codling wind park

Environmental Impact Assessment Report

Volume 4

Appendix 15.6 Viewpoint Assessment


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Table of contents

List of tables

List of plates

Abbreviations

Abbreviation	Term in Full
AOD	Above Ordnance Datum
AONB	Area of Outstanding Natural Beauty
CWP	Codling Wind Park
DART	Dublin Area Rapid Transport
DLRCC	Dun Laoghaire and Rathdown County Council
EIAR	Environmental Impact Assessment Report
GLVIA	Guidelines for Landscape and Visual Impact Assessment
km	Kilometre
LA	Landscape Area
LC	Landscape Categories
LCA	Landscape Character Areas
LCT	Landscape Character Type
LDU	Landscape Description Units
LoD	Limits of Deviation
m	Metre
MW	Megawatts
OfTI	Offshore Transmission Infrastructure
OS	Ordnance Survey
OSS	Offshore Substation Structure
RSCA	Regional Seascape Character Areas
SAC	Special Area of Conservation
SI	Statutory Instrument
SLVIA	Seascape, Landscape and Visual Impact Assessment
TCA	Townscape Character Areas
WTG	Wind Turbine Generator
ZTV	Zone of Theoretical Visibility
ZVI	Zone of Visual Influence

Definitions

Glossary	Meaning
array site	The area within which the wind turbine generators (WTGs), inter-array cables (IACs) and the offshore substation structures (OSSs) are proposed.
balanced	A positive relationship with coastal topography and the horizon with turbines in proportion, of an appropriate scale when viewed from the coastline, and sitting comfortably within the coastal geometry of embayments formed by headlands.
clustering	A concentration of turbines with overlapping towers and blades resulting in visual stacking of turbines and overlapping blades disrupting the balance of the array site as a whole.
cluttered	An unbalanced layout with unevenly spaced or distributed turbines, of notably differing heights (or perceived heights) with different elements breaking the horizon and visible against the skyline.
Codling Wind Park (CWP) Project	The proposed development as a whole is referred to as the Codling Wind Park (CWP) Project, comprising of the offshore infrastructure, the onshore infrastructure, and any associated temporary works (construction / decommissioning).
Environmental Impact Assessment Report (EIAR)	A document reporting the findings of the EIA and produced in accordance with the Environmental Impact Assessment Regulations.
foreshortened	Height of turbines and location combine to create the perception of the array site being closer to the viewer, typically in the absence of scalable reference points on the skyline.
Guidelines for Landscape and Visual Impact Assessment (GLVIA)	GLVIA3 sets out good practice for undertaking LVIA and provides a framework for identifying likely significant effects of proposed developments. It should be noted that GLVIA3 is guidance and not prescriptive in setting out a methodology and it is acknowledged that professional judgement is a key factor in the assessment of landscape, and visual effects
landform	The shape and form of the land surface which has resulted from combinations of geology, geomorphology, slope, elevation and physical processes.
landscape	An area, as perceived by people, the character of which is the result of the action and interaction of natural and/or human factors.
landscape receptors	Defined aspects of the landscape resource that have the potential to be affected by a proposal.
Landscape & Visual Impact Assessment (LVIA)	A tool used to identify and assess the likely significance of the effects of change resulting from development both on the landscape as an environmental resource in its own right and on people's views and visual amenity.

Glossary	Meaning
limits of deviation	Locational flexibility of permanent and temporary infrastructure from a specific point or alignment.
magnitude (of change)	A term that combines judgements about the size and scale of the effect, the extent of the area over which it occurs, whether it is reversible or irreversible and whether it is reversible or irreversible and whether it is short or long term in duration.
offshore development area	The total footprint of the offshore infrastructure and associated temporary works including the array site and the OECC.
offshore infrastructure	The permanent offshore infrastructure, comprising of the WTGs, IACs, OSSs, interconnector cables, offshore export cables and other associated infrastructure such as cable and scour protection.
offshore transmission infrastructure (OfTI)	The offshore transmission assets comprising the OSSs and offshore export cables. The EIAR considers both permanent and temporary works associated with the OfTI.
organised	A visually balanced and legible layout with an evenly spaced and well ordered arrangement of turbines of similar heights when viewed against the skyline.
outliers	Isolated turbines presenting a fractured view of the array site as a whole.
photomontage	A visualisation which superimposes an image of a proposed development upon a photograph or series of photographs.
receptors	See Landscape Receptors and Visual receptors.
sensitivity	A term applied to specific receptors, combining judgements of the susceptibility of the receptor to the specific type of change or development proposed and the value related to that receptor.
significance	A measure of the importance or gravity of the environmental effect, defined by significance criteria specific to environmental topic.
study area	SLVIA study area is a 50 km buffer from the outermost wind turbine generator (WTG)
susceptibility	The ability of a defined landscape or visual receptor to accommodate the specific proposed development without undue negative consequences.
tipping	Partial view of the turbines (notably blade tips) extending above intervening landform in views where the array site is largely screened from view.
visual receptors	Individuals and/or defined groups of people who have the potential to be affected by a proposal.
worst Case Scenario	The scenario derived from the range of potential possible design options, which will result in the greatest potential effect on a particular receptor being taken through the assessment process.

Glossary	Meaning
Zone of Theoretical Visibility (ZTV)	A map, usually digitally produced, showing areas of land within which, a development is theoretically visible.
Zone of Visual Influence (ZVI)	A ZVI is the visual extent of a proposed development which is established based on field observations and desk-based review of aerial photography, and topographic data.

APPENDIX 15.6 VIEWPOINT ASSESSMENT

1 Introduction

1. This appendix forms part of **Chapter 15: Seascape, Landscape and Visual Impact Assessment (SLVIA)** of the **Environmental Impact Assessment Report (EIAR)** for the offshore elements of the Codling Wind Park (CWP) Project and should be read in conjunction with **Chapter 15 SLVIA** and the following Appendices and Figures:

- **Appendix 15.2 Representative scenario and LoD Assessment;**
- **Appendix 15.3 SLVIA Methodology;**
- **Appendix 15.7 Settlement Assessment;**
- **Appendix 15.8 Sequential Route Assessment;**
- **Appendix 15.10: SLVIA Figures**
    - **Figure 15.1** Seascape, Landscape and Visual Impact Assessment (SLVIA) study area
    - **Figure 15.2a** Option A Wind Turbine Generator (WTG) layout
    - **Figure 15.2b** Option B Wind Turbine Generator (WTG) layout
    - **Figure 15.3** Onshore Topographic model
    - **Figure 15.7** Landscape planning designations (Context scale 1:460,000)
    - **Figure 15.8** Landscape planning designations (scale 1:150,000)
    - **Figure 15.9** Visual receptors (Context scale 1:460,000)
    - **Figure 15.10** Visual receptors (scale 1:150,000)
    - **Figure 15.11** Night-time light pollution
    - **Figure 15.12a** Blade tip height Zone of Theoretical Visibility (ZTV) of Wind Turbine Generator (WTG) option A (bare earth)
    - **Figure 15.12b** Blade tip height Zone of Theoretical Visibility (ZTV) of Wind Turbine Generator (WTG) option B (bare earth)
    - **Figure 15.12c** Comparative tip height Zone of Theoretical Visibility (ZTV) of Wind Turbine Generator (WTG) options A & B (bare earth)
    - **Figure 15.12d** Hub height Zone of Theoretical Visibility (ZTV) of Wind Turbine Generator (WTG) option A (bare earth)
    - **Figure 15.12e** Hub height Zone of Theoretical Visibility (ZTV) of Wind Turbine Generator (WTG) option B (bare earth)
    - **Figure 15.12f** Comparative hub height Zone of Theoretical Visibility (ZTV) of Wind Turbine Generator (WTG) options A & B (bare earth)
    - **Figure 15.13a** Blade tip height Zone of Theoretical Visibility (ZTV) of Wind Turbine Generator (WTG) option A (obstructed)
    - **Figure 15.13b** Blade tip height Zone of Theoretical Visibility (ZTV) of Wind Turbine Generator (WTG) option B (obstructed)
    - **Figure 15.13c** Comparative blade tip height Zone of Theoretical Visibility (ZTV) of Wind Turbine Generator (WTG) options A & B (obstructed)
    - **Figure 15.13d** Hub height Zone of Theoretical Visibility (ZTV) of Wind Turbine Generator (WTG) option A (obstructed)
    - **Figure 15.13e** Hub height Zone of Theoretical Visibility (ZTV) of Wind Turbine Generator (WTG) option B (obstructed)
    - **Figure 15.13f** Comparative hub height Zone of Theoretical Visibility (ZTV) of Wind Turbine Generator (WTG) options A & B (obstructed)
    - **Figure 15.14** Onshore viewpoint locations

- **Appendix 15.11** Visualisations:
    - **Figure 15.17.1:** Viewpoint 1 Howth Summit;

- **Figure 15.17.2** North Bull Island;
- **Figure 15.17.3** Viewpoint 3 Great South Wall, Poolbeg;
- **Figure 15.17.4** Viewpoint 4 Dun Laoghaire, East Pier;
- **Figure 15.17.5** Viewpoint 5 Killiney Hill Obelisk;
- **Figure 15.17.6** Viewpoint 6 Carrickgollogan Hill;
- **Figure 15.17.7** Viewpoint 7 Bray Promenade;
- **Figure 15.17.8**: Viewpoint 8 Bray Head;
- **Figure 15.17.9**: Viewpoint 9 Great Sugar Loaf;
- **Figure 15.17.10:** Viewpoint 10 Greystones;
- **Figure 15.17.11:** Viewpoint 11 Kilcoole;
- **Figure 15.17.12:** Viewpoint 12 Six Mile Point;
- **Figure 15.17.13:** Viewpoint 13 Wicklow Town Harbour;
- **Figure 15.17.14**: Viewpoint 14 Djouce Mountain;
- **Figure 15.17.15:** Viewpoint 15 Brockagh Mountain;
- **Figure 15.17.18:** Viewpoint 18 Brittas Bay;
- **Figure 15.17.19:** Viewpoint 19 Arklow Pier (South Side);
- **Figure 15.17.20**: Viewpoint 20 Kilmichael Point;
- **Figure 15.17.21:** Viewpoint 21 Shankill Beach;
- **Figure 15.17.22:** Viewpoint 22 Three Rock Mountain;
- **Figure 15.17.23:** Viewpoint 23 Magheramore Beach;
- **Figure 15.17.24**: Viewpoint 24 Kilcoole Rock; and
- **Figure 15.17.26:** Viewpoint 26 Greystones Beach Bear.

2. This appendix explains how viewpoints were selected, informed by Zones of Theoretical Visibility (ZTVs), field and desk-based work and consultations, identifies the viewpoints scoped in and out of the assessment and presents the visual assessment from selected viewpoints.

3. For all viewpoints a combination of the following visualisations A to N were prepared based on the list below see **Appendix 15.11 Visualisations.** Daytime visualisations (A to G) were prepared for all viewpoints including a cumulative photomontage for Option B, with four viewpoints (viewpoints 7, 10, 11 and 13) demonstrating both daytime and nighttime views (H to N) including cumulative photomontages for Option B.

- A Existing Day Time + Option A Cumulative Wireframe (90°)
- B Wireframe Option A (53.5°)
- C Day Time Photomontage Option A (53.5°)
- D Existing Day Time + Option B Cumulative Wireframe (90°)
- E Wireframe Option B (53.5°)
- F Day Time Photomontage Option B (53.5°)
- G Day Time Cumulative Photomontage Option B (53.5°)
- H Existing Nighttime (53.5°)
- I Night Photomontage Option A (53.5°) Red Lights
- J Night Photomontage Option A (53.5°) White Lights
- K Night Photomontage Option B (53.5°) Red Lights
- L Night Photomontage Option B (53.5°) White Lights
- M Night Cumulative Photomontage Option B (53.5°) Red Lights
- N Night Cumulative Photomontage Option B (53.5°) White Lights

4. This appendix has considered the nature of effects based on variations in the layout and heights of Wind Turbine Generators (WTGs) and Offshore Substation Structures (OSSs) for WTG Option A and WTG Option B and should be read alongside **Chapter 4 Project Description. Appendix 15.7 Main (Named) Settlement and Appendix 15.8 Sequential Route Assessment** cross refer to this appendix to inform the assessment of the significance of effects for the operational and maintenance phase of the CWP Project's offshore infrastructure.

5. Details of the Limits of Deviation (LoD) presented in **Appendix 15.2 Representative Scenario and Limits of Deviation** concluded that the LoD would be insufficient to alter the magnitude of effect between WTG Option A and B for all phases CWP Project.

2 Viewpoint Selection

6. The selection of viewpoints was informed by ZTVs, desk based and field work, and responses to consultations, where received.

2.1.1 Preparation and Analysis of Bare Earth and Obstructed ZTVs

7. Bare earth and obstructed ZTVs (**Figures 15.12 a to f** and **Figures 15.13 a to f** see **Appendix 15.10 SLVIA Figures**) were prepared to aid the understanding of the extent of theoretical visibility of the CWP Project's offshore infrastructure.

8. The ZTVs prepared indicate areas of potential visibility for the hub and blade tips based on Option A and Option B layouts for the WTGs and OSSs from the surrounding seascape and landscape. The ZTVs presented a bare earth and obstructed analysis; the latter carried out using a topographic model that included settlements and woodland / forestry (derived from NEXTMAP25 surface mapping data) in order to provide a more realistic indication of potential visibility and to assess visual receptors to be scoped in or out of assessment.

9. ZTVs presented in **Figures 15.12 a to f** and **Figures 15.13 a to f** (see **Appendix 15.10 SLVIA Figures**) as detailed above, illustrate that the tallest elements of the turbines (i.e. the blades) could theoretically be widely visible within the 50 km study area, with intermittent visibility inland where the topography, woodland and settlements do not restrict views. The visual extent of the hubs would not extend as expansively inland, being at a lower height and screened to a greater degree by intervening topography, woodland and settlements. A brief summary of the bare earth and obstructed ZTVs are outlined below with a comparison between WTG Option A and WTG Option B where appropriate.

Bare Earth Hub and Tip ZTVs

10. The bare earth hub ZTVs for both options **(Figures 15.12 a to f see Appendix 15.10 SLVIA Figures)** demonstrate that the CWP Project's offshore infrastructure would be theoretically visible across the entire study area in seaward views. Inland, the theoretically visibility of the CWP Project's offshore infrastructure is reflective of the local topography; extending west where landform is low lying forming the coastal margins, alongside higher ground and east facing slopes and valleys associated with the Dublin Hills, Wicklow Mountains National Park and outliers. The CWP Project's offshore infrastructure would also be theoretically visible from higher ground to the north and west of Dublin; around Swords, Malahide, Dublin airport and Blanchardstown. In terms of settlements the ZTVs demonstrate that the CWP Project's offshore infrastructure would be theoretically visible across the central and northern extents of Dublin, alongside coastal settlements.

11. The bare earth blade Tip ZTVs for both options demonstrates a similar picture to the Bare Earth Hub ZTVs, though the extent of theoretical visibility covers a marginally wider area, discernible particularly to the north, northwest and west of Dublin and North Bull Island. Variations in the extent of theoretical visibility to the south of Dublin; from low lying areas, intermediate slopes and elevated locations are subtle with slight increases in extent to the west and southwest of CWP Project's offshore infrastructure.

12. In terms of WTG Options A and B, there are only small deviations in terms of visibility between the two options and these are particularly discernible to the north, northwest, west and south of Dublin where the theoretical extent of WTG Option B is slightly greater than WTG Option A.

Obstructed Hub and Blade Tip ZTVs

13. Whilst the obstructed hub and blade tip ZTVs **(Figures 15.13 a to f see Appendix 15.10 SLVIA Figures)** for both options demonstrate a very similar pattern to the bare earth hub and blade tip ZTVs, the extent of visibility is lower. This is particularly discernible inland to the northwest of the CWP Project's offshore infrastructure, where built form and intervening vegetation would screen views of the array site. The extent of theoretical visibility would retreat to higher ground to the north and west of Dublin; around Swords, Dublin airport and north of Blanchardstown. Variations in the extent of theoretical visibility to the south of Dublin; from low lying areas, intermediate slopes and elevated locations are slight in extent to the west and southwest of the CWP Project's offshore infrastructure.

14. In terms of WTG Option A and WTG Option B there are only small deviations in visibility between the two options and these are particularly discernible to the north, northwest and west of Dublin where the theoretical extent of WTG Option B is slightly greater than WTG Option A.

15. The following points should be considered with regards to the ZTVs:

- The ZTVs represent theoretical models of the potential visibility of each WTG Option. In reality, landscape features such as trees, hedgerows, embankments, landform (including coastal features such as dunes and flood banks) and / or buildings found on the ground, but not accounted for within the digital model, are likely to combine to screen the WTG Options to a greater degree. As a result, the extent of actual visibility experienced on-the-ground from onshore locations would be less than suggested by the ZTV studies.
- Since only the WTG hubs and blade tips have been modelled, this may be all that is visible - rather than the WTG tower. This is particularly true of areas near the edges of potential visibility.
- The ZTVs do not take account of atmospheric conditions which would obscure the array site for periods of time, from within areas shown as having potential visibility.

16. Details of how the ZTVs were created are provided in **Appendix 15.3 SLVIA Methodology and Chapter 15 SLVIA Section 15.4**.

2.1.2 Field Surveys

17. Field surveys from onshore locations were undertaken by qualified landscape professionals[1] with experience in SLVIA in December 2022, May 2022 and November 2023. The fieldwork was undertaken to verify the desk-based assessment of landscape and townscape character and designated landscapes, and to assess the potential visibility of the CWP Project's offshore infrastructure illustrated by the ZTV modelling. During the assessment site visit undertaken in December 2023, representative viewpoints, sequential routes, specific viewpoints and areas of landscape and seascape character with the potential to experience significant adverse effects were visited, to inform the assessment of effects documented in the SLVIA. The surveys confirmed that a combination of vegetation, buildings and local variations in topography within the study area would reduce the extent of visibility experienced, to that presented on the ZTVs.

[1] Preliminary fieldwork was undertaken by Natural Power, with additional fieldwork undertaken in December 2023 by LDA Design

18. Onshore, the extent of vegetation cover is more prevalent than presented on the bare earth and obstructed ZTVs, particularly along roads, lanes, tracks, field boundaries, around farmsteads, dwellings and settlements, as well coastal features ranging from sand dunes to rocky outcrops.

19. The expected main area of visibility referred to as the Zone of Visual Influence (ZVI) has been established based on field observations and desk-based review of aerial photography, and topographic data and this is described below. Areas outside of the ZVI would have extremely limited visibility, or no visibility of either of the WTG Options.

20. Visibility of CWP Project WTG Options A and B offshore would be available from ships, ferries and recreational craft; with the perceptibility of the WTG Options decreasing with distance, as would their potential effects on receptors.

21. At a low elevation onshore, visibility of the CWP Project WTG Options A and B would decrease with distance. Field observations in combination with desk-based studies of aerial photography, and topographic data indicate that visibility of the CWP Project WTG Options would be experienced mainly within a corridor with a maximum width of 6 km, running north south along the coastline. Variations would exist where local topography (referred to below) and natural features have a strong influence on visibility, for instance, both the Vale of Avoca to the west of Arklow (confluence of Avoca and Aughrim River) and extensive areas of sand dunes south of Mizen Head restrict visibility of the CWP Project's offshore infrastructure closer to the coastline.

22. From elevated ground rising to 900 m Above Ordnance Datum (AOD) forming part of the Wicklow Mountain National Park, the Dublin Hills and associated outliers such as Great and Little Sugar Loaf, views would be available of the array site. These views would be seen in the wider context and would often be panoramic. Visibility extends beyond direct views of the array site across the wider coastline.

23. Based on field observations, it was judged that the scale of effects on visual receptors outside of the ZVI, described above, would be at greatest, negligible and not significant being screened by intervening vegetation, built form and /or topography.

2.1.3 Consultation

24. A selection of viewpoints was chosen in consultation with Local Planning Authorities (LPAs) to represent the views experienced towards the CWP Project's offshore infrastructure within the study area by various groups of people from different locations. Details of the consultation process undertaken is provided in **Chapter 15 Section 15.2**. Key comments related to additional viewpoints requested by Dun Laoghaire and Rathdown County Council (DLRCC) and Wicklow County Council (WCC) which were considered in the final viewpoint set outlined below and additional viewpoints suggested at Greystones Public Exhibition.

2.1.4 Viewpoints Selected

25. Viewpoints were selected based on the methodology detailed in **Chapter 15 and Appendix 15.3 Seascape, Landscape and Visual Impact Methodology** and informed by the ZTVs, desk top reviews, field work/ site verification and consultations outlined above.

26. An initial list of twenty-four viewpoints was defined for the assessment. This was refined further following a site visit in November 2023. For the purposes of the SLVIA, the following viewpoints were scoped out of the assessment, as they were not publicly accessible and therefore do not accord with good practice guidance in GLVIA (paragraph 6.16):

- Viewpoint 16 Wicklow Lighthouses; and

- Viewpoint 17 Blainroe Golf Club.

27. A suite of viewpoints suggested at Greystones Public Exhibition on 24th January 2023 were also reviewed as part of the November 2023 site visit:

- Viewpoint 25 Greystones Football Club;
- Viewpoint 26 Greystones Beach Bear;
- Viewpoint 27 Greystones, The Cove;
- Viewpoint 28 Greystones, The Marine Village Park;
- Viewpoint 29 Greystones, Redford Cemetery;
- Viewpoint 30 Greystones Golf Club; and
- Viewpoint 31 Charlesand.

28. Following the site visit, one additional viewpoint from the above list was added to final figure set to cover a different angle of view and range of receptors:

- Viewpoint 26 Greystones Beach Bear.

29. The remaining "Greystones" viewpoints were omitted on the basis that the views were either not publicly accessible and / or reflected a similar angle of view and visual receptor group to the viewpoints already selected.

30. The final list of selected viewpoints is detailed in **Table 1**. These viewpoints form the Representative Viewpoints for the purposes of the assessment as defined by GLVIA3. They form a complete sequence from 1-26, except for the omission of VPs 16,17 and 25, as explained above.

Table 1 Reason for viewpoint selection

No	Viewpoint no and location	Reason for selection	Included in scoping, field visits and / or requested by LPAs
1	Howth Summit	Popular with recreational users and a prominent landmark defining the north of Dublin Bay. Representative of and close to a viewpoint identified on the OS Ireland Discovery Series and covers the Special Amenity Area and High Amenity Area.	Offshore scoping viewpoint.
2	North Bull Island	Representative of the view from recreational users on the eastern side of the Island.	Identified through initial field visit and considered also for onshore substation.
3	Great South Wall, Poolbeg	Representative of views obtained by recreational users.	Offshore scoping viewpoint.
4	Dun Laoghaire, East Pier	Representative of views obtained by recreational users.)	Offshore scoping viewpoint
5	Killiney Hill Obelisk	Representative of views from walkers and designated as a Protected View. Lies close to a viewpoint identified on the OS Ireland Discovery Series and well visited location by residents and tourists.	Identified during field visits and a designated Protected View

No	Viewpoint no and location	Reason for selection	Included in scoping, field visits and / or requested by LPAs
6	Carrickgollogan Hill	Representative of views from walkers and designated as a Protected View.	Identified during field visits and a designated Protected View.
7	Bray Promenade	Representative of the view from the promenade.	Offshore scoping viewpoint.
8	Bray Head	Representative of views obtained by recreational users..	Offshore scoping viewpoint.
9	Great Sugar Loaf	Representative of views obtained by recreational users.	Offshore scoping viewpoint.
10	Greystones	Representative of views from the settlement with a direct open view across to the CWP Project's Offshore infrastructure.	Offshore scoping viewpoint.
11	Kilcoole	Representative of views from walkers next to the railway line..	Offshore scoping viewpoint.
12	Six Mile Point	Representative of views from the coastline..	Identified during field visits.
13	Wicklow Town Harbour	Representative of views obtained by recreational users.	Identified during the initial field visit.
14	Djouce Mountain	Representative of the views of walkers.	Selected viewpoint inland from field visits and an elevated location within Wicklow Mountains Upland AONB.
15	Brockagh Mountain	Representative of the views of walkers.	Selected viewpoint inland from field visits and an elevated location within Wicklow Mountains Upland AONB.
18	Brittas Bay	Representative of views from visitors to the beach.	Offshore scoping viewpoint.
19	Arlow Pier (South Side)	Representative of views obtained by recreational users.	Identified during the initial field visit.
20	Kilmichael Point	Representative of views of visitors to Kilmichael Point.	Identified during the initial field visit.
21	Shankill Beach	Representative of views from the coastline.	Chosen following a request by DLRCC.
23	Three Rock Mountain	Representative of views from walkers..	Chosen following a request by DLRCC.

