MAC Report	
Application for a Maritime Area Consent (MAC) under section 79 of Maritime Area Planning Act 2021, as amended (the Act)	
Application Details	
MAC Applicant:	Oriel Windfarm Limited
MAC Reference No:	2022-MAC-001-D
Location:	Off the coast of County Louth.
Date Application received:	09 October 2026
Permitted Maritime Usage under 2022-MAC-001:	The construction and operation of an Offshore Wind Farm and associated infrastructure (including decommissioning and other works required on foot of any Development Permission for such Offshore Wind Farm).
Proposed Material Amendment	Oriel Windfarm Limited has applied for a material amendment to 2022-MAC-001, seeking a twenty-four month extension to the date by which the Holder must obtain a Route to Market.
Recommendation:	To approve the Granting of the material amendment sought.

Document Control			
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Reviewed & Approved by:	Jacinta Ponzi	Head of Maritime Consenting or Senior Marine Advisor	04/11/2026
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1 Overview

On 09 October 2026, MARA received a Maritime Area Consent (MAC) application under section 79 of the Maritime Area Planning Act 2021, as amended (the Act) from Oriel Windfarm Limited for a material amendment of their existing MAC (MAC reference: 2022-MAC-001) relating to the construction and operation of an Offshore Wind Farm and associated infrastructure. The amendment sought is for a twenty-four month extension to the date by which the Holder must obtain a Route to Market.

2 Background

The original MAC application was granted with conditions (MAC reference: 2022-MAC-001) on 23 December 2022, and relates to the construction, operation, decommissioning and any other works required on foot of any Development Permission for an Offshore Wind Farm located in the Irish Sea off the coast of county Louth.

Subsequent to the granting of this MAC, one application for Assignment (Change of Control) and two non-material amendment applications have been granted by MARA. Both of the previous non-material amendment applications relate to extensions of time by which the MAC Holder must have obtained a Route to Market.

The application for Assignment was granted on 28 July 2025.

The first non-material amendment was granted on 01 October 2025 and extended the time by which the MAC Holder must have obtained a Route to Market from 31 December 2025 to 30 June 2026. The second non-material amendment was granted on 30 June 2026 and extended the time by which the MAC Holder must have obtained a Route to Market from 30 June 2026 to 31 December 2026.

The subject of this material amendment application is a further extension of time by which the MAC Holder must have obtained a Route to Market. The Applicant requests that the "Date by which the Holder must have obtained a Route to Market" be amended to 31st December 2028.

The MAC area previously granted under 2022-MAC-001 is illustrated in Figure 1.

