codling wind park

Environmental Impact Assessment Report

Volume 4

Appendix 15.8 Sequential Route Assessment


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Abbreviations

Abbreviation	Term in Full
AOD	Above Ordnance Datum
AONB	Area of Outstanding Natural Beauty
CWP	Codling Wind Park
DART	Dublin Area Rapid Transit
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
LVIA	Landscape and Visual Impact Assessment
OfTI	Offshore transmission infrastructure
OfTW	Offshore transmission works
OSS	Offshore substation structure
SLVIA	Seascape, Landscape and Visual Impact Assessment
WTG	Wind turbine generator
ZTV	Zone of Theoretical Visibility

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.
characteristics	Elements or combinations of elements, which make a contribution to distinctive landscape character.
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 (commissioning / decommissioning).
Environmental Impact Assessment (EIA)	A systematic means of assessing the likely significant effects of a proposed project, undertaken in accordance with the EIA Directive and the relevant Irish legislation.
Environmental Impact Assessment Report (EIAR)	A document reporting the findings of the EIA and produced in accordance with the Environmental Impact Assessment Regulations
Geographical Information System (GIS)	A system that captures, stores, analyses, manages, and presents data linked to location. It links spatial information to a digital database.
landfall	The point at which the offshore export cables are brought onshore and connected to the onshore export cables via the transition joint bays (TJB). For the CWP Project The landfall works include the installation of the offshore export cables within Dublin Bayout to approximately 4 km offshore, where water depths that are too shallow for conventional cable lay vessels to operate.
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.
Seascape, Landscape & Visual Impact Assessment (SLVIA)	A tool used to identify and assess the likely significance of the effects of change resulting from development on the seascape and landscape as an environmental resource in their own right and on people's views and visual amenity.
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 export cable corridor (OECC)	The area between the array site and the landfall, within which the offshore export cables will be installed along with cable protection and other temporary infrastructure for construction.

Glossary	Meaning
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 substation structure (OSS)	A fixed structure located within the array site, containing electrical equipment to aggregate the power from the wind turbine generators and convert it into a more suitable form for export to shore.
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.
wind turbine generator	All the components of a wind turbine, including the tower, nacelle, and rotor.
visualisation	A computer simulation, photomontage or other technique illustrating the predicted appearance of a development.
Zone of Theoretical Visibility (ZTV)	A map, usually digitally produced, showing areas of land within which, a development is theoretically visible.

APPENDIX 15.8 SEQUENTIAL VISUAL ROUTE 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 Codling Wind Park (CWP) Project's offshore infrastructure and should be read in conjunction with the following Appendices and Figures:

- **Appendix 15.2** Representative scenario and LoD Assessment;
- **Appendix 15.3** SLVIA Methodology;
- **Appendix 15.6** Viewpoint Assessment;
- **Appendix 15.7** Settlement Assessment;
- **Appendix 15.10 SLVIA** Figures:
    - **Figure 15.7** Landscape planning designations (Context scale 1:460,000)
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    - **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[1]:

[1] Each viewpoint includes a visualisation pack with contextual, baseline, wireframes and photomontages. These are presented for both WTG Option A and B (daytime) and referred to with the suffix A to G. Specific nighttime images were prepared for viewpoints 7, 10, 11 and 13 covered by the suffix I to N.

- **Figure 15.17.1** Viewpoint 1 Howth Summit;
- **Figure 15.17.2** Viewpoint 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 15.17.7** Viewpoint 7 Bray Promenade;
- **Figure 15.17.8** Viewpoint 8 Bray Head;
- **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 15.17.18** Viewpoint 18 Brittas Bay;
- **Figure 15.17.19** Viewpoint 19 Arklow Pier;
- **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 Maheramore Beach;
- **Figure 15.17.24** Viewpoint 24 Kilcoole Rock; and
- **Figure 15.17.26** Viewpoint 26 Greystones Beach Bear

2. This appendix identifies key routes within the 50 km study area defined as part of the baseline and determined which routes should be assessed further as part of the SLVIA. This is based on likely significant visual effects experienced by users of the routes from which the CWP Project's offshore infrastructure within the array site may be sequentially visible as one passes through the landscape. This appendix also outlines why specific routes were scoped out of the assessment. Routes scoped into the assessment were reviewed against WTG Option A and WTG Option B; the findings of which are presented in **Table 1** below.

