Wind Farm Construction

8.3.1 Pre-Construction Surveys

The only change to this section is that the Developer has obtained a Maritime Usage Licence to undertake detailed site investigation surveys to inform design workstreams.

There are no other changes to this section. Refer to Section 8.3.1 of Chapter 8 of the 2024 EIAR.

8.3.2 Seabed Preparation

Seabed levelling is no longer required for the proposed development design. Based on the updated bathymetry from the geophysical survey campaign in 2024, it was confirmed that the seafloor across the array area is flat and uniform. Therefore, seabed levelling via dredging to create a level platform for foundation installation will not be required.

Therefore, the following text from Section 8.3.2 of Chapter 8 in the 2024 EIAR shall be deleted:

“Seabed preparation will be carried out in advance of foundation construction and cable laying as required. This would involve levelling and dredging of the surficial sediments as well as the removal of any boulders and obstructions. The various methods of seabed preparation to be employed are described in the following sections. If dredging is required, it would be carried out by dredging vessels using suction hoppers or similar. The material generated during dredging will overspill from the hopper locally and be discharged nearby in a suitable location of similar sediment type within the array area.”

And replaced with the following text:

Seabed preparation will be carried out in advance of foundation construction and cable laying as required. This includes the removal of any boulders, obstructions or seabed debris that would impact the construction works.

There are no further changes to this section.

8.3.2.1 Unexploded Ordnance (UXO) Clearance

There are no changes to this section. Refer to Section 8.3.2.1 of Chapter 8 in the 2024 EIAR.

8.3.2.2 Pre-Lay Grapnel Runs

There are no changes to this section. Refer to Section 8.3.2.2 of Chapter 8 in the 2024 EIAR.

8.3.2.3 Boulder Clearance

There are no changes to this section. Refer to Section 8.3.2.4 of Chapter 8 in the 2024 EIAR.

8.3.2.4 Seabed Profiling

As noted in Section 8.3.2, seabed profiling is no longer required for the proposed development design. Seabed profiling via dredging to create a level platform for foundation installation will not be required.

Therefore, Section 8.3.2.4 shall be deleted from the 2024 EIAR and disregarded for further assessment.

8.3.3 Substructures and Foundations

As noted in Section 8.3.2.4, the proposed development now includes for jacket substructure with SBJ for the WTGs and for the OSP a jacket with either pin pile or SBJ foundations. Therefore, the following text from Section 8.3.3 of Chapter 8 in the 2024 EIAR shall be deleted:

“As noted previously, two potential foundation/substructure options – monopiles or jackets on pin piles are being considered and both are assessed in this EIAR. For Project Option 1 and 2, monopiles are considered.”

For Project Option 2, there is the possibility of monopiles, or jackets considered; however, only one of the two foundation options will be installed. The WTGs will be installed on either a single monopile or jacket while the OSP may be installed on either of one monopile, two monopiles or a jacket.”

And replaced with the following text:

As noted previously, SBJ foundations are considered and assessed in the EIAR for both Project Option 1 and Project Option 2. The WTGs will be installed exclusively with SBJ foundations, whilst the OSP also includes jackets with drilled pin piles as a foundation option.

There are no further changes to this section.

8.3.3.1 Monopile Foundation

Monopiles are no longer included as a substructure option for the proposed development. Therefore, this section shall be removed from the 2024 EIAR and removed from further assessment.

8.3.3.2 Jacket Foundation

As noted in Section 8.3.2.4, the proposed development now includes only SBJ foundations for WTGs, or jackets with suction buckets or pin piles for the OSP.

Therefore, the following text from Section 8.3.3.2 of Chapter 8 in the 2024 EIAR shall be deleted:

“Jacket foundations are an option for Project Option 2 only. Jacket foundations typically consist of three or four main legs which are linked by a lattice of cross-braces. Each leg is secured to the sea floor using a driven or drilled pin-pile.”

And replaced with the following text:

SBJ foundations are included for both Project Option 1 and 2 and the OSP, with the OSP also including an option for a jacket foundation with pin piles. Jacket foundations typically consist of three or four main legs which are linked by a lattice of cross-braces. For SBJ foundations, each leg is secured to the sea floor using a suction bucket. Jackets with pin piles involve each leg being secured to the sea floor using a drilled pin-pile.