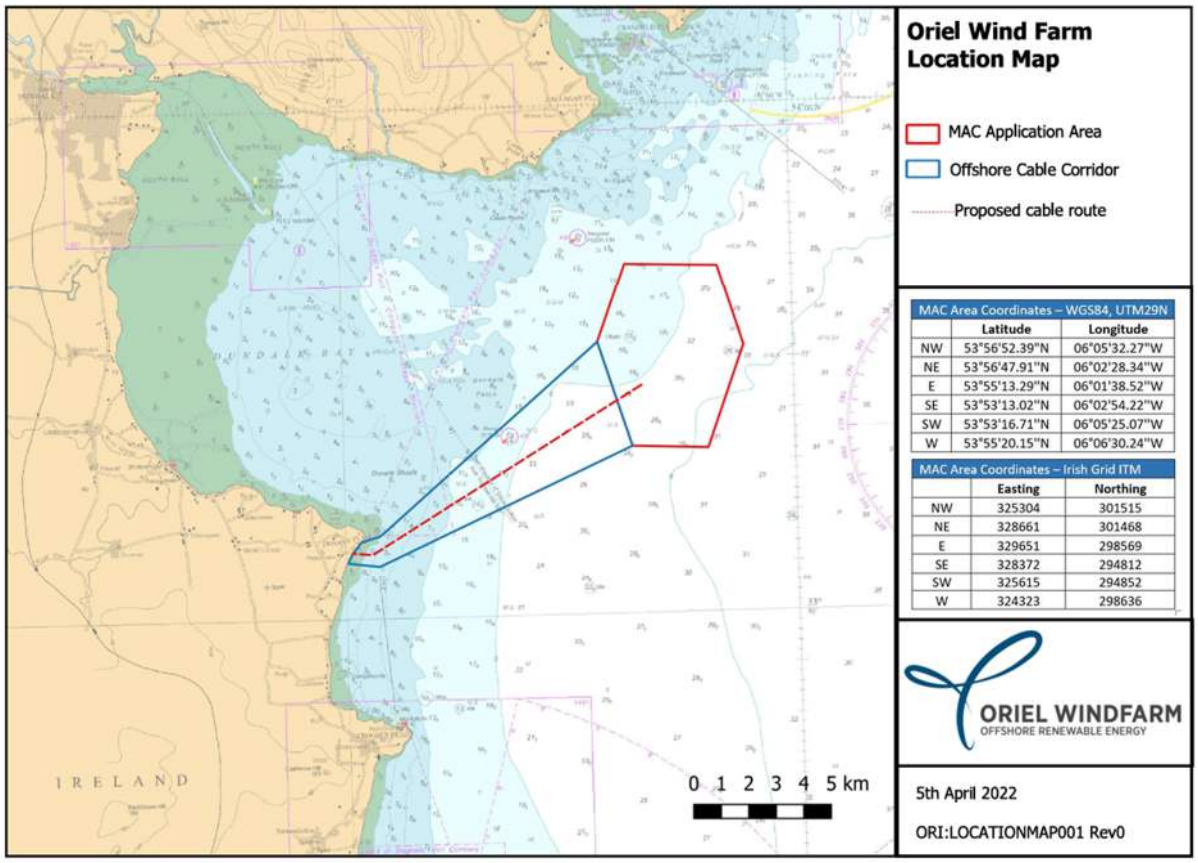


Figure 1 – Map showing MAC area consented under the original 2022-MAC-001 application

3 Proposed Material Amendment

The subject of this material amendment application is the extension of time by which the MAC Holder must have obtained a Route to Market. The Applicant requests that the "Date by which the Holder must have obtained a Route to Market" be amended from 31 December 2026 to 31 December 2028.

4 Site Visit

No site visit was carried out as part of the assessment for this material amendment. The material amendment sought by the Applicant does not propose any change to the consented MAC area.

5 Review of Legislation & Associated Consents

5.1 Applicable Provisions of the Maritime Area Planning Act, 2021 as amended (the Act)

Under the Act, MARA has responsibility for granting MACs.

Schedule 3 and Schedule 4 of the Act specifies maritime usages for which a MAC is not required, including where the proposed maritime usage falls under the remit of another enactment, is navigation or fishing, is a licensable activity under Schedule 7 or where the activity is to be undertaken on private land. The proposed material amendment is not considered to fall under those listed under Schedule 3 or 4 of the Act.

This application proposes a material amendment to a previously granted MAC, in accordance with Section 86 of the Act.

Accordingly, the subject of this application is considered to fall under Section 86 of the Act. Section 86(1) of the Act, sets out that the holder of a MAC who wishes to amend the MAC in any material way shall make a MAC application for such amendment and, in the case of such application, Section 79 and the other provisions of this Part 4 of the Act (including Section 84) applicable to a MAC application and its determination under Section 81 shall, with all necessary modifications, apply accordingly.

5.2 Existing Consents & Authorisations

Spatial overlaps with existing consents and authorisations were considered as part of the assessment of the original MAC application (MAC reference: 2022-MAC-001). Since the material amendment application does not propose any change to the consented MAC area, no further consideration of existing consents and authorisations is required.

5.3 Registered Lands

Spatial overlaps with any registered folios to ensure no overlaps with registered maritime area within the proposed MAC area were undertaken prior to the consenting of the original MAC (MAC reference: 2022-MAC-001). Since the material amendment application does not propose any change to the consented MAC area, no further consideration of registered maritime area is required.