3. This appendix should be read alongside **Appendix 15.6 Viewpoint Assessment** which details the effects of variations in the layout and height of WTGs and OSSs for WTG Option A and B based on representative viewpoints and **Chapter 4 Project Description.**

2 Key Routes and Scoping

4. The SLVIA study area defined includes a range of routes from key roads, rail routes, shipping / ferry routes to key walking routes. Information used to identify such routes was drawn from OS Ireland Discovery Maps 8th Edition and supported by Google Earth and Bing Maps with reference to promoted tourist literature and walking trails where appropriate. Where necessary routes were split and assessed in sections, based on obstructed theoretical visibility, with a conclusion as to the overall effect experienced by receptors along the route.

2.1 Road network

5. The following key roads were reviewed as part of the baseline:

- R750 Road;
- R752 Road;
- R761 Road;
- R762 Road;
- R772 Road;
- R773 Road;

- L1031 Road;
- R105 Road;
- R807 Road;
- R131 Road;
- R118 Road;
- R119 Road;
- R761 Road;
- M11 / N11 Road;
- N31 Road; and
- R570 Road

6. The majority of road routes within the study area are located within the coastal plain between Dublin and Arklow. Both the bare earth and obstructed blade tip and hub height ZTVs suggest theoretical visibility for most routes (**Figures 15.12 a to f** and **Figures 15.13 a to f see Appendix 15.10 SLVIA Figures**). Further to site visits, it was identified that road routes that obtain views of the sea are located within 6 km of the coastline. Field observations in combination with desk-based studies of aerial photography, and topographic data indicated that visibility of the CWP Project's offshore infrastructure would be experienced mainly within a corridor with a maximum width of 6 km, running north south along the coastline. Visual receptors utilising the remaining routes would not experience any likely theoretical visibility, due to a combination of distance, intervening vegetation, built form and topography.

7. This assessment, therefore, concentrated on roads from which the sea and the CWP Project's offshore infrastructure would be theoretically visible and within 6 km of the coastline. Routes scoped into the assessment were:

- R105 Road;
- R807 Road;
- R131 Road;
- R119 Road;
- R761 Road;
- M11 / N11 Road; and
- R570 Road.

2.2 Railway Lines

8. The following railway lines were reviewed as part of the baseline:

- Dublin to Belfast railway line (to the north of the study area) with a spur to Howth;
- Dublin Area Rapid Transit (DART) line from Dublin to Greystones (forming part of a route between Malahide to Greystones) and Greystones to Wicklow (Dublin to Rosslare) Main Line; both of which run along the east coast;
- Dublin – Cork railway line (to the southwest of the study area); and
- Dublin to Sligo railway line (to the northwest of the study area).

9. Based on a review of aerial photography, field visits, bare earth ZTVs for Blade and Hub Height (**Figures 15.12 a to f see Appendix 15.10 SLVIA Figures**) and obstructed ZTVs for Blade and Hub Height (**Figures 15.13 a to f see Appendix 15.10 SLVIA Figures**) visual receptors utilising the Dublin Area Rapid Transit (DART) / Greystones to Wicklow Main Line north and south bound would be likely to experience views of the CWP Project's offshore infrastructure and possible significant visual effects.

10. Visual receptors utilising the remaining routes would not experience any likely theoretical visibility, due to a combination of distance, intervening vegetation, built form and topography. Therefore, the route scoped into the assessment was:

- DART line from Dublin to Greystones / Greystones to Wicklow Main Line (running along the east coast between Dublin and Wicklow).

