

Volume 5: Wider Scheme Aspects

Chapter 33
**Socio-Economic, Tourism
and Recreation**

Contents

33.	Socio-Economic, Tourism and Recreation	33.1
33.1	Introduction	33.1
33.2	Methodology	33.2
33.3	Baseline Environment	33.7
33.4	Characteristics of the Proposed Development	33.18
33.5	Potential Effects	33.19
33.6	Mitigation Measures	33.27
33.7	Residual Effects	33.27
33.8	Transboundary Effects	33.28
33.9	Cumulative Effects	33.28
33.10	References	33.28

Tables

Table 33.1 Key NMPF policy points relevant to the assessment of socioeconomics, tourism and recreation	33.3
Table 33.2 Additionality factors for employment associated with the construction phase.	33.6
Table 33.3 Additionality factors for employment associated with the operational phase	33.6
Table 33.4 Population Statistics by County and Nationally (Source: CSO 2022, 2016)	33.9
Table 33.5 Population Statistics by Electoral (Source: CSO 2022, 2016)	33.9
Table 33.6 Socio-economic Statistics (Source: CSO, 2022)	33.10
Table 33.7 Employment by Industry Statistics (Source: CSO, 2022)	33.11
Table 33.8 Principal Economic Status Statistics (Source: CSO, 2022)	33.12
Table 33.9 Calculation of net direct jobs for the construction phase	33.20
Table 33.10 Calculation of net indirect jobs for the construction phase	33.20
Table 33.11 Calculation of total net jobs associated with construction	33.21
Table 33.12 Summary of Construction Phase Effects	33.22
Table 33.13 Calculation of net direct jobs for the operational phase	33.23
Table 33.14 Calculation of net indirect jobs for the operational phase	33.23
Table 33.15 Calculation of total net jobs associated with operational phase	33.24
Table 33.16 Summary of Operational Effects	33.25
Table 33.17 Calculation of net direct jobs for the decommissioning phase	33.25
Table 33.18 Calculation of net indirect jobs for the decommissioning phase	33.26
Table 33.19 Calculation of total net jobs associated with decommissioning phase	33.26
Table 33.20 Summary of Decommissioning Impacts	33.27
Table 33.21 Summary of residual effects during construction phase	33.27

33. Socio-Economic, Tourism and Recreation

33.1 Introduction

This chapter of the Environmental Impact Assessment Report (EIAR) presents an assessment of likely significant effects arising from the North Irish Sea Array (NISA) Offshore Wind Farm (hereafter referred to as the ‘proposed development’), in relation to socio-economic, tourism and recreation in the vicinity of the proposed development during the construction, operation and decommissioning phases.

This chapter sets out the methodology followed (Section 33.2), describes the baseline environment (Section 33.3) and summarises the main characteristics of the proposed development which are of relevance to socio-economic, tourism and recreation (Section 33.4), including any embedded mitigation. Potential impacts and relevant receptors are identified, and an assessment of likely significant effects on socio-economic, tourism and recreation is undertaken, the details of which are provided (Section 33.5). Additional mitigation measures are proposed to mitigate and monitor these effects if required (Section 33.6) and any residual likely significant effects are then described (Section 33.7). Transboundary effects are also considered (Section 33.8) with cumulative effects summarised in Section 33.9 and described in Chapter 38 Cumulative and Inter-Related Effects (hereafter referred to as the Cumulative Effects Chapter).

The EIAR includes the following:

- Detail on the competent experts that have prepared this chapter is provided in Appendix 1.1 in Volume 8
- Detail on the extensive consultation that has been undertaken with a range of stakeholders during the development of the EIAR including those relating to socio-economic, tourism and recreation is set out in Appendix 1.2; and
- A glossary of terminology, abbreviations and acronyms is provided at the beginning of Volume 2 of the EIAR.

A detailed description of the proposed development including construction, operation and decommissioning is provided in Volume 2, Chapter 6: Description of the Proposed Development – Offshore (hereafter referred to as the ‘Offshore Description Chapter’), Chapter 7: Description of the Proposed Development – Onshore (hereafter referred to as the ‘Onshore Description Chapter’), Chapter 8: Construction Strategy – Offshore (hereafter referred to as the ‘Offshore Construction Chapter’) and Chapter 9: Construction Strategy – Onshore (hereafter referred to as the ‘Onshore Construction Chapter’).

The assessment should be read in conjunction with following EIAR chapters:

- Volume 3, Chapter 11: Marine Water and Sediment Quality (hereafter referred to as the Marine Water and Sediment Quality Chapter)
- Volume 3, Chapter 16: Commercial Fisheries (hereafter referred to as the ‘Commercial Fisheries Chapter’)
- Volume 3, Chapter 17: Shipping and Navigation (hereafter referred to as the ‘Shipping and Navigation Chapter’)
- Volume 3, Chapter 20: Infrastructure and Other Users (hereafter referred to as the Infrastructure and Other Users Chapter)
- Volume 4, Chapter 22: Water (hereafter referred to as the Water Chapter)
- Volume 4, Chapter 24: Traffic and Transportation (hereafter referred to as the Traffic and Transportation Chapter)
- Volume 5, Chapter 29: Seascape, Landscape and Visual (hereafter referred to as the Seascape, Landscape and Visual Chapter)

- Volume 5, Chapter 27: Air Quality (hereafter referred to as the ‘Air Quality Chapter’)
- Volume 5, Chapter 28: Climate (hereafter referred to as the ‘Climate Chapter’)
- Volume 5, Chapter 30: Noise and Vibration (hereafter referred to as the ‘Noise and Vibration Chapter’); and
- Volume 5, Chapter 32: Population and Human Health (hereafter referred to as the ‘Population and Human Health Chapter’).

33.2 Methodology

This section presents the study area and method for the assessment of impacts on local and regional socio-economic, tourism and recreation receptors. There is currently no statutory guidance on the methodology for undertaking assessments of socio-economic impacts. The socio-economic assessment of employment and Gross Value Added¹ (GVA) impact follows best practice methodology from other assessments undertaken on comparable energy infrastructure schemes from other jurisdictions. The assessment of impacts on tourism and recreation is based on expert judgement, professional experience and based on the relevant guidelines presented in Section 33.2.2.

33.2.1 Study Area

The proposed development boundary consists of all infrastructure located within the array area and offshore export cable corridor (hereafter referred to as the ‘offshore development area’) seaward of the high-water mark (HWM) and all onshore development infrastructure located landward of the HWM (hereafter referred to as the ‘onshore development area’) from the landfall site north of Balbriggan, to the grid connection point at the existing Belcamp substation. Refer to the Offshore Description Chapter and the Onshore Description chapter for further information on the respective development areas.

The socio-economic impacts of the proposed development are considered at varying spatial levels according to the nature of the effects considered. The potential economic impacts arising from the proposed development (i.e. employment and GVA generation) are considered at regional level which comprises the Eastern and Midland Region in Ireland. The Eastern and Midland Region covers the administrative areas of twelve local authorities. These include Longford, Westmeath, Offaly, Laois, Louth, Meath, Kildare, Wicklow, Fingal, South Dublin and Dún Laoghaire-Rathdown County Councils and Dublin City Council.

The offshore study area for the socioeconomic assessment is comprised of the four coastal authorities of relevance to the proposed development. These are Dublin City Council, Fingal County Council, Meath County Council and Louth County Council.

For impacts on tourism and recreational activities, the principal study area has been determined as all areas within the onshore and offshore development boundary in addition to the residential, commercial, leisure and industrial areas adjacent to the grid facility site and along the onshore cable route.

33.2.2 Relevant Guidelines, Policy, and Legislation

The guidelines, policy and legislation relevant to informing the assessment of the socioeconomic, tourism and recreational baseline, potential impacts and mitigation measures are outlined in Volume 2, Chapter 3: Legal and Policy Framework (hereinafter referred to as the Policy Chapter).

This chapter has been prepared with due regard to the following guidance:

- In the absence of specific guidelines for Ireland, The UK’s Homes and Communities Agency (HCA), now known as Homes England, guidance titled ‘Additionality Guide’ (fourth edition 2014) has been used to assess the impact of proposed development on employment and GVA

¹ GVA measures the value that producers or developers add to the local economy prior to the inclusion of taxes but includes product subsidies. Additional information can be found at: <https://www.cso.ie/en/interactivezone/statisticsexplained/nationalaccountsexplained/grossvalueadded/>

- Environmental Impact Assessment of Projects: Guidance on the preparation of the Environmental Impact Assessment Report (2017) European Commission
- Guidelines on the Information to be contained in Environmental Impact Assessment Reports (May 2022) (EPA Guidelines) Environmental Protection Agency have been used to define the impact significance criteria
- Fáilte Ireland Development guidelines for Tourism Destination Towns (hereafter referred to as the ‘Fáilte Ireland Guidelines’) to confirm tourism destination towns within the study area
- The National Marine Planning Framework (NMPF) (Department of Housing, Local Government and Heritage (DHLGH), 2021)
- Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region 2019-2031
- Department of Enterprise, Trade and Employment (2024) Powering Prosperity – Ireland’s Offshore Wind Industrial Strategy; and
- Building our Potential: Ireland’s Offshore Wind Skills and Talent Needs (Wind Energy Ireland, 2024).

Specific consultation was also carried out with Fáilte Ireland during the preparation of the EIAR which has informed this assessment.

The key NMPF policy points which are applicable to the assessment of socioeconomic, tourism and recreation effects are summarised in Table 33.1.

