
Irish Lights response to the proposed Rosslare Offshore Renewable Energy Hub, Rosslare Europort ABP-319811-24

From Joseph Daly <Joseph.Daly@irishlights.ie>

Date Tue 2/24/2026 11:01 AM

To Marine <marine@pleanala.ie>

Cc Operations <Operations@irishlights.ie>

 1 attachment (547 KB)

Irish Lights response ABP-319811-24 Rosslare ORE Hub.pdf;

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Good morning,

Please find Irish Lights response ABP-319811-24 Rosslare ORE Hub attached.

Kind Regards

Joseph Daly

Navigation Support Officer

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Commissioners of Irish Lights

Harbour Road, Dun Laoghaire, Co. Dublin, Ireland

A96 H500

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Commissioners of
IRISH LIGHTS

Navigation
and Maritime
Services

From: Laurie McGee <lmcgee@nodwyer.com>

Sent: Thursday 4 December 2025 17:09

Subject: Notice of s 291 application to An Coimisiún Pleanála for the proposed Rosslare Offshore Renewable Energy Hub, Rosslare Europort, Co. Wexford

Re: NOTICE OF THE MAKING OF A SECTION 291 APPLICATION FOR DEVELOPMENT PERMISSION ON BEHALF OF IARNRÓD ÉIREANN – IRISH RAIL FOR THE ROSSLARE OFFSHORE RENEWABLE ENERGY HUB, ADJACENT ROSSLARE EUROPORT, CO. WEXFORD

Dear Sir/Madam

Please be advised that Iarnród Éireann – Irish Rail intends to apply to An Coimisiún Pleanála for a 10-year development permission for Maritime Development under the provisions of section 291 of the Planning and Development Act 2000, as amended. The proposed development is the Rosslare Europort Offshore Renewable Energy (ORE) Hub which will provide a facility for the efficient handling and storage, marshalling, staging and integration of ORE components to facilitate installation of offshore wind energy projects. The site of the Proposed Development is located mainly in the maritime area immediately adjacent and to the west of Rosslare Europort.

The Proposed Development Boundary encompasses a total area of 80.3 hectares, lying mostly within the maritime area, and comprising 48.4 hectares of capital dredging, 27.7 hectares of reclamation from the sea, and 4.2 hectares of terrestrial reclamation and existing land area.

The proposed development will consist of:

Site preparation and mobilisation

- Site clearance involving removal of the existing small storage sheds, pontoons, gangways, timber mooring posts and timber structures at the small boat harbour; and establishment of a temporary site compound.

Capital dredging

- The navigation channel will be dredged to a depth of -10 metres Chart Datum (m CD). The berth pocket for ORE Berth 1 will be dredged to a depth of -12 m CD. The total area to be dredged is 48.4 hectares.

Land reclamation

- Land reclamation including infilling of the small boat harbour, using the marine dredged material and imported rockfill to create 27.7 hectares of land for the proposed development.
- Installation of rock armour revetments around the perimeter of the reclamation area.

ORE Storage Area

- Creation of an ORE Storage Area of 19.7 hectares within the reclaimed lands for the handling and storage, marshalling, staging and integration of ORE components.

ORE Berth 1

- Construction of ORE Berth 1, a heavy lift berth with a continuous open piled quay length of 330 metres.

ORE Berth 2

- Construction of ORE Berth 2, with a continuous open piled quay length of 240 metres.

ORE Compound

- A compound area of 0.2 hectares for installation of temporary modular buildings for site offices, welfare, logistics, and parking to service ORE developers.

New Small Boat Harbour

- Construction of a new Small Boat Harbour consisting of:
 - a 50m long fixed quayside berth and an 80m long floating pontoon
 - a 2.4m wide pontoon to provide 64 no. berths
 - a 127m long floating pontoon with 10 no. berths

- 1 no. fixed berth for emergency service vessels
- 10 no. single storey storage sheds
- a slipway for launching and recovery activities
- marine enabling works and installation of services to provide for potential future uses.

Slipway and Sea Scouts Facility

- Construction of a slipway to the western flank of the newly reclaimed lands with a new storage shed and parking to accommodate local clubs, such as the Sea Scouts.