5.4 Development Permission

As per the condition of the existing MAC (MAC reference: 2022-MAC-001), an application for development consent was lodged to An Coimisúin Pleanála on 24 May 2024 (Ref. ABP-319799-24). The Applicant states that they provided a response to a request for further information to An Coimisúin Pleanála on 14 January 2026.

The Applicant has submitted minutes of a meeting held on 08th September 2026 between the Applicant and An Coimisúin Pleanála relating to the application for development permission for the proposed development. The minutes of this meeting state that An Coimisúin Pleanála are likely to request further information before determining the application for development permission, therefore the final determination of this development permission application to An Coimisúin Pleanála is currently pending.

6 Assessment

6.1 Schedule 5

The MAC application was submitted on 30 September 2026 with the appropriate fee paid on 09 October 2026 and reviewed for completeness on 12 October 2026. The application was deemed complete by MARA on 12 October 2026.

Schedule 5 of the Act sets out the criteria to which MARA must have regard when assessing a MAC application. This report sets out the assessment undertaken pursuant to section 5 of the Act. The assessment is summarised in Table 1 below.

Table 1: Synopsis of the assessment of the application with regard to the requirements of Schedule 5		
Schedule 5 Requirements		***Synopsis***
1.	The nature, scope and duration of the occupation of the maritime area concerned for the purposes of the proposed maritime usage.	The Applicant advised that there has been no change to the nature, scope and duration of the occupation of the maritime area for the permitted maritime usage. Accordingly, assessment of the nature, scope and duration of the occupation of the maritime area is not required for the purposes of this Material Amendment application.
2.	Whether the proposed maritime usage is in the public interest.	The Applicant stated *"The proposed development complies with all relevant statutory plans, guidelines, policies and objectives at a European (EU), national, regional and local level. Not only does it comply with all relevant policy and legislation, given the quantum of renewable energy that the proposal can generate (up to 375 MW) and its location off the East coast of Ireland, it represents a development that can make an important and meaningful contribution to enabling Ireland to achieve its offshore wind energy target of achieving 5 GW of offshore wind capacity off Ireland's Eastern and Southern coasts by 2030. From a policy and legislative perspective, the proposed development is notably fully in accordance with:* • *European Directives, policy and laws in relation to maritime spatial planning, renewable energy and climate change;* • *The provisions of Project Ireland 2040 - the National Planning Framework: To support, the progressive development of Ireland's offshore renewable energy potential, the sustainable development of enabling onshore and offshore infrastructure* • *Programme for Government 2025: plans to achieve 5 GW capacity in offshore wind by 2030 off Ireland's and to achieve 80% of Ireland's electricity generation from renewable sources by 2030.* • *The actions set out in the Climate Action Plan 2025: The Project will directly assist Ireland in progressing towards the 51% reduction in GHG emissions by 2030 compared to 2018 levels and net-zero carbon emissions by 2050, by increasing renewable energy as part of Ireland's energy mix. It will also provide approximately 7.5% of the 5 GW offshore wind capacity targeted by the April 2025 publication.* • *The provisions of the Louth County Development Plan 2021-2027.* *"The EU's 2030 Climate and Energy Framework, which sets targets and policy direction for climate and energy in Europe, was updated throughout late 2023 with the most recent updates completed in late 2024. The total update raised the greenhouse gas (GHG) emissions reduction target for 2030 from the previous ambition of 40% (compared with 1990 levels) to 55%. It also establishes a binding EU-level target of at least 40% renewable energy in the energy mix by 2030. This project complies with this strategy as it delivers renewable energy, which has now even more importance given the higher target for renewable energy."*