Table 33.1 Key NMPF policy points relevant to the assessment of socioeconomic, tourism and recreation

NMPF Policy Point	Policy Description	Where addressed
Co-existence Policy 1	Proposals should demonstrate that they have considered how to optimise the use of space, including through consideration of opportunities for co-existence and co-operation with other activities, enhancing other activities where appropriate. If proposals cannot avoid significant adverse impacts (including displacement) on other activities they must, in order of preference: a) minimise significant adverse impacts, b) mitigate significant adverse impacts, or c) if it is not possible to mitigate significant adverse impacts, proposals should set out the reasons for proceeding.	Potential effects on the co-existence of marine tourism and recreational users are described in Section 33.5. The assessment concluded that there are no significant residual effects on the co-existence of the proposed development and marine tourism or recreational users. Further information on the impact of the proposed development on other marine users is provided in Volume 3.
Infrastructure Policy 1	Appropriate land-based infrastructure which facilitates marine activity (and vice versa) should be supported. Proposals for appropriate infrastructure that facilitates the diversification or regeneration of marine industries should be supported.	The construction of the proposed development will create direct employment opportunities for approximately 740 individuals. Approximately 1,530 Full Time Equivalent (FTE) jobs will be supported to facilitate the operation of the proposed development. Further information on the benefits the proposed development will bring to Irish marine industries is provided in Sections 33.5.2 and 33.5.3.
Access Policy 1	Proposals, including in relation to tourism and recreation, should demonstrate that they will, in order of preference: a) avoid, b) minimise, or c) mitigate significant adverse impacts on public access.	Potential effects to tourism and recreation are described in Section 33.5 and any mitigation measures required are described in Section 33.6. Section 33.7 concludes that there are no significant residual effects from a tourism and recreation perspective on public access.

NMPF Policy Point	Policy Description	Where addressed
Access Policy 2	Proposals demonstrating appropriate enhanced and inclusive public access to and within the maritime area, and that consider the future provision of services for tourism and recreation activities, should be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority, and where they contribute to the policies and objectives of this NMPF.	Potential effects from the proposed development on public access to and within the maritime area are described in Sections 33.5.2 and Sections 33.5.3.
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.	The construction of the proposed development will create direct employment opportunities for approximately 740 individuals. Approximately 1,530 Full Time Equivalent (FTE) jobs will be supported to facilitate the operation of the proposed development. Further information on the benefits the proposed development will bring to Irish marine industries is provided in Sections 33.5.2 and 33.5.3.
Social Benefits Policy 1	Proposals that enhance or promote social benefits should be supported. Proposals unable to enhance or promote social benefits should demonstrate that they will, in order of preference: a) minimise, or b) mitigate significant adverse impacts which result in the displacement of other existing or authorised (but yet to be implemented) activities that generate social benefits.	A Community Benefit Fund will be put in place once the construction phase has commenced. It is estimated that the funding will reach approximately €80 million, approximately €4 million per annum for 20 years. Further information on the social benefits resulting from the proposed development is provided in Section 33.5.
Sport and Recreation Policy 2	Proposals should demonstrate the following in relation to potential impact on recreation and tourism: The extent to which the proposal is likely to adversely impact sports clubs and other recreational users, including the extent to which proposals may interfere with facilities or other physical infrastructure. The extent to which any proposal interferes with access to and along the shore, to the water, use of the resource for recreation or tourism purposes and existing navigational routes or navigational safety. The extent to which the proposal is likely to adversely impact on the natural environment.	The potential effects on sports clubs and other recreational users, access to coastal resources and any impacts on the natural environment are described in Section 33.5 with mitigation measures proposed in Section 33.6. Section 33.7 concludes that there are no significant residual effects to any of the above receptors.
Tourism Policy 2	Proposals must identify possible impacts on tourism. Where a potential significant impact upon tourism is identified it should be demonstrated how the potential negative consequences to tourism in communities will be minimised. This must include assessment of how the benefits of proposals are not outweighed by potential negative impacts.	A detailed assessment on the possible effects on tourism is provided in Section 33.5. Section 33.7 concludes that there are no significant effects on tourism as a result of the proposed development. Sea-based tourism is assessed separately within Volume 3, Chapter 20: Infrastructure and Other Users.

33.2.3 Data Collection and Collation

This assessment seeks to establish the potential socio-economic, tourism and recreation effects of the proposed development and assesses these against the current baseline conditions within the study areas. Baseline data illustrating the existing conditions surrounding the order limits (boundaries or limits of the area under consideration for the proposed development) has been collected through a desk-based research exercise using publicly available sources, documents, and web-based applications. These sources include:

- Census 2016 and Census 2022 produced by the Central Statistics Office (CSO)

- Labour Force Survey 2023 produced by the CSO
- A review of the following development plans:
 - Fingal County Council Development Plan 2023-2029
 - Dublin City Development Plan 2022-2028
 - Louth Development Plan 2021-2027; and
 - Meath County Development Plan 2021-2027
- A review of Fingal Tourism Strategy 2024-2029
- Considerations from stakeholder engagement e.g. with Fáilte Ireland.

In addition to the data sources used in the baseline analysis, the impact assessment also relied on the EIAR chapters listed in Section 33.1.

33.2.4 Methodology for Assessment of Effects

The assessment of potential socio-economic effects follows the approach set out in the EPA Guidelines to identify likely significant effects. The broad approach to assessment is set out in Volume 2, Chapter 2: EIA and Methodology for Preparation of the EIAR (Section 2.6) of the EIAR. Topic-specific methodologies and criteria for the assessments are set out in the sections below:

33.2.4.1 Employment and GVA

The quality and duration of effect have been described using the terminology defined in the EPA Guidelines and set out in Volume 2, Chapter 2: EIA and Methodology for the Preparation of the EIAR (Table 2.3) of the EIAR. However, the significance of effect is determined by professional experience and expert judgement.

The assessment takes into consideration the effects on employment generation as a result of the proposed development and contribution to GVA associated with the construction, operation and decommissioning of the proposed development. GVA reflects the value generated by producing goods and services and is measured as the value of output minus the value of intermediate consumption². Employment includes:

- Direct employment generated through the construction and routine operation of the proposed development; and
- Indirect employment created and/or sustained by suppliers to the proposed development. These jobs represent the combined effects through the supply chain as initial suppliers make purchases from their suppliers and so on.

It is to be noted that induced impacts have not been considered in this assessment due to the uncertainty and difficulty in robustly assessing their additionality. Induced employment impacts refer to the additional jobs created through increased consumer spending generated by initial employment or income changes.

The direct and indirect employment figures are provided by BVG Associates, a strategic consulting firm that specialises in renewable energy. These figures are based on the economic impact methodology that BVG Associates developed to model economic impacts for the offshore wind industry. The method is based on an offshore wind local content methodology that seeks to understand the projected expenditure associated with supply chain in the local geographic area. For the purpose of this methodology local has been defined as Ireland. This assessment of supply chain produces a figure that is equivalent to direct and indirect GVA. The direct and indirect Full-Time Equivalent (FTE) employment is calculated based on projected expenditure associated with supply chain in the local geographic area, understanding of profit margins and costs of employment and salaries. For the purpose of this methodology local has been defined as Ireland. The following equation shows how the employment figures are calculated:

$$FTEa = (GVA - M) / Ya + Wa$$

² OECD (2023), Value added by activity (indicator). doi: 10.1787/a8b2bd2b-en (Accessed on 08 February 2023)

Where:

- FTEa = Annual FTE employment
- GVA = Gross-value added (€)
- M = Total operating margin (€)
- Ya = Average annual wage (€), and
- Wa = Non-wage average annual cost of employment (€).

The estimates resulting from the methodology outlined are for gross direct and indirect employment. However, for the purpose of the socio-economic impacts assessment, other ‘additionality’ factors have been applied to the gross employment figures to also allow for an estimate of the net new jobs to be made. This is in line with industry standards, relevant guidance and best practice examples.

As there is no official additionality guidance available for Ireland, the methodology to determine additionality factors for employment related to construction uses the UK’s HCA additional guidance³. The HCA relies on the supply, use and analytical input-output tables which are produced by the Scottish Government⁴ to determine the appropriate economic multiplier for a given region. The additionality factors and the rationale Type 2 multipliers are provided in Tables 33.2 and Table 33.3.

Table 33.2 Additionality factors for employment associated with the construction phase.

Additionality factor	Regional Value	Rationale
Leakage: % of jobs that benefit those residents outside the proposed development’s target area.	25%	This assumes that the majority of the employment benefits will be retained within the local/sub-regional target area with some allowance for specialist skills required which may come from outside of the region.
Displacement: % of jobs accounted for by reduced jobs elsewhere.	25%	For the purpose of this assessment, a low level of displacement (25%) has been assumed, in line with the HCA Additionality Guidance.
Deadweight: Output that would have occurred without the intervention	0%	Assuming that no other intervention would have occurred in a do-nothing scenario.
Multiplier: further economic activity associated with the additional local income, supplier purchase and longer-term development effects	Type 2 multiplier: 1.8	For this assessment employment multipliers published by the Scottish Government and included in the HCA guidance have been used as Ireland does not have published employment multipliers and Scotland is similar in population size and region. Type II multipliers include induced effects.

Table 33.3 Additionality factors for employment associated with the operational phase

Additionality factor	Regional Value	Rationale
Leakage: % of jobs that benefit those residents outside the proposed development’s target area.	10%	Assumed low at regional level based on similar developments elsewhere.
Displacement: % of jobs accounted for by reduced jobs elsewhere.	25%	Assumed low at regional level based on similar developments elsewhere.
Deadweight: Output that would have occurred without the intervention	0%	Assuming that it is an empty site, and no other intervention would have occurred in a do-nothing scenario.
Multiplier: further economic activity associated with the additional local income, supplier purchase and longer-term development effects	Type 2 multiplier: 3.1	These multipliers are based on estimates produced by the Scottish Government as these are the most updated estimates available for a country like Ireland.

³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/378177/additionality_guide_2014_full.pdf

⁴ <https://www.gov.scot/publications/input-output-latest/>

GVA is calculated using the net direct, indirect and induced job estimates (i.e., it includes the additionality factors and Type 2 multiplier). Estimates on GVA per worker were made by dividing the GVA for industries like construction and services in Ireland by the number of people working within those industries. Both the GVA and employment data was sourced from the CSO website⁵.