2.3 Shipping / Ferry / Recreational Routes

11. The following northern and southern approaches to Dublin Port have been considered due to the types of vessels that regularly use these routes, including ferries to the UK and Europe, cruise liners and recreational craft:

- Northern Sea approaches to Dublin Port (Liverpool to Dublin and Holyhead to Dublin); and
- Southern Sea approach to Dublin Port (Dublin to Cherbourg).

12. Based on aerial photography, field visits, bare earth ZTVs for Blade and Hub Height (**Figures 15.12 a to f see Appendix 15.10 SLVIA Figures**) and obstructed ZTVs for Blade and Hub Height (**Figures 15.13 a to f see Appendix 15.10 SLVIA Figures**) all visual receptors utilising the above routes would be likely to experience views and potentially significant effects associated with the CWP Project's offshore infrastructure.

13. The effects were assessed based on two different types of receptor group; visual receptors utilising ferries and commercial shipping vessels and visual receptors using recreational craft and cruise liners. Users of cruise liners and recreational craft have a higher sensitivity than users of passenger ferries and commercial shipping where there is less appreciation of the views and where movements are more transient and continuous.

2.4 Key Walking Routes:

14. The following walking routes were reviewed as part of the baseline:

- Howth Head Loop;
- North Bull Wall;
- Great South Wall;
- Bray – Greystones Cliff Walk;
- Greystones to Wicklow Trail; and
- The Wicklow Way.

15. Three promoted paths have been identified covering the coastline of Wicklow, Howth Head Loop to the northeast of Dublin, the cliff walk between Bray and Greystones and the Greystones to Wicklow Trail.

16. Two local walks on North Bull Wall and the Great South Wall have also been included due to their panoramic sea views and proximity to the OfTI works during the construction phase of the CWP Project.

17. The Wicklow Way, a 127 km long-distance footpath between Rathfarnham (Marlay Park) in Dublin to Clonegal in County Carlow traverses the Wicklow Mountains running in a roughly north - south direction. The Dublin Mountain Way is a 43 km walking route running east – west. It picks up similar views to representative viewpoints referred to in **Appendix 15.6 Viewpoint Assessment** and was therefore not been considered in detail as part of this appendix.

18. Based on a review of aerial photography, field visits, bare earth ZTVs for Blade and Hub Height (**Figures 15.12 a to f** see **Appendix 15.10 SLVIA Figures**) and obstructed ZTVs for Blade and Hub Height (**Figures 15.13 a to f** see **Appendix 15.10 SLVIA Figures**) all visual receptors utilising the above routes would be likely to experience views and potential significant visual effects associated with the CWP Project's offshore infrastructure.

3 Sequential Route Assessment

19. Routes from which visual receptors would be likely to experience significant effects associated with the CWP Project's offshore infrastructure were assessed against WTG Option A and WTG Option B, drawing on the figures referred to above and the SLVIA methodology referred to in Section 15.4 of **Chapter 15** and **Appendix 15.3 SLVIA Methodology**. As discussed above, a more detailed description of the nature of the view for both WTG Options is covered in **Appendix 15.6 Viewpoint Assessment**.

20. **Table 1 to 4** below describe the baseline for each route which was assessed, and the visual sensitivity of receptors utilising the route. along with the magnitude of change. The specific and overall significance of effects for WTG Option A and B was then determined, with reference to representative viewpoints in **Appendix 15.6** Viewpoint Assessment and **Appendix 15.11** Visualisations where appropriate.

21. This assessment should be read alongside **Appendix 15.2 Representative Scenario and Limits of Deviation** which refers to the construction, operational 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).

22. Limits of Deviation (LoD) covered in **Appendix 15.6 Viewpoint Assessment** concluded that the LoD would be insufficient to alter the magnitude of change between WTG Option A and B for all phases and therefore there would be no variation in the nature of effects between the WTG Options. Details of visual variations in the layout and height of WTGs and OSSs for Option A and B, are described in **Appendix 15.6 Viewpoint Assessment** with reference to visualisations presented at **Appendix 15.11 Visualisations**.