		The Applicant additionally stated "*The construction and operational phases of the Project will require a particular level of specialist expertise and may result in an increase in the volume of professionals in the study areas. The Project will not have significant impacts on population. Impacts on employment and changes to the socio economic status of the population and increased affluence at the construction, operational and maintenance and decommissioning phases were assessed as slight beneficial significance. The project will provide a significant contribution of renewable electricity into the Irish grid system and will therefore act as an enabler for sustainable economic development in the region and nationally.*"
3.	The location and spatial extent of the occupation of the maritime area concerned for the purposes of the proposed maritime usage.	The subject Material Amendment Application does not propose any change. to the location or spatial extent of the occupation of the maritime area for the permitted maritime usage. Accordingly, assessment of the location and spatial extent of the occupation of the maritime area is not required for the purposes of this Material Amendment application.
4.	Guidelines issued under section 7 which are relevant to the proposed maritime usage.	No such guidelines have been published to date.
5.	Whether the Applicant is a fit and proper person (within the meaning of Schedule 2) to be granted a MAC, both at the time the application is made and at the time that the MAC application concerned is determined by the MARA.	A detailed review and assessment of the information provided by the Applicant and its supporting entities, Parkwind NV and ESB Group, as part of the original MAC application was previously completed. Based on the Financial Capability Assessment (FCA) as set out in the Ernst & Young (EY) report dated 24 August 2022, it was considered that the Applicant satisfied the relevant fit and proper person requirements. The Applicant and its supporting entities, Parkwind NV and ESB Group, were subsequently reassessed for FCA purposes on 25 July 2025 following an assignment application and it was considered the Applicant and its supporting entities satisfied the relevant fit and proper person requirements. The Applicant has confirmed that there has been no change to the information pertaining to its status as fit and proper person. As required by Schedule 6, Part 2 of the Act, it is a condition of all MACs that the Holder shall continue to be a fit and proper person within the meaning of Schedule 2 of the Act for the Term of the MAC.

6.	Whether the Applicant is tax compliant, both at the time the application is made and at the time that the MAC application concerned is determined by the MARA.	The Applicant submitted Tax Registration Number and Tax Clearance Access Number (TCAN) which was used to view the Applicant's tax clearance certificate. Based on the review of the tax clearance certificate, the Applicant is considered tax compliant.
7.	In the case of any maritime usage relating to offshore renewable energy (within the meaning of section 100), the consistency of the MAC application concerned with the development plans of the transmission system operator (within the meaning of section 100).	The subject Material Amendment Application has not advised MARA of any changes to the information provided in the original MAC application. Accordingly, no further assessment is required, in this regard.
8.	The National Marine Planning Framework (NMPF).	In accordance with the Maritime Area Planning Act 2021, MARA is obliged to adopt such measures, consistent with its functions, as are necessary to secure the objectives of the National Marine Planning Framework (NMPF) in the giving of any authorisation for the purposes of any maritime usage or proposed maritime usage. Accordingly, this application has been assessed with regard to the National Marine Planning Framework (NMPF). It is considered that the proposed project aligns with the following policy objectives of the NMPF: - • **ORE Policy 1** - Proposals that assist the State in meeting the Government's offshore renewable energy targets, including the target of achieving 5GW of capacity in offshore wind by 2030 and proposals that maximise the long-term shift from use of fossil fuels to renewable electricity energy, in line with decarbonisation targets, should be supported. All proposals will be rigorously assessed to ensure compliance with environmental standards and seek to minimise impacts on the marine environment, marine ecology and other maritime users.

		• **ORE Policy 2** - Proposals must be consistent with national policy, including the Offshore Renewable Energy Development Plan (OREDP) and its successor. Relevant Projects designated pursuant to the Transition Protocol and those projects that can objectively enable delivery on the Government's 2030 targets will be prioritised for assessment under the new consenting regime. Into the future, areas designated for offshore energy development, under the Designated Marine Area Plan process set out in the Maritime Area Planning Bill, will underpin a plan-led approach to consenting (or development of our marine resources) (Note – see Appendix D on Spatial Designation Process).
		• **Social Benefits Policy 1** - Proposals that enhance or promote social benefits should be supported.
		• **Employment Policy 1** - Proposals should demonstrate contribution to a net increase in marine related employment in Ireland, particularly where the proposals are:
		  • in line with the skills available in Irish coastal communities adjacent to the maritime area,
		  • improve the sustainable use of natural resources,
		  • diversify skills to enable employment in emerging industries.
		