33.2.4.2 *Tourism and Recreation*

The effect on tourism and recreation (including social and community facilities) is assessed qualitatively. The assessment of potential tourism and recreation effects has been guided by the Chart Showing Typical Classifications of the Significance of Effect, Figure 3.4 of the EPA guidelines. Effects have been described using the terminology defined in the EPA Guidelines and set out in Volume 2, Chapter 2: EIA and Methodology for the Preparation of the EIAR (Table 2.3) of the EIAR.

The assessment of the significance of tourism and recreation effects is based on the magnitude of effect and the sensitivity of the existing environment.

Magnitude of effect has been defined as high, medium, low or negligible, taking into account the following factors:

- Quality of effect- whether the effect on quality of the environment is positive, neutral or negative
- Duration of effect- whether the effect is temporary, short, medium or long term in nature.

Existing environment sensitivity has been defined as high, medium, low or negligible, taking into account the following factors:

- Level of use of a resource – number of users and frequency of use
- Availability of alternatives to the affected resource, including consideration of access and capacity
- Type of users – whether users include sensitive receptors such as children, older people and people with disabilities etc.

Tourist destinations within each local authority were assessed in line with the Fáilte Ireland Guidelines which note a tourism destination town as:

A town in which a visitor can spend an overnight, and in which a cluster of products, services, activities, and experiences are offered. It incorporates various stakeholder and intangible elements such as its character, image and identity and can function as a touring base for visitors.

33.3 **Baseline Environment**

Data from the CSO, Fáilte Ireland, local and regional plans (Regional Spatial and Economic Strategy (RSES) and County Development plans), as well as other local authority database information was used to define the socio-economic baseline of the study areas.

33.3.1 **Context**

The offshore development area of the proposed development will be located off the east coast of Counties Dublin, Meath and Louth. The onshore development area will be located within two local authorities: Fingal County Council (FCC) and Dublin City Council (DCC).

The onshore study area comprises the Electoral Districts (EDs) of Balbriggan Rural Balbriggan Urban, Lusk, Holmpatrick, Donabate, Swords – Lissenhall, Swords - Seatown, Swords Village, Malahide West, Kinsaley, Grange A, Grange B, Priorswood A, Priorswood B, and Priorswood C, and Balgriffin. The landfall site and grid facility are located within the ED of Balbriggan Rural. The existing Belcamp 220kV substation is located within the ED of Balgriffin. The baseline assessment has been done for these ED's as the proposed development covers these areas. Socio-economic statistics for each ED are presented in section 33.2.11 below.

⁵ <https://www.cso.ie/en/>

33.3.2 Fingal County Council

Fingal County Council (FCC) covers lands within the northern reaches of County Dublin and its proximity to Dublin City is central to its socio-economic development. Fingal has major economic assets, including Dublin Airport, proximity to Dublin City and the Dublin Port via the Dublin Tunnel, including direct access to the national and regional road and rail transport networks in the Country and excellent links to Europe by air and sea. Fingal also has one of the youngest, highly educated and most diverse populations in the state⁶.

The population in Fingal increased by 11.6% to 330,506 between 2016 and 2022, according to CSO data, which was significantly above the national average growth of 8.1%. Just over 55% of the population of Fingal are under the age of 39 years, while 11.1% are aged over 65 years. This is similar to the national average profile with over 51.8% of the population under the age of 39 years, and just over 15% of the population over 65 years.

33.3.3 Dublin City Council

The southern section of the onshore cable route near Northern Cross (junction of R139/R107) and the grid connection point at Belcamp are located within the jurisdiction of Dublin City Council (DCC). DCC is one of the seven local authorities within the Greater Dublin Area (GDA). The Greater Dublin Area is a core region made up of Counties Dublin, Kildare, Wicklow and Meath. The population of the GDA is over 2 million, or roughly 40% of the Republic of Ireland's total population.

The Dublin region is the economic centre of Ireland. Global pharmaceutical, information and communications technology companies have European Headquarters and/or operational bases in the city and GDA.

At the 2016 census Dublin County as a whole had a population of 1,345,402, while the results of the 2022 census recorded that the population increased by 8.4% to 1,458,154 as shown in Table 33.3.

From Table 33.5 the population in Dublin City increased by 6.9% from 554,554 to 592,713 between the 2016 and 2022 census respectively which is below the national average growth of 8.1%. The age profile under the age of 39 years is 56.5%, and the percentage over 65 years is 13.4%.

33.3.4 Meath County Council

The offshore infrastructure will be visible from the coastline within County Meath. The onshore development area does not interact with the boundaries of Meath County Council (MCC). The Meath region is strategically located due to the proximity to Dublin's international airport and ports and provides easy access to a large pool of skilled workers, suppliers and industries.

According to CSO data, the population of Meath increased by 13.2% from 195,044 in 2016 to 220,826 in 2022 which was significantly above the national average growth of 8.1%. Approximately 53.8% of the population is below 39 with 12.3% over 65. This is similar to the national average profile with over 51.8% of the population under the age of 39 years, and just over 15% of the population over 65 years.

33.3.5 Louth County Council

The offshore infrastructure will be visible from the coastline within County Louth, but there will be no interaction with the onshore development area on any areas within Louth County Council (LCC). LCC contains two of the largest towns in the country, Dundalk and Drogheda and is strategically located on the Dublin-Belfast economic corridor with links to airports and ports in both Dublin and Belfast.

The population of County Louth increased by 8.4% from 128,884 people in 2016 to 139,703 people in 2022 according to CSO data. This is in line with the national average growth of 8.1%. Approximately 52.4% of the population is below 39 years with 14.2% over 65 years. This is similar to the national average profile with over 51.8% of the population under the age of 39 years, and just over 15% of the population over 65 years.

⁶ <https://www.fingal.ie/sites/default/files/2023-06/An%20Active%20Travel%20Strategy%20for%20Fingal.pdf>

33.3.6 Socioeconomic Baseline

The population of Ireland and Counties Dublin, Meath and Louth in 2022 as presented in the CSO census 2022 are presented in Table 33.4.

Table 33.4 Population Statistics by County and Nationally (Source: CSO 2022, 2016)

County/Country	2022 population	2016 population	% change 2016 to 2022
Dublin	1,458,154	1,345,402	8.4%
Meath	220,826	195,044	13.2%
Louth	139,703	128,884	8.4%
Ireland	5,149,139	4,761,865	8.1%

Refer to Table 33.5 for an overview of population statistics for the specific EDs and Local Authorities within the study area.

The highest percentage increase of population can be seen in Balgriffin ED of 78.1%, where the existing 220kV Belcamp substation is located. In other ED areas where the onshore cable route passes through, the population change has been at a lower level, at 0.2%, 2.2% and 2.7% in Balbriggan Urban, Malahide West and Priorswood A respectively.

Table 33.5 Population Statistics by Electoral (Source: CSO 2022, 2016)

ED / Local Authority	2022	2016	% Change 2016 to 2022
Balbriggan Rural	19,347	16,495	17.3%
Balbriggan Urban	8,102	8,116	-0.2%
Lusk	10,774	9,623	12.0%
Holmpatrick	4,147	3,458	19.9%
Donabate	11,783	9,399	25.4%
Swords – Lissenhall	12,065	10,447	15.5%
Swords – Seatown	7,465	7,003	6.6%
Swords Village	2,786	2,674	4.2%
Malahide West	6,014	6,149	-2.2%
Kinsaley	11,470	9,621	19.2%
Grange A	12,598	9,696	29.9%
Grange B	7,438	5,326	39.7%
Priorswood A	1,574	1,618	-2.7%
Priorswood B	2,794	2,728	2.4%
Priorswood C	4,883	4,854	0.6%
Balgriffin	5,544	3,113	78.1%
FCC	330,506	296,020	11.6%
DCC	592,713	554,554	6.9%
MCC	220,826	195,044	13.2%
LCC	139,703	128,884	8.4%

The socio-economic composition of the population across the proposed development is presented in Table 33.6. It demonstrates a similar distribution of socio-economic status across the areas with which the onshore cable route interfaces. There are slightly higher concentrations of professional workers and managerial and technical groups in Donabate ED and Malahide West ED, and a higher proportion of skilled manual groups in Balbriggan Urban ED and Swords Village ED. Priorswood B and C EDs have the highest proportions of semi-skilled and unskilled workers.

Table 33.6 Socio-economic Statistics (Source: CSO, 2022)

ED / Local Authority	Professional workers	Managerial & technical	Non-manual	Skilled manual	Semi-skilled	Unskilled	Others gainfully occupied and unknown	Total
Balbriggan Rural	5.4%	27.5%	18.7%	14.1%	13.6%	3.4%	17.3%	19,347
Balbriggan Urban	5.1%	25.7%	19.0%	14.9%	14.2%	3.7%	17.4%	8,102
Lusk	7.4%	35.4%	18.2%	13.8%	9.7%	2.8%	12.7%	10,774
Holmpatrick	13.8%	43.3%	16.5%	9.3%	7.0%	1.7%	8.4%	4,147
Donabate	11.9%	43.6%	16.6%	9.3%	8.0%	1.6%	9.0%	11,783
Swords - Lissenhall	7.6%	35.9%	19.2%	12.8%	9.9%	2.5%	12.2%	12,065
Swords - Seatown	10.8%	42.1%	19.2%	9.6%	7.6%	1.9%	8.7%	7,465
Swords Village	6.3%	30.2%	18.3%	15.0%	10.1%	2.8%	17.3%	2,786
Malahide West	16.6%	46.1%	18.1%	6.9%	5.2%	1.2%	5.9%	6,014
Kinsaley	10.2%	35.9%	17.1%	12.2%	7.9%	2.1%	14.5%	11,470
Grange A	10.2%	35.9%	17.1%	12.2%	7.9%	2.1%	14.5%	12,598
Grange B	7.7%	32.2%	19.8%	11.2%	10.5%	2.7%	16.0%	7,438
Priorswood A	7.1%	33.1%	19.6%	13.6%	9.8%	2.7%	14.2%	1,574
Priorswood B	1.3%	10.7%	14.0%	13.4%	17.6%	7.2%	35.8%	2,794
Priorswood C	2.1%	14.0%	15.9%	12.9%	17.0%	5.9%	32.2%	4,883
Balgriffin	10.3%	32.3%	11.6%	7.1%	6.3%	1.3%	31.2%	5,544
FCC	9.7%	34.7%	17.4%	11.7%	9.4%	2.7%	14.4%	330,506
DCC	10.5%	27.7%	14.7%	9.5%	9.8%	3.3%	24.4%	592,713
MCC	8.6%	33.6%	17.5%	15.3%	10.5%	3%	11.5%	220,826
LCC	6.9%	28%	17%	14.1%	12.7%	3.6%	17.7%	139,703

The industries in which the population across the onshore area of the proposed development are employed are presented in Table 33.7. This suggests that there are comparatively modest levels of employment in the agriculture, forestry, and fishing industries, building and construction, and public administrations across all areas. It should be noted that the information detailed above is as presented in the CSO Census 2022. Refer to Volume 3: Chapter 16, Commercial Fisheries for full baseline details and impacts of the proposed development on commercial fisheries. The highest levels of employment are shown in commerce and trade and professional services (highest recorded in Holmpatrick and Malahide West ED).