Ancillary works

- Site access to the ORE facility from the existing port access road.
- New access road and footpath/cycle track to the proposed new small boat harbour.
- A medium voltage single storey electrical substation and switch room.
- Lighting.
- Fencing and security measures.
- Parking.
- Waste management facilities.
- Fire water network and storage.
- Landscaping.
- Foul water network and pumping infrastructure.
- Water mains network.
- Surfacing and drainage.
- Environmental enhancements.

An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared and accompany the application.

All environmental information submitted with the application is available [here](#). Please contact the undersigned if you require this information supplied to you via another means (i.e., removeable media, secure document upload).

The full suite of the application documentation will be available to view and download from the dedicated project website www.rosslareorehub.ie from the date of lodgement of the application, **10th December 2025**.

Submissions or observations may be made to An Coimisiún Pleanála, 64 Marlborough Street, Dublin 1, D01 V902 in writing or online on the Coimisiún's website www.pleanala.ie relating to:

- (i) the implications of the proposed development for maritime spatial planning, and
- (ii) the implications of the proposed development for proper planning and sustainable development, and
- (iii) the likely effects on the environment or any European site of the proposed development

if carried out.

Any submissions/observations must be received by the Coimisiún not later than 5.30 p.m. on the **24th February 2026**.

The Coimisiún may in respect of any application for permission decide to –

- (a) (i) grant the permission subject to such modification (if any), to the proposed development as it may specify, or

(ii) grant the permission in respect of part of the proposed development concerned subject to such modifications (if any) to that part as it may specify,

and any of the above decisions may be subject to or without conditions,

or

(b) refuse to grant the permission.

Any enquiries relating to the application process should be directed to the Marine Area Planning Section of An Coimisiún Pleanála (Tel. 01-8588100 or marine@pleanala.ie).

Yours faithfully,

Laurie McGee
for NICHOLAS O'DWYER LTD.
on behalf of Iarnród Éireann – Irish Rail



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An Coimisiún Pleanála
64 Marlborough Street
Dublin
DO1 V902

24/02/26

To Whom it concerns,

**APPLICATION ABP-319811-24 FOR PLANNING PERMISSION FOR IRISH RAIL TO DEVELOP
ROSSLARE EUROPORT OFFSHORE RENEWABLE ENERGY HUB**

The Commissioners of Irish Lights as a Prescribed Person under SI 100/2023, wishes to respond to An Coimisiún Pleanála in respect of the above application by Irish Rail under Section 291 of the Planning and Development Act 2000 (as amended).

Irish Lights recommends that the Local Lighthouse Authority (LLA), which in this case is Rosslare Europort, should conduct a review of Aids to Navigation (AtoN) required for the new development.

The review of AtoN should consider:

- Conspicuity of AtoN – Usually for a berth such as the one proposed in this application an AtoN would consist of two fixed green lights, vertically displaced, [2FG(Vert)] with a minimum range of four nautical miles. Additionally, the green and red lateral beacons for the small boat harbour entrance may be sectorised so as only visible on approaches to the small boat harbour.
- Power for AtoN – Mains supply with approx. 72 hours battery back-up. The photocell for the AtoN should not be in the beam of any public lighting, so as not to delay light-up at dusk.
- Construction of AtoN – Robust material to withstand waves breaking.
- Disestablishment of Rosslare #3 buoy may be required with the proposed berth location.
- Review of current sectors of ‘Pier Head’ and ‘Ballygeary’ lights which may need amendment owing to new construction.

The LLA must obtain a Statutory Consent under the Merchant Shipping Act from the Commissioners of Irish Lights for any proposed AtoN being established/ disestablished/ amended in relation to the

new berth development or temporary AtoN to facilitate construction. This consent is required prior to the commencement of the associated works.

Any Appropriate Assessment (or Appropriate Assessment Screening) conducted as part of this planning submission should consider the potential impact of the removal of existing AtoN and the deployment of any temporary surface marking buoys used to delineate construction works.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Ronan Boyle', written in a cursive style.

Ronan Boyle

Director of Navigation, Maritime & Consenting