As driven pin piles are no longer an option for the installation of jackets with pin pile foundations, the following text shall be deleted from Section 8.3.3.2 of Chapter 8 of the 2024 EIAR:

“If drilling is required to achieve the required pile penetration, the preferred approach for the drill arisings is to discharge it to the sea. All recovered material would be dispersed within the offshore development area. To model the construction scenario with the greatest potential for likely significant effects within the EIAR, the marine physical processes model provided in Appendix 10.2 considers that drilling is expected to be required for 100% of the piled jacket foundations. The expected average drilling rate can be assumed to advance within a range of between 0.5 m/h and 0.75 m/h. It is anticipated drilling will take up to two days to complete per jacket, and each piling event will be separated by less than 12 hours. A drilling spread will be available on the pile installation vessel.”

And replaced with the following text:

To achieve the required pile penetration for the OSP foundation, drilling shall be utilised as the only method for pile installation. The preferred approach for the drill arisings is to discharge these to the sea. All recovered material would be dispersed within the offshore development area. To model the construction scenario with the greatest potential for likely significant effects within the EIAR, the marine physical processes model provided in Appendix A10.2.

The expected average drilling rate can be assumed to advance within a range of between 0.5 m/h and 0.75 m/h. It is anticipated drilling will take up to two days to complete.

In addition, the following text shall be added to Section 8.3.3.2 of Chapter 8 in the 2024 EIAR to provide further information on the construction of suction bucket foundations:

Suction buckets will be welded to each leg of the jacket substructure at a manufacturing dock.

These buckets are cylindrical steel buckets, which will then be equipped with external suction pumps and valves that allow controlled penetration into the seabed. Once fabrication is complete, the SBJ is loaded onto a transport barge and moved offshore using a heavy-lift vessel (HLV) which carefully lowers the jacket onto the seabed.

8.3.4 Foundation Installation

8.3.4.1 Driven Piles

There is no option for driven piles for the jacket with pin piles foundation for the OSP. The only construction option is drilled piles which is described in Section 8.3.4.3.

Therefore, Section 8.3.4.1 shall be deleted from the 2024 EIAR and disregarded for further assessment.

8.3.4.2 Drilled Piles

Drilled pin piles are now only considered for the OSP. Therefore, this section shall be updated to remove the option for drilled monopiles from further assessment in this Addendum to the EIAR.

As a result, the only change to this section is the removal of Table 8.4 from Section 8.3.4.2 of the 2024 EIAR. This table shall be replaced by the following text:

The indicative drill cutting volumes anticipated for the OSP with jacket and pin piles foundation is approximately 1,696m³ per pin pile, and up to 6,786 m³ for all pin piles.

8.3.4.3 SBJ Foundations

As noted in Section 8.3.2.4, the proposed development now includes for only SBJs for WTGs or the option of SBJs or jackets with pin piles for the OSP. Therefore, Section 8.3.4.3 shall be added to Section 8.3.4 of Chapter 8 in the 2024 EIAR with the text herein:

The WTGs will be supported via SBJ foundations. As noted in Section 8.6.3.2, the suction buckets will be attached to the jacket substructure prior to delivery to site. Following seabed preparation (see Section 8.3.2) and once the SBJ has been towed to the designated location in the array area, it will be precisely positioned using dynamic positioning systems and remotely operated vehicles (ROVs) to ensure that the jacket is correctly aligned.

The skirt of the suction buckets will then penetrate the seafloor to a depth ranging from 5m to 30m depending on the location within the array area. This is achieved through a process that relies on a combination of self-weight penetration and suction pressure to achieve stable embedment. Once the initial touchdown penetration is achieved, suction pumps are activated to evacuate water from the sealed chamber inside the bucket, creating a pressure differential between the inside of the bucket and the surrounding pore water in the seabed. This pressure differential creates suction pressure which causes the bucket to penetrate into the seabed without the need of additional mechanical or impact force.