Table 33.7 Employment by Industry Statistics (Source: CSO, 2022)

ED / Local Authority	Agriculture, forestry and fishing	Building & construction	Manufacturing industries	Commerce & trade	Transport & Communications	Public administration	Professional services	Other	Total
Balbriggan Rural	0.8%	5.3%	7.7%	26.3%	13.7%	6.5%	24.3%	15.3%	8,380
Balbriggan Urban	0.7%	5.4%	7.7%	25.1%	13.3%	8.4%	23.7%	15.7%	3,465
Lusk	2.6%	6.0%	7.2%	28.1%	15.2%	7.0%	22.7%	11.3%	4,973
Holmpatrick	2.8%	5.6%	6.7%	30.9%	13.2%	6.7%	25.6%	8.5%	1,759
Donabate	0.5%	4.2%	7.1%	28.6%	15.3%	7.5%	25.8%	11.0%	5,725
Swords - Lissenhall	0.6%	4.8%	7.8%	28.7%	15.8%	5.7%	22.0%	14.6%	5,942
Swords - Seatown	0.2%	4.1%	7.1%	29.6%	16.2%	6.2%	24.0%	12.5%	3,769
Swords Village	0.3%	5.8%	6.2%	28.0%	17.0%	4.7%	22.6%	15.2%	1,334
Malahide West	0.3%	3.3%	6.9%	33.7%	15.2%	7.8%	22.7%	10.1%	2,641
Kinsaley	0.3%	5.0%	7.3%	27.1%	15.7%	5.7%	22.8%	16.0%	5,760
Grange A	0.1%	5.1%	6.5%	28.0%	16.3%	5.7%	22.4%	15.8%	6,455
Grange B	0.2%	3.7%	7.1%	28.8%	18.4%	5.9%	20.6%	15.3%	3,979
Priorswood A	0.0%	8.8%	9.4%	22.6%	13.7%	5.7%	22.1%	17.7%	736
Priorswood B	0.0%	5.7%	8.5%	21.5%	7.9%	4.0%	26.8%	25.7%	1,016
Priorswood C	0.1%	4.7%	6.8%	24.6%	9.8%	3.6%	25.1%	25.2%	2,103
Balgriffin	0.5%	4.3%	6.5%	29.9%	14.7%	4.6%	20.6%	18.9%	2,233
FCC	0.7%	5.3%	7.2%	27.5%	14.3%	6.0%	23.9%	15.0%	155,063
DCC	0.1%	3.8%	5.4%	26.4%	13.9%	5.5%	23.7%	21.3%	300,209
MCC	3.6%	8.3%	11.3%	25%	10%	6.1%	23%	12.8%	101,189
LCC	2%	5.8%	12%	25.3%	8.1%	5.5%	25.3%	16%	59,140

The principal economic status of the population across the proposed development is presented in Table 33.8. The areas where the onshore cable route interfaces have recorded significant levels of population, which is currently employed, with highest proportions recorded in Kinsaley ED, Grange A ED and Grange B ED. There are low levels of people recorded as looking for first regular jobs across all areas. Priorswood C and Priorswood B have the highest recorded rates of people unable to work due to sickness or disability at 8.7% and 8.5% respectively. There are slightly higher concentrations of retired people in Holmpatrick ED and Malahide West ED. The highest proportions of unemployed people are recorded in Priorswood B and C ED.

Table 33.8 Principal Economic Status Statistics (Source: CSO, 2022)

ED / Local Authority	At work	Looking for first regular job	Short Term Unemployed	Long Term Unemployed	Student	Looking after home / family	Retired	Unable to work due to sickness or disability	Other	Total
Balbriggan Rural	59.6%	1.5%	2.3%	3.4%	14.6%	7.5%	6.2%	4.4%	0.6%	14,060
Balbriggan Urban	53.2%	1.0%	2.0%	2.8%	10.6%	7.2%	16.7%	5.9%	0.5%	6,509
Lusk	61.8%	0.5%	1.6%	2.5%	13.0%	7.0%	9.2%	3.9%	0.5%	8,041
Holmpatrick	53.3%	0.5%	1.3%	1.1%	10.2%	7.3%	23.4%	2.3%	0.5%	3,303
Donabate	62.9%	0.7%	1.8%	2.0%	13.3%	5.5%	9.9%	3.5%	0.3%	9,096
Swords - Lissenhall	65.5%	0.8%	1.8%	2.8%	10.7%	5.7%	8.6%	3.3%	0.6%	9,071
Swords - Seatown	63.6%	0.9%	1.6%	2.1%	12.1%	5.8%	11.2%	2.4%	0.2%	5,922
Swords Village	57.4%	0.8%	1.7%	2.7%	6.5%	6.0%	20.4%	3.6%	0.9%	2,324
Malahide West	53.3%	0.3%	0.9%	1.2%	10.9%	7.1%	24.1%	1.8%	0.4%	4,953
Kinsaley	67.7%	0.9%	1.7%	2.2%	9.2%	6.0%	8.2%	3.8%	0.4%	8,514
Grange A	66.1%	0.8%	1.9%	2.3%	10.5%	5.8%	8.5%	3.6%	0.5%	9,770
Grange B	69.1%	0.7%	1.7%	3.0%	8.0%	5.8%	7.6%	3.7%	0.4%	5,758
Priorswood A	56.3%	0.7%	2.0%	3.7%	8.5%	6.5%	16.8%	5.4%	0.2%	1,307
Priorswood B	46.7%	2.0%	4.2%	6.4%	9.8%	9.1%	12.5%	8.5%	0.9%	2,176
Priorswood C	55.4%	1.8%	2.3%	5.4%	10.2%	7.1%	8.4%	8.7%	0.6%	3,793
Balgriffin	60.2%	3.1%	5.4%	2.6%	10.9%	5.8%	7.4%	2.2%	2.5%	3,707
FCC	60.5%	0.9%	1.9%	2.3%	11.5%	6.4%	12.6%	3.4%	0.6%	256,458
DCC	59.6%	0.9%	2.0%	2.9%	10.8%	4.8%	14.0%	4.4%	0.7%	504,110
MCC	59.3%	0.8%	1.6%	2.3%	11.2%	7.2%	13.2%	3.7%	0.6%	170,594
LCC	53.5%	1.1%	2%	3.5%	11.4%	7.1%	15.6%	5.2%	0.7%	110,609

33.3.7 Employment

The Live Register, maintained by the Central Statistics Office (CSO) in Ireland, is a compilation of data regarding the number of people who are registered as unemployed and are seeking jobseeker's benefits or allowances. Live Register numbers are the only source of official information in relation to levels of people signing on at Social Welfare offices at a national level.

The Live Register is not designed to measure unemployment. It includes part-time workers (those who work up to three days a week) and seasonal and casual workers entitled to Jobseeker's Benefit or allowance. However, the live register is a good indicator of current levels of employment.

The seasonally adjusted Live Register total for January 2024, for the whole of Ireland was 176,700 people, up by 1,400 or 0.8% from December 2023. The unadjusted Live Register total stood at 177,264 persons for January 2024. Of the 177,264 persons on the Live Register in January 2024, 55.0% were male and 68.7% were Irish. The 35-44 age group made up the largest number of those on the Live Register in January 2024 at 41,833 persons or 23.6% of the total.

The CSO published the most recent Labour Force Survey⁷ for Quarter Three (Q3) of 2023 and looked at national employment. The employment rate for persons aged 15-64 years was up from 74.1% compared to 73.2% in Q3 2022 and 72.2% in Q3 2021.

Unemployment was recorded at 128,600 persons aged 15-74 in Q3 2023 with an associated unemployment rate of 4.6%. This represents an increase of 9,500 unemployed over the year to Q3 2023. 74.6% of those unemployed in Q3 2023 were in short-term unemployment of less than a year.

33.3.8 Development and Future Growth

The Fingal County Council Development Plan 2023-2029 (FCCDP 2023-2029) outlines the level of future growth anticipated for the area until 2029. The projected population growth in the previous Development Plan (2017-2023) was for approximately 1.17% per annum over the years 2011-2022, with a total population target of 309,285. As can be seen from the Census 2022 results, this target has been surpassed by c.20,000 people. And given the population projection within the current Development Plan of 359,000 people by 2029, this trend is set to continue towards 2030.

The FCCDP 2023-2029 also states there were 104,851 dwellings in the local authority as of 2016, with an expected 9,960 new units to be constructed to Q1 2023 for a total of 7,171 new dwellings completed to bring the total to 114,811. Of this figure, 5,233 units were vacant representing c. 5%. The projected target for 2022 was for 142,144 dwellings to be delivered. Census 2022 findings and the figures presented in the FCCDP 2023-2029 indicate that Fingal has not met this target, with the number of dwellings in the area amounting to 114,811 which indicates a shortfall of 27,333 dwellings.

