

6 October 2026

Dear MARA,

We enclose our response to the Request for Additional Information: Section 117(3) of the Maritime Area Planning Act 2021 dated 22/09/26 regarding the following items.

Item 1

"Section 1.6.1 of the SISAA report for the proposed MUL application for site investigations with regard to ADCP surveys provides information on the proposed deployment of vertically deployed ADCPs (VADCPs). The application states that four VADCPs will be mounted from vessels or bridges to facilitate deployment, operation and recovery phases. These are proposed at Dundalk Channel, Drogheda Entrance Channel, Rogerstown Channel and Malahide Harbour Entrance. Provide further details on the proposed deployment, operation and recovery methods of these VADCPs, including any structures that may be utilised, the duration of suspension in the water column and a description of the proposed location."

Where a vertically mounted ADCP is to be used they will be fixed to the vessel. The instruments are lowered using a winch and held in position on the lifting line at a fixed water depth near surface level. The exact depth is dependent on prevailing sea conditions but it will be above the seabed. The vessel is able to manoeuvre if required and the instrument can be recovered. As with bottom mounted devices, the locations of these deployments are agreed in advance with the local port authority. A vessel may need to be on station for as little as 5 minutes before leaving and returning at a later time, or it may hold its position for the duration of the survey up to 13 hours. A deployment period of approximately 13 hours is required to capture a complete tidal cycle, including both flood and ebb tidal conditions. This enables current velocities and directions to be measured over the full tidal regime, providing sufficient data to accurately characterise the hydrodynamic conditions within the survey area. This activity will be agreed in advance with the port authority to ensure maritime safety.

Item 2

"Provide additional information on how the proposed MUL application would be consistent with Chapters 18 and 19 of the National Marine Planning Framework in relation to ensuring the safety of maritime users."

Please refer to the updated Attachment 4.1 that accompanies this letter.

Yours faithfully,

William Madge
Associate
AECOM