No	Viewpoint no and location	Reason for selection	Included in scoping, field visits and / or requested by LPAs
24	Magheramore Beach	Representative of views from visitors to the beach.	Identified during the initial field visit.
25	Kilcoole Rock	Representative of views from the settlement of Kilcoole.	Identified during the initial field visit.
26	Greystones Beach Bear	Representative of views from Greystones Promenade.	Identified during the field visit and following Greystones Public Exhibition.

31. It should be noted that although these selected viewpoints primarily represent visual receptors, their location within certain seascapes and landscapes illustrate potential changes in the experience, giving an indication of potential seascape and landscape effects. The predicted views from the selected viewpoints may therefore be cited as examples of such seascape and landscape effects within the assessment detailed in **Appendix 15.4 Seascape Character Assessment and Appendix 15.5 Landscape Character Assessment** of this chapter.

2.2 Viewpoint Assessment

32. The following tables assess the sensitivity, magnitude of change and consequential significance of effect from each representative viewpoint scoped into the assessment. The nature of effects is assessed based on Impact 1 to 6 described in **Appendix 15.2 Representative Scenario and LoD Assessment** and detailed below and considers both WTG Option A and WTG Option B. The viewpoint assessment is based on impacts when visibility is excellent, representing a "worst-case."

33. **Appendix 15-2 Representative Scenario and Limits of Deviation** refers to the construction, operation and maintenance and decommissioning phase impacts (day and nighttime) summarised as follows:

- Impact 1: Construction (daytime);
- Impact 2: Construction (nighttime);
- Impact 3: Operation and maintenance (daytime);
- Impact 4: Operation and maintenance (nighttime);
- Impact 5: Decommissioning (daytime); and
- Impact 6: Decommissioning (nighttime).

34. For reference and to inform the assessment process the definition of impact significance is illustrated in **Plate 1** below with a more detailed matrix presented in **Chapter 15 SLVIA, Table 15.14** Illustrative matrix of significant effect.

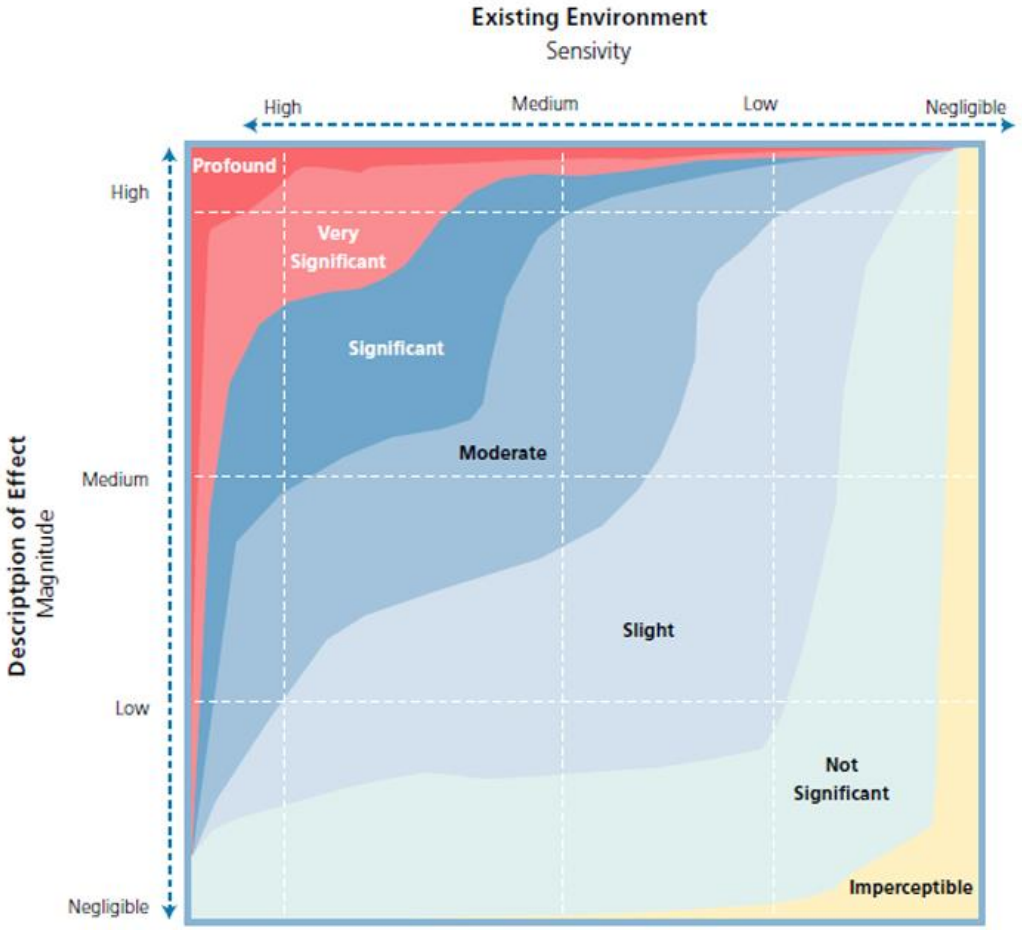

Plate 1 Definition of impact significance (edited from EIAR Guidelines, 2022)

35. **Chapter 15 SLVIA,** summarises the visual effects of the CWP Project's offshore infrastructure which for ease are grouped by onshore visual receptors within close proximity to each other, where it has been judged that they would experience a similar degree of visual effect as a result of the array site.

36. Viewpoints assessed in the tables below are representative viewpoints. However, in some instances they also overlap with viewpoints identified through OS Ireland Discovery Maps or through relevant County Development Plans. These include prospects of special amenity value or special interest, identified through the Wicklow County Development Plan, preserved views referred to in Fingal County Development Plan and key views identified in South Dublin's County Development Plan. Specific viewpoints (prospects and views of special amenity value or special interest) within 6 km of the coastline have been checked through field visits to determine their relevance and these are noted in relevant tables below, where appropriate.

37. Prospects and views not detailed in the following tables were from the M11/ N11 and local road network. Such prospects and views were scoped out on the basis that an appreciation of a likely view of the CWP Project offshore infrastructure would be glimpsed and from receptors with a low sensitivity.

Table 2 Viewpoint 1: Howth Summit - Assessment

Viewpoint 1	**Howth Summit (see Figure 15.17.1)**				
Grid co-ordinates:	729610, 737465 (ITM)	**Distance to nearest WTG:**	29.2 km	**Direction to the array site**	Southeast
Seascape Character Type:	RSCA15 - Dublin Bay	**Landscape Receptor:**		Coastal LCT 1d. Howth	
Landscape Designation:	Special Amenity Area (SI) Preserve Views (Fingal County Development Plan 2023 - 2029) Proposed Open Space (Fingal County Development Plan 2023 - 2029) Zoning Objective: High Amenity Zone (Fingal County Development Plan 2023 - 2029) Highly Sensitive Landscape (Fingal County Development Plan 2023 - 2029) Viewpoint close to specific viewpoint identified on OS Ireland Discovery Series Maps	**Visual Receptors:**		Walkers Visitors	
Baseline					
Location:	The Howth headland marks the northern extent of Dublin Bay, and this viewpoint is situated on a trail forming part of the Howth Head Loop leading to Howth Hill Summit and accessed via a network of promoted trails, linking the DART railway station in Howth village with the Howth Hill summit. The viewpoint lies near a panoramic viewpoint with parking close to the Summit.				
Sensitivity:	This viewpoint is representative of coastal views from one of five promoted coastal footpaths popular with walkers and visitors and lies close to a viewpoint presented on Ordnance Survey (OS) Ireland mapping and reflecting its formal recognition. The viewpoint is located within the Howth Special Amenity Area; a national level designation which recognises the exceptional character of the Howth Peninsula and covers the uplands, eastern and southern coastlines of Howth. The viewpoint is also located within				

Viewpoint 1	Howth Summit (see Figure 15.17.1)
	Proposed Open Space and falls within a Zone of High Amenity as referred to in Fingal County Council's Development Plan. The value has been assessed as of **National** importance in terms of landscape designations and is a key visitor attraction. Susceptibility has been assessed as **High** as walkers' and visitors' attention is likely to be focussed on the views of the surrounding seascape. Overall, visual sensitivity has been assessed as **High** due to the importance of the area at a national level.
Existing View:	Extensive elevated coastal views can be experienced from this location - to the east is the expanse of the Irish Sea, and to the south extensive views along the coastline, including the Baily Lighthouse on a small promontory in the foreground below, the horseshoe shape of Dublin Bay extending to Dalkey Island with a martello tower and Muglins lighthouse further east. Further south the distinctive profiles of Bray Head and Wicklow Head are visible on clear days. Views to the north and west are limited by landform and coastal vegetation. To the southeast, the Kish Lighthouse can be observed and is the approximate area where the busy northern and southern shipping approaches to Dublin Port merge. Inland there are prominent views of Little and Great Sugar Loaf; the landform increasing in height to form part of the Wicklow Mountains National Park. At night-time, the southern and eastern sides of Howth experience some of the darker skies in the area due to the lack of development in upland areas, although skyglow from nearby settlements and Dublin to the southwest influences the level of darkness experienced. The coastline to the south can be traced by the lights of settlements forming part of Dublin's suburbs, including Sandymount, Booterstown, Dun Laoghaire and Dalkey. The transitory presence of the marine vessels entering and leaving Dublin Port further contribute to the level of artificial lighting experienced. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution see Appendix 15.10 SLVIA Figures**.

Assessment

	WTG Option A	WTG Option B
Magnitude of Change:	**Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction and decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and, construction / removal of Offshore infrastructure around the proposed location of the array site including cranes, alongside movements to and from the landfall at Poolbeg Peninsula resulting from the installation of offshore export cables and towing of offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term and intermediate / localised in terms of geographical extent given the wider presence of construction /	**Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction and decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction / removal of offshore infrastructure around the proposed location of the array site including cranes, alongside movements to and from the landfall at Poolbeg Peninsula, resulting from the installation of offshore export cables and towing of offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Low - Negligible** (medium-small in scale, short-term and intermediate / localised in terms of geographical extent given the wider

Viewpoint 1	Howth Summit (see Figure 15.17.1)	
	decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels. This would be seen from Dublin suburbs extending down the coastline to Dalkey Island and alongside the existing nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks and backdrop of Dublin / Dublin port. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term and intermediate / localised in terms of geographical extent given the wider presence of construction vessels alongside the array site). **Operation / Maintenance:** The offshore infrastructure would be visible to the southeast with the WTGs and OSS most visible. The array site would occupy 18.17˚ of the view at 29.2 km away to the south / southeast. The WTGs and OSSs would lie remotely, away from visible headlands and seen above the horizon. WTG Option A would appear slightly cluttered due to the density of WTGs compared to WTG Option B. As illustrated in **Figures 15.17.1 a, b and c** (wireframe and photomontage) see **Appendix 15.11 Visualisations** the centre of the array site would appear unevenly spaced with a clustering of WTGs particularly right of the centre of the view and more extensive compared to WTG Option B. Whilst some WTGs lie as outliers to the left and right of the view the perceived distribution of these WTGs is only slightly distant from the overall layout. There are no issues with foreshortening or tipping. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and localised in terms of geographical extent). The offshore infrastructure would be a noticeable change in the view with the addition of some features, would be of	presence of construction vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels. This would be seen from Dublin suburbs extending down the coastline to Dalkey Island alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks and backdrop of Dublin / Dublin port. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term and intermediate / localised in terms of geographical extent given the wider presence of construction vessels alongside the array site). **Operation / Maintenance:** The offshore infrastructure would be visible to the southeast with the WTGs and OSS most visible. The array site would occupy 17.83˚ of the view at 29.2 km away to the south/ southeast. The WTGs and OSSs would lie remotely, away from visible headlands and seen above the horizon. WTG Option B would appear less cluttered compared to WTG Option A due to the lower number of WTGs present. As illustrated in **Figures 15.17.1 d, e, f and g** (wireframe and photomontage) see **Appendix 15.11 Visualisations** whilst the view includes areas of the array site which are clustered these are less extensive than WTG Option A and overall, slightly more balanced in view. The presence of outliers is less obvious and there are no issues with foreshortening or tipping. The resultant magnitude of change has been assessed **Medium-Low** (medium-small in scale, long-term and localised in terms of geographical extent). The offshore infrastructure would be a noticeable change in the view with the addition of some features, would be of medium to low size and scale though spanning over a narrow horizontal field of view of the

Viewpoint 1	Howth Summit (see Figure 15.17.1)	
	medium to low size and scale though spanning over a narrow horizontal field of view of the overall view and would be seen in the middle distance on the skyline. **Operation / Maintenance Nighttime**: Permanent navigational markings and aviation lighting would be visible at dusk, during the night and at dawn and seen in context with existing lighting offshore, including transient marine vessels, particularly shipping, ferry and fishing vessels, alongside lighthouses extending down the coastline to Dalkey Island with onshore lighting associated with Dublin's suburbs and port (refer to **Figure 15.11** Night-time light pollution) see **Appendix 15.10 SLVIA Figures**. Lighting would cause a greater extent of the view to be lit intermittently but would be seen in the distance and in context with relatively high levels of light pollution already experienced from this location. The resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, long-term and localised in terms of geographical extent).	overall view and would be seen in the middle distance on the skyline. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting would be visible at dusk, during the night and at dawn and seen in context with existing lighting offshore, including transient marine vessels particularly shipping, ferry and fishing vessels, alongside lighthouses extending down the coastline to Dalkey Island with onshore lighting associated with Dublin's suburbs and port (refer to **Figure 15.11** Night-time light pollution) see **Appendix 15.10 SLVIA Figures**. Lighting would cause a greater extent of the view to be lit intermittently but would be seen in the distance and in context with relatively high levels of light pollution already experienced from this location. The resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, long-term and localised in terms of geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect:	**WTG Option A:** Sensitivity has been assessed as **High**, and magnitude of change for phases - construction / decommissioning (day / night) has been assessed as **Low-Negligible** resulting in a **Slight-not Significant** (not significant) effect. During operation/maintenance (day) the magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate** (not significant) effect. At nighttime during operation/ maintenance the magnitude of change has been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (**not significant)** effect.	**WTG Option B:** Sensitivity has been assessed as **High**, and magnitude of change for phases - construction / decommissioning (day / night) has been assessed as **Low-Negligible** resulting in a **Slight-not Significant** (not significant) effect. During operation/maintenance (day) the magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate** (not significant) effect. At nighttime during operation/ maintenance the magnitude of change has been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (**not significant)** effect.

Viewpoint 1	**Howth Summit (see Figure 15.17.1)**	
	Note: WTG Option A would be marginally worst case compared to WTG Option B.	

Table 3 Viewpoint 2: North Bull Island - Assessment

Viewpoint 2	**North Bull Island (see Figure 15.17.2)**				
Grid co-ordinates:	724727, 737876 (ITM)	**Distance to nearest WTG:**	32.3 km	**Direction to the array site :**	Southeast
Seascape Character Type:	RSCA15 Dublin Bay	**Landscape Receptor:**		TCA 6 North Bull Island Townscape Character Area (TCA)	
Landscape Designation:	Special Amenity Area Zone 29 Amenity / Open Space Land / Green Networks (Dublin City Development Plan 2022 – 2028)	**Visual Receptors:**		Walkers Visitors	

Baseline	
Location:	The viewpoint is situated on Dollymount Beach which runs northeast to southwest covering the entire eastern side of North Bull Island.
Sensitivity:	This viewpoint is representative of views across Dublin Bay and is a popular walking route as well as an access point to the sea for surfers and swimmers. The viewpoint is also located within the North Bull Island Special Amenity Area, a national level designation which recognises the outstanding beauty, recreational and natural value of the Island). The viewpoint is also located within a Zone for Amenity/Open Space Land / Green Network in Dublin's County Development Plan. Therefore, value has been assessed as national. Susceptibility has been assessed as **High** as walkers' and visitors' attention is likely to be focussed on the views of Dublin Bay and beyond the Irish Sea. Overall, visual sensitivity has been assessed as **High** due to the importance of the area recognised at a national level and the level of use.
Existing View:	This open landscape affords panoramic views along the beach towards the isthmus linking Howth Head to Bayside. To the northeast, Howth Head forms the northern extent of Dublin Bay, and to the southeast Dalkey Island with its Martello tower and Muglins lighthouse define the southern point of the Bay. These two headlands frame views of the sea horizon to the east which also includes regular active shipping entering and leaving Dublin Port. To the south, views are directed along the beach, terminating at Bull Wall which extends eastwards and includes Our Lady Star of the Sea monument and Bull Lighthouse, and beyond the Great South Wall and Poolbeg Lighthouse. Beyond the wall, is Dublin which includes the distinctive skyline of Poolbeg Peninsula, including the two chimneys of the decommissioned Poolbeg Generating Station, and partial views of Dublin Port with rising ground associated with Dublin Hills and Wicklow Mountains beyond. Little and Great Sugar Loaf are prominent features in southerly views. Views westward are curtailed by foreground dunes and vegetation. At night-time, there are no sources of artificial lighting on Dollymount Beach; however, the area is surrounded by light sources including settlement at Howth, Sutton, Bayside, Howth, Kilbarrack, Raheny and Clontaf, alongside Poolbeg Lighthouses, navigation buoys in Dublin Bay, the Dublin to Waste Energy Plant, as well as settlement and industry along the coastline to the south. Regular vessels entering and leaving Dublin Harbour also increase light pollution

Viewpoint 2	North Bull Island (see Figure 15.17.2)	
	presenting an active nighttime view. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution see Appendix 15.10 SLVIA Figures**.	
Assessment		
Magnitude of Change:	**WTG Option A**	**WTG Option B**
	Construction / Decommissioning: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction and removal of Offshore infrastructure around the proposed location of the array site including the presence of cranes alongside movements to and from the landfall at Poolbeg Peninsula resulting from the installation of offshore export cables and towing of offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term and intermediate / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels. This would be seen from Dublin Bay, extending down the coastline to Dalkey Island alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks as well as Dublin's suburbs. The resultant magnitude of change has been assessed **Low-Negligible** (medium-small in scale, short-term (up to 2 years) and intermediate / localised in terms of geographical extent given the wider presence of construction /	**Construction / Decommissioning:** During construction /decommissioning there would be an increase in the concentration of construction vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction and removal of Offshore infrastructure around the proposed location of the array site including the presence of cranes alongside movements to and from the landfall at Poolbeg Peninsula resulting from the installation of offshore export cables and towing of offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Low- Negligible** (medium-small in scale, short-term and intermediate / localised in terms of geographical extent given the wider presence of construction /decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels. This would be seen from Dublin Bay, extending down the coastline to Dalkey Island alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks as well as Dublin's suburbs. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term (up to 2 years) and intermediate / localised in terms of geographical extent given the wider presence of construction /

Viewpoint 2	North Bull Island (see Figure 15.17.2)	
	decommissioning vessels alongside the array site). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the southeast with the WTGs and OSSs most visible. The array site would occupy 17.66˚ of the view at 32.3 km away to the south / southeast but framed by headlands associated with Howth and Daley / Dalkey Island, appearing centred in the view. The upper elevations of the towers, blades and hubs would be visible though diminishing to the left and right of the view based on the earth's curvature. WTG Option A would appear slightly less organised and balanced than WTG Option B with clustering to the left and right of centre in the array site (particularly evident to the left due to the number of WTGs). Outliers would be less apparent, views would not be foreshortened and there would be no tipping as illustrated in **Figures 15.17.2 a, b and c** (wireframe and photomontage) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and localised in terms of geographic extent). The offshore infrastructure would be a noticeable change in the view with the addition of some features, would be of medium-small in size and scale, though spanning over a narrow horizontal field of view of the overall view and would be seen in the distance above the horizon. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting would be visible at dusk, during the night and at dawn and seen in context with existing lighting offshore, including transient marine vessels particularly shipping, ferry and fishing vessels existing and entering Dublin Port, alongside lighthouses extending down the coastline to Dalkey Island with onshore lighting associated with Dublin's suburbs (refer to **Figure 15.11** Night-time light pollution) see **Appendix 15.10**	decommissioning vessels alongside the array site). **Operation / Maintenance:** The CWP Project's offshore infrastructure be visible to the southeast with the WTGs and OSS most visible. The array site would occupy 17.32˚ of the view at 32.3 km away to the south / southeast but framed by headlands associated with Howth and Dalkey / Dalkey Island, appearing centred in the view. The upper elevations of the towers, blades and hubs would be visible though diminishing to the left and right of the view based on the earth's curvature. WTG Option B would appear slightly more organised and balanced than WTG Option A, though there is clustering to the left and right of centre in the array. Outliers would be less apparent, views would not be foreshortened and there would be no tipping as illustrated in **Figures 15.17.2 d, e, f and g** (wireframe and photomontage) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and localised in terms of geographic extent). The offshore infrastructure would be a noticeable change in the view with the addition of some features, would be of medium-small in size and scale, though spanning over a narrow horizontal field of view of the overall view and would be seen in the distance above the horizon. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting would be visible at dusk, during the night and at dawn and seen in context with existing lighting offshore, including transient marine vessels particularly shipping, ferry and fishing vessels existing and entering Dublin Port, alongside lighthouses extending down the coastline to Dalkey Island with onshore lighting associated with Dublin's suburbs (refer to **Figure 15.11** Night-time light pollution) see **Appendix 15.10 SLVIA Figures**. The most easterly of the

Viewpoint 2	North Bull Island (see Figure 15.17.2)	
	SLVIA Figures. The most easterly of the WTGs mounted aviation lights would be visible due to the low-lying elevation of the viewpoint and curvature of the earth. These would be faint, appearing in some cases to flicker because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. Lighting would cause a greater extent of the view to be lit intermittently but would be seen in the distance and in context with relatively high levels of light pollution already experienced from this location. The resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, long-term and localised in terms of geographical extent).	WTG mounted aviation lights would be visible due to the low-lying elevation of the viewpoint and curvature of the earth. These would be faint, appearing in some cases to flicker because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. Lighting would cause a greater extent of the view to be lit intermittently but would be seen in the distance and in context with relatively high levels of light pollution already experienced from this location. The resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, long-term and localised in terms of geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect:	**WTG Option A:** Sensitivity has been assessed as **High**, and magnitude of change for phases - construction / decommissioning (day / night) has been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (not significant) effect. During operation / maintenance (day) the magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate** (not significant) effect. At nighttime during operation/ maintenance the magnitude of change has been assessed as **Low -Negligible** resulting in a **Slight-Not Significant** (**not significant)** effect. **Note:** WTG Option A would be marginally worst case compared to WTG Option B.	**WTG Option B:** Sensitivity has been assessed as **High**, and magnitude of change for phases - construction / decommissioning (day / night) has been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (not significant) effect. During operation / maintenance (day) the magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate** (not significant) effect. At nighttime during operation/ maintenance the magnitude of change has been assessed as **Low -Negligible** resulting in a **Slight-Not Significant** (**not significant)** effect.