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

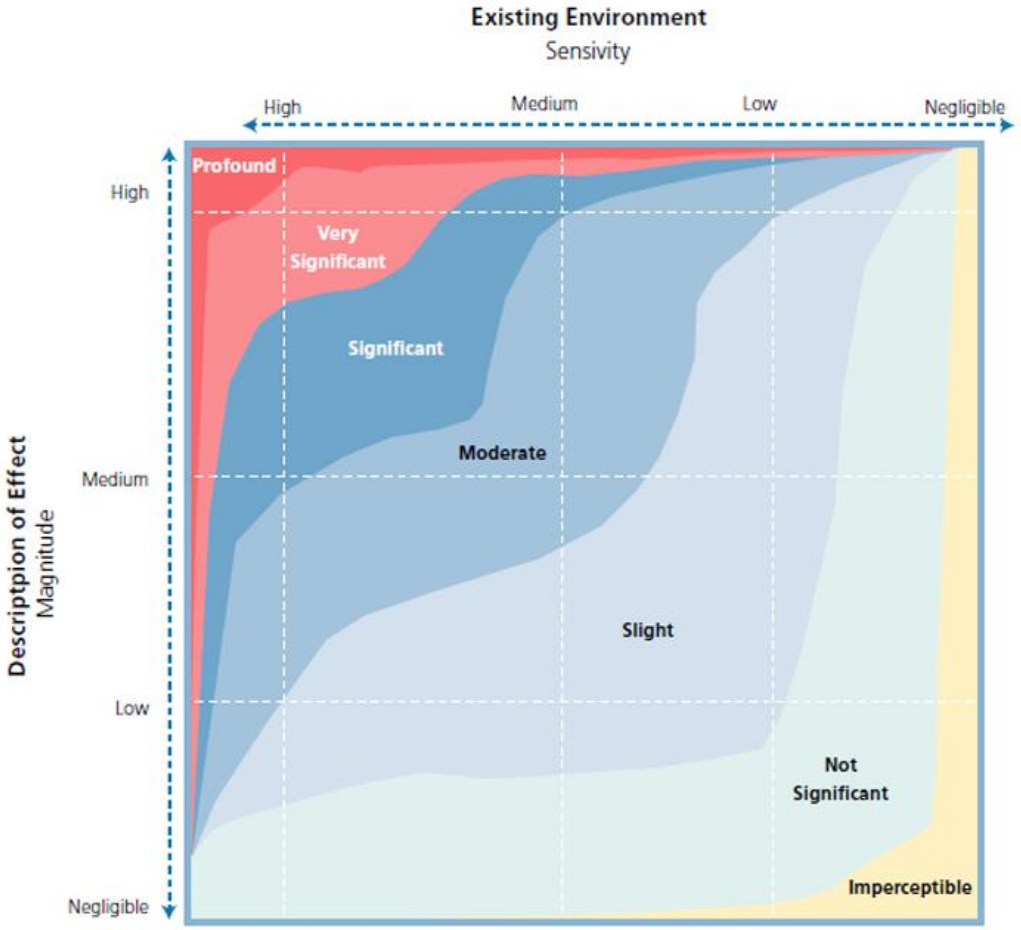

Plate 1 Definition of impact significance (edited from EIAR Guidelines, 2022)