The rate of penetration is carefully monitored using sensors that track pressure, tilt and embedment depth. This process continues until the buckets reach their target depth. Once the SBJ has reached the target penetration depth, the suction pumps are stopped, and the internal pressure is equalised, locking the bucket into the seabed. This method will be employed for all WTGs and the OSP in the case a SBJ foundation is utilised for the latter. Should the SBJ not be able to reach the target penetration depth, due to unforeseen ground conditions (e.g. sub-surface boulders or localised stronger soils), the foundation will be removed from the seabed, and a further installation attempt will be made at micro-sited location.

Following completion of the suction installation, any residual void beneath the bucket lid interface will be filled with low strength grout (or similar material) to ensure full contact between the foundation and seabed. The grout used is typically cementitious, in the form of ordinary Portland cement (OPC) type. Seawater or freshwater will be used for the mix water for the grout; the grout formulation will be developed as part of the detailed design phase. Any seawater extraction will be carried out via an intake system on the installation or support vessel. The intakes are submersible or deck-mounted pumps which pull raw seawater through specialized filtration systems which prevent the intake of macro-organisms, silt and debris.

The extracted seawater will be used solely for grout mixing with no release of excess water or mix water back into the marine environment.

It is expected that all grouting materials will comply with the OSPAR list of approved substances used and discharged offshore, which are considered to Pose Little or No Risk to the Environment (PLONOR). All grout handling operations shall employ appropriate containment measures to prevent release to the marine environment

In the event that the OSP will be installed using a jacket with pin piles, the methodology used for drilled piles is described in Section 8.3.4.2.

Drilling is typically required where shallow bedrock is present or rock strengths are high, and as a result driving is not expected to achieve the required penetration depth.

8.3.5 Scour Protection

As noted in Section 6.5.4 of Chapter 6 in this Addendum, due to the introduction of SBJ foundations, the surface area potentially required to prevent the scouring of the seabed has increased. The extent and volume of scour protection required for SBJs is also typically greater than other foundation types. This is due to the shallower seabed penetration depth causing an increase in sensitivity to scour for SBJs, and the larger footprint of the SBJ structure on the seabed. Therefore, the quantum of scour protection required across the proposed development has also increased.

The following text shall therefore be deleted from Section 8.3.5 of Chapter 8 of the 2024 EIAR:

“In the case of jacket solutions, the seabed may require dredging. This is to ensure that a level area is created for the placement of the seabed template that guides the pin piles and to allow placement of a uniform and level scour protection layer. The scour protection mat will be circular in footprint with the substructure centrally located within it. The diameter of the scour protection at WTG locations will be approximately 77m, irrespective of a three or four legs jacket solution. The diameter of the

scour protection at the OSP location will be 78 m. For both, the depth of the scour protection is expected to be approximately 1.75 m in thickness.”

And replaced with the following text:

To facilitate the installation of SBF foundations, the seabed may require dredging. This may be needed to ensure that a level area is created prior to the installation of the foundations. Pin piles will require a seabed template to aid the drilling process, and SBJ require a relatively uniform seabed to ensure that the buckets have equivalent penetration depths. Dredging may also be required to allow placement of a uniform and level scour protection layer. The scour protection mat will be circular in footprint with the substructure centrally located within it. For both three or four leg SBJs or pin pile jackets, the depth of the scour protection will vary depending on location but will generally be a maximum of 1m in thickness. The diameter of the scour protection at both WTG and OSP locations will be 98m².

8.3.6 Corrosion Protection

There are no changes to this section. Refer to Section 8.3.6 of Chapter 8 in the 2024 EIAR.

8.3.7 Wind Turbine Generators (WTGs)

There are no changes to this section. Refer to Section 8.3.7 of Chapter 8 in the 2024 EIAR.

8.3.8 Offshore Substation Platform (OSP)

Due to the removal of monopiles as a substructure option for the proposed development, this section will require minor amendments to remove reference to monopiles for further assessment. Therefore, the following text from Section 8.3.8 of Chapter 8 in the 2024 EIAR shall be deleted:

“The OSP may be installed on either of one monopile, two monopiles or jackets on pin piles foundation options. The construction of these foundation types will be like that of the WTG foundations as described above.”

And replaced with the following text:

The OSP may be installed on either jackets with suction buckets or jackets on drilled pin piles. The construction of these foundation types will be similar to the activities described in Section 8.3.4.