Table 4 Viewpoint 3: Great South Wall, Poolbeg – Assessment

Viewpoint 3	**Great South Wall, Poolbeg (see Figure 15.17.3)**				
Grid co-ordinates:	721443, 733850 (ITM)	**Distance to nearestWTG:**	31.5 km	**Direction** to the array site:	Southeast
Seascape Character Type:	RSCA15 Dublin Bay	**Landscape Receptor:**		TCA 7 Poolbeg Peninsula	
Landscape Designation:	Zone Z9 Amenity/Open Space/Green Network (Dublin City Development Plan 2022 – 2028)	**Visual Receptors:**		Walkers Visitors	

Baseline	
Location:	The viewpoint is situated on the Great South Wall which runs approximately east to west, extending out from the main industrial area covering Poolbeg Peninsula marking the southern extent of the shipping land into Dublin Port. The wall is easily accessed via roads on the Peninsula or from a public footpath linking the residential areas of Irishtown and Sandymount with two small car parks to the south and east of Poolbeg Oil storage terminal
Sensitivity:	This viewpoint although distanced from residential areas by industrial development is a popular walking route, promoted in tourist literature and accessed by recreational users such as wind surfers, wild swimmers, and visitors to the nearby intertidal area of Sandymount Strand when the tide is out; value has been assessed as **of Local / County** importance, based on levels of use and site observations. Susceptibility has been assessed as **High** as walkers and recreational users' attention would be focussed on the views of Dublin Bay. Overall, visual sensitivity has been assessed as **High-Medium**.
Existing View:	From the wall, extensive 360° views of Dublin Bay can be experienced. This includes close views of Dublin Port to the northwest, Bull Wall and North Bull Island, before the coastline extends away from the viewpoint around to the northeast to Howth Head framing seaward views along with Dalkey Island / Muglins lighthouse to the southeast. Southwards, the large expanse of Sandymount Strand forms the foreground, backdropped by the southeast suburbs of Dublin extending around a horseshoe shape towards Dun Laoghaire Harbour and, Dalkey Island with rising ground associated with Dublin Hills and Wicklow Mountains beyond. Little and Great Sugar Loaf are prominent features in southerly views. Views westwards are limited by the foreground buildings of the former Poolbeg Generating Station and Ringsend Waste Water Treatment Plant. At night-time, this viewpoint is surrounded by light sources including settlement along the coastline to the north and south, the Bull and Poolbeg Lighthouses, navigation buoys in Dublin Bay, the Dublin Waste to Energy Plant, and Dublin Port. Regular vessels entering and leaving Dublin Port also pass close to the viewpoint location. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution** see **Appendix 15.10 SLVIA Figures.**

Assessment		
Magnitude of Change:	**WTG Option A**	**WTG Option B**
	Construction / Decommissioning: During construction /decommissioning there would be an increase in the concentration of	**Construction / Decommissioning:** During construction/ decommissioning there would be an increase in the concentration of

Viewpoint 3	Great South Wall, Poolbeg (see Figure 15.17.3)	
	construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction and removal of Offshore infrastructure around the proposed location of the array site including the presence of cranes, alongside movements to and from the landfall at Poolbeg Peninsula which would be prominent in the foreground, resulting from the towing of offshore infrastructure and installation of Offshore export cables to the landfall (though it should be noted that this is not considered as part of SLVIA). Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Low- Negligible** (medium-small in scale, short-term and intermediate/ localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels. This would be seen from Dublin Bay extending down the coastline to Dalkey Island, alongside the existing nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks as well as the presence of onshore lighting, including street lighting associated with Dublin suburbs. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term and intermediate / localised in terms of extent). **Operation / Maintenance:** The offshore infrastructure would be visible to the southeast with the WTGs and OSS most visible. The array site would occupy 18.77˚ of the view at 31.5 km away to the south/ southeast beyond Dalkey / Dalkey Island. The offshore infrastructure would appear to form an extension to the headland and the urban edge of Dublin's southeastern suburbs with a more naturalised ridgeline associated with Dalkey and Killiney Hill and associated obelisk. WTG	construction /decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for sea bed preparation, foundation piling and construction and removal of Offshore infrastructure around the proposed location of the array site including the presence of cranes alongside, movements to and from the landfall at Poolbeg Peninsula which would be prominent in the view, resulting from the towing of offshore infrastructure and installation of Offshore export cables (though it should be noted that this is not considered as part of SLVIA). Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Low- Negligible** (medium-small in scale, short-term and intermediate/ localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels. This would be seen from Dublin Bay extending down the coastline to Dalkey Island, alongside the existing nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks as well as the presence of onshore lighting, including street lighting associated with Dublin suburbs. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term and intermediate / localised in terms of extent). **Operation / Maintenance:** The offshore infrastructure would be visible to the southeast with the WTGs and OSS most visible. The array site would occupy 19.07˚ of the view at 31.5 km away to the south/ southeast beyond Dalkey / Dalkey Island. The offshore infrastructure would appear to form an extension to the headland and the urban edge of Dublin's southeastern

Viewpoint 3	Great South Wall, Poolbeg (see Figure 15.17.3)	
	Option A presents a slightly more organised and balanced layout than WTG Option B; the distribution of WTGs more evenly spaced though clustering of WTGs would be evident within the centre of the array site. Whilst outliers or foreshortening would not be, tipping would be apparent with roughly a quarter of the array site situated either behind the headland, island or Muglins lighthouse. Both Dalkey Island and Muglins Lighthouse would appear in front of the array site and would be difficult to “read" in isolation as illustrated in **Figure 15.17.3 a, b and c (wireframe and photomontage) see Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and localised in terms of geographic extent). The array site would be a noticeable to prominent change in the view with the addition of several features, would be of medium to small size and scale though spanning over a narrow horizontal field of view of the overall view and would be seen in the distance above the horizon. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the northern and central part of the CWP Project’s offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with existing lighting offshore, including transient marine vessels particularly shipping, ferry and fishing vessels exiting and entering Dublin Port, alongside lighthouses extending down the coastline to Dalkey Island with onshore lighting associated with Dublin’s suburbs (refer to **Figure 15.11, Night-time light pollution**) see **Appendix 15.10 SLVIA Figures** . Lighting would appear faint, in some cases flickering because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. Lighting would cause a greater extent of the view to be lit intermittently but would be seen in the distance and in context with relatively high levels of light pollution already experienced from this location. The resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, long-term and localised in terms of geographical extent).	suburbs with a more naturalised ridgeline associated with Dalkey and Killiney Hill and associated obelisk. WTG Option B presents a less organised and unbalanced layout than WTG Option A with a clustering of WTGs within the centre of the array site. Whilst there would be no apparent outliers or foreshortening, tipping would be apparent with roughly a quarter of the array site situated either behind the headland, island or Muglins lighthouse. Both Dalkey Island and Muglins Lighthouse would appear in front of the array site and would be difficult to “read" in isolation as illustrated in **Figure 15.17.3 d, e, f and g (wireframe and photomontage) see Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and localised in terms of geographic extent). The array site would be a noticeable to prominent change in the view with the addition of several features, would be of medium to small size and scale though spanning over a narrow horizontal field of view of the overall view and would be seen in the distance above the horizon. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the northern and central part of the CWP Project’s offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with existing lighting offshore, including transient marine vessels particularly shipping, ferry and fishing vessels exiting and entering Dublin Port, alongside lighthouses extending down the coastline to Dalkey Island with onshore lighting associated with Dublin’s suburbs (refer to **Figure 15.11, Night-time light pollution**) see **Appendix 15.10 SLVIA Figures**. Lighting would appear faint, in some cases flickering because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. Lighting would cause a greater extent of the view to be lit intermittently but would be seen in the distance and in context with relatively high levels of light pollution already experienced from this location. The

Viewpoint 3	Great South Wall, Poolbeg (see Figure 15.17.3)	
		resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, long-term and localised in terms of geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD with potential for further tipping to the right of the centre of the array site, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD with potential for further tipping to the right of centre of the array site, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect:	**WTG Option A:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Low-Negligible** for construction / decommissioning (day / night) resulting in a **Not Significant (not significant**) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **Medium-Low** generating a **Moderate – Slight** (not significant) effect whilst the magnitude of change for operation / maintenance (nighttime) has been assessed as **Low** -**Negligible** resulting in a **Not Significant** (**not significant)** effect.	**WTG Option B:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Low-Negligible** for construction / decommissioning (day / night) resulting in a **Not Significant (not significant**) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **Medium-Low** generating a **Moderate – Slight** (not significant) effect whilst the magnitude of change for operation / maintenance (nighttime) has been assessed as **Low** -**Negligible** resulting in a **Not Significant** (**not significant)** effect. **Note: WTG Option B would be marginally worst case compared to WTG Option A.**

Table 5 Viewpoint 4: Dun Laoghaire, East Pier - Assessment

Viewpoint 4	**Dun Laoghaire, East Pier (see Figure 15.17.4)**				
Grid co-ordinates:	724988, 729513 (ITM)	**Distance to nearestWTG:**	26.0 km	**Direction to the array site:**	Southeast
Seascape Character Type:	RSCA15 Dublin Bay	**Landscape Receptor:**	TCA 2 Dun Laoghaire		
Landscape Designation:	n/a	**Visual Receptors:**	Walkers Visitors		

Baseline		
Location:	Dun Laoghaire harbour is to the east of the settlement with the harbour enclosed by two pincer shaped harbour walls, each is marked by a lighthouse. Vessels leave and enter the harbour from the northeast. The harbour has marina facilities and is now mostly used by recreational boats. The wall is easily accessible from Dun Laoghaire town centre.	
Sensitivity:	This viewpoint is a popular walking route accessed by walkers and visitors; value is important at a **Local / County** level due to the level of use and site observations. Susceptibility has been assessed as **High** as walkers and visitors' attention would be focussed on views within the confines of the harbour walls and also seaward views onto Dublin Bay, overall, visual sensitivity has been assessed as **High- Medium**.	
Existing View:	From the harbour walls, extensive views can be experienced seawards of the sea horizon to the east framed by Howth Head to the northeast, and Dalkey to the southeast as well as Dalkey Island and Muglins Lighthouse. Views within the walls of the harbour are across foreground moorings to the town of Dun Laoghaire to the west which is backdropped by a series of low hillsides rising towards the Dublin Hills with Great Sugar Loaf prominent in the view. At night, this area is heavily influenced by sources of light pollution including lights on the harbour wall, settlement to the west including streetlights and navigation lights on vessels both inside and outside of the harbour walls. Navigation buoys and lighthouses are also sources of artificial light in the seascape alongside the significant skyglow from Dublin to the northwest. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution see Appendix 15.10 SLVIA Figures**.	
Assessment		
Magnitude of Change:	**WTG Option A**	**WTG Option B**
	Construction / Decommissioning: During construction /decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the proposed location of the array site including the presence of cranes alongside movements to and from the	**Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the proposed location of the array site including the presence of cranes, alongside movements to and from the

Viewpoint 4	Dun Laoghaire, East Pier (see Figure 15.17.4)	
	landfall at Poolbeg Peninsula, resulting from the installation of offshore export cables and towing of offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Low -Negligible** (medium-small in scale, short-term and intermediate / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the northern part of the array site and deployment of construction / decommissioning vessels. This would be seen from Dublin Bay, extending down the coastline to Dalkey Island alongside the existing nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks and the backdrop of a well-lit settlement. The resultant magnitude of change has been assessed as **Low- Negligible** (medium-small in scale, short-term and intermediate / localised in terms of geographical extent). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the southeast with the WTGs and OSSs most visible. The array site would occupy 22.08˚ of the view at 26 km away to the south / southeast beyond Dalkey / Dalkey Island. The WTGs and OSSs would appear to form an extension to Dalkey Island and headland merging with the urban edge of Dublin's southeastern suburbs and contrasting with a more naturalised ridgeline associated with Dalkey and Killiney Hill and associated obelisk. Over half the array site would either be fully or partially screened by the headland; with tipping occurring for just under a quarter of the array site. WTG Option A presents a	landfall at Poolbeg Peninsula, resulting from the installation of offshore export cables and towing of offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Low -Negligible** (medium--small in scale, short-term and intermediate / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the northern part of the array site and deployment of construction / decommissioning vessels. This would be seen from Dublin Bay, extending down the coastline to Dalkey Island alongside the existing nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks and the backdrop of a well-lit settlement. The resultant magnitude of change has been assessed as **Low -Negligible** (medium-small in scale, short-term and intermediate / localised in terms of geographical extent). **Operation / Maintenance:** The CPW Project's offshore infrastructure would be visible to the southeast with the WTGs and OSSs most visible. The array site would occupy 22.42˚ of the view at 26 km away to the south/ southeast beyond Dalkey / Dalkey Island. The WTGs and OSSs would appear to form an extension to Dalkey Island and headland merging with the urban edge of Dublin's southeastern suburbs and contrasting with a more naturalised ridgeline associated with Dalkey and Killiney Hill and associated obelisk. Over half the array site would either be fully or partially screened by the headland; with tipping occurring for a quarter of the array site. WTG Option B presents a slightly more

Viewpoint 4	Dun Laoghaire, East Pier (see Figure 15.17.4)	
	slightly less organised and unbalanced layout than WTG Option B. The WTGs appear evenly spaced though there would be variation between the left and right of the array site. The right of the array site which is visible would present a more oblique angle of view with rows of WTGs and clustering of WTGs including to the centre array site. There would be no apparent outliers and foreshortening would not be discernible. Both Dalkey Island and Muglins Lighthouse would appear in front of the array site and would be difficult to “read" in isolation as illustrated in **Figure 15.17.4 a, b and c (wireframe and photomontage)** see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and localised in terms of geographic extent). The array site would be a noticeable change in the view with the addition of several features, though medium-small in size and scale, spanning over a narrow horizontal field of view of the overall view and seen in the distance above the horizon. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the northern and central part of the array site would be visible at dusk, during the night and at dawn and seen in context with existing lighting offshore, including transient marine vessels, particularly shipping, ferry and fishing vessels exiting and entering Dublin Port, alongside lighthouses extending down the coastline to Dalkey Island with onshore lighting associated with Dublin’s suburbs (refer to **Figure 15.11 Night-time light pollution**) see **Appendix 15.10 SLVIA Figures**. Lighting would appear faint, in some cases flickering because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. Lighting would cause a greater extent of the view to be lit intermittently but would be seen in the distance and in context with relatively high levels of light pollution already experienced from this	organised and balanced layout than WTG Option A. The WTGs appear evenly spaced though there would be variation between the left and right of the view; the right of the view would present a more oblique angle of the array site with rows of WTGs and clustering of WTGs including to the centre array. There would be no apparent outliers and foreshortening would not be discernible. Both Dalkey Island and Muglins Lighthouse would appear in front of the array site and would be difficult to “read" in isolation as illustrated in **Figure 15.17.4 d, e, f and g (wireframe and photomontage)** see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and localised in terms of geographic extent). The array site would be a noticeable change in the view with the addition of several features, though medium-small in size and scale, spanning over a narrow horizontal field of view of the overall view and seen in the distance above the horizon. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the northern and central part of the array site would be visible at dusk, during the night and at dawn and seen in context with existing lighting offshore, including transient marine vessels, particularly shipping, ferry and fishing vessels exiting and entering Dublin Port, alongside lighthouses extending down the coastline to Dalkey Island with onshore lighting associated with Dublin’s suburbs (refer to **Figure 15.11 Night-time light pollution**) see **Appendix 15.10 SLVIA Figures**. Lighting would appear faint, in some cases flickering because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. Lighting would generate cause a greater extent of the view to be lit intermittently but would be seen in the distance and in context with relatively high levels of light pollution already

Viewpoint 4	Dun Laoghaire, East Pier (see Figure 15.17.4)	
	location. The resultant magnitude of change has been assessed as **Low - Negligible** (medium-small in scale, long-term and localised in terms of geographical extent).	experienced from this location. The resultant magnitude of change has been assessed as **Low -Negligible** (medium-small in scale, long-term and localised in terms geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD with potential for further tipping to the right of centre of the array site, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD with potential for further tipping to the right of centre of the array site, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect:	**WTG Option A:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Low - Negligible** for construction / decommissioning (day / night) resulting in a **Not significant (not significant**) effect. During operation / maintenance (day) the magnitude of change has been assessed as **Medium-Low** generating a **Moderate – Slight** (not significant) effect whilst operation / maintenance (nighttime) has been as assessed as **Low -Negligible** resulting in a **Not Significant** (**not significant)** effect. **Note: WTG Option A would be marginally worst case compared to Option B.**	**WTG Option B:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Low - Negligible** for construction / decommissioning (day / night) resulting in a **Not significant (not significant**) effect. During operation / maintenance (day) the magnitude of change has been assessed as **Medium-Low** generating a **Moderate – Slight** (not significant) effect whilst operation / maintenance (nighttime) has been assessed as **Low -Negligible** resulting in a **Not Significant** (**not significant)** effect.

Table 6 Viewpoint 5: Killiney Hill Obelisk - Assessment

Viewpoint 5	**Killiney Hill Obelisk (see Figure 15.17.5)**				
Grid co-ordinates:	725965, 725584 (ITM)	**Distance to nearest WTG:**	22.8 km	**Direction to the array site :**	Southeast
Seascape Character Type:	RSCA15 Dublin Bay	**Landscape Receptor:**	TCA 6 Killiney Bay		
Designation:	Prospects to be Preserved - Killiney Hill from Vico Road, Station Road and the East Pier (Table 8.1 of Dun Laoghaire – Rathdown County Development Plan 2022-2028)	**Visual Receptors:**	Walkers Visitors		
Baseline					
Location:	Killiney Hill marks the southernmost headland of Dublin Bay and is a popular destination for recreational walkers. It is easily accessed from Dublin by the DART train, which links east coast settlements with the city. The hill is accessed from a nearby car park and a network of tarmac paths with interpretation boards and benches to take in the views. This hill is next to Dalkey Hill, and together they form Killiney Hill Park.				
Sensitivity:	This viewpoint is representative of the views from Killiney Hill and Dalkey Hill, popular summits accessed by walkers and visitors to Killiney Hill Park. Views towards the hill are also protected from Vico Road, Station Road and the East Pier in the county development plan and presented on OS Ireland mapping reflecting its formal recognition. Value of Killiney Hill and Dalkey Hill have been assessed as of Local / County importance. Susceptibility has been assessed as **High** as walkers and visitors' attention would be focussed on the views of the surrounding landscape and seaward views. Overall, visual sensitivity has been assessed as **High-Medium**.				
Existing View:	The hill summit is at 153 m AOD next to an 18th Century obelisk. This panoramic 360-degree viewpoint is elevated above the settlement of Scalpwilliam to the west and Killiney to the southwest. Panoramic views can be experienced of the surrounding coastline and seawards onto Dublin Bay. To the north, the horseshoe outline of Dublin Bay is clearly visible, extending towards Howth Head and includes views across Dublin including views of Dublin's Waste to Energy Plant and stacks associated with the decommissioned Poolbeg Power Station. Dalkey Island with its Martello tower and Muglins lighthouse lies to the northeast with the three storey Georgian terrace prominent at Sorrento Point. To the east, regular vessels passing on the southern approach to Dublin Port can be seen along with vessels on the northern approach near Howth Head. Southwards, the view is framed by the coastline including Bray Head, and distinctive hills of the Wicklow Mountains including the Great Sugar Loaf inland. Bray is discernible along with the east coast rail line. At night, although the area of the viewpoint is not lit, nearby settlements would generate skyglow, which combined with the navigation lights on vessels, buoys and lighthouses alter the level of dark skies experienced from this location. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution see Appendix 15.10 SLVIA Figures**.				

Viewpoint 5	Killiney Hill Obelisk (see Figure 15.17.5)	
Assessment		
Magnitude of Change:	**WTG Option A**	**WTG Option B**
	Construction / Decommissioning: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site including the presence of cranes. Works would be temporary in nature, short term in duration and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, short-term and intermediate / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the offshore development area and deployment of construction / decommissioning vessels. This would be seen from Killiney Bay, Sorrento Point across to Bray Head, alongside the nighttime presence of vessels and intermittent lighting from Muglins lighthouse. The resultant magnitude of change has been assessed as **Low** (medium in scale, short-term and intermediate / localised in terms of geographical extent, given the wider presence of construction / decommissioning vessels alongside the array site). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the southeast with the WTGs and OSSs most visible. The array site would occupy 25.84˚ of the view at 22.8 km away. The offshore infrastructure would appear as two distinct developments offset from a central row of WTGs which are clustered.	**Construction / Decommissioning:** During construction /decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site including the presence of cranes. Works would be temporary in nature, short term in duration and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, short-term and intermediate / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime**: Temporary construction / decommissioning / safety lighting would be visible intermittently associated with the offshore development area and deployment of construction / decommissioning vessels. This would be seen from Killiney Bay, Sorrento Point across to Bray Head, alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks. The resultant magnitude of change has been assessed as **Low** (medium in scale, short-term and intermediate / localised in terms of geographical extent, given the wider presence of construction / decommissioning vessels alongside the array site). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the southeast with the WTGs and OSSs most visible. The array site would occupy 26.17˚ of the view at 22.7 km away. The offshore infrastructure would appear as two distinct developments offset from a central row of WTGs which are clustered. WTGs would be relatively balanced and organised to the right of the centre of the array site whilst to the left the array site

Viewpoint 5	Killiney Hill Obelisk (see Figure 15.17.5)	
	WTGs would be relatively balanced and organised to the right of the centre of the array site whilst to the left the array site would appear cluttered, disorganised and unbalanced with one group of WTGs clustered to the immediate right of centre. One outlier would be apparent to the right of the view. There would be no tipping or foreshortening compared to WTG Option B as illustrated in **Figure 15.17.5 a, b and c** (**wireframe and photomontage)** see **Appendix 15.11 Visualisations.** The array site would be offset from Arklow Wind Farm (commissioned June 2004) which lies to the right of the view and partially screened by Bray Head. The extent of the elevated view affected would run from the section of coastline between Sorrento Point and Shankill to Bray Head. Views of the WTGs and OSSs would not feature in views towards Killiney Hill noted in the county development plan for protection, due to being in the opposite direction. The resultant magnitude of change has been assessed as **Medium** (medium in scale, long-term and localised in terms of geographic extent). The offshore infrastructure would be a prominent change in the view with the addition of several features appearing in the middle distance though spanning over a narrow horizontal field of view of the overall view and would be seen above the horizon. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine vessels and Muglins lighthouse alongside onshore lighting associated with Bray (refer to **Figure 15.11, Night-time light pollution)** see **Appendix 15.10 SLVIA Figures.** Lighting would appear to flicker because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised in terms of geographical extent).	would appear slightly cluttered and unbalanced. One outlier would be apparent to the right of the view. The view appears slightly foreshortened given the relative size of the WTGs compared to WTG Option A, though there would be no tipping as illustrated in **Figure 15.17.5 d, e, f and g (wireframe and photomontage)** see **Appendix 15.11 Visualisations**. The array site would be offset from Arklow Wind Farm (commissioned June 2004) which lies to the right of the view and partially screened by Bray Head. The extent of the elevated view affected would run from the section of coastline between Sorrento Point and Shankill to Bray Head. Views of the WTGs and OSS would not feature in views towards Killiney Hill noted in the county development plan for protection, due to being in the opposite direction. The resultant magnitude of change has been assessed as **Medium** (medium in scale, long-term and localised in terms of geographic extent). The offshore infrastructure would be a prominent change in the view with the addition of several features appearing in the middle distance though spanning over a narrow horizontal field of view of the overall view and would be seen above the horizon. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine vessels and Muglins lighthouse alongside onshore lighting associated with Bray (refer to **Figure 15.11, Night-time light pollution**) see **Appendix 15.10 SLVIA Figures.** Lighting would appear to flicker because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised in terms of geographical extent).

Viewpoint 5	Killiney Hill Obelisk (see Figure 15.17.5)	
LoD	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect:	**WTG Option A:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Medium-Low** for construction / decommissioning (day) resulting in a **Moderate-Slight (not significant**) effect, with construction/decommissioning (nighttime) assessed as a **Low** magnitude of change resulting in a **Slight (not significant**) effect. During operation / maintenance (day) the magnitude of change has been assessed as **Medium** generating a **Moderate** (not significant) effect whilst operation / maintenance (nighttime) has been assessed as **Low** resulting in a **Slight** (**not significant)** effect. **Note:** WTG Option A would be marginally worst case compared to WTG Option B.	**WTG Option B:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Medium-Low** for construction / decommissioning (day) resulting in a **Moderate-Slight (not significant**) effect, with construction/decommissioning (nighttime) assessed as a **Low** magnitude of change resulting in a **Slight (not significant**) effect. During operation / maintenance (day) the magnitude of change has been assessed as **Medium** generating a **Moderate** (not significant) effect whilst operation / maintenance (nighttime) has been assessed as **Low** resulting in a **Slight** (**not significant)** effect.