Table 1 Assessment of Sequential Routes – Key Roads

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Roads						
R105 Road Representative viewpoint 1 (**Figure 15.17.1**) was taken close to the route at the Summit and viewpoint 2 (**Figure 15.17.2**) on the edge of North Bull Island see **Appendix 15.11 Visualisations** For ease the route was split into the following sections for the assessment, based on the extent of visibility, nature and proximity of views:	The R105 road extends between Dublin City Centre north to Howth. Orientated in a northeast to southwest direction, the road passes through several residential suburbs as well as along the coastline between Howth and Killbarrack before heading inland. Views vary along the route from enclosed to semi-open onto North Bull Island.	This route is partly located in a National Special Amenity Area for Howth Head which recognises the exceptional character of the Howth peninsula and covers the uplands, eastern and southern coastlines of Howth. Part of the route is also located within Proposed Open Space and falls within a Zone of High Amenity and identified Preserved Views, as referred to in Fingal County Council's Development Plan. Its value is **either of National** (section b) or **Community**	Based on the obstructed ZTV for blade tip and hub height and field visits, the offshore infrastructure associated with the array site would be visible from sections of the road which either run along the eastern edge of the mainland beyond North Bull Island between Killbarrack and the western edge of Sutton (Section a) or from the southwestern edge of Howth Head between western edge of Sutton and Censure (Section b). Remaining sections of the route would have no visibility. Whilst the offshore infrastructure would be visible from Section a) during operation / maintenance, intervening screening by the sea wall, promenade shelters, and North Bull Island would restrict visibility during construction / decommissioning. For Section b) the offshore infrastructure would be visible during the construction, operation, and decommissioning phases with	Sensitivity has been assessed as **High-Medium** for section b and **Medium** for section a. The magnitude of change and resultant effect for each section during each phase is as follows: Construction / decommissioning (day and night): Section a): The magnitude of change has been assessed as **Negligible** resulting in a **Not Significant** (not significant) effect. Section b): The magnitude of change has been assessed as **Low - Negligible** resulting in a **Not Significant** (not significant) effect. Operation / maintenance: Section a / b): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant effect for Section a and	Based on the obstructed ZTV for blade tip and hub height and field visits, the offshore infrastructure associated with the array site would be visible from sections of the road which either run along the eastern edge of the mainland beyond North Bull Island between Killbarrack and the western edge of Sutton (Section a) or from the southwestern edge of Howth Head between western edge of Sutton and Censure (Section b). Remaining sections of the route would have no visibility. Whilst the offshore infrastructure would be visible from section a) during operation/ maintenance, intervening screening by the sea wall, promenade shelters, and North Bull Island would restrict visibility during construction / decommissioning. For section b) the offshore infrastructure would be visible during the construction, operation, and decommissioning phases with	Sensitivity has been assessed as **High-Medium** for section b and **Medium f**or sections a. The magnitude of change and resultant effect for each section during each phase is as follows: Construction / decommissioning (day and night): Section a): The magnitude of change has been assessed as **Negligible** resulting in a **Not Significant** (not significant) effect. Section b): The magnitude of change has been assessed as **Low - Negligible** resulting in a **Not Significant** (not significant) effect. Operation / maintenance: Section a / b): The magnitude of change has been assessed as **Medium-Low-** resulting in a **Slight** (not significant effect for section a) and b) a **Moderate-Slight** (not

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Section a): Kilnbarrack to the western edge of Sutton Section b): Eastern edge of Sutton to Censure. Remaining sections of the route would have no visibility informed by the obstructed ZTVs, field visits and presence of topography, intervening vegetation and built form.		(section a) importance. Susceptibility has been assessed as **Medium** with a focus on seaward views. Overall, visual sensitivity has been assessed as either **High-Medium** (Section b) due to the importance of the area recognised at a national level or **Medium** (Section a) informed by the community level of value for the area.	the OfTI works visible during construction / decommissioning. Views would be partial and oblique or full and open during construction / decommissioning and in the foreground, middle and distance with distant full oblique views during operation / maintenance. **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 WTGs / OSSs (topside) around the array site in the distance, alongside movements to and from the landfall at Poolbeg Peninsula in the fore and middle distance, 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	b) a **Moderate-Slight** (not significant) effect for Section b. Operation / maintenance (nighttime): Section a / b): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant** (not significant) effect. **Overall conclusions:** Overall the proportion of the entire route affected by theoretical visibility and verified on site would be limited. During construction / decommissioning (day and night) the magnitude of change has been assessed as **Low-Negligible** (medium-small, short-term duration and limited geographic extent) resulting in a **Not Significant (not significant)** effect based on high-medium sensitive receptors. During operation / maintenance (day) the	the OfTI works visible during construction /decommissioning. Views would be partial and oblique or full and open during construction / decommissioning and in the foreground, middle and distance with distant full oblique views during operation / maintenance. **Construction / Decommissioning:** During construction 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 WTGs / OSSs (topside) around the array site in the distance, alongside movements to and from the landfall at Poolbeg Peninsula in the fore and middle distance, 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. Section a): There would be limited partial views of	significant) effect for Section b. Operation / maintenance (nighttime): Section a / b): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant** (not significant) effect. **Overall conclusions:** Overall the proportion of the entire route affected by theoretical visibility and verified on site would be limited. During construction / decommissioning (day and night) magnitude of change has been assessed as **Low-Negligible** (medium-small, short-term duration and limited geographic extent) resulting in a **Not Significant (not significant)** effect based on high-medium sensitive receptors. During operation / maintenance (day) the magnitude of change has