		In the application, the Applicant states that the proposed project is consistent with the environmental objectives of the NMPF.
		
		The proposed works constitute development which require planning permission and environmental assessment of the proposed maritime usage, which is undertaken at development permission stage by the relevant planning authority. This above assessment does not prejudice any consideration and determination that the relevant Planning Authority may make in relation to the NMPF when considering the Planning Application for this development.
		
		Based on the above, it is considered that the proposed works align with the above overall objectives and policy objectives of the NMPF.

9.	The extent and nature of the preparatory work already undertaken by the Applicant towards ensuring the efficacious undertaking of the proposed maritime usage the subject of the MAC application concerned should the Applicant be granted a MAC in respect of such usage.	The Applicant has stated that an application for development consent was lodged with An Coimisiún Pleanála on 24 May 2024 (Ref. ABP-319799-24). The Applicant states that they provided a response to a request for further information to An Coimisúin Pleanála on 14 January 2026. The Applicant states that An Coimisúin Pleanála have indicated that are likely to require further information from the Applicant in relation to the application for development consent, therefore the final determination of this development permission application to An Coimisúin Pleanála is currently pending.

10.	The extent and nature of stakeholder engagement undertaken by the Applicant in respect of the proposed maritime usage.	The Applicant indicated they have completed extensive engagement with stakeholders throughout the development phase of the project from 2018 to date, stating: *"A Community Liaison Officer was appointed to the Project in 2018 and a Fisheries Liaison Officer was also appointed. These officers met and consulted with relevant stakeholders to understand any concerns that could inform the evolving Project. In addition, a project website (www.orielwindfarm.ie) was set up in October 2019, which provides detail of all the up-to-date project information. Two focussed public consultation events were undertaken for the Project, the first in 2021 and the second in 2023.* *The 2021 consultation took place from 18 January to 19 February and was advertised extensively in local media. To control the spread of Covid-19, restrictions in Ireland were introduced in March 2020. Although a public exhibition was considered, it was soon recognised as unfeasible due to the uncertain nature of restrictions on public gatherings. Therefore, online solutions were identified which allowed the display of project information and engagement with members of the public. For those without access to the internet, a phone line was advertised in local media as a point of contact to enable questions to be asked and discussions to be held on the Project.* *The 2023 consultation took place from 11 January to 20 February and, similar to the 2021 consultation, it was advertised extensively in local media. Key elements of the consultation included face to face public consultation events, an online virtual exhibition and a public online webinar.* *Overall, both the 2021 and 2023 consultations achieved their intended goals of increasing awareness of the Project and seeking feedback from the public regarding the Project.* *A statutory public consultation was undertaken by An Bord Pleanála, for an 8-week period, during June and July 2024 following submission of the consent application. A further public consultation was held following the submission of a response to ACP's request for further information for an 8-week period from mid-March to mid-May 2026. The submissions received during these consultations are available for review in the offices of An Coimisiún Pleanála."* Additionally, the Applicant stated they *"will continue to engage with all stakeholders, the local community and the wider public through the development of the Project. No specific engagements are planned at present whilst the Project is awaiting a decision on the Development Consent. Following the outcome of the decision, further engagements will be planned and conducted with all relevant stakeholders through to the execution of the construction phase of the Project."*
11.	Where a competitive process referred to in= section 93 or 103 is used, the outcome of such process.	Not applicable

12.	Any additional criteria specified, for the purposes of this paragraph, in regulations made under section 80(2).	No such regulations have been made to date.

6.2 Fit & Proper Person Assessment

Schedule 2(2) of the Act sets out the criteria to which MARA shall have regard in determining whether the relevant person is "fit and proper" to be granted and to hold a MAC. The Applicant was assessed against these criteria in the original MAC application, 2022-MAC-001, granted on 23 December 2022.