Table 7 Viewpoint 6: Carrickgollogan Hill - Assessment

Viewpoint 6	**Carrickgollogan Hill (see Figure 15.17.6)**				
Grid co-ordinates:	723052, 720097 (ITM)	**Distance to nearestWTG:**	22.8 km	**Direction to the array site:**	Southeast
Seascape Character Type:	N/A	**Landscape Receptor:**		LCA 11 Ballyman	
Landscape Designation:	Prospects to be Preserved – Carrickgollogan Hill – views from Bray Road (Shankill to Bray area), Ballyman Road, and from the Enniskerry Road (south of Kiltiernan Village) (Table 8.1 of Dun Laoghaire – Rathdown County Development Plan 2022-2028) High Amenity Area – Objective G (Dun Laoghaire – Rathdown County Development Plan 2022-2028) Viewpoint close to specific viewpoint identified on OS Ireland Discovery Series Maps	**Visual Receptors:**		Walkers Visitors	

Baseline	
Location:	The summit of Carrickgollogan Hill is at 276 m AOD, west of Shankill. The hill is a popular recreational area with a network of footpath trails forming part of the Carrickgollogan Forest Trail. There is also a single lane road (Murphy's Lane) that allows vehicle access close to the summit with two car parking areas. There are historic sites on this hill, notably a prehistoric wedge tomb, and historic chimney.
Sensitivity:	This viewpoint is representative of the views from Carrickgollogan Hill, a popular summit accessed by walkers and visitors. Views towards the hill are also protected from Bray Road (Shankill to Bray area), Ballyman Road, and from the Enniskerry Road (south of Kiltiernan Village in the county development plan. Value of views from Carrickgollogan Hill has been assessed to be of **Local / County** importance in terms of landscape designations, given the level of use, site observations and protected prospects. Susceptibility has been assessed to be of **High** as walkers and visitors' attention would be focussed on the views of the surrounding landscape and seaward views. Overall, visual sensitivity has been assessed as **High-Medium**.
Existing View:	This viewpoint is elevated and from the summit there are far reaching views across the coastline and seawards. To the north, Dublin Bay is visible, framed by Howth

Viewpoint 6	Carrickgollogan Hill (see Figure 15.17.6)	
	Head to the northeast and Dalkey and Killiney Hills mark the high ground to the south of the bay. The decommissioned Poolbeg Power Generating Station stacks plus Dublin's Waste to Energy Plant are visible in the distance, with views of Killiney Obelisk, Dalkey Island and the prominent three storey Georgian Terrace at Sorrento Point to the northeast. To the east below in the foreground is the settlement of Shankill partially screened by foreground woodland and beyond the large expanse of the Irish Sea. Southwards, the view is framed by the coastline including Bray Head, and distinctive hills of the Wicklow Mountains including the Little and Great Sugar Loaf inland. Bray is discernible along with the sections of the DART rail line leading to Greystones. At night, the area of the viewpoint is not lit, however, nearby settlement creates skyglow, which combined with the navigation lights on vessels, buoys, and lighthouses in the seascape to the east, alter the level of dark skies experienced from this location. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution** see **Appendix 15.10 SLVIA Figures.**	
Assessment		
Magnitude of Change:	**WTG Option A**	**WTG Option B**
	Construction / Decommissioning: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site including the presence of cranes, alongside movements to and from the landfall at Poolbeg Peninsula, resulting from the installation of offshore export cables and towing of offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium- Low** (medium in scale, short-term and intermediate / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the entire array site and deployment of construction / decommissioning vessels	**Construction / Decommissioning:** During construction t/ decommissioning here would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site including the presence of cranes, alongside movements to and from the landfall at Poolbeg Peninsula, resulting from the installation of offshore export cables and towing of offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, short-term and intermediate / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the entire array site and deployment of

Viewpoint 6	Carrickgollogan Hill (see Figure 15.17.6)	
	to and from the landfall alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks. The resultant magnitude of change has been assessed as **Low** (medium in scale, short-term (up to 2 years) and intermediate / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Operation / Maintenance**: The CWP Project's offshore infrastructure would be visible to the southeast with the WTGs and OSSs most visible. The array site would occupy 29.82˚ of the view at 22.8 km away. The offshore infrastructure would appear cluttered, slightly unbalanced and disorganised. To the left and right of the centre of the array site WTGs would be clustered. Whilst a proportion of the array site would be screened by Bray Head; roughly a third of the array site would be partially visible above the headland, with tipping. The WTGs would appear on the skyline and above the ridgeline of Bray Head and introduce an uncharacteristic feature into what appears on higher ground to be naturalistic, as illustrated in **Figure 15.17.6 a, b and c (wireframe and photomontage)** see **Appendix 15.11 Visualisations**. There would be no foreshortening compared to WTG Option B. The WTGs and OSS would not feature in views towards Carrickgollogan Hill noted in the county development plan for protection due to being in the opposite direction. The extent of the elevated view affected would run from the section of coastline between Sorrento Point and Shankill to Bray Head. The resultant magnitude of change has been assessed as **Medium** (medium in scale, long-term and localised in terms of geographic extent). The offshore infrastructure would be a prominent change in the view with the addition of several features appearing in the middle distance, though spanning	construction / decommissioning vessels to and from the landfall alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks. The resultant magnitude of change has been assessed as **Low** (medium-small in scale, short-term (up to 2 years) and intermediate / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the southeast with the WTGs and OSSs most visible. The array site would occupy 30.01˚ of the view at 22.8 km away. The offshore infrastructure would appear cluttered, slightly unbalanced and disorganised. To the right of the centre of the array site WTGs would be clustered. Whilst a proportion of the array site would be screened by Bray Head; roughly a third of the array site would be partially visible above the headland, with tipping. The WTGs would appear on the skyline and above the ridgeline of Bray Head. For Option B the view appears to be foreshortened given the height of the WTGs. The WTGs would also introduce an uncharacteristic feature into what appears, on higher ground to be naturalistic, as illustrated in **Figure 15.17.6 d, e, f and g** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The WTGs and OSS would not feature in views towards Carrickgollogan Hill noted in the county development plan for protection due to being in the opposite direction. The extent of the elevated view affected would run from the section of coastline between Sorrento Point and Shankill to Bray Head. The resultant magnitude of change has been assessed as **Medium** (medium in scale, long-term and localised in terms of geographic extent). The offshore infrastructure would be a prominent change in the view with the addition of several features appearing in

Viewpoint 6	Carrickgollogan Hill (see Figure 15.17.6)	
	over a narrow horizontal field of view of the overall view and would be seen above the horizon. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine vessels and Muglins lighthouse, alongside onshore lighting associated with Bray (refer to **Figure 15.11 Night-time light pollution**) see **Appendix 15.10 SLVIA Figures**. Lighting would appear to flicker because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised in terms of geographical extent).	the middle distance, though spanning over a narrow horizontal field of view of the overall view and would be seen above the horizon. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine vessels and Muglins lighthouse, alongside onshore lighting associated with Bray (refer to **Figure 15.11 Night-time light pollution**) see **Appendix 15.10 SLVIA Figures**. Lighting would appear to flicker because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised in terms of geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD with potential for further tipping to the right of centre the array site, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD with potential for further tipping to the right of centre of the array site, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect:	**WTG Option A:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Medium-Low** for construction / decommissioning (day) resulting in a Moderate-**Slight (not significant**) effect and a **Low** magnitude of change for construction / decommissioning (night) resulting in a **Slight (not significant**) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **Medium** generating a **Moderate** (not significant) effect whilst the magnitude of change for operation / maintenance (nighttime) has been assessed as **Low** resulting in a **Slight** (**not significant)** effect.	**WTG Option B:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Medium-Low** for construction / decommissioning (day) resulting in a Moderate-**Slight (not significant**) effect and a **Low** magnitude of change for construction / decommissioning (night) resulting in a **Slight (not significant**) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **Medium** generating a **Moderate** (not significant) effect whilst the magnitude of change ofr operation / maintenance (nighttime) has been assessed as **Low** resulting in a **Slight** (**not significant)** effect.

Viewpoint 6	Carrickgollogan Hill (see Figure 15.17.6)	
	Note: Neutral no difference between WTG Option A or WTG Option B.	

Table 8 Viewpoint 7: Bray Promenade - Assessment

Viewpoint 7	**Bray Promenade (see Figure 15.17.7)**				
Grid co-ordinates:	727140, 718537 (ITM)	**Distance to nearest WTG:**	18.4 km	**Direction to the array site:**	Southeast
Seascape Character Type:	RSCA14 - Irish Sea, Sandbanks and Broad Bays	**Landscape Receptor:**		TCA 6V Bray	
Landscape Designation:	No landscape designations though the viewpoint falls within Bray Town Coastal Cell (1) (Wicklow County Development Plan 2022-2028)	**Visual Receptors:**		Walkers Visitors Users of the intertidal zone	

Baseline	
Location:	Bray Promenade is a popular sea front dividing the settlement of Bray and beach. This is a traditional seaside town with hotels, restaurants, bars, and beachside amenities next to the promenade.
Sensitivity:	This viewpoint is representative of the views that people experience from the promenade which is a popular area for walkers, visitors and recreational users and has been assessed as of **Local / County** Value based on levels of use and site observations. Susceptibility has been assessed as **High** as walkers and visitors' attention would be focussed on seaward views. Overall, visual sensitivity has been assessed as **High-Medium**.
Existing View:	From the promenade, views extend along the beach towards the headland at Dalkey and Sorrento Point with the prominent three storey Georgian terrace visible as well as Dalkey Island, its martello tower and Muglins Island, with Howth Head and Baily lighthouse appearing beyond. From here, the sea horizon extends to the southeast until Bray Head which forms a distinctive promontory towering above Bray. Inland, views are limited by the sea frontages of nearby buildings. The linear edge of the Welsh coastline is just discernible in the far distance. At night-time this area is lit by streetlights and there is considerable light spill from adjacent sea front buildings reducing the level of darkness experienced. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution,** see **Appendix 15.10 SLVIA Figures**.

Assessment		
Magnitude of Change:	**WTG Option A**	**WTG Option B**
	Construction / Decommissioning: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including	**Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack

Viewpoint 7	Bray Promenade (see Figure 15.17.7)	
	Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the proposed location of the array site including the presence of cranes. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, short-term and localised / intermediate in terms of geographical extent). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the entire array site and deployment of construction / decommissioning vessels to and from the landfall seen alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks. The resultant magnitude of change has been assessed as **Low** (medium in scale, short-term (up to 2 years) and localised / intermediate in terms of geographical extent). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the southeast with the WTGs and OSSs most visible. It would occupy 34.5˚ of the view at 18.4 km away. WTG Option A would appear slightly more unbalanced and less organised compared to WTG Option B. Clustering would occur throughout the layout. Whilst approximately a quarter of the offshore infrastructure would be screened by Bray Head; there would be some tipping to the right of the view with blades visible above the lower elevations of the headland. No outliers would be discernible from this view. The WTGs would also introduce an uncharacteristic feature into what appears, on higher ground to be naturalistic as illustrated in	Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the proposed location of the array site including the presence of cranes. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium**- **Low** (medium-small in scale, short-term and localised / intermediate in terms of geographical extent). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the entire array site and deployment of construction / decommissioning vessels to and from the landfall seen alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks. The resultant magnitude of change has been assessed as **Low** (medium in scale, short-term (up to 2 years) and localised / intermediate in terms of geographical extent). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the southeast with the WTGs and OSSs most visible. It would occupy 34.72˚ of the view at 18.4 km away. WTG Option B would appear slightly more balanced and organised compared to WTG Option A though clustering would still be evident and views slightly foreshortened. Whilst approximately a quarter of the offshore infrastructure would be screened by Bray Head; there would be some tipping to the right of the view with blades visible above the lower elevations of the headland. No outliers would be discernible from this view. The WTGs would also introduce an uncharacteristic feature into what appears, on higher ground to be naturalistic as illustrated **in Figure 15.17.7 d, e, f and g and h, k to n**

Viewpoint 7	Bray Promenade (see Figure 15.17.7)	
	Figure 15.17.7 a, b and c and h, i and j (**wireframe and photomontage day and night**), see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **Medium** (medium in scale, long-term and localised / intermediate in terms of geographic extent). The offshore infrastructure would be a prominent change in the view with the addition of several features appearing in the middle distance and seen sitting above the horizon, though spanning over a narrow horizontal field of view of the overall view. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine vessels and Muglins lighthouse, alongside onshore lighting associated with Bray (refer to **Figure 15.11, Night-time light pollution**) see **Appendix 15.10 SLVIA Figures**. Lighting would appear to flicker because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised / intermediate in terms of geographical extent).	(**wireframe and photomontage day and night**), see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **Medium** (medium in scale, long-term and localised / intermediate in terms of geographic extent). The offshore infrastructure would be a prominent change in the view with the addition of several features appearing in the middle distance and seen sitting above the horizon, though spanning over a narrow horizontal field of view of the overall view. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine vessels and Muglins lighthouse, alongside onshore lighting associated with Bray (refer to **Figure 15.11, Night-time light pollution**) see **Appendix 15.10 SLVIA Figures**. Lighting would appear to flicker because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised / intermediate in terms of geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD with potential for further tipping to the right of centre of the array site, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD with potential for further tipping to the right of centre of the array site, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect:	**WTG Option A:** Sensitivity has been assessed as **High-Medium**, and magnitude of change for construction / decommissioning (day) has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (**not significant)** effect. The magnitude of change for construction /	**WTG Option B:** Sensitivity has been assessed as **High-Medium**, and magnitude of change for construction / decommissioning (day) has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (**not significant)** effect. The magnitude of change for construction / decommissioning

Viewpoint 7	Bray Promenade (see Figure 15.17.7)	
	decommissioning (nighttime) has been assessed as **Low** resulting in a **Slight** (**not significant)** effect. During operation the magnitude of change has been assessed as **Medium** (day) resulting in a **Moderate** (not significant) effect and operation / maintenance (nighttime) has been assessed as **Low** resulting in a **Slight** (**not significant)** effect. **Note: WTG Option A would be marginally worst case compared to WTG Option B.**	(nighttime) has been assessed as **Low** resulting in a **Slight** (**not significant)** effect. During operation the magnitude of change has been assessed as **Medium** (day) resulting in a **Moderate** (not significant) effect. and operation / maintenance (nighttime) has been assessed as **Low** resulting in a **Slight** (**not significant)** effect.

Table 9 Viewpoint 8: Bray Head - Assessment

Viewpoint 8	**Bray Head (see Figure 15.17.8)**				
Grid co-ordinates:	728062, 717274 (ITM)	**Distance to nearest WTG:**	17.1 km	**Direction to the array site:**	East
Seascape Character Type:	RSCA14 - Irish Sea, Sandbanks and Broad Bays	**Landscape Receptor:**		LC 1. Mountains and Lakeshore AONB LA1c The Bray Mountains Group	
Landscape Designation:	Bray Head Special Amenity Area Order Prospect of Special Amenity Value or Special Interest (6) (Wicklow County Development Plan 2022-2028) Bray-Greystones Cliff Walk & (66) R761 East of Kilruddery Estate (Wicklow County Development Plan 2022-2028) The Bray Mountains Group AONB Bray Head Coastal Cell (2) (Wicklow County Development Plan 2022-2028)	**Visual Receptors:**		Walkers Visitors	
Baseline					
Location:	This viewpoint is located on Bray Head near the cross and is accessible from the Bray – Greystones Coastal Path or a network of paths leading from Bray.				
Sensitivity:	This viewpoint is representative of the views that people experience from the summit and Bray – Greystones Cliff Walk and is popular with walkers and visitors. The viewpoint is also located within the Bray Head Special Amenity Area which recognises the outstanding beauty, recreational and natural value of the headland. Also at a Country Development level, the viewpoint falls under The Bray Mountain Group AONB and lies close to Prospect 6 Bray-Greystones Cliff Walk (not open at the time of the site visit.). The viewpoint has been assessed as of National / International value. Susceptibility has been assessed as **High** as walkers and visitors' attention would be focussed on seaward views. Overall, visual sensitivity has been assessed as **High**.				
Existing View:	Open and elevated views over the surrounding landscape and seascape can be obtained. To the north, elevated views across the foreground settlement of Bray follow the coastline towards Dalkey and Sorrento Point with the prominent three storey Georgian terrace visible as well as Dalkey Island, its martello tower and Muglins Island, to Dun Laoghaire and Dublin beyond with Howth Head and Baily				

Viewpoint 8	Bray Head (see Figure 15.17.8)	
	lighthouse appearing in the distance. Moving eastwards, the large expanse of the Irish Sea forms the main focal point with regular vessels passing, sailing parallel with the coastline. Views to the south are limited because of the foreground landform which forms Bray Head. Looking inland, landform rises to the Wicklow Mountains to the southwest, and Dublin Hills to the west and northwest. At night-time, this viewpoint is not lit but is affected by skyglow from nearby Bray below, as well as artificial lighting from coastal settlements and roads to the north which affects the levels of darkness experienced. Regular passing vessels to the south also contribute to light pollution experienced from this location. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution,** see **Appendix 15.10 SLVIA Figures.** .	
Assessment		
Magnitude of Change:	**WTG Option A**	**WTG Option B**
	Construction / Decommissioning: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the proposed location of the array site, including the presence of cranes and extending along the OfTI as the offshore export cables are installed towards the landfall at Poolbeg Peninsula and offshore infrastructure towed. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term and intermediate in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the entire array site and deployment of construction / decommissioning vessels to and from the landfall, alongside the nighttime presence of vessels and intermittent lighting from lighthouses on	**Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the proposed location of the array site, including the presence of cranes and extending along the OfTI as the offshore export cables are installed towards the landfall at Poolbeg Peninsula and offshore infrastructure towed. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term and intermediate in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the entire array site and deployment of construction / decommissioning vessels to and from the landfall, alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks. The

Viewpoint 8	Bray Head (see Figure 15.17.8)	
	peninsulas, islands and rocks. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term and intermediate in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the east with the WTGs and OSSs most visible. It would occupy 36.99˚ of the view at 16.1 km away. The entire array site would be visible. WTG Option A would appear slightly less balanced and less organised compared to WTG Option B with clustering evident to the left and right of the array site as well as in the centre, exacerbated by the comparative number of WTGs compared to WTG Option B. Outliers would be discernible particularly to the right of the view as illustrated in **Figure 15.17.8 a, b and c** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **High-Medium** (large -medium in scale, long-term and intermediate in terms of geographic extent). The array site would be a prominent change in the view with the addition of several features appearing in the middle distance, though spanning over a moderate horizontal field of view of the overall view and would be seen sitting just below the horizon. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine vessels and Muglins lighthouse, alongside onshore lighting associated with Bray (refer to **Figure 15.11, Night-time light pollution**) see **Appendix 15.10 SLVIA Figures**. Lighting would appear to flicker because of being viewed beyond rotating blades and due	resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term and intermediate in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the east with the WTGs and OSSs most visible. It would occupy 37.18˚ of the view at 17.1 km away. The entire array site would be visible. WTG Option B would appear slightly more balanced and organised compared to WTG Option A though clustering would still be evident to the left and right of the array site as well as in the centre. Outliers would be discernible particularly to the right of the view as illustrated in **Figure 15.17.8 d, e, f and g** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **High**-**Medium** (large -medium in scale, long-term and in terms of geographic extent). The array site would be a prominent change in the view with the addition of several features appearing in the middle distance, though spanning over a moderate horizontal field of view of the overall view and would be seen sitting just below the horizon. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine vessels and Muglins lighthouse, alongside onshore lighting associated with Bray (refer to **Figure 15.11, Night-time light pollution**) see **Appendix 15.10 SLVIA Figures**. Lighting would appear to flicker because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Medium-**

Viewpoint 8	Bray Head (see Figure 15.17.8)	
	to the intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent).	**Low** (medium-small in scale, long-term and intermediate in terms geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect:	**WTG Option A:** Sensitivity has been assessed as **High** and magnitude of change for phases - construction / decommissioning (day and nighttime) has been assessed as **Medium - Low-**resulting in a **Moderate** (**not significant)** effect. During operation (day) the magnitude of change has been assessed as **High-Medium** (day) resulting in **Significant** (significant) effect and at nighttime during operation/ maintenance the magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate** (not significant) effect. **Note: Option A would be marginally worst case compared to Option B.**	**WTG Option B:** Sensitivity has been assessed as **High** and magnitude of change for phases - construction / decommissioning (day and nighttime) has been assessed as **Medium – Low** resulting in a **Moderate** (**not significant)** effect. During operation (day) the magnitude of change has been assessed as **High-Medium** (day) resulting in **Significant** (significant) effect and at nighttime during operation/ maintenance the magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate** (not significant) effect.

Table 10 Viewpoint 9: Great Sugar Loaf - Assessment

Viewpoint 9	**Great Sugar Loaf (see Figure 15.17.9)**				
Grid co-ordinates:	723705, 713112 (ITM)	**Distance to nearestWTG:**	20.7 km	**Direction to thearray site:**	East
Seascape Character Type:	RSCA14 - Irish Sea, Sandbanks and Broad Bays	**Landscape Receptor:**		LC1. Mountains and Lakeshore Area of Outstanding Natural Beauty (AONB) – LA 1c The Bray Mountains Group	
Landscape Designation:	The Mountain Uplands AONB (Wicklow County Development Plan 2022-2028)	**Visual Receptors:**		Walkers	
Baseline					
Location:	This viewpoint represents views from the summit of the Great Sugar Loaf Mountain at 501 m AOD and located in the northeast of the Wicklow Mountain range. Accessed via a network of paths, leading from surrounding roads and car parks.				
Sensitivity:	This viewpoint is representative of elevated views obtained by people from the summit. The viewpoint is located within a Mountains and Lakeshore AONB identified in the Wicklow County Development Plan for its outstanding beauty and views. Value has been assessed as of **Local / County** importance in terms of landscape. Susceptibility has been assessed as **High** as walkers and visitors' attention would be focussed on seaward views. Overall, visual sensitivity has been assessed as **High-Medium**.				
Existing View:	This viewpoint is a 360 panoramic view inland, but due to its elevation, seaward views of the Irish Sea to the east form an important component of the overall view obtained. From the summit looking north, the sweeping curve of Dublin Bay is visible terminating at Howth Head in the distance with Bailey Lighthouse and Ireland Eye discernible features. There are extensive views across Dublin including Poolbeg and the landfall with both Dublin Waste to Energy Plant and stacks associated with Poolbeg Decommissioned Power Station visible. In the mid distance is the headland of Dalkey and Sorrento Point with the prominent row of whitewashed Georgian townhouses visible alongside, Dalkey Island and Martello tower and Muglins lighthouse which form the southern extent of Dublin Bay. South of Dalkey Island, the coastline is orientated north to south with the settlement of Bray prominent. Bray Head with Little Sugar Loaf in the foreground provides a natural barrier to the heavily developed north, and the less developed southern coastline which comprises a mix of arable and pastoral fields and forestry interspersed with coastal towns of Greystones to the east and Wicklow to the southeast. Looking west farmland forms the foreground, and the Wicklow Mountains rise beyond with Three Rock Mountain and associated aerial masts discernible. In the distance, Arklow Wind Farm (commissioned June 2004) can be observed to the southeast of Wicklow on clear days. The viewpoint location is set back inland from the coast and due to its elevated undeveloped nature, there are limited sources of artificial light in its vicinity. However, the surrounding area is heavily lit to the northeast covering Dublin, Dun Laoghaire				

Viewpoint 9	Great Sugar Loaf (see Figure 15.17.9)	
	and Bray, resulting in significant skyglow in this direction. To the south of Bray Head, the landscape is less developed with skyglow reduced to the coastal towns of Gray and Wicklow. Other sources of artificial lighting include hamlets and farms in the surrounding landscape, vehicles travelling along roads and distant views of marine vessels sailing parallel to the coastline to the east and entering / exiting Poolbeg. Lighthouses on headlands, harbours, islands are also perceptible including Wicklow lighthouse to the south. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution** see **Appendix 15.10 SLVIA Figures**.	
Assessment		
Magnitude of Change:	**WTG Option A**	**WTG Option B**
	Construction / Decommissioning: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site including the presence of cranes, alongside visible movements to and from the landfall at Poolbeg Peninsula, resulting from the installation of offshore export cables, alongside the assembly of the WTGs and OSSs which includes the towing of such infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change during construction / decommissioning has been assessed as **Medium-Low** (medium in scale, short-term and intermediate in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site).	**Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site including the presence of cranes, , alongside visible movements to and from the landfall at Poolbeg Peninsula, resulting from the installation of offshore export cables, alongside the assembly of the WTGs and OSSs which includes the towing of such infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change during construction / decommissioning has been assessed as **Medium-Low** (medium in scale, short-term and intermediate in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site).
	Construction / Decommissioning Nighttime: Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced in context with onshore lighting from Dublin's coastal suburbs and coastal towns as well as transient	**Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction vessels increasing the extent of light pollution in seaward views. Nighttime views would be experienced in context with onshore lighting from Dublin's coastal suburbs and coastal towns as well as transient marine vessel

Viewpoint 9	Great Sugar Loaf (see Figure 15.17.9)	
	marine vessel and static lighthouses. The resultant magnitude of change during construction / decommissioning has been assessed as **Medium-Low** (medium in scale, short-term (up to 2 years) and intermediate in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site).	and static lighthouses. The resultant magnitude of change during construction / decommissioning has been assessed as **Medium-Low** (medium in scale, short-term (up to 2 years) and intermediate in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site).
	Operation / Maintenance: The CWP Project's offshore infrastructure would be visible to the east on the sea horizon and occupy 36.11˚ of the view at 20.8 km. The offshore infrastructure would be relatively organised and balanced with WTGs and OSSs perceived at a similar height and below the horizon. There would be some clustering of WTGs particularly to the right of centre of the view with outliers to the left and right of the view notable. No foreshortening or tipping would occur in this view compared to WTG Option B, as illustrated in **15.17.9 a, b and c** (**wireframe and photomontage**). The resultant magnitude of change has been assessed as **High-Medium** (large-medium in scale, long-term and intermediate in terms of geographical extent). The CWP Project's offshore infrastructure would be a notable to prominent change in the view with the addition of several features, would be large-medium in size and scale though spanning over a moderate horizontal field of view and would be seen in the middle distance and below the horizon.	**Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the east on the sea horizon and occupy approximately 36.13˚ of the view at 20.7 km. The offshore infrastructure would be relatively organised and balanced with WTGs and OSSs perceived at a similar height and below the horizon. There would be some clustering of WTGs and outliers to the left and right of the view would be notable. Views would be foreshortened due to the size of the WTGs compared to WTG Option A. No tipping would occur in this view, as illustrated in **15.17.9 d, e, f and g** (**wireframe and photomontage**). The resultant magnitude of change has been assessed as **High-Medium** (large-medium in scale, long-term and intermediate in terms of geographical extent). The CWP Project's offshore infrastructure would be a notable to prominent change in the view with the addition of several features, would be large-medium in size and scale though spanning over a moderate horizontal field of view and would be seen in the middle distance and below the horizon.
	Operation / Maintenance Nighttime: Permanent navigational markings and aviation lighting would be visible at dusk, during the night and at dawn and appear to flicker because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. The array site would generate additional sources of lighting seaward causing a greater extent of the view to be lit intermittently. The offshore infrastructure's lighting would be seen in context with medium to high levels of	**Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting would be visible at dusk, during the night and at dawn and appear to flicker because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. The array site would generate additional sources of lighting seaward causing a greater extent of the view to be lit intermittently. The offshore infrastructure's lighting would be seen in context with medium to high levels of