8.3.9 Subsea Inter-Array and Export Cables Installation

There are no changes to this section, or to Sections 8.3.9.1 to 8.3.9.5. Refer to Sections 8.3.9.1 to 8.3.9.5 of Chapter 8 in the 2024 EIAR.

8.3.10 Cable Protection

There are no changes to this section, or to Sections 8.3.10.1 to 8.3.10.3. Refer to Sections 8.3.10.1 to 8.3.10.3 of Chapter 8 in the 2024 EIAR.

8.3.11 Landfall site

There are no changes to this section, or to Sections 8.3.11.1 to 8.3.11.3. Refer to Sections 8.3.11.1 to 8.3.11.3 of Chapter 8 in the 2024 EIAR.

8.4 Offshore Construction Vessels

As noted in Section 8.3.2.4, the proposed development now includes for jacket substructure with SBJ for the WTGs and for the OSP a jacket with either pin pile or SBJ foundations. Transportation options for the SBJ foundations will include also heavy transport vessels. Therefore, Section 8.4.11 has been added to this section to describe the additional vessels required for the construction of the proposed development.

8.4.1 Jack up Vessels

There are no changes required to this section. Refer to Section 8.4.1 of Chapter 8 in the 2024 EIAR.

8.4.2 Heavy Lift Vessels

There are no changes required to this section. Refer to Section 8.4.2 of Chapter 8 in the 2024 EIAR.

8.4.3 Service Operational Vessels

There are no changes required to this section. Refer to Section 8.4.3 of Chapter 8 in the 2024 EIAR.

8.4.4 Crew Transfer Vessels

There are no changes required to this section. Refer to Section 8.4.4 of Chapter 8 in the 2024 EIAR.

8.4.5 Heavy Transport Vessels, Barges and Towing Vessels

Due to the changes from monopile foundations to SBJs for WTG and jackets on suction buckets or pin piles for the OSP, the fabrication process for foundations has been updated. This necessitates the introduction of heavy transport vessels. Therefore, the following text and Image A8.1 shall be introduced to Section 8.4.5 of Chapter 8 in the 2024 EIAR:

Once fabricated, the SBJ foundations will be transported directly from the fabrication facility to the site, or via an intermediate marshalling harbour close to the site. Transportation of foundations can be facilitated by storage on the deck of a jack up vessel (JUV) or heavy lift vessel (HLV), or dedicated feeder vessels. The feeder vessels will be either of a feeder barge, which would have an accompanying but smaller tug vessel, or a dedicated heavy transport vessel (HTV). Due to the large size of SBJ, in that the suction buckets are affixed to the bottom of the jacket structure, they occupy significant deck space. If more economical, the installation process may be done with a JUV or HLV alone. Refer to Images A8.1.

In addition, the following text from Section 8.4.5 of Chapter 8 in the 2024 EIAR shall be deleted:

“Transportation barges and towing vessels can be used to transport foundations, transition pieces, tower, nacelle, and blades to site. Towing vessels can be up to 80m long and barges are around 150m long. If more economical, work could be done with the JUV alone.”

And replaced with the following text:

Transportation barges and towing vessels can also be used to transport WTG foundation components to site. HTVs can be up to 220m long and 70m wide. Towing vessels can be up to 80m long and barges are around 150m long.



Image A8.1 Heavy Transport Vessels (Hua Yang Long) (Source: Openverse)

There are no further changes to this section. Refer to Section 8.4.5 of Chapter 8 in the 2024 EIAR.

8.4.6 Dredging Vessels

There are no changes required to this section. Refer to Section 8.4.6 of Chapter 8 in the 2024 EIAR.

8.4.7 Fall Pipe Vessels

There are no changes required to this section. Refer to Section 8.4.7 of Chapter 8 in the 2024 EIAR.

8.4.8 Cable Installation Vessels

There are no changes required to this section. Refer to Section 8.4.8 of Chapter 8 in the 2024 EIAR.

8.4.9 Offshore Supply Vessels

There are no changes required to this section. Refer to Section 8.4.9 of Chapter 8 in the 2024 EIAR.

8.4.10 Support Vessels

There are no changes required to this section. Refer to Section 8.4.10 of Chapter 8 in the 2024 EIAR.