Based on the population targets and calculated housing need set out within national and regional planning policy, guidelines and prescribed methodology, the Fingal County Council must accommodate over 38,000 additional persons which will require approximately 16,245 new housing units between 2023 and 2029.

The Dublin City Development Plan (2022-2028) estimates an overall population target of between 625,750 and 640,000 people by 2028. The plan also sets out the housing requirement and highlights that around 40,000 units of housing would be required between 2022 and 2028 with land-capacity analysis showing that there is enough zoned land to accommodate about 50,000 housing units.

⁷ <https://www.cso.ie/en/statistics/labourmarket/labourforcesurvey1fs/>

33.3.9 Tourism and Recreation

33.3.9.1 Fingal County Council Administrative Area - Tourism

Tourism in Fingal is recognised as an important indigenous sector with upwards of €500 million generated annually⁸. The tourism industry sustains a total of 20,000 jobs across the sectors of transportation, retail, entertainment, and other services. The tourism sector itself is characterised by approximately 800 businesses providing accommodation and catering. Within this, guest accommodation supports an estimated 3,000 full time job equivalents with a further 2,000 jobs supported by the catering industry.

The FCCDP 2023-2029 aims to promote the Tourism Statement of Strategy and Work Programme 2017-2022 under Policy EEP21.

Fingal's Tourism Strategy 2024-2029 builds upon previous strategies such as the Fingal Tourism Strategy 2015-2018, the Statement of Tourism Strategy 2017-2022, the Fingal Corporate Plan 2019-2024, and the Fingal Development Plan 2023-2029, along with associated policies and plans.

The overarching vision of this strategy is to strengthen Fingal's position as a tourism destination by offering diverse local, cultural, culinary, coastal, and outdoor experiences throughout the county. These experiences aim to highlight the area's strengths, assets, and opportunities, fostering sustainable and inclusive growth in the tourism sector. Outlined within the strategy are four key objectives aimed at establishing a supportive and collaborative framework for the Implementation Plan:

- Dispersed Growth: Expand Fingal Tourism by building upon previous achievements and identifying growth prospects across the county in specific market segments
- Product Experience Development: Improve and diversify the range, quality, and accessibility of tourism products and visitor experiences through continuous development efforts, ensuring an authentic and engaging experience for visitors
- Branding, Marketing, and Promotion: Develop a focused marketing and promotional strategy that defines the Fingal brand and highlights its unique attributes as a tourism destination. This approach aims to direct marketing activities toward clear and attainable key performance indicators
- Collaboration and Partnerships: Foster collaborative industry structures and coordinate strategic networks throughout the county to facilitate the effective implementation of Fingal's tourism strategy.

Key attractions for tourists can be separated into four main categories:

- Natural and manmade receptors along 88km of coastline that include three Blue Flag beaches, outdoor activities such as golfing, angling and water sports, and a variety of coastal towns with water-based tours
- Over 60 annual events and festivals including the Dublin Bay Prawn Festival, Flavours of Fingal County Show, Soundwaves, Skerries 100, Rush Harbour Festival, and Summerfest Balbriggan
- Culture and heritage include key heritage sites such as Bremore Castle, Malahide Castle, Martello Towers, and the Lusk Heritage Centre; and
- Other attractions include proximity to Dublin Airport and Dublin City, shopping centres and retail parks in Swords, and a wide range of accommodation and culinary offerings.

Further details on some of the above tourist attractions are provided in the recreation sections below.

Using the Fáilte Ireland Guidelines, the following towns, and settlements within the EDs of Fingal in which the onshore cable route passes through are classified as destination towns: Balbriggan, Lusk, Donabate, Swords, and Malahide.

⁸ FCC (2023) Fingal County Development Plan 2023-2029

33.10.2 Dublin City Council Administrative Area - Tourism

As previously mentioned, the onshore cable route is predominately located in the jurisdiction of Fingal County Council. The southern section of the onshore cable route near Northern Cross (junction of R139/R107) and the grid connection point at Belcamp are located within the jurisdiction of Dublin City Council (DCC).

Tourism is an important sector of Dublin City's economy with an estimated 8 million trips which generated €2.6 billion and supports approximately 70,000 jobs in 2019 before the COVID-19 pandemic⁹. The majority of tourist attractions and accommodation is clustered within the city centre and immediate environs.

Key tourism elements within DCC area in the vicinity of the onshore cable route are the proximity to Dublin Airport, the Butler's Chocolate Factory Tour and Clarehall shopping centre. Both the Hilton Dublin Airport Hotel and the Clayton Hotel Dublin Airport are located off the R139 close to Belcamp and serve visitors to Dublin Airport which is c. 2km northwest of the onshore area of the proposed development.

In addition, the Dublin Regional Tourism Development Strategy 2023-2029 (DRTDS) sets a roadmap for the tourism industry in the Dublin region towards a sustainable recovery from the COVID-19 pandemic. The DRTDS sets out eight key strategic pillars to guide the recovery of the tourism sector which aligns with the objectives of the Dublin City Council Development Plan 2022-2028. The vision of the DRTDS seeks to facilitate the delivery of balanced and sustainable revenue and jobs growth across the entire region.

33.3.9.2 Meath Tourism

The Meath County Development Plan (2021-2027) recognises the importance of protecting and maximising tourism potential along the coastal area of east Meath.

ED Objective 22 states *"To seek to maximise the tourism potential of the significant tourism hub within the Boyne Valley region which includes the UNESCO World Heritage Site of Brú na Bóinne, the Battle of the Boyne Site at Oldbridge, the Boyne River, and the coastal area of East Meath stretching from Mornington to Gormonston whilst ensuring the environmental protection of sensitive and protected coastal habitats and landscape"*.

Sections 4.24 to 4.30 of the Meath County Development Plan focuses solely on the future development of Tourism in the County, in particular as the gateway to Ireland's "Ancient East". The Meath County Development Plan sets out a number of objectives in relation to the proper planning and sustainable development of tourist infrastructure and within tourism sectors.

In relation to sport and leisure infrastructure, the Meath County Development Plan notes that the presence of beaches, watercourses, equestrian and related activities, along with golfing facilities etc has a growing and an important role to play in the tourism economy.

Section 8 of the Meath County Development Plan focuses the County's heritage, noting that its unique heritage is an intrinsic part of the character and attractiveness of the County and is a catalyst in attracting tourism and investment. The UNESCO World Heritage Site – Brú na Bóinne, is noted as one of the foremost and popular heritage site visitor attractions and tourism asset in the county. Section 8.18 (Views and Prospects) of the Meath County Development Plan sets out specific objectives to preserve views and prospects and notes that many of the views are associated with heritage and tourism sites and provide an amenity and tourism value to our quality of life.

⁹ Fáilte Ireland (2023) *Dublin Regional Tourism Development Strategy 2023-2029*

33.3.9.3 Louth Tourism

The Louth County Development Plan (2021-2027) supports the sustainable development of tourism in Louth with an emphasis on developing a high quality and diverse tourism product throughout the county.

Policy objective TOU20 states *“To promote the sustainable development of County Louth as a quality tourist destination in partnership with Fáilte Ireland and associated agencies themed on heritage, culture and an unspoilt natural environment and support innovative tourism projects that would boost employment and promote County Louth as a tourism destination.”*

Chapter 11 of the Louth County Development Plan notes the importance of the 70km stretch of coastline from Drogheda Port to the coastline of Carlingford Lough. The designated bathing sites, blue flag beaches and other high-quality beaches are significant local amenities and represent an important tourism and economic draw for the County. The tourism value of the coast is recognised at a regional level in the emerging initiative of the ‘Irish Sea Way’ which will further enhance Louth’s coastline in the future.

The Louth County Development Plan seeks to facilitate the development of the coastal resources whilst maintaining the strong tourism draws the coast offers. These include land-based activities such as walking and cycling along the Carlingford Greenway, and marine based activities including bathing, canoeing, paddle boarding, surfing and angling.

33.3.10 Recreation (onshore)

The sections below focus on recreation facilities adjacent to the Onshore development area of the proposed development. These facilities have been classified into parks and open spaces, beaches and coastal trails and sports facilities.

33.3.10.1 Parks and Open Spaces

There are a number of heritage parks and properties for visitors to explore within proximity of the onshore development area including Ardgillan Castle and Demesne, Newbridge House and Farm, Malahide Castle Demesne and Regional Park, Bremore Castle, Swords Castle and Town Park, Tolka Valley Regional Park and Skerries Mills.

Balbriggan is a seaside town on the Belfast-Dublin corridor. Bremore Castle is located in Balbriggan, approximately 600m south of the landfall area. The onshore cable route runs southwards along a section of the R132 from Balbriggan to Swords passing a number of parks located adjacent to the R132 including Glebe Park in Balrothery, Rogerstown Estuary and Balheary Park in Swords, before turning eastwards along Estuary Road adjacent to Malahide Estuary. It also runs southwards along a section of the R107 (Dublin Road) passing adjacent to Malahide Castle Demense which is bordered by the R107. The onshore cable route also passes adjacent to Father Collins Park as it runs along the Hole in the Wall Road (along the alternative route at Belmayne/Clongriffin). The proposed development does not pass directly through any parks, open spaces or heritage sites. Figure 7.4 of Volume 7 provides a detailed overview of the onshore development area.

33.3.10.2 Beaches and Coastal trails

This section outlines the beaches and coastal trails, in close proximity to the onshore cable route, that are used by individuals for walking and other recreational purposes. The beaches situated within the study area of the proposed development are shown on Figure 11.10 of Volume 7.

Visitors to Fingal enjoy three blue flag beaches which include Rush South Beach, Donabate Balcarrick Beach, and Portmarnock Velvet Strand Beach. These beaches had excellent water quality in 2022. There are no blue flag beaches located within the proposed development boundary.