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			construction and decommissioning. Section a): There would be limited partial views of construction / decommissioning activities. The resultant magnitude of change has been assessed as **Negligible** (negligible in scale, short-term (up to 2 years) and intermediate in terms of geographical extent). Section b): Partial and full, and open views of construction / decommissioning activities. The resultant magnitude of change has been assessed as **Low- Negligible** (medium-small 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). **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 Dublin Bay extending down the coastline	magnitude of change has been assessed as **Medium**- **Low-** (medium-small scale, long-term, limited geographic extent) resulting in a **Moderate-Slight (not significant)** effect based on high-medium sensitive receptors. During operation / maintenance (night) the magnitude of change has been assessed as **Low-Negligible** (small, long-term duration and limited geographic extent) resulting in a **Not Significant (not significant)** effect based on high-medium sensitive receptors.	construction / decommissioning activities. The resultant magnitude of change has been assessed as **Negligible** (negligible in scale, short-term and intermediate in terms of geographical extent). Section b): Partial and full, and open views of construction / decommissioning activities. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small 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). **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 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.	been assessed as **Low-Negligible** (medium-small scale, long-term, limited geographic extent) resulting in a **Not Significant (not significant)** effect based on high-medium sensitive receptors. During operation / maintenance (night) a Medium-**Low** magnitude of change (small, long-term duration and limited geographic extent) has been assessed resulting in a **Moderate-Slight (not significant)** effect based on high-medium sensitive receptors.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			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. Section a): Limited, partial nighttime views of construction / decommissioning activities. The resultant magnitude of change has been assessed as **Negligible** (small 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). Section b): Partial and full and open nighttime views of construction / decommissioning activities. The resultant magnitude of change has been assessed as **Low- Negligible** (medium-small 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:** For both section a) and b) there would be partial and full, oblique views of the offshore infrastructure, visible to the		Section a): Limited, partial nighttime views of construction activities. The resultant magnitude of change would be **Negligible** (-small in scale, short-term and intermediate in terms of geographical extent, given the wider presence of construction vessels alongside the array site). Section b): Partial and full and open nighttime views of construction / decommissioning activities. The resultant magnitude of change would be **Low- Negligible** (medium-small 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:** For both section a) and b) there would be partial and full, oblique views of the offshore infrastructure, visible to the southeast. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and localised / limited in terms of geographic extent). The offshore infrastructure would be a noticeable change in the view with the addition of	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			southeast. The resultant magnitude of change has been assessed as would be **Medium-Low** (medium-small in scale, long-term and localised /limited in terms of geographic extent). The offshore infrastructure would be a noticeable change in the view with the addition of several features, would be of medium-small in size and scale though spanning over a narrow horizontal field of view and seen in the distance on the skyline. **Operation / Maintenance Nighttime**: Partial and full, oblique views of 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. 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		several features, would be of medium-small in size and scale though spanning over a narrow horizontal field of view and seen in the distance on the skyline. **Operation / Maintenance Nighttime**: Partial and full, oblique views of permanent navigational markings and aviation lighting would be visible at dusk, during 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. 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 route. For both section a) and b) the resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, long-term and localised /limited in terms of geographical extent).	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			levels of light pollution already experienced from this route. For both Section a) and b) the resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, long-term and localised/ limited in terms of geographical extent).			
R807 Road	This road extends between the R105 road junction, and Fairview Park. The route runs parallel with the Tolka Estuary and includes short sections adjacent to the sea wall, and other sections separated by Clontarf promenade. Views are often restricted by trees and the sea wall, adjacent shelters and North Bull Island.	This road is not covered by any landscape related designation or promoted route and value has been assessed as **Community** importance. Receptors travelling along this road would have a limited appreciation of the seaward view and susceptibility to the CWP Project's offshore infrastructure has been assessed as **Low**. Overall sensitivity has been	Based on the obstructed ZTV for blade tip and hub heights and field visits, the offshore infrastructure associated with the array site would be visible in seaward views from the R807. Whilst the upper elevations of the offshore infrastructure would be visible during operation / maintenance, intervening screening by the sea wall and vegetation, promenade shelters, and North Bull Island would largely restrict visibility of low level activities during construction / decommissioning, apart from between Fairview Park and the North Wall covering the southern portion of the route. Views would be partial and oblique during construction / decommissioning and operation / maintenance.	**Overall conclusion:** The overall proportion of the route affected by theoretical visibility and verified on site would be limited during construction / decommissioning and intermediate / localised during operation / maintenance. Sensitivity has been assessed as **Medium-Low**. The magnitude of change and resultant effect during each phase is as follows: During construction / decommissioning (day and night) there would be a **Negligible** magnitude of change (small, short-	Based on the obstructed ZTV for blade tip and hub heights and field visits, the offshore infrastructure associated with the array site would be visible in seaward views from the R807. Whilst the upper elevations of the offshore infrastructure would be visible during operation/ maintenance, intervening screening by the sea wall and vegetation, promenade shelters, and North Bull Island would largely restrict visibility of low level activities during construction / decommissioning, apart from between Fairview Park and the North Wall covering the southern portion of the route. Views would be partial and oblique during construction / decommissioning and operation / maintenance.	**Overall conclusion:** The overall proportion of the route affected by theoretical visibility and verified on site would be limited during construction / decommissioning and intermediate / localised during operation / maintenance. Sensitivity has been assessed as **Medium**-Low magnitude of change and resultant effect during each phase is as follows: During construction / decommissioning (day and night) there would be a **Negligible** magnitude of change (small, short-term duration and limited geographic extent)