In addition, condition 12 of the existing MAC specifies that "The Holder shall for the duration of the Term continue to be a fit and proper person within the meaning of Schedule 2 of the Act."

The Applicant advised that there has been no change to the information provided in the Financial Capability Assessment or the Technical Capability Assessment submitted.

Accordingly, the fit and proper person assessment is not required for the purposes of this Material Amendment application.

6.3 Rehabilitation Schedule

Under section 96(1) of the Act, it is required that the holder of a MAC shall, before the expiration of the MAC, rehabilitate that part of the maritime area the subject of the MAC.

In accordance with section 75(5) of the Act, as for MAC applications made to MARA on the basis of section 75(1) of the Act, the Applicant is required to attach a Rehabilitation Schedule to their associated application for development permission.

6.4 Section 83 – Nature of Use

Section 83(1) of the Act requires MARA in the granting of a MAC to specify whether the specific part of the maritime area the subject of that MAC is for exclusive use of the maritime usage or not. Section 83(1) provides MARA discretion and flexibility to specify the nature of the use (i.e. exclusive, non-exclusive or may/may not be exclusive). The original MAC was granted on a non-exclusive basis in accordance with Section 83(1)(b) of the Act.

No changes are proposed by the Applicant in relation to the nature of use of the existing 2022-MAC-001.

6.5 Other Matters to which MARA must have regard

MARA in performing its functions, must also have regard to matters as prescribed in Sections 3(3), 6(8), 7(1), 30 and 44 of the Act and the Climate Action and Low Carbon Development Act 2015 (as amended). Table 2 provides a synopsis of the regard MARA has had in relation to these matters when considering the subject application.

Table 2: Synopsis of other legislative matters to which MARA has had regard	
Applicable legislation	***Synopsis***
Section 3(3)(a) & Section 44(b) of the Act - obligations of the State under the United Nations Convention on the Law of the Sea (as transposed by the Maritime Jurisdiction Act 2021)	In accordance with Section 14 of the United Nations Convention on the Law of the Sea (the Convention, the Irish State exercises sovereign rights within the EEZ for the purpose of exploring and exploiting, conserving and managing the natural resources, whether living or non-living, of the waters superjacent to the seabed and of the seabed and its subsoil, and with regard to other activities for the economic exploitation and exploration of the zone, such as the production of energy from the water, currents and winds. The proposed maritime usage relates to the construction and operation of an Offshore Wind Farm and associated infrastructure. Accordingly, MARA is considered to have jurisdiction in accordance with the Convention to consider the subject material amendment application.
Section 3(3)(b) of the Act - the obligations in respect of the rights of the public or any class of the public over the foreshore in relation to navigation and fishing	The permitted maritime usage of 2022-MAC-005 constitutes development which requires development permission. Safety of navigation, the protection of the marine environment (including the protection of fisheries) and public consultation (including prescribed bodies), are matters for consideration by the relevant planning authority when considering an application, the subject of the permitted maritime usage for development permission.
Section 6(8) of the Act- Marine Planning Policy Statements (MPPS)	In the processing of this application, MARA had regard to the Marine Planning Policy Statements (MPPS). The MPPS set out overarching principles and high-level objectives including that "Marine planning will facilitate Ireland's transition to a low carbon and climate resilient economy." The MPPS also prioritise a new development management regime that "will include the decision-making process for process for Offshore Renewable Energy (ORE), a key enabler in Ireland's transition to a low carbon economy." Accordingly, the subject application relating to ORE development is considered to align with the MPPS, the NMPF and Government objectives in relation to ORE.
Sections 7(1) & 7(2) of the Act - Marine Planning Guidelines	No such Guidelines have issued to date.
Section 30 & Section 44(a) of the Act _- Secure the Objectives of the NMPF	Discussion is provided in Table 1(8) above in relation to the regard MARA has had when considering whether the subject application aligns with the objectives of the NMPF.
Section 44(c) of the Act - the policies of the Government or any Minister of the Government	As detailed above, MARA has had regard to the MPPS and NMPF when considering the subject application. The subject Material Amendment Application has not advised MARA of any changes to the information previously provided. Accordingly, no further assessment is required in this regard.
Section 44(d) of the Act - the need for co-operation between users of the same part, or adjoining parts, of the maritime area, or both	The subject Material Amendment Application has not advised MARA of any changes to the information previously provided. Accordingly, no further assessment is required in this regard.
Section 15(1) of the Climate Action and Low	MARA performs its functions in accordance with the provisions of Section 15(1) of the Climate Action and Low Carbon Development Act 2015 (as amended). In the processing of this application, MARA has