Other popular beaches in Fingal include Balbriggan Front Strand Beach (closest to landfall, approximately 1km to the south of the proposed development boundary), Skerries South Beach, Loughshinny Beach, Rush North Beach, Portrane the Brook Beach. Gormanstown beaches, in Co. Meath are located approximately 2km north of the landfall.

Balbriggan beach is located east of Balbriggan Main Street. There is a working fishing harbour beside the beach where trawlers enter and leave on high tides. Balbriggan Beach is an identified beach under the Bathing Water Quality Regulations 2008 (SI No. 79 of 2008). The water quality is monitored regularly from mid-June to mid-September every year. Water quality results are available on the EPA website www.beaches.ie. Following the 2022 bathing season, the beach was issued an all-season restriction against bathing due to poor water quality.

According to www.fingal.ie, one can walk northwards along the coast from Balbriggan beach, past the Martello tower (Bremore castle on the left) and further northwards along “Kings Strand” as far as “The Sailors Grave”. According to www.fingal.ie, one can continue walking northwards along the coast (tide dependant) as far as Gormanston beaches in Co. Meath. The coastal stretch at the landfall site forms part of “Kings Strand” and appears to be also locally known as “Bremore Beach”. Access to the beach is from the south via Bells Lane, Balbriggan, underneath the railway, adjacent to Bremore Castle. Bremore beach is not an identified beach under the Bathing Water Quality Regulations 2008 (SI No. 79 of 2008). Water quality is not monitored at Bremore beach.

The Sailors Grave consists of a mound of stones so called as it commemorates those who lost their lives at sea in wrecks such as the Belle Hill or in rescue attempts including those involved with the Sarah of Runcorn. A plaque was placed here in 2013 to commemorate the lost lives. It is noted that while the Sailors Grave is outside the study area for assessment (the northern section of the proposed development boundary at the landfall site is located just south of the Sailors Grave), the access to this location falls within the study area and is therefore included in this section.

County Louth hosts three blue flag beaches at Shellinghill/Templetown beach, Clogherhead beach, and Port/Lurganboy beach with Seapoint beach recorded as having excellent bathing water quality. Additional beaches which have recorded excellent bathing water quality across Meath include Laytown beach and Bettystown beach.

33.3.10.3 Sports facilities and marine recreational activities

There are a range of sports clubs, leisure centres, swimming pools, shopping centres and public open spaces which offer recreational facilities in proximity to the proposed development.

Both Fingal and Dublin City Councils maintain numerous sports pitches across regional and neighbourhood parks in addition to community tennis courts that are used annually throughout the area. There are over 20 golf courses in Fingal that attract residents and visitors alike. There are also a number of GAA and rugby facilities and private tennis clubs adjacent to the public road infrastructure along which the onshore cable route passes through. The proposed development does not pass directly through any sports or recreational facilities.

33.3.11 Recreation (offshore)

Section 20.3.7 of the Infrastructure and Other Users chapter provides an overview of marine recreational activities in the vicinity of the study area and should be read in conjunction with this chapter. There are a small number of sailing clubs, marinas, angling sites, and water sports within the study area. Very few recreational vessels pass through the study area and there is little sailing activity within the offshore development area. There are no known dive sites in the area.

The main marine recreational activities in Co. Dublin include recreational sailing, diving, snorkelling, angling and using the beach for swimming. Waters around Dublin have various wrecks that are used as diving sites and are areas of interest for divers. Lambay Island is the closest of these sites, located 15km from the array area.

Around 10 wildlife boat tours operate from Co. Dublin with popular locations for wildlife watching including waters around Dublin Bay, Ireland’s Eye, Lambay Island, Howth and Skerries.

Recreational fishing vessels primarily operate out of Loughshinny and Rush harbours.

Additionally, the Fingal coastline has a number of water sport and leisure industries. Howth, Malahide and Skerries host sailing and rowing clubs which can provide sailing courses for beginners and experienced sailors. There are a small number of sailing clubs along the Fingal coastline in County Dublin within the offshore study area, but none of these are located within the offshore development area. The closest sailing club is the Skerries sailing club, located 9.5km from the array area and 4.7km from the offshore export cable corridor (ECC). There are also numerous providers that offer kayaking and paddleboarding within the offshore study area.

Co. Louth has angling sites at Carlingford Lough, Clogherhead bay and Dundalk bay with local tackle shops offering chartered deep sea fishing trips. Beach fishing for bass, flounder and occasional trout is also undertaken at Laytown Beach and Delvin River Mouth in Co. Meath.

Marine recreational activities are presented in Figure 20.6 of Volume 7A. Further information on marine recreational activities is provided in the Infrastructure and Other Users Chapter.

33.4 Characteristics of the Proposed Development

33.4.1 Offshore Construction phase

The elements of the offshore construction phase of relevance for socioeconomic, recreation and tourism include:

- Construction within the offshore development area including foundation installation, seabed preparation, anchor placement, inter-array cable pre-sweeping and the installation of cables
- The use of large construction vessels including jack-up vessels during construction (see Section 8.4 of the Offshore Construction Chapter for more information on construction vessels)
- Construction of the horizontal directional drilling (HDD) exit pit; and
- Limited access restrictions (advisory safety zones) to offshore areas during the works.

33.4.2 Offshore Operational phase

The elements of the offshore operational phase of relevance for socioeconomic, recreation and tourism include:

- Presence of offshore development area which can impact socio-economic factors, recreation, and tourism by creating economic opportunities, altering coastal aesthetics or opening up opportunities for marine tourism
- Supply of renewable electricity to between 500,000 and 700,000 homes in the Fingal and the Greater Dublin Area
- Vessel use during repair and maintenance of the wind turbine generators and offshore substation in the array area
- Cable repair, reburial and maintenance activities; and
- Limited access restrictions (advisory safety zones only) to offshore areas during operation and maintenance activities.

33.4.3 Offshore Decommissioning Phase

The approach to decommissioning as outlined in Section 6.13 of the Offshore Description Chapter will involve similar activities to the construction phase but will be undertaken in reverse.

33.4.4 Onshore Construction phase

The onshore development area of the proposed development which is of relevance for socioeconomic, recreation and tourism assessment includes:

- Construction activities at the landfall site – specifically HDD operations to install the offshore export cables under Bremore Bay Beach and the onshore export cables the Dublin to Belfast railway line
- Access to the section of Bremore Beach within the proposed development boundary will be curtailed for up to four months during the HDD operations at the landfall site, to ensure that public safety is maintained
- Construction of the grid facility; and
- Construction of the onshore cable from the grid facility at Bremore to Belcamp substation.

As outlined in the Onshore Description Chapter, the onshore cable route will be approximately 33-35km in length and most of route – approximately 29km out of the 33km – will be located in the footprint of existing roads including the R132, the R106, R107 and R124. The route will deviate offline from the road and traverse private lands at six locations.

33.4.5 Onshore Operational phase

It is anticipated that there will be 1,033 direct and 1,735 indirect FTE jobs for the operation and maintenance of the proposed development (see Section 33.4.3 for further information).

33.4.6 Onshore Decommissioning Phase

The approach to decommissioning is outlined in Section 7.8 of the Onshore Description Chapter. The compensation substation at the grid facility and the onshore export cables between the landfall site and the grid facility will be decommissioned. However, the Bremore substation and onshore cables will remain functional as they will form part of the wider transmission system.

33.4.7 Community Benefit Fund

In accordance with the Offshore Renewable Energy Support Scheme (ORESS), it is a requirement that all renewable energy projects invest money into local areas. In response, the developer will set up a Community Benefit Fund which will be put in place once the proposed development is in construction. It is estimated that the funding will reach approximately €80 million, approximately €4 million per annum for 20 years (the duration of the ORESS).

33.5 Potential Effects

This section examines the range of likely socio-economic, tourism and recreation effects arising from the construction, operation, and decommissioning of the offshore and Onshore development area of the proposed development, using the methodology described in Section 33.2.

It is noted that unlike the onshore development area, there are two project options being considered for the offshore development area of the proposed development as outlined in Section 6.2 of the Offshore Description Chapter. There are no material differences between the two offshore project options in terms of employment and therefore a single assessment has been undertaken in relation to employment and GVA from the offshore development area.

For the purposes of the tourism and recreational assessment, regard has been given to the outcomes of the assessments undertaken in relation to visual impacts (refer to the Seascape, Landscape and Visual chapter) and marine recreational activities (refer to the Infrastructure and Other Users chapter). All impacts arising from the proposed development on commercial fisheries are assessed in the Commercial Fisheries chapter.

33.5.1 Do-Nothing Scenario

In the event that the proposed development does not proceed, none of the construction, operational and decommissioning effects set out in this chapter would occur, neither positive or negative. In this scenario, there would not be any employment and GVA generation associated with construction and operation of the proposed development or any impact on tourism or recreational facilities.

33.5.2 Construction Phase

33.5.2.1 Employment and GVA

It is anticipated that the construction phase will employ approximately 740 and 1,360 full time equivalent (FTE) direct and indirect jobs respectively based on estimates provided by BVGA. However, as set out in Section 33.2.4 and in Table 33.2 above, in line with industry standards and relevant guidance, other 'additionality' factors have been applied to estimate the net number of additional jobs that will be generated. Table 33.9 sets out the calculation for net direct jobs based on the gross employment figures.

Table 33.9 Calculation of net direct jobs for the construction phase

	Regional employment estimate
Gross direct jobs	740
Leakage (25%)	185
Residual (after leakage)	555
Displacement (25%)	139
Residual (after leakage & displacement)	416
Deadweight (0%)	0
Total net direct jobs (after leakage, displacement & deadweight)	416

After adjusting for these additionality factors such as leakage (where resources or economic benefits 'leak' out of the local economy) and displacement (the potential shifting of existing jobs rather than the creation of new ones), the total net direct FTE jobs are estimated to be 416 regionally. These are the jobs directly involved in the construction phase.

To calculate net indirect employment (jobs that are created as a result of the economic activity generated by the direct employment), similar steps are followed as above to account for additionality factors. This results in a net indirect figure of 765 FTE jobs.