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
		assessed as **Medium-Low.**	**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 WTGs / OSSs (topside) around the array site in the distance, alongside movements to and from the landfall at Poolbeg Peninsula in the fore and middle distance, resulting from the installation of Offshore export cables and towing of offshore infrastructure. Works would be temporary in nature, short term (up to 2 years) in duration and limited to construction and decommissioning. There would be limited partial views of construction / decommissioning activities, and these would be apparent from between North Bull Wall and Fairview Park though in the middle distance and seen amongst other vessels leaving or approaching the Port. The resultant magnitude of change has been assessed as **Negligible** (small in scale,	term duration and limited geographic extent) resulting in an **Imperceptible (not significant)** effect based on medium-low sensitive receptors. During operation / maintenance (day) the magnitude of change has been assessed as **Low** (small scale, long-term, intermediate / localised geographic extent) resulting in a **Slight (not significant)** effect based on medium-low sensitive receptors. During operation / maintenance (night) the magnitude of change has been assessed as **Negligible** (negligible, long-term duration and intermediate / localised geographic extent) resulting in an **Imperceptible (not significant)** effect based on medium-low sensitive receptors.	**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 WTGs / OSSs (topside) around the array site in the distance, alongside movements to and from the landfall at Poolbeg Peninsula in the fore and middle distance, resulting from the installation of Offshore export cables and towing of offshore infrastructure. Works would be temporary in nature, short term (up to 2 years) in duration and limited to construction and decommissioning. There would be limited partial views of construction / decommissioning activities, and these would be apparent from between North Bull Wall and Fairview Park though in the middle distance and seen amongst other vessels leaving or approaching the Port. The resultant magnitude of change has been assessed as **Negligible** (small in scale, short-term (up to 2 years) and	resulting in an **Imperceptible (not significant)** effect based on medium-low sensitive receptors. During operation / maintenance (day) the magnitude of change has been assessed as **Low** (small scale, long-term, intermediate / localised geographic extent) resulting in a **Slight (not significant)** effect based on medium-low sensitive receptors. During operation / maintenance (night) magnitude of change has been assessed as **Negligible** (negligible, long-term duration and intermediate / localised geographic extent) resulting in an **imperceptible (not significant)** effect based on medium-low sensitive receptors.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			short-term (up to 2 years) and limited in terms of geographical extent). **Construction / Decommissioning Nighttime**: Temporary construction decommissioning / safety lighting would be partially 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. Limited, partial nighttime views of construction / decommissioning activities. The resultant magnitude of change has been assessed as **Negligible** (small in scale, short-term (up to 2 years) and limited in terms of geographical extent, given the wider presence of construction / decommissioning vessels alongside the array site). **Operation / Maintenance:** There would be partial, oblique views of the CWP Project's offshore infrastructure, visible		limited in terms of geographical extent). **Construction / Decommissioning Nighttime**: Temporary construction / decommissioning safety lighting would be partially 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. Limited, partial