Viewpoint 9	Great Sugar Loaf (see Figure 15.17.9)	
	onshore light pollution already experienced from this location, including the transient movement of marine vessels and static presence of lighthouses. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent).	onshore light pollution already experienced from this location, including the transient movement of marine vessels and static presence of lighthouses. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect:	**WTG Option A:** Sensitivity has been assessed as **High** and magnitude of change for phases - construction / decommissioning (day / night) and operation/ maintenance (nighttime) has been assessed as **Medium-Low-**resulting in a **Moderate-Slight** (**not significant)** effect. During operation / maintenance (day) the magnitude of change has been assessed as **High**-**Medium** (day) resulting in **Significant** (significant) effect whilst the magnitude of change on operation / maintenance (nighttime) has been assessed as **Medium-Low** resulting in a **Moderate**-**Slight** (**not significant)** effect.	**WTG Option B:** Sensitivity has been assessed as **High** and magnitude of change for phases - construction / decommissioning (day / night) and operation/ maintenance (nighttime) has been assessed as **Medium-Low-**resulting in a **Moderate-Slight** (**not significant)** effect. During operation / maintenance (day) the magnitude of change has been assessed as **High**-**Medium** (day) resulting in **Significant** (significant) effect whilst the magnitude of change on operation / maintenance (nighttime) has been assessed as **Medium-Low** resulting in a **Moderate**-**Slight** (**not significant)** effect. **Note: WTG Option B would be marginally worst case compared to WTG Option A.**

Table 11 Viewpoint 10: Greystones - Assessment

Viewpoint 10	**Greystones (see Figure 15.17.10)**				
Grid co-ordinates:	729466, 713041 (ITM)(daytime)	**Distance to nearestWTG:**	15.0 km	**Direction to the array site:**	East
Seascape Character Type:	RSCA14 - Irish Sea, Sandbanks and Broad Bays	**Landscape Receptor:**		TCA 6a Greystones	
Landscape Designation:	There are no landscape designations however this area is referred to as Greystones Town Coastal Cell (4) (Wicklow County Development Plan 2022-2028)	**Visual Receptors:**		Walkers Visitors Users of Intertidal Zone	
Baseline					
Location:	Greystones is a coastal town situated south of Dublin, in commutable distance and connected to the capital by the DART train. There is a harbour that was redeveloped in 2011 to create a large marina and facilities for the sailing club, and walkways along the harbour walls. North and south of the harbour; and beyond the promenades are sandy beaches referred to as North and South Beaches. There are several new apartment blocks and houses being built with coastal views, as part of the redevelopment plan. Greystones is connected to Bray by a coastal footpath, which is a popular walking route.				
Sensitivity:	This viewpoint is representative of the views that people experience from Greystones harbour and promenades; popular areas for walkers, visitors and recreational users and has been assessed to be of **Local / County** Value, based on levels of use and site observations. Susceptibility has been assessed as **High** as walkers and visitors' attention would be focussed on seaward views. Overall, visual sensitivity has been assessed as **High-Medium**.				
Existing View:	Located on the north pier walkway, which is a popular destination for a walk, the view to the north is across Greystones Bay to the Cliff Manor headland with Little Sugar Loaf a prominent feature inland to the northwest. Discernible in the distance further north is Sorrento Point with its prominent whitewashed Georgian townhouses, Daley Island and Martello tower and Howth beyond. Looking east is the expanse of the Irish Sea and to the southeast Greystones Headland. To the south and west is the town of Greystones, and beyond the town, the land rises to the Wicklow Mountains which form the backdrop to the west. At night-time this area is lit by streetlights and there is considerable light spill from adjacent sea front buildings, reducing the level of darkness experienced. Seaward views are of Muglins Lighthouse near Dalkey Island, Bailey Lighthouse off Howth headland and Kish Bank Lighthouse further east (31 m high and approximately 19.5 km from the viewpoint), alongside the transient presence of marine vessels and views across headlands to other settlement edges. The extent of light pollution is				

Viewpoint 10	Greystones (see Figure 15.17.10)	
	reflected on **Figure 15.11 Night-time light pollution see Appendix 15.10 SLVIA Figures**.	
Assessment		
Magnitude of Change:	**WTG Option A**	**WTG Option B**
	Construction / Decommissioning: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction / decommissioning of Offshore infrastructure around the proposed location of the array site alongside the presence of cranes with the movements to and from the landfall at Poolbeg Peninsula (including the towing of offshore infrastructure), through views across to the landfall would not be apparent from this location. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium** (Medium in scale, short-term and wide / intermediate in terms of geographical extent, given the wider presence of construction / decommissioning vessels alongside the array site. **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced from Greystones, though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change has been assessed as **Medium** (Medium in scale, short-term (up to 2 years) and wide / intermediate in terms of geographical extent given the wider presence of	**Construction / Decommissioning**: During construction /decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the proposed location of the array site alongside the presence of cranes with the movements to and from the landfall at Poolbeg Peninsula (including the towing of offshore infrastructure, though views across the landfall would not be apparent from this location. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium** (medium in scale, short-term and wide / intermediate in terms of geographical extent, given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced from Greystones, though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change has been assessed as **Medium** (Medium in scale, short-term (up to 2 years) and wide / intermediate in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site.

Viewpoint 10	Greystones (see Figure 15.17.10)	
	construction / decommissioning vessels alongside the array site. **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the east, in the middle of the view between headlands, occupying around 44.71˚ of the view at 15.0 km. The WTGs and OSS would be most visible with the array site appearing as two distinct parts split by a central row of towers which are clustered. WTG Option A would be perceived from this view as relatively organised and balanced compared to WTG Option B though there would be outliers to the far left and right of the view. There would be no perception of foreshortening or tipping as illustrated in **Figure 15.17.10 a, b and c and h, i and j** (**wireframe and photomontage day and night**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **High** (large in scale, long-term and intermediate in terms of geographical extent). The offshore infrastructure would be a prominent change in the view with the addition of several features, would be large in size and scale, spanning over a wide to intermediate horizontal field of view of the overall view, and seen in the middle distance sitting on the horizon. **Operation / Maintenance Nighttime:** The CWP Project's offshore infrastructure would generate additional sources of lighting from permanent navigational markings and aviation lighting visible at dusk, during the night and at dawn. The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently, although it would be seen in context with existing lighting offshore, including transient marine vessels alongside lighthouses either close to headlands or remote (Kish Bank) and medium levels of onshore light pollution already experienced from this location. The resultant magnitude of change has been assessed as **Medium-Low**	**Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the east, in the middle of the view between headlands, occupying around 44.75˚ of the view at 15.0 km. The WTGs and OSS would be most visible and appear compared to WTG Option A would be slightly less organised or balanced visually with the clustering of WTGs to the left of centre in the view and to the far right of the view. Outliers would be visible to the far left and right. There would be no perception of foreshortening or tipping as illustrated in **Figure 15.17.10 d, e, f and g and h, k to n** (**wireframe and photomontage day and night**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **High** (large in scale, long-term and wide in terms of geographical extent). The offshore infrastructure would be a prominent change in the view with the addition of several features, would be of large in size and scale, spanning over a wide to intermediate horizontal field of view of the overall view, and seen in the middle distance sitting on the horizon. **Operation / Maintenance Nighttime:** The CWP Project's offshore infrastructure would generate additional sources of lighting from permanent navigational markings and aviation lighting visible at dusk, during the night and at dawn. The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently, although it would be seen in context with existing lighting offshore, including transient marine vessels alongside lighthouses either close to headlands or remote (Kish Bank) and medium levels of onshore light pollution already experienced from this location. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent).

Viewpoint 10	Greystones (see Figure 15.17.10)	
	(medium-small in scale, long-term and intermediate in terms of geographical extent).	
LoD	There would be subtle variations in the layout as a consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect:	**WTG Option A:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Medium** for construction / decommissioning (day / night) resulting in a **Moderate (not significant**) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **High** generating a **Very Significant** (significant) effect whilst the magnitude of change for operation / maintenance (nighttime) has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (**not significant)** effect.	**WTG Option B:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Medium** for construction / decommissioning (day / night) resulting in a **Moderate (not significant**) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **High** generating a **Very Significant** (significant) effect whilst the magnitude of change for operation / maintenance (nighttime) has been assessed as Medium-**Low** resulting in a **Moderate-Slight** (**not significant)** effect. **Note: WTG Option B would be marginally worst case compared to WTG Option A.**

Table 12 Viewpoint 11: Kilcoole - Assessment

Viewpoint 11	**Kilcoole (see Figure 15.17.11)**				
Grid co-ordinates:	731178, 707983 (ITM)	**Distance to nearest WTG**	13.4 km	Direction to the array site:	East
Seascape Character Type:	RSCA14 - Irish Sea, Sandbanks and Broad Bays	**Landscape Receptor:**		TCA 6b Kilcoole	
Landscape Designation:	Coastal Area AONB (Wicklow County Development Plan 2022 -2028) Prospects of Special Amenity Value – (7) Railway from Greystones to Wicklow town (Wicklow County Development Plan 2022 -2028) Reference is made to The Murrough Coastal Cell (6) (Wicklow County Development Plan 2022 - 2028)	**Visual Receptors:**		Walkers Users of intertidal Zone Railway Commuters	

Baseline	
Location:	This viewpoint represents the views obtained from the railway station and a beach located to the east of the settlement of Kilcoole. The beach is accessed by a crossing point at the station over the railway and includes a waymarked footpath at the top of the beach, which connects Kilcoole to Greystones.
Sensitivity:	This viewpoint is representative of the views that people experience from the beach and railway station, which is a popular area for walkers and visitors and is located within an AONB and has been assessed as of **Local / County** value. Susceptibility has been assessed as **High** as walkers and visitors' attention would be focussed on seaward views. Overall, visual sensitivity has been assessed as **High-Medium**.
Existing View:	Located on the Greystones to Wicklow Trail adjacent to Kilcoole Beach and Railway Station. Looking north the railway line runs parallel to the footpath and beach and extends into the distance towards Bray Head. To the south, the beach extends parallel to the coastline and train tracks towards Wicklow Head. The large expanse of the Irish Sea to the east forms the main focal point in views. At night-time, artificial lights are from lighting at the railway line, and inland towards Kilcoole and isolated properties. Regular shipping passing parallel with the coastline can also be observed. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution** see **Appendix 15.10 SLVIA Figures**.

Viewpoint 11	Kilcoole (see Figure 15.17.11)	
Assessment		
Magnitude of Change:	**WTG Option A**	**WTG Option B**
	Construction / Decommissioning: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the proposed location of the array site including the presence of cranes, alongside movements to and from the landfall at Poolbeg Peninsula to the north and towing of offshore infrastructure, though views of the landfall would not be apparent from this location. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium** (large in scale, short-term and wide in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced from Kilcoole Beach, though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change has been assessed as **Medium** (large in scale, short-term (up to 2 years) and wide in terms of geographical extent). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the east, in the middle of the	**Construction / Decommissioning**: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the proposed location of the array site including the presence of cranes, alongside movements to and from the landfall at Poolbeg Peninsula to the north and towing of offshore infrastructure, though views of the landfall would not be apparent from this location. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium** (large in scale, short-term and wide in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction /decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced from Kilcoole Beach, though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change has been assessed as **Medium** (large in scale, short-term (up to 2 years) and wide in terms of geographical extent). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the east, in the middle of the view between headlands, occupying

Viewpoint 11	Kilcoole (see Figure 15.17.11)	
	view between headlands, occupying around 57.47˚ of the view at 13.4 km. WTG Option A would be visible and appear compared to WTG Option B as more organised and balanced visually with the clustering of WTGs to the left of centre and to the right of the view. There would be groups of outliers visible to the left and right of the centre of the array site. There would be no foreshortening or tipping as illustrated in **Figure 15.17.11 a, b and d** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **High** (large in scale, long-term and wide in terms of geographical extent). The offshore infrastructure would be a prominent change in the view with the addition of several features, would be of large in size and scale spanning over a wide horizontal field of view of the overall view and would be seen in the middle distance sitting on the horizon. **Operation / Maintenance Nighttime:** The CWP Project's offshore infrastructure would generate additional sources of lighting from permanent navigational markings and aviation lighting visible at dusk, during the night and at dawn. The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently although it would be seen in context with existing lighting offshore, including transient marine vessels alongside lighthouses either close to headlands or remote (Kish Bank) and medium levels of onshore light pollution already experienced from this location. The resultant magnitude of change has been assessed as **Medium-Low** (Medium-small in scale, long-term and wide in terms of geographical extent).	around 57.5˚ of the view at 13.4 km. The entire array site would be visible and appear compared to WTG Option A as less organised and unbalanced visually with the clustering of WTGs to the left of centre and to the right of the view. There would be groups of outliers visible to the left and right of the centre of the array site. There would be no foreshortening or tipping as illustrated in **Figure 15.17.11 d, e, f and g** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **High** (large in scale, long-term and wide in terms of geographical extent). The offshore infrastructure would be a prominent change in the view with the addition of several features, would be large in size and scale spanning over a wide horizontal field of view of the overall view and would be seen in the middle distance sitting on the horizon. **Operation / Maintenance Nighttime:** The CWP Project's offshore infrastructure would generate additional sources of lighting from permanent navigational markings and aviation lighting visible at dusk, during the night and at dawn. The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently although it would be seen in context with existing lighting offshore, including transient marine vessels alongside lighthouses either close to headlands or remote (Kish Bank) and medium levels of onshore light pollution already experienced from this location. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and wide in terms of geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.

Viewpoint 11	Kilcoole (see Figure 15.17.11)	
Significance of Effect:	**WTG Option A:** The sensitivity has been assessed as **High-Medium**. During construction / decommissioning (day and night) the magnitude of change has been assessed as **Medium** generating a **Moderate** (not significant effect. During operation/ maintenance (day) the magnitude of change has been assessed as **High** generating a **Very Significant** (significant) effect whilst the magnitude of change on operation / maintenance (nighttime) has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (**not significant)** effect.	**WTG Option B:** The sensitivity has been assessed as **High-Medium**. During construction / decommissioning (day and night) the magnitude of change would be **Medium** generating a **Moderate** (not significant effect. During operation/ maintenance (day) the magnitude of change has been assessed as **High** generating a **Very Significant** (significant) effect whilst the magnitude of change on operation / maintenance (nighttime) has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (**not significant)** effect. **Note: WTG Option B would be marginally worst case compared to WTG Option A.**

Table 13 Viewpoint 12: Six Mile Point - Assessment

Viewpoint 12	**Six Mile Point (see Figure 15.17.12)**				
Grid co-ordinates:	731686, 703934 (ITM)	**Distance to nearest WTG:**	13.2 km	**Direction to the array site :**	East
Seascape Character Type:	RSCA14 - Irish Sea, Sandbanks and Broad Bays	**Landscape Receptor:**		LA 2a. The Northern Coastal Area	
Landscape Designation:	Coastal Areas AONB (Wicklow County Development Plan 2022 - 2028) Prospects of Special Amenity Value – (7) Railway from Greystones to Wicklow town (Wicklow County Development Plan 2022 - 2028) Reference is made to The Murrough Coastal Cell (6) (Wicklow County Development Plan 2022 - 2028)	**Visual Receptors:**		Walkers Users of intertidal Zone Residents Railway Commuters	
Baseline					
Location:	Six Mile Point is the name of a point on Leamore Lower Bay Beach, near the small settlement of Newcastle in County Wickford. The settlement of Newcastle is inland, separated from the beach by a road running east to west, called the Sea Road. Close to Six Mile Point is the Newcastle Aerodrome, and there is a Nature Reserve (Birdwatch Ireland's East Coast Nature Reserve) to the south of the Sea Road, also close to the beach. At the end of Sea Road there is a car park, and a single building (the old station house now a residential property) next to the Dublin to Rosslare Main Line linking with the DART line. Crossing the train track, there is a small break in the sea wall allowing access to the beach.				
Sensitivity:	This viewpoint is a popular walking route accessed by walkers and is located within an AONB and of **Local / County** value. Susceptibility has been assessed as **High** as walkers' attention would be focussed on the views of the surrounding landscape / seascape. Overall, visual sensitivity has been assessed as **High-Medium**.				
Existing View:	Views to the north are along the railway line which runs parallel to the Greystones to Wicklow Trail and beach and extends into the distance towards Bray Head with Howth Head visible beyond. Inland Great and Little Sugar Loaf are visible to the northwest. To the south, views are focussed on the coastline and train tracks towards Wicklow Head and associated lighthouses are visible on the skyline. The large expanse of the Irish Sea to the east forms the main focal point in views.				

Viewpoint 12	Six Mile Point (see Figure 15.17.12)	
	At night-time, artificial lights are from lighting at the railway line, and inland towards Kilcoole and isolated properties. Regular shipping passing parallel with the coastline can also be observed. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution** see **Appendix 15.10 SLVIA Figures.**	
Assessment		
Magnitude of Change:	**WTG Option A**	**WTG Option B**
	Construction / Decommissioning: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the proposed location of the array site including the presence of cranes and extending along the OfTI as the offshore export cables are installed towards the landfall at Poolbeg Peninsula and offshore infrastructure is towed. Views of the landfall itself would not be apparent from this location. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium** (large in scale, short-term and wide in terms of geographical extent, given the wider presence of construction / decommissioning vessels alongside the array site). **Construction /Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced from Six Mile Point though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change has been assessed as **Medium** (large in scale,	**Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the proposed location of the array site including the presence of cranes and extending along the OfTI as the offshore export cables are installed towards the landfall at Poolbeg Peninsula and offshore infrastructure is towed. Views of the landfall itself would not be apparent from this location. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium** (large in scale, short-term and wide in terms of geographical extent, given the wider presence of construction /decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / safety lighting would be visible intermittently associated with the array site and deployment of construction vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced from Six Mile Point though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change has been assessed as **Medium** (large in scale, short-term (up to 2 years) and wide in terms of geographical extent given the

Viewpoint 12	Six Mile Point (see Figure 15.17.12)	
	short-term (up to 2 years) and wide in terms of geographical extent given the wider presence of construction vessels alongside the array site). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the east, in the middle of the view between headlands, occupying around 61.91˚ of the view at 13.2 km. The entire array site would be visible though appearing as two separate wind farms, each presented in distinct groups. Visually WTG Option A would appear slightly more organised and balanced compared to WTG Option B though clustering of WTGs would be evident to the left, right and centre of the view. There would be no distinct outliers and tipping would not occur as illustrated in **Figure 15.17.12 a, b and c** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **High** (large in scale, long-term and wide in terms of geographical extent). The array site would be a prominent to very large dominant change in the view with the addition of several features, would be of large size and scale, spanning over a wide horizontal field of view of the overall view and would be seen in the middle distance sitting on the horizon. **Operation / Maintenance Nighttime:** The CWP Project's offshore infrastructure would generate additional sources of lighting from permanent navigational markings and aviation lighting, visible at dusk, during the night and at dawn. The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently although it would be seen in context of some existing lighting offshore, including transient marine vessels alongside lighthouses close to headlands and medium levels of onshore light pollution already experienced from this location. The resultant magnitude of change has been	wider presence of construction vessels alongside the array site). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the east, in the middle of the view between headlands, occupying around 61.97˚ of the view at 13.2 km. The entire array site would be visible though appearing as two separate wind farms, each presented in distinct groups. WTG Option B would appear less organised and unbalanced visually compared to WTG Option A with the clustering of WTGs to the left and right of the view, and particularly clustered just right of centre. The WTGs would appear foreshortened given their height. There would be no distinct outliers and tipping would not occur as illustrated in **Figure 15.17.12 d, e, f and g** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **High** (large in scale, long-term and wide in terms of geographical extent). The array site would be a prominent to very large dominant change in the view with the addition of several features, would be of large size and scale, spanning over a wide horizontal field of view of the overall view and would be seen in the middle distance sitting on the horizon. **Operation / Maintenance Nighttime:** The CWP Project's offshore infrastructure would generate additional sources of lighting from permanent navigational markings and aviation lighting, visible at dusk, during the night and at dawn. The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently although it would be seen in context of some existing lighting offshore, including transient marine vessels alongside lighthouses close to headlands and medium levels of onshore light pollution already experienced from this location. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term

Viewpoint 12	Six Mile Point (see Figure 15.17.12)	
	assessed as **Medium -Low** (medium-small in scale, long-term and wide in terms of geographical extent).	and wide in terms of geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect:	**WTG Option A:** The sensitivity has been assessed as **High-Medium**. During construction / decommissioning (day and night) the magnitude of change has been assessed as **Medium** generating a **Moderate** (not significant effect. During operation/ maintenance (day) the magnitude of change has been assessed as **High** generating a **Very Significant** (significant) effect whilst the magnitude of change on operation / maintenance (nighttime) has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (**not significant)** effect.	**WTG Option B:** The sensitivity has been assessed as **High-Medium**. During construction / decommissioning (day and night) the magnitude of change would be **Medium** generating a **Moderate** (not significant effect. During operation/ maintenance (day) the magnitude of change has been assessed as **High** generating a **Very Significant** (significant) effect whilst the magnitude of change on operation / maintenance (nighttime) has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (**not significant)** effect. **Note: WTG Option B would be marginally worst case compared to WTG Option A.**

Table 14 Viewpoint 13: Wicklow Town Harbour – Assessment

Viewpoint 13	**Wicklow Town Harbour (see Figure 15.17.13)**				
Grid co-ordinates:	732103, 694172 (ITM)(daytime)	**Distance to nearest WTG:**	13.1 km	**Direction to the array site:**	East
Seascape Character Type:	RSCA14 – Irish Sea, Sandbanks and Broad Bays	**Landscape Receptor:**		TCA 6d Wicklow	
Landscape Designation:	There is no landscape designation, however, reference is made to Wicklow Town Coastal Cell (7) (Wicklow County Development Plan 2022-2028) which seeks to seeks to enhance visual, recreational and natural amenities of the Wicklow coastal area.	**Visual Receptors:**		Walkers Visitors	
Baseline					
Location:	Wicklow Town Harbour wall (East Pier) marks the entrance to the River Vartry and harbour. Wicklow is a historic town that is built around the harbour and is still an important part of the town. There are well established industries in the harbour; fishing, cargo and recreational boats, a sailing club, and a RNLI station, as well as several warehouses within the harbour and either side of the river. The centre of the town and residential housing is set back slightly from the harbour, the settlement extent rising on higher ground to the west and northwest. One to four storey properties front the north pier alongside warehouses and light industry. At night-time the harbour is lit by street lights and there is considerable light spill from adjacent sea front buildings, reducing the level of darkness experienced. Seaward views are of occasional intermittent lights from lighthouses and marine vessels. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution** see **Appendix 15.10 SLVIA Figures.**				
Sensitivity:	This viewpoint is a popular walking route accessed by walkers and visitors of **Local / County** value. Susceptibility has been assessed as **High** as walkers' attention would be focussed on the views of the surrounding landscape / seascape. Overall, visual sensitivity has been assessed as **High-Medium.**				
Existing View:	This viewpoint is situated on the harbour wall, which has a walkway and a lighthouse at the harbour entrance. Wicklow lies to the west and to the north, the bay extends into the distance, with some housing and light industry along the waterfront. Beyond Wicklow itself the view is predominately rural. A wide bay forms part of Kilcoole Beach, Six and Five Mile Points with a series of headlands in the distance, including Bray Head. Predominately forested rising ground forms the backdrop to the view with land to the west rising to the Wicklow Mountains with outlying hills closer to the coastal margins, including Great Sugar Loaf; a notable hill inland to the northwest. To the east, is the open expanse of the Irish Sea, to the southeast and close to the				