Table 33.10 Calculation of net indirect jobs for the construction phase

	Regional employment estimate
Gross direct jobs	1360
Leakage (25%)	340
Residual (after leakage)	1020
Displacement (25%)	255
Residual (after leakage & displacement)	765
Deadweight (0%)	0
Total net direct jobs (after leakage, displacement & deadweight)	765

Table 33.11 Calculation of total net jobs associated with construction

Total jobs in the region	
Net Direct jobs	416
Indirect jobs	765
Total net jobs (direct +indirect jobs)	1181

Adding the net direct and indirect jobs results in the total number of net FTE jobs in the region of 1181 during the construction phase. The overall impact on employment is considered to be positive, short-term and significant .

It is estimated that the total amount of GVA generated will be approximately €59,495,675 which includes direct and indirect jobs. The GVA has been calculated by multiplying newly created jobs in the construction phase with the GVA per worker in the construction sector which has been calculated using data from CSO.

Furthermore, a Community Benefit Fund will be established at the commencement of the construction phase amounting to €4 million being generated annually to support the local communities. For the purposes of this assessment, the Community Benefit Fund is assessed within the operational phase effects. See Section 33.5.3.2 for further information.

Therefore, the overall impact on GVA generation during the construction phase is considered to be positive, short-term and significant.

33.5.2.2 Tourism

Impact of Offshore development area construction

The construction of wind turbine generators could make the area less attractive to tourists by disrupting the “*panoramic views to sea and land*” that makes the area popular for tourism, “*given the scenic views and coastal interest*” as outlined within the Seascape, Landscape and Visual chapter. However, there will be no significant construction phase visual or seascape effects as reported in Section 29.5.3 and 29.5.4 of the Seascape, Landscape and Visual chapter.

There are currently no maritime tourist companies offering boat trips within the offshore development area, so they will not be impacted by the offshore development area construction. Advisory safety zones during the construction period will be limited to temporary 500m safety zones around active construction only. As such (see the Offshore Construction Chapter), this is unlikely to have a significant effect on maritime tourism.

The magnitude of effect is considered low as the quality and duration of the effect is neutral and short-term, respectively. The sensitivity of the existing environment is considered low as level of use and type of users using the offshore area for tourism purpose is not substantial. Therefore, the overall level of significance is estimated to be not significant.

Impact of Onshore development area construction

During the HDD operations at the landfall site when the offshore export cable is transitioning to the onshore export cable, access to the section of Bremore Beach within the proposed development boundary will be curtailed for up to four months. This is to ensure that public safety is maintained whilst the HDD operations underneath the beach are ongoing. There will be no construction activities on the beach itself. There will be no likely significant effects on the beach marine water quality at and designated bathing beaches as reported in the Marine Water and Sediment Quality chapter. Therefore, impacts on bathing tourists at Balbriggan Beach or any blue flag beaches will not arise.

The Onshore development area construction may negatively impact walking and cycling routes, coastal paths, holiday parks and the tourism receptors listed in Section 33.3.4 through increased traffic in the peak tourism season (refer to the Traffic and Transportation Chapter for further details). The employment generation through construction activity might also provide an increase to the visitor and tourism related businesses in the surrounding areas.

There are no significant construction phase visual or landscape effects (onshore) on tourism receptors as reported in the Seascape, Landscape and Visual chapter.

The magnitude of effect is considered low as the quality and duration of the effect is neutral and short-term, respectively. The sensitivity of the existing environment is considered medium as level of use and type of users using the offshore area for tourism purpose given the walking and cycling routes, coastal paths and holiday parks. Therefore, the overall level of significance is estimated to slight.

33.5.2.3 *Recreational, Community and social facilities*

The construction of both offshore and onshore development area will involve construction workers temporarily moving to the area. This could generate additional demand for social and community infrastructure. This could include increased pressure on local accommodation and healthcare facilities as well as leisure and recreational facilities in the area, thereby causing negative effects.

Whilst some disruption to local social and community infrastructure may occur and some added pressure placed on local health infrastructure, the overall level of disruption is anticipated to be minimal.

As noted above, access to the section of Bremeore Beach within the proposed development boundary will be restricted whilst the HDD operations underneath the beach are ongoing.

Construction impacts on marine recreational activities in terms of recreational sailing, diving, other water sports and angling are addressed in Section 20.5.2.2 of the Infrastructure and Other Users chapter. Further, as there will be no significant construction phase visual or seascape effects as reported in Section 29.5.3 and 29.5.4 of the Seascape, Landscape and Visual chapter, no significant effects are expected on the recreational facilities in the coastal strip from Fingal to Co Louth.

Impacts on accessibility due to road diversions resulting from construction related activities may also impact upon local communities accessing recreational amenities. As part of the design of the proposed development, access will be maintained by providing appropriate local and regional diversions. The impacts on the wider traffic network, journey pattern and wider accessibility issues resulting from these diversions are assessed in the Traffic and Transportation Chapter. This assessment considers the impacts on receptors including access to local recreation centres and tourism destinations. Therefore, the existing environment sensitivity is considered to be medium. As these road diversions will be localised in nature and will be carried out on a rolling basis, a magnitude impact of medium is appropriate as the impact will be medium as its negative but short-term in nature. Therefore, the overall significance of the effect is estimated to be moderate.

As a result, effects on accessibility as a result of onshore construction activities are anticipated to have a negative, moderate, short-term impact on the road network and its users for the duration of the construction works only. Therefore, access to recreational, community and social facilities will not result in significant effects.

There are no effects anticipated as a result of the construction of the offshore development area - such as the WTGs and the OSP - as the offshore construction will involve the establishment of advisory safety zones. The advisory safety zones will be limited to works surrounding individual structures and will not restrict access to the wider Irish Sea. Therefore, the effects on offshore tourism and recreation are assessed to be neutral, short-term and imperceptible.

33.5.2.4 *Summary of construction related effects*

Table 33.12 summarises the various effects associated with construction of the proposed development.

Table 33.12 Summary of Construction Phase Effects

Receptor	Description of effect	Magnitude (quality and duration of effect)	Significance of effect
Regional economy	Employment generation during the construction phase	Positive, short-term	Significant
Regional economy	GVA generation during the construction phase	Positive, short-term	Significant

Receptor	Description of effect	Magnitude (quality and duration of effect)	Significance of effect
Tourism	Tourism related effect of offshore construction	Neutral, short-term	Imperceptible
	Tourism related effect of onshore construction	Neutral, short-term	Moderate
Recreational, Community and social facilities	Impact on use of recreational facilities related impact during offshore construction phase	Neutral, short-term	Imperceptible
	Impact on use of recreational facilities related impact during onshore construction phase	Negative, short term	Moderate

33.5.3 Operational Phase

33.5.3.1 Employment and GVA

It is anticipated that the operational phase will employ approximately 1,530 and 2,570 full time equivalent (FTE) direct and indirect jobs respectively based on estimates provided by BVGA. However, in line with industry standards and relevant guidance, as set out in Section 33.2.4 and Table 33.2 above, other 'additionality' factors have been applied to estimate the net number of additional jobs that will be generated. Table 33.13 sets out the calculation for net direct jobs based on the gross employment figures.

Table 33.13 Calculation of net direct jobs for the operational phase

	Regional employment estimate
Gross direct jobs	1,530
Leakage (25%)	153
Residual (after leakage)	1,377
Displacement (25%)	344
Residual (after leakage & displacement)	1,033
Deadweight (0%)	-
Total net direct jobs (after leakage, displacement & deadweight)	1,033

After adjusting for these additionality factors such as leakage (where resources or economic benefits 'leak' out of the local economy) and displacement (the potential shifting of existing jobs rather than the creation of new ones), the total net direct FTE jobs are estimated to be 1,033 regionally. These are the jobs directly involved in the operational phase.

To calculate net indirect employment (jobs that are created as a result of the economic activity generated by the direct employment), similar steps are followed as above to account for additionality factors. This results in a net indirect figure of 1,735 FTE jobs.

Table 33.14 Calculation of net indirect jobs for the operational phase

	Regional employment estimate
Gross direct jobs	2,570
Leakage (25%)	257
Residual (after leakage)	2,313
Displacement (25%)	578
Residual (after leakage & displacement)	1,735
Deadweight (0%)	-
Total net direct jobs (after leakage, displacement & deadweight)	1,735

Table 33.15 Calculation of total net jobs associated with operational phase

Total jobs in the region	
Net Direct jobs	1,033
Indirect jobs	1,735
Total net jobs (direct +indirect jobs)	2,768

Adding the net direct and indirect jobs results in the total number of net FTE jobs in the region to 2,768 during the operational phase. The overall impact on employment is considered to be positive, long-term and significant.

It is estimated that the total amount of GVA generated will be approximately €107,564,781 which includes direct and indirect jobs. The GVA has been calculated by multiplying newly created jobs in the operational phase with the GVA per worker in the ‘other services job’ which has been calculated using data from CSO.

Therefore, the overall impact on GVA generation during the operational phase is considered to be positive, long-term and significant.

In addition, the €80 million community benefit fund will allow communities to develop new and existing initiatives in their area throughout the duration of the operational phase.

33.5.3.2 Community Benefit Fund

The Community Benefit Fund will be approximately €4 million per annum for 20 years and commences as soon as construction starts. The fund is expected to give residents a significant opportunity to bring about transformative and positive change to their local community. This fund will allow communities to develop new and existing initiatives in their own areas, support existing local amenities and clubs, develop environmental and energy efficiency schemes, and improve local industries including fishing industries within the region.

The magnitude of the effect is considered to be medium given the positive and long-term nature of the effect. The sensitivity of the existing environment is considered high as the focus of the fund is on local communities which includes sensitive groups such as older people, women, children and those with disabilities. Therefore, the overall significance of effect is estimated to be positive, significant and long-term.

33.5.3.3 Tourism

The operation and maintenance of onshore and Offshore development area of the proposed development is not anticipated to interact with tourism receptors (including those listed in Section 33.3.8) at the landfall site, within the onshore cable route or wider area.