Carbon Development Act 2015 (as amended)	considered the matters set out below and has reached its decision set out herein in so far as practicable, in a manner consistent with—: (a) the most recent approved climate action plan, (b) the most recent approved national long term climate action strategy, (c) the most recent approved national adaptation framework and approved sectoral adaptation plans, (d) the furtherance of the national climate objective, and (e) the objective of mitigating greenhouse gas emissions and adapting to the effects of climate change in the State.

6.6 Levy

As the material amendment does not propose any changes to the existing MAC area, the basis of the MAC levy calculation remains unchanged in accordance with MARA's MAC Levy Framework.

All levies are indexed to the Harmonised Index of Consumer Prices (HICP), applied on an annual basis.

7 MAC Map (for Illustration purposes only)

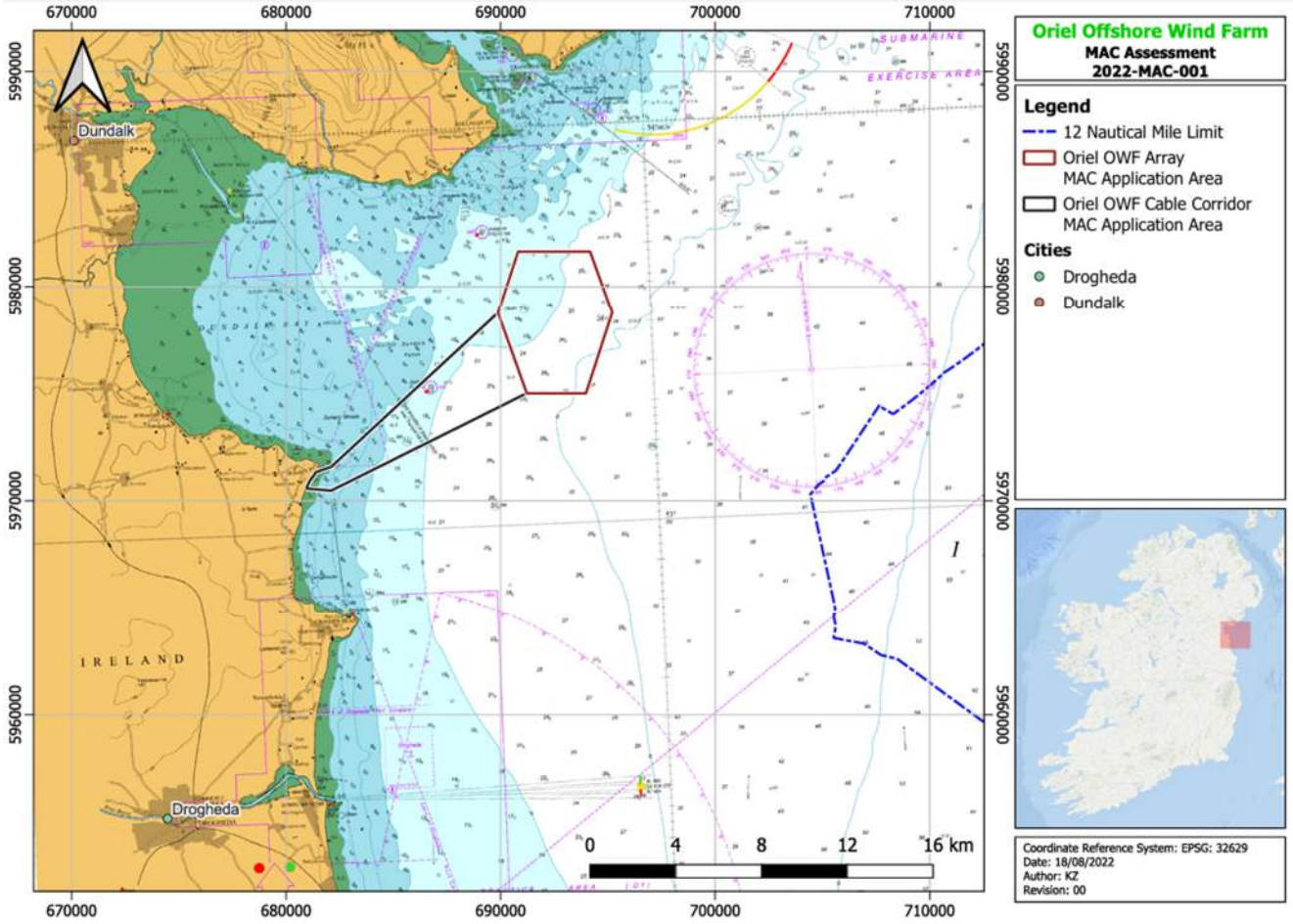


Figure 2 –MAC Map

8 Discussion

The reasons for the particulars and conditions of the original MAC in relation to the timeframe for obtaining route to market were as follows:

"The Particulars Schedule and Condition 7

ROUTE TO MARKET

The Holder shall obtain a Route to Market on or before the date set out in the Particulars Schedule. This date may be extended on request in writing by the Holder and provided the Grantor is satisfied that there are reasonable grounds for doing so and the extension does not constitute a material amendment to this Consent."

The Applicant has indicated that they are at an advanced stage of securing a route to market agreement with an off-taker, but that development permission is required to have been granted in advance of securing the agreement. The Applicant submitted their planning application to An Coimisiún Pleanála in May 2024. The Applicant had indicated previously that a decision on their planning application was expected on or before the 21 September 2026. However, they have been recently informed by An Coimisiún Pleanála that an additional further information request will likely be required.