Viewpoint 13	Wicklow Town Harbour (see Figure 15.17.13)	
	harbour are the remains of the Black Castle on a rocky outcrop. Further to the southeast the view is enclosed by the headland of Bride's Head	
Assessment		
Magnitude of Change:	**WTG Option A**	**WTG Option B**
	Construction / Decommissioning: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for sea bed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site which would include the presence of cranes, alongside movements to and from the landfall at Poolbeg Peninsula resulting from the installation of offshore export cables and the towing of offshore infrastructure though views of the landfall itself would not be apparent from this location. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium** (medium in scale, short-term and intermediate / wide in terms of geographical extent given the wider presence of construction/ decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced from Wicklow, though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change has been assessed as **Medium** (medium in scale, short-term (up to 2 years) and intermediate / wide in terms of	**Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for sea bed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site which would include the presence of cranes, alongside movements to and from the landfall at Poolbeg Peninsula resulting from the installation of offshore export cables and the towing off offshore infrastructure though views of the landfall itself would not be apparent from this location. . Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium** (medium in scale, short-term and intermediate / wide in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced from Wicklow, though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change has been assessed as **Medium** (medium in scale, short-term (up to 2 years) and intermediate / wide in terms of geographical extent given the wider

Viewpoint 13	Wicklow Town Harbour (see Figure 15.17.13)	
	geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the east in the middle of the view, occupying around 47.76˚ of the view at 13.1 km. The view would be slightly oblique and framed by headlands and the rocky outcrop of Black Castle. Visually WTG Option A would present a slightly less organised and unbalanced scheme compared to WTG Option B **(Figure 15.17.13 a, b and c and h, I and j** (**wireframe and photomontage day and night**) see **Appendix 15.11 Visualisations**. Rows of towers to the left and right of the view would appear cluttered and clustering would be evident. Four groups of outliers to the left of the view would be discernible. The southwestern edge of the array site would be more prominent due to distance and the angle of the view. No tipping would occur in this view. The resultant magnitude of change has been assessed as **High-Medium** (large-medium in scale, long-term and intermediate in terms of geographical extent). The CWP Project's offshore infrastructure would be a prominent change in the view with the addition of several features, would be of large-medium in size and scale, spanning over a wide horizontal field of view and would be seen in the middle distance sitting on the horizon. Views would be affected from Wicklow, Wicklow Harbour and Harbour / Wall subject to the location, orientation and presence of intervening vegetation / built form. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting would be visible at dusk, during the night and at dawn and appear to flicker because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. The offshore infrastructure	presence of construction vessels alongside the array site). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the east in the middle of the view, occupying around 47.84˚ of the view at 13.1 km. There would be a slightly oblique view with the view framed by headlands and the rocky outcrop of Black Castle. Whilst WTG Option B would present a more organised and balanced scheme than WTG Option A with towers more evenly spaced, clustering would be discernible particularly to the right of the view. Some outliers would be notable to the left of the view. The southwestern edge of the array site would be more prominent due to distance and the angle of the view. No tipping would occur in this view as illustrated in **Figure 15.17.13 d, e, f and g and k to n** (**wireframe and photomontage day and night**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **High-Medium** (large-medium in scale, long-term and intermediate in terms of geographical extent). The CWP Project's offshore infrastructure would be a prominent change in the view with the addition of several features, would be of large-medium in size and scale, spanning over a wide horizontal field of view and would be seen in the middle distance sitting on the horizon. Views would be affected from Wicklow, Wicklow Harbour and Harbour / Wall subject to the location, orientation and presence of intervening vegetation / built form. **Operation / Maintenance Nighttime**: Permanent navigational markings and aviation lighting would be visible at dusk, during the night and at dawn and appear to flicker because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. The offshore infrastructure would generate additional sources of lighting in seaward views, causing a greater extent of the view to be lit

Viewpoint 13	Wicklow Town Harbour (see Figure 15.17.13)	
	would generate additional sources of lighting in seaward views, causing a greater extent of the view to be lit intermittently. The offshore infrastructure's lighting would be seen in context with medium levels of onshore light pollution already experienced from this location but limited offshore lighting resulting from the transient movement of marine vessels. The resultant magnitude of change has been assessed as **Medium to Low** (medium-small in scale, long-term and intermediate in terms of geographical extent).	intermittently. The offshore infrastructure's lighting would be seen in context with medium levels of onshore light pollution already experienced from this location but limited offshore lighting resulting from the transient movement of marine vessels. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small-in scale, long-term and intermediate in terms of geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect:	**WTG Option A:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Medium** for construction / decommissioning (day / night) resulting in a **Moderate (not significant**) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **High-Medium** generating a **Significant** (significant) effect whilst the magnitude of change on operation / maintenance (nighttime) has been assessed as **Medium-Low** resulting in a **Moderate**-**Slight** (**not significant)** effect. **Note: WTG Option A would be marginally worst case compared to WTG Option B.**	**WTG Option B:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Medium** for construction / decommissioning (day / night) resulting in a **Moderate (not significant**) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **High-Medium** generating a **Significant** (significant) effect whilst the magnitude of change on operation / maintenance (nighttime) has been assessed as **Medium-Low** resulting in a **Moderate**-**Slight** (**not significant)** effect.

Table 15 Viewpoint 14: Djouce Mountain - Assessment

Viewpoint 14	**Djouce Mountain (see Figure 15.17.14)**				
Grid co-ordinates:	717891, 710377 (ITM)	**Distance to nearest WTG:**	26.6 km	**Direction to the array site:**	East
Seascape Character Type:	N/A	**Landscape Receptor:**		LC1. Mountains and Lakeshore AONB – LA1a The Mountain Uplands (AONB)	
Landscape Designation:	Wicklow Mountains National Park (Biodiversity designation – SPA, SAC, NHA & Nature Reserve) Mountains and Lakeshore AONB – The Mountain Uplands (AONB) (Wicklow County Development Plan 2022-2028)	**Visual Receptors:**		Walkers	
Baseline					
Location:	Djouce Mountain is one of the summits in the Wicklow Mountains National Park, south of Dublin. At 725 m AOD, and the 74th highest peak in Ireland, the summit is a popular destination for walkers. The mountain is unusual in that there is a board walk path nearly all the way from the J B Malone layby car park (on the R759 road) to the summit (this is to protect the fragile peat soil from erosion). From the Trig point on the summit there are extensive panoramic views of the surrounding Wicklow mountains, the coastal plain extending from the northeast to southwest, coastline and open seaward views onto the Irish Sea.				
Sensitivity:	This viewpoint is a popular walking route accessed by walkers and is located within the Wicklow Mountains National Park (an ecological designation) and The Mountain Uplands (AONB); value has been assessed as of **Local / County value**. Susceptibility has been assessed as **High** as walkers' attention would be focussed on the views of the surrounding landscape. Overall, visual sensitivity has been assessed as of **High-Medium**.				
Existing View:	This viewpoint is on the rocky summit of Djouce Mountain and elevated with far reaching views. To the north across farmland, woodland and settlements, Dublin Bay is visible in the distance, and the outline of Howth Head to the north of the bay. The headland at Dalkey and Dalkey Island with its martello tower and the three storey Georgian townhouses at Sorrento Point, and the line of bays and headlands along the east coast south of Dublin are clearly visible. To the east is the distinctive profile of the Great Sugar Loaf Mountain, surrounded by farmland and forestry. Beyond this to the east is the coastline and large expanse of the Irish Sea. To the southeast on clear days, Arklow Wind Farm (commissioned June 2004) is visible. Further to the southwest and in the foreground is Varty Reservoir. The viewpoint location is set back inland from the coast and due to its upland nature, there are limited sources of artificial light in its vicinity. However, the surrounding				

Viewpoint 14	Djouce Mountain (see Figure 15.17.14)	
	area to the east extending along the coastline includes a series of settlements linked by a network of roads which are visible at night. Other sources of artificial lighting include hamlets and farms in the surrounding landscape, vehicles travelling along roads and distant views of shipping sailing parallel to the coastline to the east and in and out of Dublin Port. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution** see **Appendix 15.10 SLVIA Figures**.	
Assessment		
Magnitude of Change:	**WTG Option A**	**WTG Option B**
	Construction / Decommissioning: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site and extending along the OfTI as the offshore export cables are installed towards the landfall at Poolbeg Peninsula and offshore infrastructure is towed. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change during construction /decommissioning has been assessed as **Medium**- **Low** (medium in scale, short-term and intermediate / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Construction /Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the entire array site and deployment of construction vessels to and from the landfall alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks. The resultant magnitude of change has been assessed as **Low - Negligible** (medium-small in scale, short-term and intermediate / localised in terms of geographical extent given the wider presence of construction /	**Construction / Decommissioning**: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site and extending along the OfTI as the offshore export cables are installed towards the landfall at Poolbeg Peninsula and offshore infrastructure is towed. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change during construction / decommissioning has been assessed as **Medium**-**Low** (medium in scale, short-term and intermediate / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the entire array site and deployment of construction / decommissioning vessels to and from the landfall alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks. The resultant magnitude of change has been assessed as **Low -Negligible** (medium-small in scale, short-term and intermediate / localised in terms of geographical extent given the wider

Viewpoint 14	Djouce Mountain (see Figure 15.17.14)	
	decommissioning vessels alongside the array site).	presence of construction vessels alongside the array site).
	Operation / Maintenance: The CWP Project's offshore infrastructure would be visible to the east with the WTGs and OSSs most visible. It would occupy 31.02˚ of the view at 26.7 km away. The entire array site would be visible sitting below the skyline. The WTGs would appear slightly less balanced and organised compared to WTG Option B with clustering evident throughout the view due to the slightly oblique angle of view; WTGs appearing in distinct rows to the left of centre of the array site and more evenly spaced to the right. No outliers would be discernible, and tipping would not occur given the distance of the array site from the headlands as illustrated in **Figure 15.17.14 a, b and c** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The CWP Project's offshore infrastructure would sit in what would be perceived to be a largely naturalistic landscape. The resultant magnitude of change has been assessed as **Medium** (medium in scale, long-term and intermediate in terms of geographic extent). The offshore infrastructure would be a noticeable change in the view with the addition of features appearing in the middle distance, though spanning over a moderate horizontal field of view of the overall view and would be seen sitting below the horizon.	**Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the east with the WTGs and OSSs most visible. It would occupy 30.7˚ of the view at 26.6 km away. The entire array site would be visible sitting below the skyline. The WTGs would appear slightly more balanced and organised compared to WTG Option A though clustering would still be evident to the left of the view based on the view's slightly oblique angle; WTGs appearing in distinct rows to the left of centre of the array site and more evenly spaced to the right. No outliers would be discernible, and tipping would not occur given the distance of the array site from the headlands as illustrated in **Figure 15.17.14 d, e, f and g** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The CWP Project's offshore infrastructure would sit in what would be perceived to be a largely naturalistic landscape. The resultant magnitude of change has been assessed as **Medium** (medium in scale, long-term and intermediate in terms of geographic extent). The offshore infrastructure would be a noticeable change in the view with the addition of features appearing in the middle distance, though spanning over a moderate horizontal field of view of the overall view and would be seen sitting below the horizon.
	Operation / Maintenance Nighttime: Permanent navigational markings and aviation lighting associated with the offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine vessels and Muglins lighthouse alongside onshore lighting associated with Bray (refer to **Figure 15.11 Night-time light pollution**) see **Appendix 15.10 SLVIA Figures**. Lighting would appear to flicker because of being viewed beyond rotating blades and due	**Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine vessels and Muglins lighthouse alongside onshore lighting associated with Bray (refer to **Figure 15.11 Night-time light pollution**) see **Appendix 15.10 SLVIA Figures** . Lighting would appear to flicker because of being viewed beyond rotating blades and due

Viewpoint 14	Djouce Mountain (see Figure 15.17.14)	
	to the intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and intermediate in terms of geographic extent).	to the intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and intermediate in terms of geographic extent).
LoD	There would be subtle variations in the layout as a consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect:	**WTG Option A:** Sensitivity has been assessed as **High-Medium** and magnitude of change has been assessed as **Medium-Low** for construction / decommissioning (day) resulting in a **Moderate-Slight (not significant**) effect. For construction / decommissioning (night) the magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant (not significant**) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **Medium** generating a **Moderate** (not significant) effect). During operation / maintenance (nighttime) the magnitude of change has been assessed as **Low** resulting in a **Slight (not significant**) effect. **Note: WTG Option A would be marginally worst case compared to WTG Option B.**	**WTG Option B:** Sensitivity has been assessed as **High-Medium** and magnitude of change has been assessed as **Medium-Low** for construction / decommissioning (day) resulting in a **Moderate-Slight (not significant**) effect. For construction / decommissioning (night) the magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant (not significant**) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **Medium** generating a **Moderate** (not significant) effect). During operation / maintenance (nighttime) the magnitude of change has been assessed as **Low** resulting in a **Slight (not significant**) effect.

Table 16 Viewpoint 15: Brockagh Mountain - Assessment

Viewpoint 15	**Brockagh Mountain (see Figure 15.17.15)**				
Grid co-ordinates:	710672, 699717	Distance to nearest WTG:	34.2 km	Direction to the Proposed Development:	East
Seascape Character Type:	N/A	Landscape Receptor:		LC 1. Mountains and Lakeshore AONB – LA1a The Mountain Uplands (AONB)	
Landscape Designation:	Mountains and Lakeshore AONB – The Mountain Uplands (AONB) (Wicklow County Development Plan 2022-2028)	Visual Receptors:		Walkers	
Baseline					
Location:	Brockagh Mountain is one of the summits in the Wicklow Mountains National Park, south of Dublin. It is 471 m AOD high and is connected by a spur to Tonelagee Mountain (to the northwest) and is a popular destination for walkers with a cairn at the summit. The lower slopes of the mountain are forested with conifer plantations, and it can be accessed via a network of paths from nearby roads and car parks.				
Sensitivity:	This viewpoint is a popular walking route accessed by walkers and is located within the Wicklow Mountains National Park (an ecological designation) and The Mountain Uplands (AONB); value has been assessed as of **Local / County value**. Susceptibility has been assessed as **High** as walkers' attention would be focussed on the views of the surrounding landscape. Overall, visual sensitivity has been assessed as **High-Medium**.				
Existing View:	Elevated and extensive views over the surrounding area can be experienced from this location including the nearby Wicklow Mountains and distant views to the east of the Irish Sea. At night-time, this area is one of the darker parts of the study area on account of being located further away from the settled coastline. Artificial lighting can be viewed below in the surrounding landscape, associated with isolated properties and vehicles travelling along the road. Towards the east, the lights of settlements emit skyglow and vehicle lights on the network of interconnecting roads. In more distant views, the navigation lights of vessels sailing in the Irish Sea can be seen. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution** see **Appendix 15.10 SLVIA Figures**.				
Assessment					
Magnitude of Change:	**WTG Option A**		**WTG Option B**		
	Construction / Decommissioning: During construction/ decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning		Construction / Decommissioning: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning		

Viewpoint 15	Brockagh Mountain (see Figure 15.17.15)	
	Vessels and cranes) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site and where visible extending along the OfTI, as the offshore export cables are installed towards the landfall at Poolbeg Peninsula and offshore infrastructure towed. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term and intermittent / localised in terms of geographical extent given the wider presence of construction vessels alongside the array site.) **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with part of the array site and deployment of construction / decommissioning vessels to and from the landfall, alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term (up to 2 years) and intermittent / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site.) **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the east with the WTGs and OSSs most visible. It would occupy 25.48˚ of the view at 34.2 km away. The offshore infrastructure would be partially visible largely sitting below the skyline (noting that the central and southern part of the array site would be visible). The WTGs would appear more balanced and organised compared to WTG Option B though clustering would be evident particularly to the right of the array site where WTGs would appear in distinct	Vessels and cranes) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the proposed location of the array site and where visible extending along the OfTI, as the offshore export cables are installed towards the landfall at Poolbeg Peninsula and offshore infrastructure towed. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term and intermittent / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site.) **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with part of the array and deployment of construction / decommissioning vessels to and from the landfall, alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term (up to 2 years) and intermittent / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site.) **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the east with the WTGs and OSSs most visible. It would occupy 25.48˚ of the view at 34.2 km away. The offshore infrastructure would be partially visible largely sitting below the skyline (noting that the central and southern part of the array site would be visible). The WTGs would appear slightly unbalanced and less organised compared to WTG Option A with clustering evident

Viewpoint 15	Brockagh Mountain (see Figure 15.17.15)	
	rows. The WTGs to the left of the centre of the array site would be more evenly spaced. No outliers would be discernible. Tipping would occur in the left of centre of the array site with part of the array site obscured by the headland as illustrated in **Figure 15.17.15 a, b and c** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The offshore infrastructure would sit in what would be perceived to be a largely naturalistic landscape. The resultant magnitude of change has been assessed as **Medium** (medium-in scale, long-term and localised in terms of geographic extent). The offshore infrastructure would be a prominent change in the view with the addition of several features appearing in the middle distance, though spanning over a narrow horizontal field of view in the overall view and seen sitting below the horizon. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine vessels (refer to **Figure 15.11 Night-time light pollution**) see **Appendix 15.10 SLVIA Figures**. Lighting would appear to flicker because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised in terms of geographical extent).	particularly to the right of the array site where WTGs would appear in distinct rows. The WTGs to the left of the centre of the array site would be more evenly spaced. No outliers would be discernible. Tipping would occur in the left of centre of the array site with part of the array site obscured by the headland and views would appear foreshortened given the height of the WTGs as illustrated in **Figure 15.17.15 d, e, f and g** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The offshore infrastructure would sit in what would be perceived to be a largely naturalistic landscape. The resultant magnitude of change has been assessed as **Medium** (medium-in scale, long-term and localised in terms of geographic extent). The offshore infrastructure would be a prominent change in the view with the addition of several features appearing in the middle distance, though spanning over a narrow horizontal field of view in the overall view and seen sitting below the horizon. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine vessels (refer to **Figure 15.11 Night-time light pollution**) see **Appendix 15.10 SLVIA Figures**. Lighting would appear to flicker because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised in terms of geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.

Viewpoint 15	Brockagh Mountain (see Figure 15.17.15)	
Significance of Effect:	**WTG Option A:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Medium-Low** for construction / decommissioning (day) resulting in a **Moderate-Slight (not significant**) effect. For construction / decommissioning (night) the magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant (not significant**) effect. During operation / maintenance (day) the magnitude of change has been assessed as **Medium-** generating a **Moderate** (not significant) effect. For operation / maintenance (night) the magnitude of change has been assessed as **Low** generating a **Slight** (not significant) effect.	**WTG Option B:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Medium-Low** for construction / decommissioning (day) resulting in a **Moderate- Slight (not significant**) effect. For construction / decommissioning (night) the magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant (not significant**) effect. During operation / maintenance (day) the magnitude of change has been assessed as **Medium** generating a **Moderate** (not significant) effect. For operation / maintenance (night) the magnitude of change has been assessed as **Low** generating a **Slight** (not significant) effect. **Note: WTG Option B would be marginally worst case compared to WTG Option A.**

Table 17 Viewpoint 18: Brittas Bay - Assessment

Viewpoint 18	**Brittas Bay (see Figure 15.17.18)**				
Grid co-ordinates	730430 682357 (ITM)	**Distance to nearest WTG**	20.4 km	Direction to the array site	Northeast
Seascape Character Type	RSCA13 - South East Irish Sea	**Landscape Receptor**		LC2. Coastal Area – LA 2a Northern Coastal Area	
Landscape Designation	Coastal Areas AONB (Wicklow County Development Plan 2022 - 2028) Brittas Bay Coastal Cell (9) (Wicklow County Development Plan 2022-2028) Prospects of Special Amenity Value or Special Interest (31) - R750 Wicklow to Arklow (Wicklow County Development Plan 2022-2028)	**Visual Receptors**		Walkers Vistors Users of intertidal zone	
Baseline					
Location	Brittas Bay is a vast 4 km sandy beach on the east coast south of Dublin. It is a very popular beach in the summertime, there is a lifeguard station, and two large car parks with toilets behind the sand dunes close to the beach. The sand dunes are a Special Area of Conservation (SAC), and there is a network of desire line paths through the dunes. There are three caravan parks very close to the beach; Brittas Bay Caravan Park, Stauntons caravan site and Potters Point Caravan Park.				
Sensitivity	This viewpoint is a popular walking route accessed by walkers and is located within the Coastal Areas AONB; value has been assessed as **Local / County**. Susceptibility has been assessed as **High** as walkers and recreational users' attention would be focussed on the views of the surrounding landscape / seascape. Overall, visual sensitivity has been assessed as **High-Medium**.				
Existing View	This beach is long and framed by sand dunes. The northern section of the beach is overlooked by residential properties and two caravan parks. The views from the beach are partially enclosed. To the north the view is enclosed by Potters Point Headland. To the east and southeast the view is open across the Irish Sea and enclosed by Mizen Head Headland to the south. Looking west the view is almost completely obscured by the sand dunes. Arklow offshore windfarm is visible to the southeast.				

Viewpoint 18	Brittas Bay (see Figure 15.17.18)	
	At night-time, lighting is limited to nearby properties and ships passing the coastline. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution see Appendix 15.10 SLVIA Figures**.	
Assessment		
Magnitude of Change	**WTG Option A:**	**WTG Option B:**
	Construction / Decommissioning: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for sea bed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site and extending along the OfTI, as the offshore export cables are installed towards the landfall at Poolbeg Peninsula and offshore infrastructure towed, though views of the landfall and route to it would not be visible from this location. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium- Low** (medium in scale, short-term and intermediate in terms of geographical extent).	**Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for sea bed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site and extending along the OfTI, as the offshore export cables are installed towards the landfall at Poolbeg Peninsula and offshore infrastructure towed, though views of the landfall and route to it would not be visible from this location. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term and intermediate in terms of geographical extent).
	Construction /Decommissioning Nighttime: Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced, though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change has been assessed **Medium-Low** (medium in scale, short-term (up to 2 years) and intermediate in terms of geographical extent).	**Construction / Decommissioning Nighttime**: Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced, though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term (up to 2 years) and intermediate in terms of geographical extent).
	Operation / Maintenance: The CWP Project's offshore infrastructure would be visible to the northeast and appear to adjoin the northern headland of Potters	**Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the northeast, and appear to adjoin the northern headland of Potters

Viewpoint 18	Brittas Bay (see Figure 15.17.18)	
	Point, occupying around 30.65˚ of the view at 20.4 km. The array site would be partially visible though appearing as two separate wind farms offset from a central row of WTGs. WTG Option A would appear slightly more organised and balanced visually compared to WTG Option B with a clustering of WTGs to the left and right part of the array site, as well as within the centre. Whilst there would be no distinct outliers, tipping would occur with about a fifth of WTGs partially visible behind the headland and read in the context of Potters Point Private Resort as illustrated in **Figure 15.17.18 a, b and c** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **Medium** (medium in scale, long-term and intermediate in terms of geographical extent). The offshore infrastructure would be a prominent in the view with the addition of a few new features, would be of medium size and scale, though spanning over a moderate horizontal field of view of the overall view and would be seen in the middle distance sitting above the horizon. The offshore infrastructure would also be seen in context with Arklow Wind Farm (commissioned June 2004). **Operation / Maintenance Nighttime:** The CWP Project's offshore infrastructure would generate additional sources of lighting from permanent navigational markings and aviation lighting visible at dusk, during the night and at dawn. The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently and it would be seen against a darker sky with occasional existing lighting offshore, including transient marine vessels. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent).	Point, occupying around 30.57˚ of the view at 20.4 km. The array site would be partially visible though appearing as two separate wind farms offset from a central row of WTGs. WTG Option B would appear less organised and unbalanced visually compared to WTG Option A with a clustering of WTGs to the left and right part of the array site, as well as within the centre. The WTGs would appear foreshortened given their height. Whilst there would be no distinct outliers, tipping would occur with about a fifth of WTGs partially visible behind the headland and read in the context of Potters Point Private Resort as illustrated in **Figure 15.17.18 d, e, f and g** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **Medium** (medium in scale, long-term and intermediate in terms of geographical extent). The offshore infrastructure would be a prominent change in the view with the addition of a few new features, would be of medium size and scale, though spanning over a moderate horizontal field of view of the overall view and would be seen in the middle distance sitting above the horizon. The offshore infrastructure would also be seen in context with Arklow Wind Farm (commissioned June 2004). **Operation / Maintenance Nighttime**: The CWP Project's offshore infrastructure would generate additional sources of lighting from permanent navigational markings and aviation lighting visible at dusk, during the night and at dawn. The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently and it would be seen against a darker sky with occasional existing lighting offshore, including transient marine vessels. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and

Viewpoint 18	Brittas Bay (see Figure 15.17.18)	
		intermediate in terms of geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect:	**WTG Option A:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Medium-Low** for construction / decommissioning (day / night) resulting in a **Moderate**-**Slight (not significant**) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **Medium-** generating a **Moderate** (not significant) effect. For operation / maintenance (nighttime) the magnitude of change has been assessed as **Medium- Low** generating a **Moderate-Slight** (not significant) effect.	**WTG Option B:** Sensitivity has been assessed as **High-Medium**, and magnitude of change is **Medium** -**Low** for construction / decommissioning (day / night) resulting in a Moderate-**Slight (not significant**) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **Medium-** generating a **Moderate** (not significant) effect. For operation / maintenance (nighttime) the magnitude of change has been assessed as **Medium- Low** generating a **Moderate-Slight** (not significant) effect. **Note: WTG Option B would be marginally worst case compared to WTG Option A.**