There will be no significant operational phase visual, landscape or seascape effects (onshore and offshore) on tourism receptors as reported in the Seascape, Landscape and Visual chapter.

It is anticipated that there may be opportunities for marine tourism which will allow tourists to visit the offshore development area.

The magnitude of the impact is considered to be low as the impact will be neutral and long-term in nature. The sensitivity of the existing environment is considered to be low. Therefore, the significance effect on the receptors from operation and routine maintenance operations can be classified as not significant.

33.5.3.4 Recreational, Community and social facilities

There will be minimal disruption to recreational facilities along the onshore cable route (such as community support centres, public spaces, sports and recreation venues, and arts and culture venues) from the operation of the proposed development, including any access associated with additional operational traffic (as outlined in the Traffic and Transportation chapter).

There will be no significant operational phase effects from a seascape, landscape or visual perspective (onshore and offshore) on recreational activities as reported in the Seascape, Landscape and Visual chapter. Further, there will be no significant operational phase effects on marine recreational activities in terms of recreational sailing, diving, other water sports and angling as reported in the Infrastructure and Other Users chapter.

The magnitude of the impact is considered to be low as the impact will be neutral and long-term in nature. The sensitivity of the existing environment is considered to be low. Therefore, the significance effect of the operational phase of the proposed development on the onshore and offshore recreational amenities within the study area can be classified as not significant.

33.5.3.5 Summary of operation related effects

Table 33.16 summarises the various socio-economic effects associated with operation and maintenance of the proposed development.

Table 33.16 Summary of Operational Effects

Receptor	Description of Impact	Magnitude (quality and duration of effect)	Significance of effect
Regional economy	Employment generation during the operation and maintenance phase	Positive, long-term	Significant
Regional economy	GVA generation during the operation and maintenance phase	Positive, long-term	Significant
Community Benefit Fund	Fund of €4 million per annum for 20 years help transform local communities	Positive, long-term	Significant
Tourism	Tourism related impact during operation and maintenance of both onshore and Offshore development area	Neutral, long-term	Not significant
Recreational, Community and social facilities	Impact on use of recreational facilities related from operation and maintenance of offshore and Onshore development area	Neutral, long-term	Not significant

33.5.4 Decommissioning

33.5.4.1 Employment and GVA

Decommissioning operations, plant and machinery required will be similar to those required for the construction phase of the offshore and onshore development of the proposed development. However, the duration of the works will be shorter. It is anticipated that the decommissioning phase will employ approximately 90 and 50 full time equivalent (FTE) direct and indirect jobs respectively based on estimates provided by BVGA. However, in line with industry standards and relevant guidance, other ‘additionality’ factors as set out in Section 33.2.4 and in Table 33.2 above, have been applied to estimate the net number of additional jobs that will be generated. Table 33.17 sets out the calculation for net direct jobs based on the gross employment figures.

Table 33.17 Calculation of net direct jobs for the decommissioning phase

	Regional employment estimate
Gross direct jobs	90
Leakage (25%)	23
Residual (after leakage)	68
Displacement (25%)	17
Residual (after leakage & displacement)	51
Deadweight (0%)	0
Total net direct jobs (after leakage, displacement & deadweight)	51

After adjusting for these additionality factors such as leakage (where resources or economic benefits 'leak' out of the local economy) and displacement (the potential shifting of existing jobs rather than the creation of new ones), the total net direct FTE jobs are estimated to be 51 regionally. These are the jobs directly involved in the decommissioning phase.

To calculate net indirect employment (jobs that are created as a result of the economic activity generated by the direct employment), similar steps are followed as above to account for additionality factors. This results in a net indirect figure of 13 FTE jobs.

Table 33.18 Calculation of net indirect jobs for the decommissioning phase

	Regional employment estimate
Gross direct jobs	50
Leakage (25%)	13
Residual (after leakage)	38
Displacement (25%)	9
Residual (after leakage & displacement)	28
Deadweight (0%)	0
Total net direct jobs (after leakage, displacement & deadweight)	13

Table 33.19 Calculation of total net jobs associated with decommissioning phase

Total jobs in the region	
Net Direct jobs	51
Indirect jobs	28
Total net jobs (direct +indirect jobs)	79

Adding the net direct and indirect jobs results in a total number of net FTE jobs in the region of 79 during the decommissioning phase. The overall impact on employment is considered to be positive, long-term and moderate.

It is estimated that the total amount of GVA generated will be approximately €3,630,745 which includes direct and indirect jobs. The GVA has been calculated by multiplying newly created jobs in the decommissioning phase with the GVA per worker in construction sector which has been calculated using data from CSO.

Therefore, the overall impact on GVA generation during the decommissioning phase is considered to be positive, short-term and moderate.

It is also noted that decommissioning the project would result in the loss of jobs created during the operational phase. However, it is noted that there is the potential for indirect jobs created during the operational phase (see Section 33.5.3.1) and the decommissioning phase to continue following the decommissioning of the proposed development. However, it is not possible to quantify the number of these jobs and this assessment therefore assumes that these roles will no longer be required. Therefore, a negative, permanent, and significant impact on employment and GVA as a result of the loss of these jobs is considered appropriate.

33.5.4.2 Tourism

The decommissioning of the proposed development work may cause some minimal onshore disruption in relation to tourists' footfall, but this will be temporary and localised in nature. Any associated marine tourism generated by the offshore wind farm from trips to the array area will also cease. The magnitude of the effect will be medium given the negative and permanent nature of the impact. The sensitivity of the existing environment is considered low, therefore the overall significance effect is estimated to be slight.

33.5.4.3 Recreational, Community and social facilities

The decommissioning phase may cause some minimal onshore disruption in relation to construction traffic. However, this is unlikely to cause any inconvenience in accessing social and community facilities. The magnitude of the effect will be low given the negative and temporary nature of the impact. The sensitivity of the existing environment is considered low therefore the overall significance effect is estimated to be not significant.

Decommissioning impacts on marine recreational activities are addressed in Section 20.5.4.2 of the Infrastructure and Other Users chapter.

33.5.4.4 Summary of decommissioning related Effects

Table 33.20 summarises the various socio-economic impacts associated with decommissioning of the proposed development.

Table 33.20 Summary of Decommissioning Impacts

Receptor	Description of Impact	Magnitude (quality and duration of effect)	Significance of effect
Regional economy	Employment generation during the decommissioning phase	Positive, short-term	Moderate
Regional economy	Employment loss after decommissioning phase	Negative, Permanent	Significant
Tourism	Tourism related impact during the decommissioning phase	Negative, Permanent	Slight
Recreational, Community and social facilities	Impact on use of recreational facilities during the decommissioning phase	Negative, Temporary	Not significant

33.6 Mitigation Measures

33.6.1 Construction Phase

Mitigation measures are proposed to reduce any potential impacts relating to access of tourism or recreational receptors during the construction phase. Pedestrian access to Bremore Beach will be maintained to the south of the proposed development boundary at the landfall site to allow for public enjoyment of the remainder of the southern section of Bremore Beach.

Road closures will be localised and are detailed fully in the Traffic and Transportation Chapter. Access to recreational facilities impacted by road closures will be maintained as far as practicable.

33.6.2 Operational Phase

Specific mitigation measures are not proposed for the operational phase of the proposed development.

33.6.3 Decommissioning

Specific mitigation measures are not proposed for the decommissioning phase of the proposed development.

33.7 Residual Effects

This section summarises the residual significant effects of the proposed development on socio-economic and land use following the implementation of mitigation.

33.7.1 Construction Phase

Table 33.21 Summary of residual effects during construction phase

Assessment Topic/Receptor	Potential Effect (Pre-Mitigation)	Predicted Effect (Post-Mitigation)
Employment impact on regional economy	Positive, short-term and significant	Positive, short-term and significant
GVA impact on regional economy	Positive, short-term and significant	Positive, short-term and significant

Assessment Topic/Receptor	Potential Effect (Pre-Mitigation)	Predicted Effect (Post-Mitigation)
Impact on tourism	Negative, short-term and not significant	Negative, short-term and not significant
Impact on users of recreational, community and social facilities	Negative, short-term and moderate	Negative, short-term and not significant

33.7.2 Operational Phase

There are no specific mitigation measures anticipated for the operational phase of the proposed development. Therefore, the residual effects are the same as those presented in Section 33.5.3.

33.7.3 Decommissioning

As there are no mitigation measures proposed for the decommissioning phase of the proposed development, the residual effects are the same as those presented in Section 33.5.4.

33.8 Transboundary Effects

The assessment process undertaken for the EIAR has confirmed that no negative transboundary effects are anticipated from the proposed development on socioeconomics, tourism or recreation. It is noted that the manufacturing of the components for the proposed development (namely wind turbine components, foundations, inter-array and export cables and the offshore substation) will be undertaken overseas, which will support existing, or create new employment in the production facilities. However, the scale of such employment is unlikely to be significant relative to the total employment in the countries, in which they are located.

Therefore, there are no likely significant transboundary effects predicted for socio-economics, tourism and recreation.

33.9 Cumulative Effects

A long list of “other projects” which were deemed to be potentially relevant to be included in the cumulative impact assessment was compiled (see Volume 6, Chapter 38: Cumulative and Inter-related Effects (hereafter referred to as the ‘Cumulative and Interrelated Effects Chapter’)). A screening exercise of the “long list” was carried out to determine whether each of project has the potential to give rise to likely significant cumulative effects from a socio-economic, tourism and recreation perspective with the proposed development. Many of the other projects were screened out for a number of reasons including the location, scale and nature of the project. Those projects which were “screened in” were carried forward for assessment.

The community benefit fund from the proposed development alone will generate a positive, significant and long-term effect on the regional economy. Given that the Tier 2 Phase One projects will also each be providing Community Benefit Fund and employment, it is considered reasonable to assume that a cumulative positive significant (or greater) effect will arise.

No likely significant cumulative effects are predicted to tourism and recreation receptors.

33.10 References

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