8.4.11 Construction Vessel Traffic

8.4.11.1 WTG Installation Vessels

There are no changes to this section. Refer to Section 8.4.11.1 of Chapter 8 in the 2024 EIAR.

8.4.11.2 Foundation Installation Vessels

This section requires an update to account for the removal of monopiles as a foundation option. As all WTGs will utilise SBJ foundations, and the OSP will have jacket foundations with either suction buckets or drilled pin piles, the vessel requirements have been amended. The vessel requirements are also identical for Project Option 1 and Project Option 2. The vessels numbers outlined in Table A8.2 also allow for those which will be used for the installation of the OSP foundation. As dredging has now been removed as project requirements, this is also reflected in the revised vessel numbers in Table A8.2.

Therefore, Table 8.6 of the 2024 EIAR shall be deleted from Section 8.4.11.2 and replaced with Table A8.2 below.

Table A8.2 Vessel / Helicopter Requirements for Foundation Installation (Replaces Table 8.6 in the 2024 EIAR)

Vessel Type	Number of vessels	Number of return trips per vessel (Project Option 1)	Number of return trips per vessel (Project Option 2)
Installation vessels (e.g. Semi-Submersible Crane Vessel (SSCV), and Heavy Lift Vessel (HLV))	2	8	6
Personnel support vessels (e.g. Crew Transfer Vessels (CTV), Service Operation Vessel (SOV))	3	49	35
Component transport vessels (e.g. HTV, barges, towing vessel)	6	8	6
Scour protection vessels	2	75	50

8.4.11.3 OSP installation vessels

There are no changes required to this section. Refer to Section 8.4.11.3 in Chapter 8 in the 2024 EIAR.

8.4.11.4 Cable Installation Vessels

There are no changes required to this section. Refer to Section 8.4.11.4 in Chapter 8 in the 2024 EIAR.

8.4.11.5 Guard Vessels

There are no changes required to this section. Refer to Section 8.4.11.5 in Chapter 8 in the 2024 EIAR.

8.5 Construction Ports

There are no changes to this section. Refer to Section 8.5 of Chapter 8 in the 2024 EIAR.

8.6 Workforce/Employment

There are no changes to this section. Refer to Section 8.6 of Chapter 8 in the 2024 EIAR.

8.7 Offshore Wind Farm Commissioning

There are no changes to this section. Refer to Section 8.7 of Chapter 8 in the 2024 EIAR.

8.8 Advisory Safety Zones

The Marine Survey Office (MSO) published *The Maritime Navigation Safety and Emergency Response Guidance Documents for Offshore Renewable Energy Installations (OREI)* in June 2025. The Developer has reviewed the MSO guidance and determined that no change is required to Section 6.10.4 of the 2024 EIAR. Therefore, minor textual amendments will be required to this section, specifically the following text from Section 8.7 of Chapter 8 of the 2024 EIAR shall be deleted:

“During construction and decommissioning, the proposed development will deploy advisory safety zones around individual structures undergoing installation/decommissioning. Due to a lack of Irish guidance, the safety zones are advisory only and will be based on the relevant UK guidance, MGN 654 (Maritime and Coastguard Agency, 2021). Advisory safety zones will be employed via Notice to Mariners.”

And replaced with the following text:

During construction and decommissioning, the proposed development will deploy advisory safety zones around individual structures undergoing installation/decommissioning. The *Maritime Navigation Safety and Emergency Guidance Documents for Offshore Renewable Energy Installations* (Marine Survey Office, 2025) state that safety zones are advisory only and will be based on the relevant UK guidance, MGN 654 (Maritime and Coastguard Agency, 2021). Advisory safety zones will be employed via Notice to Mariners.

There are no further changes to this section. Refer to Section 8.8 of Chapter 8 of the 2024 EIAR.

8.9 Decommissioning

There are no changes to this section. Refer to Section 8.9 of Chapter 8 of the 2024 EIAR.

8.10 References

Following a review of updated guidance documents, the following reference shall be included in Section 8.10:

Marine Survey Office (2025) *The Maritime Navigation Safety and Emergency Response Guidance Documents for Offshore Renewable Energy Installations*

There are no other changes required to this section. Refer to Section 8.10 in Chapter 8 in the 2024 EIAR.