Table 18 Viewpoint 19 Arklow Pier (South Side)

Viewpoint 19	**Arklow Pier (South Side) (see Figure 15.17.19)**				
Grid co-ordinates	725471, 672901 (ITM)	**Distance to nearest WTG**	30.8 km	**Direction to the array site**	Northeast
Seascape Character Type	RSCA13 - South East Irish Sea	**Landscape Receptor**		TCA 6L Arklow	
Landscape Designation	There is no landscape designation, however, reference is made to Arklow Town Coastal Cell (11) (Wicklow County Development Plan 2022-2028) which seeks to enhance visual, recreational and natural amenities of the Arklow coastal area.	**Visual Receptors**		Walkers	
Baseline					
Location	Arklow is an historic town, built around the harbour. The River Avoca is the entrance channel to the harbour. The harbour comprises of industrial units and warehouses next to the shore. Arklow is the most southerly train station on the commuter train network to Dublin. There is an award winning (Green Coast Award) sandy beach south of the pier (Arklow south beach). North of the pier are two more beaches, and holiday accommodation in the Arklow Holidays Caravan Park. South of the town is a large quarry (Roadstone Arklow) on Arklow Head headland.				
Sensitivity	This viewpoint is popular recreationally and accessed by walkers. It is **of Local / County** value based on levels of use and site observations. Susceptibility has been assessed as **High** as walkers' attention would be focussed on the views of the surrounding landscape / seascape. Overall, visual sensitivity has been assessed as **High-Medium**.				
Existing View	The view from the pier wall is across Arklow Bay to the beach and holiday park. The view in this direction is enclosed by a series of small headlands to the northeast. To the east is the Irish Sea. Looking south the large quarry on Arklow Head is clearly visible. To the west (north and south) is the town of Arklow, which is relatively flat, and views are obstructed in this direction by intervening buildings. Arklow offshore windfarm is visible to the southeast. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution see Appendix 15.10 SLVIA Figures**.				
Assessment					
Magnitude of Change	**WTG Option A:**		**WTG Option B:**		
	Construction / Decommissioning: During construction / decommissioning		**Construction / Decommissioning:** **During** construction / decommissioning		

Viewpoint 19	Arklow Pier (South Side) (see Figure 15.17.19)	
	there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Low -Negligible** (medium - small in scale, short-term and localised in terms of geographical extent). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced from Arklow though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change has been assessed as **Low-Negligible** (medium - small in scale, short-term (up to 2 years) and localised in terms of geographical extent). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the northeast in the middle of the view, occupying around 21.93˚ of the view at 30.8 km. The offshore infrastructure which would be partially visible would appear to form an extension to what is perceived as a naturalistic headland and intertidal zone with little development. WTG Option A presents a slightly more organised and balanced scheme than WTG Option B though clustering would be discernible, particularly to the right part of the array site where WTGs would appear in distinct rows given the angle of the view. The WTGs to the left of the centre of the	there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Low-Negligible** (medium -small in scale, short-term and localised in terms of geographical extent). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced from Arklow though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change has been assessed as **Low-Negligible** (medium -small in scale, short-term (up to 2 years) and localised in terms of geographical extent). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the northeast in the middle of the view, occupying around 21.84˚ of the view at 30.8 km. The offshore infrastructure which would be partially visible would appear to form an extension to what is perceived as a naturalistic headland and intertidal zone with little development. WTG Option B presents a less organised and unbalanced scheme than WTG Option A with clustering discernible, particularly to the right of the array site where WTGs would appear in distinct rows given the angle of the view. The WTGs to the left of the centre of the array site would appear more evenly spaced. No outliers would be discernible.

Viewpoint 19	Arklow Pier (South Side) (see Figure 15.17.19)	
	array site would appear more evenly spaced. No outliers would be discernible. Tipping would occur to the left part of the array site with roughly half of the array site partially obscured by the headland as illustrated in **Figure 15.17.19 a, b and c** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **Medium – Low** (medium -small in scale, long-term and localised in terms of geographic extent). The offshore infrastructure would be a noticeable change in the view with the addition of new features, would be of medium to small in size and scale, spanning over a narrow horizontal field of view and would be seen in the distance sitting above the horizon. The offshore infrastructure would also be seen in context with Arklow Wind Farm (commissioned June 2004) which sits in the foreground. Views would be affected from Arklow Pier and Arklow, subject to the location, orientation and presence of intervening vegetation / built form. **Operation / Maintenance Nighttime:** The CWP Project's offshore infrastructure would generate additional sources of lighting from permanent navigational markings and aviation lighting visible at dusk, during the night and at dawn. The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently and it would be seen against a darker sky with occasional existing lighting offshore, including transient marine vessels. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised in terms of geographical extent).	Tipping would occur to the left of the array site with roughly half of the array site partially obscured by the headland and views would appear foreshortened given the height of the WTGs as illustrated in **Figure 15.17.19 d,e, f and g** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **Medium – Low** (medium-small in scale, long-term and localised in terms of geographic extent). The offshore infrastructure would be a noticeable change in the view with the addition of new features, would be of medium to small in size and scale, spanning over a narrow horizontal field of view and would be seen in the distance sitting above the horizon. The offshore infrastructure would also be seen in context with Arklow Wind Farm (commissioned June 2004) which sits in the foreground. Views would be affected from Arklow Pier and Arklow, subject to the location, orientation and presence of intervening vegetation / built form. **Operation / Maintenance Nighttime:** The CWP Project's offshore infrastructure would generate additional sources of lighting from permanent navigational markings and aviation lighting visible at dusk, during the night and at dawn. The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently and it would be seen against a darker sky with occasional existing lighting offshore, including transient marine vessels. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised in terms of geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD with potential for further tipping to the left of the array site, however, the extent of change would be insufficient to alter the	There would be subtle variations in the layout because of LoD with potential for further tipping to the left of the array site, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.

Viewpoint 19	Arklow Pier (South Side) (see Figure 15.17.19)	
	magnitude of change and consequential effects.	
Significance of Effect	**WTG Option A:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Low-Negligible** for construction / decommissioning (day) resulting in a **Not significant (not significant**) effect. During construction / decommissioning (night) magnitude of change has been assessed as **Low - Negligible** resulting in a **Not significant (not significant**) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **Medium-Low** generating a **Moderate-Slight** (not significant) effect. For operation/ maintenance (night) the magnitude of change has been assessed as **Low** generating a **Slight** (not significant) effect.	**WTG Option B:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Low-Negligible** for construction / decommissioning (day) resulting in a **Not significant t (not significant**) effect. During construction / decommissioning (night) magnitude of change has been assessed as **Low – Negligible** resulting in a **Not significant (not significant**) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **Medium-Low** generating a **Moderate-Slight** (not significant) effect. For operation/ maintenance (night) the magnitude of change has been assessed as **Low** generating a **Slight** (not significant) effect. **Note: WTG Option B would be marginally worst case compared to WTG Option A.**

Table 19 Viewpoint 20 Kilmichael Point

Viewpoint 20	**Kilmichael Point (see Figure 15.17.20)**				
Grid co-ordinates	725460, 666636 (ITM)	**Distance to nearest WTG**	35.9 km	Direction to the array site	Northeast
Seascape Character Type	RSCA13 - South East Irish Sea	**Landscape Receptor**		LCU 5A Distinctive Landscape – Kilmichael Point	
Landscape Designation	Kilmichael Point is defined as a Distinctive Landscape (Wexford County Development Plan 2022 - 2028) Coastal Zone Landscape Character Type (Wexford County Development Plan 2022 – 2028)	**Visual Receptors**		Walkers Residents	
Baseline					
Location	This viewpoint is located on the headland at Kilmichael Point in Wexford and is accessed from a nearby car park to the west.				
Sensitivity	This viewpoint is a popular walking route accessed by walkers and is located within a Distinctive Landscape identified in the Wicklow County Development Plan and therefore of **Local / County** value. Susceptibility is also **High** as walkers' attention would be focussed on the views of the surrounding landscape / seascape. Overall, visual sensitivity is **High-Medium**.				
Existing View	Open extensive views across the Irish Sea can be obtained from this elevated location which allows views along the coastline to the north and south presenting a series of embayments and headlands and includes views of Arklow Wind Farm (commissioned June 2004). At night-time, artificial lighting can be seen from nearby properties and along the coastline where settlement is situated and vehicles travelling along nearby roads. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution see Appendix 15.10 SLVIA Figures**.				
Assessment					
Magnitude of Change	**WTG Option A**		**WTG Option B**		
	Construction / Decommissioning: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and		**Construction / Decommissioning**: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and		

Viewpoint 20	Kilmichael Point (see Figure 15.17.20)	
	construction or removal of Offshore infrastructure around the array site and extending along the OfTI including the towing of offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. Views would be at a distance and over a short horizontal field of view. The resultant magnitude of change has been assessed as **Negligible** (small in scale, short-term and localised in terms of geographical extent). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced alongside the transient movement of marine vessels. The resultant magnitude of change has been assessed as **Negligible** (small in scale, short-term and localised in terms of geographical extent). **Operation / Maintenance**: The CWP Project's offshore infrastructure would be visible to the northeast, appear slightly offset from the northern headland and occupy 18.52˚ of the view at 35.9 km. The offshore infrastructure would be visible though at a distance with the WTGs presenting a less organised and cluttered view due to the density of WTGs and earth's curvature compared to WTG Option B and this is particularly discernible at the centre of the array site which breaks the horizon. WTGs would be clustered with outliers to the left and right of the view of the array site. The OSSs would not be discernible from this location. There would be no tipping and foreshortening would not apparent as illustrated in **Figure 15.17.20 a, b and c** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **Low** (small in scale, long-	construction or removal of Offshore infrastructure around the array site and extending along the OfTI including the towing of offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. Views would be at a distance and over a short horizontal field of view. The resultant magnitude of change has been assessed as **Negligible** (small in scale, short-term and localised in terms of geographical extent). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced alongside the transient movement of marine vessels. The resultant magnitude of change has been assessed as **Negligible** (small in scale, short-term and localised in terms of geographical extent). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the northeast, appear slightly offset from the northern headland and occupy 18.43˚ of the view at 35.9 km. The offshore infrastructure would be visible though at a distance with the WTGs presenting a slightly more organised and less cluttered view due to the lower number of WTGs particularly at the centre of the array site which breaks the horizon compared to WTG Option A. The WTGs would be clustered with outliers to the left and right of view of the array site. The OSSs would not be discernible from this location. There would be no tipping and foreshortening would not apparent as illustrated in **Figure 15.17.20 d, e, f and g** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **Low** (small in scale, long-

Viewpoint 20	Kilmichael Point (see Figure 15.17.20)	
	term and localised in terms of geographical extent). The offshore infrastructure would appear a small but noticeable change in the view, sitting in the distance above the horizon and affect a narrow horizontal field of view of the overall view. The offshore infrastructure would be seen in context with Arklow Wind Farm (commissioned June 2004) which sits in the foreground. **Operation / Maintenance Nighttime:** The closest WTG navigational markings and aviation lighting would be visible at dusk, during the night and at dawn though these would appear faint with some screened by the sea's horizon due to the curvature of the earth. The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently and it would be seen against a darker sky with occasional existing lighting offshore, including transient marine vessels. The resultant magnitude of change has been assessed as **Low** (small, long-term and localised in terms of geographical extent).	term and localised in terms of geographical extent). The offshore infrastructure would appear a small but noticeable change in the view sitting in the distance above the horizon and affect a narrow horizontal field of view of the overall view. The offshore infrastructure would be seen in context with Arklow Wind Farm (commissioned June 2004) which sits in the foreground. **Operation / Maintenance Nighttime:** The closest WTG navigational markings and aviation lighting would be visible at dusk, during the night and at dawn though these would appear faint with some screened by the sea's horizon due to the curvature of the earth. The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently and it would be seen against a darker sky with occasional existing lighting offshore, including transient marine vessels. The resultant magnitude of change has been assessed as **Low** (small, long-term and localised in terms of geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect	**WTG Option A:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Negligible** for construction / decommissioning (day / night) resulting in a **Not Significant (not significant**) effect. During operation/ maintenance (day and nighttime) the magnitude of change has been assessed as **Low-** generating a **Slight** (not significant) effect. **Note: WTG Option A would be marginally worst case compared to WTG Option B.**	**WTG Option B:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Negligible** for construction / decommissioning (day / night) resulting in a **Not Significant (not significant**) effect. During operation/ maintenance (day and nighttime) the magnitude of change has been assessed as **Low-** generating a **Slight** (not significant) effect.

Table 20 Viewpoint 21 Shankill Beach

Viewpoint 21	**Shankill Beach (see Figure 15.17.21)**				
Grid co-ordinates	726307, 721673 (ITM)	**Distance to nearest WTG**	20.4 km	**Direction to the array site**	Southeast
Seascape Character Type	SCA15 Dublin Bay	**Landscape Receptor**		TCA 7 Shankill	
Landscape Designation	There is no landscape designation, however, in terms of views the WTGs and OSS would not feature in views towards Carrickgollogan Hill noted in the county development plan for protection due to being in the opposite direction.	**Visual Receptors**		Users of intertidal zone Recreational users	

Baseline	
Location	Shankill Beach is a popular visitor attraction accessible to nearby greenspace areas and residential suburbs.
Sensitivity	This viewpoint is a popular walking route accessed by walkers and visitors; value has been assessed as **Local / County** based on levels of use and site observations. Susceptibility has been assessed as **High** as walkers and visitors' attention would be focussed on the views of the surrounding landscape. Overall, visual sensitivity has been assessed as **High-Medium**.
Existing View	This viewpoint is just above sea level and includes open panoramic views of the Irish Sea framed by small headlands to the north and Bray Headland to the south. To the north views extend along the beach towards the headland at Dalkey and Sorrento Point with the prominent three storey Georgian terrace visible as well as Dalkey Island, its martello tower and Muglins Island, with Howth Head and Baily lighthouse appearing beyond. Bray Head forms a distinctive promontory towering above Bray. This area is heavily influenced by artificial lighting at night-time from nearby settlements and lights can be traced around the coastline. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution see Appendix 15.10 SLVIA Figures**.

Assessment		
Magnitude of Change	**WTG Option A**	**WTG Option B**
	Construction / Decommissioning: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including	**Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack

	Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site and extending along the OfTI, as the offshore export cables are installed towards the landfall at Poolbeg Peninsula including the towing of offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term and intermediate / localised in terms of geographical extent). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the entire array site and deployment of construction / decommissioning vessels to and from the landfall, alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks. The resultant magnitude of change has been assessed as **Low** (medium in scale, short-term (up to 2 years) and intermediate / localised in terms of geographical extent). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the southeast with the WTGs and OSSs most visible. It would occupy 30.18˚ of the view at 20.4 km away. The offshore infrastructure would be visible in the middle distance, sit on the horizon and visible just right of centre to the embayment. Despite clustering the arrangement of the WTGs would be more organised and balanced in the centre of the array site compared to the left and right of the array site where there would be outliers. Views would not be not foreshortened and there would be no tipping as illustrated in **Figure 15.17.21 a, b and c (wireframe and photomontage) see**	Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site and extending along the OfTI, as the offshore export cables are installed towards the landfall at Poolbeg Peninsula including the towing of offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium**-**Low** (medium in scale, short-term and intermediate / localised in terms of geographical extent). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the entire array site and deployment of construction / decommissioning vessels to and from the landfall, alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks. The resultant magnitude of change has been assessed as **Low** (medium in scale, short-term (up to 2 years) and intermediate / localised in terms of geographical extent). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the southeast with the WTGs and OSSs most visible. It would occupy 30.46˚ of the view at 20.4 km away. The offshore infrastructure be visible in the middle distance, sit on the horizon and visible just right of centre to the embayment. Despite clustering the arrangement of the WTGs would be more organised and balanced in the centre of the array site compared to the left and right of the array site where there would be outliers. Views would not be foreshortened and there would be no tipping as illustrated in **Figure 15.17.21 d, e, f and g** (**wireframe and photomontage**) **see Appendix 15.11 Visualisations**. The resultant magnitude

	Appendix 15.11 Visualisations. The resultant magnitude of change has been assessed as **Medium** (medium in scale, long-term and intermediate / localised in terms of geographic extent). The offshore infrastructure would be a prominent change in the view with the addition of a number of features appearing in the middle distance, though spanning over a narrow horizontal field of view of the overall view and seen sitting above the horizon. The offshore infrastructure whilst seen in context with both headlands would lie closer to Bray Head and introduce built form which would contrast with the naturalistic headland. The CWP Project's offshore infrastructure however, would not feature in views towards Carrickgollogan Hill noted in the county development plan for protection due to being in the opposite direction. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine vessels and Muglins lighthouse, alongside onshore lighting associated with Bray (refer to **Figure 15.11 Night-time light pollution see Appendix 15.10 SLVIA Figures)**. Lighting would appear to flicker as a result of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and intermediate / localised in terms of geographical extent).	of change has been assessed as **Medium** (medium in scale, long-term and intermediate / localised in terms of geographic extent). The offshore infrastructure would be a prominent change in the view with the addition of a number of features appearing in the middle distance, though spanning over a narrow horizontal field of view of the overall view and seen sitting above the horizon. The offshore infrastructure whilst seen in context with both headlands would lie closer to Bray Head and introduce built form which would contrast with the naturalistic headland. The CWP Project's offshore infrastructure, however, would not feature in views towards Carrickgollogan Hill noted in the county development plan for protection due to being in the opposite direction. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine vessels and Muglins lighthouse, alongside onshore lighting associated with Bray (refer to **Figure 15.11 Night-time light pollution see Appendix 15.10 SLVIA Figures)**. Lighting would appear to flicker as a result of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and intermediate / localised in terms of geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect	**WTG Option A:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as Medium-**Low** for	**WTG Option B:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as Medium-**Low** for

	construction / decommissioning (day) resulting in a Moderate-**Slight (not significant**) effect. During construction / decommissioning (night) magnitude of change has been assessed as **Low** resulting in a **Slight (not significant**) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **Medium** generating a **Moderate** (not significant) effect. For operation / maintenance (nighttime) the magnitude of change has been assessed as **Low** generating a **Slight** (not significant) effect. **Note: No material difference between WTG Option A and WTG Option B.**	construction / decommissioning (day) resulting in a Moderate-**Slight (not significant**) effect. During construction / decommissioning (night) magnitude of change has been assessed as **Low** resulting in a **Slight (not significant**) effect. For operation / maintenance (nighttime) the magnitude of change has been assessed as **Low** generating a **Slight** (not significant) effect.

Table 21 Viewpoint 22 Three Rock Mountain

Viewpoint 22	**Three Rock Mountain (Figure 15.17.22)**				
Grid co-ordinates	717831, 723235 (ITM)	Distance to nearest WTG	28.8 km	Direction to the array site	Southeast
Seascape Character Type	Not applicable	Landscape Receptor		LCA 9 Barnacullia	
Landscape Designation	Prospects to be Preserved – (8) Three Rock Mountain from the Enniskerry Road (Sandyford - Kiltiernan area), Sandyford Village, Ballybrack Road and Marlay Park (Dun Laoghaire – Rathdown County Development Plan 2022 -2028) Barnacullia Landscape Character Area (Dun Laoghaire – Rathdown County Development Plan 2022 -2028) High Amenity Area – Objective G (Dun Laoghaire – Rathdown County Development Plan 2022 -2028)	Visual Receptors		Walkers	
Baseline					
Location	This viewpoint is located at the summit of Three Rock Mountain and easily accessible from surrounding network of paths.				
Sensitivity	This viewpoint is a popular walking route accessed by walkers and visitors with picnic tables and a viewing area; value has been assessed as of **Local / County** value due to levels of use and site observations. Susceptibility has been assessed as **High** as walkers and visitors' attention would be focussed on the views of the surrounding landscape. Overall, visual sensitivity has been assessed as **High-Medium**.				
Existing View	The view is one of elevated panoramic views across to Dublin with Bull Wall and beyond Howth Head and Ireland's Eye prominent features. Dun Laoghaire sits in the middle distance defined by its distinctive harbour and further east along the coastline Bray Head. Open views towards the east can be obtained across rolling farmland to the sea. To the southeast are the prominent coastal hill tops of the Great Sugar Loaf and Little Sugar Loaf which provides screening in views to the south of the sea.				

Viewpoint 22	Three Rock Mountain (Figure 15.17.22)	
	At night-time, settlement and vehicles travelling along nearby roads create light pollution and the coastline is visible traced by lighting. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution see Appendix 15.10 SLVIA Figures**.	
Assessment		
Magnitude of Change	**WTG Option A:**	**WTG Option B:**
	Construction / Decommissioning: During construction /decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site, alongside movements to and from the landfall at Poolbeg Peninsula, resulting from the installation of Offshore export cables and towing of offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Low** (medium in scale, short-term and intermediate / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site.) **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the entire array site and deployment of construction / decommissioning vessels to and from the landfall alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks. The resultant magnitude of change has been assessed as **Low** (medium in scale, short-term (up to 2 years) and intermediate / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site.)	**Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction of Offshore infrastructure around the array site, alongside movements to and from the landfall at Poolbeg Peninsula, resulting from the installation of Offshore export cables and towing of offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed **Low** (medium in scale, short-term and intermediate / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site.) **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the entire array site and deployment of construction / decommissioning vessels to and from the landfall alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks. The resultant magnitude of change has been assessed as **Low** (medium in scale, short-term (up to 2 years) and intermediate / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site.)

Viewpoint 22	Three Rock Mountain (Figure 15.17.22)	
	Operation / Maintenance: The entire CWP Project's offshore infrastructure would be visible to the southeast with the WTGs and OSSs most visible. The array site would occupy 24.67˚ of the view at 28.8 km away. The offshore infrastructure would appear slightly unbalanced and disorganised with some clustering. This level of disorganisation would appear slightly more extensive, based on the higher number of WTGs proposed for WTG Option A compared to WTG Option B. Whilst the offshore infrastructure would appear in the distance it would sit above the horizon and appear to "sit" above dominant landform in the foreground and above the ridgeline of Bray Head. The WTGs would also introduce an uncharacteristic feature into what appears, on higher ground to be naturalistic as illustrated in **Figure 15.17.22 a, b and c** (**wireframe and photomontage**) **see Appendix 15.11 Visualisations**. The extent of the elevated view affected would run from Killiney Head, Bray Head to Little Sugar Loaf. The resultant magnitude of change has been assessed as **Medium** (medium in scale, long-term and intermediate / localised in terms of geographic extent). The array site would be a prominent change in the view with the addition of several features appearing in the middle distance though spanning over a moderate horizontal field of view of the overall view. **Operation / Maintenance Nighttime**: Permanent navigational markings and aviation lighting associated with the entire offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine vessels alongside onshore lighting associated with Bray (refer to **Figure 15.11, Night-time light pollution**) **see Appendix 15.10 SLVIA Figures**. Lighting would appear to flicker as a result of being viewed beyond rotating blades and due to the	**Operation / Maintenance:** The entire CWP Project's offshore infrastructure would be visible to the southeast with the WTGs and OSSs most visible. The array site would occupy 24.84˚ of the view at 28.8 km away. The offshore infrastructure would appear slightly unbalanced and disorganised with some clustering though not as extensive as WTG Option A, based on the lower number of WTGs proposed for WTG Option B. Whilst the offshore infrastructure would appear in the distance it would sit above the horizon and appear to "sit" above dominant landform in the foreground and above the ridgeline of Bray Head. For WTG Option B the view would appear to be foreshortened given the height of the WTGs. The WTGs would also introduce an uncharacteristic feature into what appears, on higher ground to be naturalistic as illustrated in **Figure 15.17.22 d, e, f and g** (**wireframe and photomontage**) **see Appendix 15.11 Visualisations**. The extent of the elevated view affected would run from Killiney Head, Bray Head to Little Sugar Loaf. The resultant magnitude of change has been assessed as **Medium** (medium in scale, long-term and intermediate/ localised in terms of geographic extent). The array site would be a prominent change in the view with the addition of several features appearing in the middle distance though spanning over a moderate horizontal field of view of the overall view. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the entire offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine vessels alongside onshore lighting associated with Bray (refer to **Figure 15.11, Night-time light pollution**) **see Appendix 15.10 SLVAI Figures**. Lighting would appear to flicker as a result of being viewed beyond

Viewpoint 22	Three Rock Mountain (Figure 15.17.22)	
	intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Low** (medium-small in scale, long-term and localised to intermediate in terms of geographical extent).	rotating blades and due to the intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Low** (medium in scale, long-term and localised to intermediate in terms of geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect	**WTG Option A:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Low** for construction / decommissioning (day / night) resulting in a **Slight (not significant**) effect. During operation / maintenance (day) the magnitude of change has been assessed as **Medium** generating a **Moderate** (not significant) effect. For operation / maintenance (nighttime) the magnitude of change has been assessed as **Low** generating a **Slight** (not significant) effect. **Note: WTG Option A would be marginally worst case compared to WTG Option B.**	**WTG Option B:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Low** for construction / decommissioning (day / night) resulting in a **Slight (not significant**) effect. During operation / maintenance (day) the magnitude of change has been assessed as **Medium** generating a **Moderate** (not significant) effect. For operation / maintenance (nighttime) the magnitude of change has been assessed as **Low** generating a **Slight** (not significant) effect.