Two previous non-material amendments were granted in relation to the timeframe for obtaining route to market. On 1 October 2025, a non-material amendment extended the Route to Market deadline from 31 December 2025 to 30 June 2026. Subsequently, on 30 June 2026, a further non-material amendment extended the deadline from 30 June 2026 to 31 December 2026.

The *Maritime Area Consent (Non-Material Amendment) Regulations 2024* (S.I. No. 155/2024) provides for the granting of not more than two extensions of time, for a period of not more than 6 months in respect of each such extension. As two such non-material amendments were granted by MARA in relation to the timeframe for obtaining route to market, the Applicant is now seeking a material amendment to further extend the Route to Market deadline by twenty-four months, from 31 December 2026 to 31 December 2028.

Government climate targets commit to achieving at least 5GW of installed offshore wind capacity by 2030. In this regard, it is noted that ORESS 1 projects are required to obtain planning consent by the Planning Consent Longstop Date of 30 June 2028. Having regard to these timelines, it is considered that the extension sought in respect of obtaining a route to market would not adversely impact the overall delivery schedule for the project or materially impact the contribution towards achievement of Government climate targets.

9 Conclusion & Recommendation

Based on the assessments undertaken contained herein, it is considered that the application for the material amendment of a MAC complies with all the requirements of Part 4 of the Act, with particular regard to Schedule 5 criteria, where relevant and appropriate. Accordingly it is recommended that the material amendment sought is granted as per the attached amended MAC in accordance with Section 81 of the MAP Act. I also recommend that the attached Determination Notice is issued to the Applicant.

Once a determination is made by MARA, the Applicant will be notified and MARA will publish a notice on its website as soon as practicable thereafter.

Signed: Paul Brennan Position: Manager, MAC Directorate

Signed: Robert Roche Position: Senior Marine Advisor, MAC Directorate