Table 22 Viewpoint 23 Magheramore Beach

Viewpoint 23	**Magheramore Beach (see Figure 15.17.23)**				
Grid co-ordinates	732932, 688420 (ITM)	**Distance to nearest WTG**	14.6 km	Direction to the array site	Northeast
Seascape Character Type	RSCA13 - South East Irish Sea	**Landscape Receptor**		LC2. Coastal Area – LA2b. Southern Coastal Area	
Landscape Designation	Coastal Areas AONB (Wicklow County Development Plan 2022 - 2028) Coastal Cells: Wicklow Head / Kilpoole (Wicklow County Development Plan 2022 - 2028) Prospects of Special Amenity Value or Special Interest (31) - R750 Wicklow to Arklow (Wicklow County Development Plan 2022 – 2028)	**Visual Receptors**		Recreational users Users of intertidal zone	
Baseline					
Location	Magheramore Beach is a sandy beach, immediately south of Seapark Point headland on the east coast. It is accessed down a pedestrian footpath off the R750. In summer there is an overflow car park in a farmer's field for beach visitors to use. In wintertime, there are few visitors and parking is in a layby on the R750 road. The track down to the beach is wooded, and there are limited views of the beach. This is a popular beach for surfers, and its unspoilt character has made it a film location.				
Sensitivity	This viewpoint is a popular walking route accessed by walkers; value has been assessed as of **Local / County** importance in terms of landscape designation. Susceptibility has been assessed as **High** as walkers' attention would be focussed on the views of the surrounding landscape. Overall, visual sensitivity has been assessed as **High-Medium**.				
Existing View	This beach is framed by headlands with no buildings visible. To the north the beach is enclosed by Seapark Point headland, east is the Irish Sea. Looking south is the headland of Ardmore Point. To the west there is a steep forested slope to the beach, blocking all other views. At night-time, lighting is limited to nearby properties and ships passing the coastline. The extent of light pollution is reflected on **Figure 15.11 Night-time light pollution see Appendix 15.10 SLVIA Figures**.				
Assessment					

Viewpoint 23	Magheramore Beach (see Figure 15.17.23)	
Magnitude of Change	**WTG Option A**	**WTG Option B**
	Construction / Decommissioning: During construction/ decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site including the towing off offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term and intermediate in terms of geographical extent). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced, though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term (up to 2 years) and intermediate in terms of geographical extent). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the northeast, and appear to adjoin the northern headland of Seapark Point, occupying around 40.05˚ of the view at 14.6 km. The array site would be partially visible with approximately a third of the array site screened by the headland. Given the height of the headland relative to the offshore infrastructure no tipping would be discernible. The offshore infrastructure where visible would be slightly less	**Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction / decommissioning of Offshore infrastructure around the array site and extending along the OfTI including he towing of offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term and intermediate in terms of geographical extent). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced, though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term (up to 2 years) and intermediate in terms of geographical extent). **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the northeast, and appear to adjoin the northern headland of Seapark Point, occupying around 40.01˚ of the view at 14.6 km. The array site would be partially visible with approximately a third of the array site screened by the headland. Given the height of the headland relative to the offshore infrastructure no tipping would be discernible. The offshore infrastructure

Viewpoint 23	Magheramore Beach (see Figure 15.17.23)	
	organised and unbalanced compared to WTG Option B as well as cluttered with some evidence of clustering; particularly within the centre of the array site. There would be no clear outliers and no tipping from this location as illustrated in **Figure 15.17.23 a, b and c** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **High-Medium** (large-medium in scale, long-term and intermediate in terms of geographical extent). The offshore infrastructure would be a prominent change in the view with the addition of several features, would be of large-medium size and scale spanning over a moderate horizontal field of view of the overall view and would be seen in the middle distance and sit on the horizon. **Operation / Maintenance Nighttime:** The offshore infrastructure would generate additional sources of lighting from permanent navigational markings and aviation lighting visible at dusk, during the night and at dawn. The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently and it would be seen against a darker sky with occasional existing lighting offshore, including transient marine vessels. The resultant magnitude of change has been assessed as **Medium-Low** (medium - small, long term and intermediate in terms of geographical extent).	where visible would be slightly more organised and balanced compared to WTG Option A although there would still be evidence of clustering with the array site appearing cluttered; particularly within its centre though this is less obvious compared to WTG Option A given the lower number of WTGs. There would be no clear outliers and no tipping from this location as illustrated in **Figure 15.17.23 d, e, f and g** (**wireframe and photomontage)** see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **High-Medium** (large-medium in scale, long-term and intermediate in terms of geographical extent). The offshore infrastructure would be a prominent change in the view with the addition of several features, would be of large-medium size and scale though spanning over a moderate horizontal field of view of the overall view and would be seen in the middle distance and sit on the horizon. **Operation / Maintenance Nighttime:** The offshore infrastructure would generate additional sources of lighting from permanent navigational markings and aviation lighting visible at dusk, during the night and at dawn. The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently and it would be seen against a darker sky with occasional existing lighting offshore, including transient marine vessels. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small, long term and intermediate in terms of geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD, however, the extent of change would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect	**WTG Option A:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Medium-Low** for	**WTG Option B:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Medium-Low** for

Viewpoint 23	Magheramore Beach (see Figure 15.17.23)	
	construction / decommissioning (day / night) resulting in a **Moderate-Slight (not significant**) effect. During operation / maintenance (day) the magnitude of change has been assessed as **High-Medium** generating a **Significant** (significant) effect. For operation / maintenance (nighttime) the magnitude of change has been assessed as **Medium-Low** generating a **Moderate-Slight** (not significant) effect. **Note: WTG Option A would be marginally worst case compared to WTG Option B.**	construction / decommissioning (day / night) resulting in a **Moderate-Slight (not significant**) effect. During operation / maintenance (day) the magnitude of change has been assessed as **High-Medium** generating a **Significant** significant) effect. For operation / maintenance (nighttime) the magnitude of change has been assessed as **Medium-Low** generating a **Moderate-Slight** (not significant) effect.

Table 23 Viewpoint 24 Kilcoole Rock

Viewpoint 24	**Kilcoole Rock (see Figure 15.17.24)**				
Grid co-ordinates	729683, 708217 (ITM)	**Distance to nearest WTG**	14.9 km	**Direction to the array site**	East
Seascape Character Type	N/A	**Landscape Receptor**		TCA 6b Kilcoole	
Landscape Designation	N/A	**Visual Receptors**		Residents Visitors	
Baseline					
Location	Kilcoole is a small settlement inland from the coastline and this viewpoint occupies an elevated location close to the ruins of Kilcoole Castle.				
Sensitivity	This viewpoint is a popular walking route accessed by walkers and visitors and of **Local / County** value based on levels of use and site observations. Susceptibility is also **High** as walkers and visitors attention would be focussed on the views of the surrounding landscape / seascape. Overall, visual sensitivity is **High-Medium**.				
Existing View	Elevated views over Kilcoole to the east can be obtained from this location which includes the Irish Sea above foreground woodland and farmland and the eastern edge of Kilcoole. There are distant views across to Bray Head to the north and Wicklow Head to the south.				
Assessment					
Magnitude of Change	**WTG Option A**		**WTG Option B**		
	Construction / Decommissioning: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site , alongside movements to and from the landfall at Poolbeg Peninsula to the north including towing offshore infrastructure, though views of the landfall would not be apparent from this location. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium** (medium in scale, short-term and wide in terms of geographical extent).		**Construction / Decommissioning:** During construction /decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site, alongside movements to and from the landfall at Poolbeg Peninsula to the north, including towing of offshore infrastructure, though views of the landfall would not be apparent from this location. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium** (medium in scale, short-term and wide in terms of geographical extent).		

Viewpoint 24	Kilcoole Rock (see Figure 15.17.24)	
	Construction / Decommissioning Nighttime: Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced, though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change has been assessed as **Medium** (medium in scale, short-term (up to 2 years) and wide in terms of geographical extent). **Operation / Maintenance:** The entire CWP Project's offshore infrastructure would be visible to the east, in the middle of the view between headlands, occupying around 52.6˚ of the view at 14.9 km. WTGs would appear in distinct groups offset from a clustered group of WTGs and OSSs just left of centre of the array site with further clustering throughout the array site and more clustering apparent compared to WTG Option B. Within the distinct groups the WTGs would appear relatively balanced and organised, though there would be outliers to the left and right of the centre of array site. There would be no tipping and foreshortening would not be apparent given the context of surrounding residential development as illustrated in in **Figure 15.17.24 a, b and c and h, l and j** (**wireframe and photomontage day and night**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **High** (large in scale, long-term and intermediate in terms of geographical extent). The offshore infrastructure would be a prominent to large dominant change in the view with the addition of several features, would be of large size and scale spanning over a wide horizontal field of view of the overall view and would be seen in the middle distance and on the horizon.	**Construction / Decommissioning Nighttime**: Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced, though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change would be **Medium** (medium in scale, short-term (up to 2 years) and wide in terms of geographical extent). **Operation / Maintenance:** The entire CWP Project's offshore infrastructure would be visible to the east, in the middle of the view between headlands, occupying around 52.62˚ of the view at 14.9 km. WTGs would appear in distinct groups offset from a clustered group of WTGs and OSSs just left of centre of the array site. Less clustering is apparent compared to WTG Option A. Within the distinct groups the WTGs would appear relatively balanced and organised, though there would be outliers to the left and right of the centre of the array site. OSS would appear as distinct features. There would be no tipping and foreshortening would not be apparent given the context of surrounding residential development as illustrated in **Figure 15.17.24 d, e, f and g and h, k to n** (**wireframe and photomontage day and night**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **High** (large in scale, long-term and wide intermediate in terms of geographical extent). The offshore infrastructure would be a prominent to large dominant change in the view with the addition of several features, would be of medium to large size and scale spanning over a wide horizontal field of view of the overall view and would be seen in the middle distance and on the horizon.

Viewpoint 24	Kilcoole Rock (see Figure 15.17.24)	
	Operation / Maintenance Nighttime: The offshore infrastructure would generate additional sources of lighting from permanent navigational markings and aviation lighting visible at dusk, during night and at dawn The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently although it would be seen in context with existing lighting offshore, including transient marine vessels alongside lighthouses either close to headlands or remote (Kish Bank), and medium levels of onshore light pollution already experienced from this location. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent).	**Operation / Maintenance Nighttime:** The offshore infrastructure would generate additional sources of lighting from permanent navigational markings and aviation lighting visible at dusk, during night and at dawn. The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently although it would be seen in context with existing lighting offshore, including transient marine vessels alongside lighthouses either close to headlands or remote (Kish Bank), and medium levels of onshore light pollution already experienced from this location. The resultant magnitude of change has been assessed as **Medium** (medium in scale, long-term and intermediate in terms of geographical extent).
LoD	There would be subtle variations in the layout as a consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect	**WTG Option A:** During construction / decommissioning (day and night) the sensitivity has been assessed as **High-Medium**. The magnitude of change has been assessed as **Medium** generating a **Moderate** (not significant) effect. During / operation and maintenance (day) the sensitivity has been assessed as **High-Medium**. The magnitude of change has been assessed as **High** generating a **Very Significant** (significant effect) and for operation and maintenance (night) the magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (not significant) effect.	**WTG Option B:** During construction / decommissioning (day and night) the sensitivity has been assessed as **High-Medium**. The magnitude of change has been assessed as **Medium** generating a **Moderate** (not significant) effect. During / operation and maintenance (day) the sensitivity has been assessed as **High-Medium**. The magnitude of change has been assessed as **High** generating a Very **Significant** (significant effect) and for operation and maintenance (night) the magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (not significant) effect. **Note: WTG Option B would be marginally worst case compared to WTG Option A.**

Table 24 Viewpoint 26: Greystones Beach Bear- Assessment

Viewpoint 26	**Greystones Beach Bear (see Figure 15.17.26)**				
Grid co-ordinates:	729732, 712569(ITM)	**Distance to nearestWTG:**	14.7 km	**Direction to the array site :**	East
Seascape Character Type:	RSCA14 – Irish Sea, Sandbanks and Broad Bays	**Landscape Receptor:**		TCA6a Greystones	
Landscape Designation:	There are no landscape designations, however, this area is referred to as Greystones Town Coastal Cell (4) (Wicklow County Development Plan 2022-2028)	**Visual Receptors:**		Walkers Visitors Users of intertidal zone	
Baseline					
Location:	Greystones is a coastal town situated south of Dublin, in commutable distance and connected to the capital by the DART train. There is a harbour that was redeveloped in 2011 to create a large marina and facilities for the sailing club, and walkways along the harbour walls. North and south of the harbour; and beyond the promenades are sandy beaches referred to as North and South Beaches. There are several new apartment blocks and houses being built with coastal views, as part of the redevelopment plan. Greystones is connected to Bray by a coastal footpath, which is a popular walking route.				
Sensitivity:	This viewpoint is representative of the views that people would experience from Greystones harbour and promenades; popular areas for walkers, visitors and recreational users and has been assessed as of **Local / County** value, based on levels of use and site observations. Susceptibility has been assessed as **High** as walkers and visitors' attention would be focussed on seaward views. Overall, visual sensitivity has been assessed as **High-Medium**.				
Existing View:	Located on the north pier walkway, which is a popular destination for a walk, the view to the north is across Greystones Bay to the Cliff Manor headland with Little Sugar Loaf a prominent feature inland to the northwest. Discernible in the distance further north is Sorrento Point with its prominent whitewashed Georgian townhouses, Daley Island and Martello tower and Howth beyond. Looking east is the expanse of the Irish Sea and to the southeast Greystones Headland. To the south and west is the town of Greystones, and beyond the town, the land rises to the Wicklow Mountains which form the backdrop to the west. At night-time this area is lit by streetlights and there is considerable light spill from adjacent sea front buildings, reducing the level of darkness experienced. Seaward views are of Muglins Lighthouse near Dalkey Island, Bailey Lighthouse off Howth headland and Kish Bank Lighthouse further east (31 m high and approximately 19.5				

Viewpoint 26	Greystones Beach Bear (see Figure 15.17.26)	
	km from the viewpoint), alongside the transient presence of marine vessels and views across headlands to other settlement edges.	
Assessment		
Magnitude of Change:	**WTG Option A**	**WTG Option B**
	Construction / Decommissioning: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site, alongside movements to and from the landfall at Poolbeg Peninsula including the towing of offshore infrastructure, through views across to the landfall would not be apparent from this location. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium** (Medium in scale, short-term and wide / intermediate in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site. **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced from Greystones though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change has been assessed as **Medium** (Medium in scale, short-term (up to 2 years) and wide / intermediate in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site).	**Construction / Decommissioning**: During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction or removal of Offshore infrastructure around the array site , alongside movements to and from the landfall at Poolbeg Peninsula including the towing of offshore infrastructure, though views across the landfall would not be apparent from this location. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed **Medium** (medium in scale, short-term and wide / intermediate in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. Nighttime views would be experienced from Greystones though there would be no views of vessels entering and exiting the landfall due to restricting headlands. The resultant magnitude of change has been assessed as **Medium** (Medium in scale, short-term (up to 2 years) and wide / intermediate in terms of geographical extent given the wider presence of construction vessels alongside the array site).

Viewpoint 26	Greystones Beach Bear (see Figure 15.17.26)	
	Operation / Maintenance: The CWP Project's offshore infrastructure would be visible to the east, in the middle of the view between headlands, occupying around 45.82˚ of the view at 14.7 km. The WTGs and OSSs would be most visible with the array site appearing as two distinct parts split by a central row of towers which are clustered. The offshore infrastructure would be perceived from this view as relatively organised and balanced compared to WTG Option B though there are outliers to the far left and right of the view. There would be no perception of foreshortening or tipping as illustrated in **Figure 15.17.26 a, b and c** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **High** (large in scale, long-term and wide-intermediate in terms geographical extent). The offshore infrastructure would be a prominent change in the view with the addition of several features, would be large in size and scale, spanning over a wide to intermediate horizontal field of view of the overall view and seen in the middle distance sitting on the horizon. **Operation / Maintenance Nighttime:** The offshore infrastructure would generate additional sources of lighting from permanent navigational markings and aviation lighting visible at dusk, during night and at dawn The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently although it would be seen in context with existing lighting offshore, including transient marine vessels alongside lighthouses either close to headlands or remote (Kish Bank) and medium levels of onshore light pollution already experienced from this location. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent).	**Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible to the east, in the middle of the view between headlands, occupying around 45.83˚ of the view at 14.7 km. The WTGs and OSSs would be most visible and appear compared to WTG Option A as slightly less organised or balanced visually with the clustering of WTGs to the left of centre in the view and to the far right of the view. Outliers would be visible to the far left and right. There would be no perception of foreshortening or tipping as illustrated in **Figure 15.17.26 d, e, f and g** (**wireframe and photomontage**) see **Appendix 15.11 Visualisations**. The resultant magnitude of change has been assessed as **High** (large in scale, long-term and wide-intermediate in terms of geographical extent). The offshore infrastructure would be a prominent change in the view with the addition of several features, would be of large in size and scale, spanning over a wide to intermediate horizontal field of view of the overall view and seen in the middle distance sitting on the horizon. **Operation / Maintenance Nighttime:** The offshore infrastructure would generate additional sources of lighting from permanent navigational markings and aviation lighting visible at dusk, during night and at dawn. The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently although it would be seen in context with existing lighting offshore, including transient marine vessels alongside lighthouses either close to headlands or remote (Kish Bank) and medium levels of onshore light pollution already experienced from this location. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent).

Viewpoint 26	Greystones Beach Bear (see Figure 15.17.26)	
LoD	There would be subtle variations in the layout as a consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.	There would be subtle variations in the layout as a consequence of LoD, however, these would be insufficient to alter the magnitude of change and consequential effects.
Significance of Effect:	**WTG Option A:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Medium** for construction / decommissioning (day / night) resulting in a **Moderate (not significant**) effect. During operation / maintenance (day) the magnitude of change has been assessed as **High** generating a **Very Significant** (significant) effect whilst the magnitude of change on operation / maintenance (nighttime) has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (**not significant)** effect.	**WTG Option B:** Sensitivity has been assessed as **High-Medium**, and magnitude of change has been assessed as **Medium** for construction / decommissioning (day / night) resulting in a **Moderate (not significant**) effect. During operation / maintenance (day) the magnitude of change has been assessed as **High** generating a **Very Significant** (significant) effect whilst the magnitude of change on operation / maintenance (nighttime) has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (**not significant)** effect. **Note: WTG Option B would be marginally worst case compared to WTG Option A.**

3 Summary

38. This appendix has assessed 23 representative viewpoints. From these locations the SLVIA has concluded that the CWP Project's offshore infrastructure has the potential to generate either Very Significant (significant) or Significant (significant) adverse visual effects during operation and maintenance (daytime) on a number of viewpoints assessed. Such effects are associated with Impact 3 (operation and maintenance daytime) on the following viewpoints:

- Significant effects would be experienced from:
    - Viewpoints 8 Bray Head;
    - Viewpoint 9 Great Sugar Loaf;
    - Viewpoint 13 Wicklow Harbour; and
    - Viewpoint 23 Magheramore Beach.
- Very significant effects would be experience from:
    - Viewpoints 10 Greystones;
    - Viewpoint 11 Kilcoole;
    - Viewpoint 12 Six Mile Point;
    - Viewpoint 24 Kilcoole Rock; and
    - Viewpoint 26 Greystones Beach Bear.

39. Visual receptors appreciating views from other representative viewpoints would not experience significant effects during all phases of the development relating to impacts 1-6 with effects ranging from Not Significant to Moderate (not significant) adverse. Further details of the reasons why the above viewpoints may experience a significant adverse effect during operation / maintenance (impact 3) are summarised below:

40. **Representative viewpoint 8 Bray Head:** The visual sensitivity of the viewpoint is **High**. The magnitude of change has been assessed as **High-Medium** (day) (large -medium in scale, long-term in duration / reversibility and intermediate in terms of geographical extent) generating a **Significant** (significant) adverse visual effect. The array site would be a prominent change in the view with the addition of several features appearing in the middle distance, though spanning over a moderate horizontal field of view of the overall view and seen sitting just below the horizon.

41. **Representative viewpoint 9 Great Sugar Loaf:** The visual sensitivity of the viewpoint is **High – Medium**. The magnitude of change has been assessed as **High-Medium** (day) (large -medium in scale, long-term in duration / reversibility and an intermediate geographical extent) generating a **Significant** (significant) adverse visual effect. The array site would be a notable to prominent change in the view with the addition of several features, would be large-medium in size and scale though spanning over a moderate horizontal field of view and would be seen in the middle distance just below the horizon.

42. **Representative viewpoint 10 Greystones:** The visual sensitivity of the viewpoint is **High – Medium**. The magnitude of change has been assessed as **High** (day) (large in scale, long-term in duration / reversibility and spanning a wide to intermediate geographical extent) generating a **Very Significant** (significant) adverse visual effect. The array site would be a prominent change in the view with the addition of several features, would be large in size and scale spanning over a wide to intermediate horizontal field of view of the overall view and seen in the middle distance sitting on the horizon.

43. **Representative viewpoint 11 Kilcoole:** The visual sensitivity of the viewpoint is **High – Medium**. The magnitude of change has been assessed as **High** (day) (large in scale, long-term in duration / reversibility and spanning a wide in terms of geographical extent) generating a **Very Significant** (significant) adverse visual effect. The array site would be a prominent change in the view with the

addition of several features, would be large in size and scale spanning over a wide to intermediate horizontal field of view of the overall view and seen in the middle distance sitting on the horizon.

44. **Representative viewpoint 12 Six Mile Point:** The visual sensitivity of the viewpoint is **High – Medium**. The resultant magnitude of change has been assessed as **High** (large in scale, long-term and wide in terms of geographical extent) generating a **Very Significant** (significant) adverse visual effect. The array site would be a prominent to very large dominant change in the view with the addition of several features, would be of large size and scale, spanning over a wide horizontal field of view of the overall view and would be seen in the middle distance sitting on the horizon.

45. **Representative viewpoint 13 Wicklow Town Harbour:** The visual sensitivity of the viewpoint is **High – Medium**. The resultant magnitude of change has been assessed as **High-Medium** (large-medium in scale, long-term and intermediate in terms of geographical extent) generating a **Significant** (significant) adverse visual effect. The array site would be a prominent change in the view with the addition of several features, would be of large-medium in size and scale, spanning over a wide horizontal field of view and seen in the middle distance sitting on the horizon. Views would be affected from Wicklow, Wicklow Harbour and Harbour / Wall subject to the location, orientation and presence of intervening vegetation / built form.

46. **Representative viewpoint 23 Magheramore Beach:** The overall visual sensitivity is **High-Medium**. The magnitude of change has been assessed as **High-Medium** (day) (large-medium in scale, long-term in duration / reversibility and an intermediate geographical extent) generating a **Significant** (significant) adverse visual effect. The array site would be a prominent change in the view with the addition of several features, would be of large-medium size and scale spanning over a moderate horizontal field of view of the overall view and would be seen in the middle distance and sit on the horizon.

47. **Representative viewpoint 24 Kilcoole Rock:** The overall visual sensitivity is **High-Medium**. The magnitude of change has been assessed as **High** (large in scale, long-term and intermediate in terms of geographical extent) resulting in a **Very Significant** (significant) adverse visual effect. The array site would be a prominent to large dominant change in the view with the addition of several features, would be of large size and scale spanning over a wide horizontal field of view of the overall view and would be seen in the middle distance and sit on the horizon.

48. **Representative viewpoint 26 Greystones Beach Bear**: The visual sensitivity of the viewpoint is **High – Medium**. The magnitude of change has been assessed as **High** (day) (large in scale, long-term in duration / reversibility and spanning a wide-intermediate geographical extent) generating a **Very Significant** (significant) adverse visual effect. The array site would be a prominent change in the view with the addition of several features, would be large in size and scale, spanning over a wide to intermediate horizontal field of view of the overall view and seen in the middle distance sitting on the horizon.

49. Based on a worst-case comparison between WTG Option A and B there would be very little difference between the two options in terms of visual effects; with overall WTG Option B marginally worst case. This would not be sufficient to alter the magnitude of change and consequential effects between the two options.

4 References

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