nighttime views of construction / decommissioning activities. The resultant magnitude of change would be **Negligible** (small in scale, short-term (up to 2 years) and limited in terms of geographical extent, given the wider presence of construction / decommissioning vessels alongside the array site). **Operation / Maintenance:** There would be partial, oblique views of the CWP Project's offshore infrastructure, visible to the southeast beyond intervening vegetation and built form. The resultant magnitude	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			to the southeast beyond intervening vegetation and built form. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and intermediate / localised in terms of geographic extent). **Operation / Maintenance Nighttime**: Partial oblique views of 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. 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 route. The resultant magnitude of change has been assessed as **Negligible** (negligible in scale, long-term and intermediate /		of change has been assessed as **Low** (small in scale, long-term and intermediate / localised in terms of geographic extent). **Operation / Maintenance Nighttime**: Partial oblique views of 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. 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 route. The resultant magnitude of change has been assessed as **Negligible** (negligible in scale, long-term and intermediate / localised in terms of geographical extent).	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			localised in terms of geographical extent)			
R131 Road Representative viewpoints relatively close by include Viewpoint 3 (**Figure 15.17.3**) and Viewpoint 4 (**Figure 15.17.4**) see **Appendix 15.11 Visualisations** The route has been split into two sections based on visibility: Section a: southern edge of Sean Moor Park / Sandymount Beach to the northern edge of Sandymount Strand.	Extending between Irishtown and the Merrion Gates, this road runs parallel with the coastline and is separated from the sea by Sandymount Promenade. Seaward views beyond the promenade and sea wall are intermittent and partially screened by intervening structures and vegetation.	This road is not covered by any landscape related designation or promoted route and value has been assessed as **Community importance.** Receptors travelling along this road would have some appreciation of the seaward view and susceptibility to the CWP Project's offshore infrastructure has been assessed as **Medium**. Overall sensitivity has been assessed as **Medium** for all route sections (Sections a and b).	Based on the obstructed ZTV blade tip and hub height and field visits, visual receptors along only a small section of the road between the southern edge of Sean Moor Park and the northern edge of Sandymount Strand (Section a) would appreciate a view of the WTGs and OSSs during operation / maintenance. From the remainder of the route there would only be views of construction and decommissioning activities in particular the OfTI works (Section b). Views would be direct and open during construction / decommissioning and in the foreground, middle and distant with oblique distant and partial views during operation / maintenance (partially screened by Dalkey Head, Dalkey Island and Dun Laoghaire Harbour). **Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction /	**Overall conclusions:** Sensitivity has been assessed as **Medium for all sections of the route.** The overall proportion of the entire route affected by theoretical visibility, and which was verified by field visits, would be localised / limited during construction / decommissioning and localised during operation / maintenance. During construction / decommissioning (day and night) magnitude of change has been assessed as **Low-Negligible** (medium--small, short-term duration (up to 2 years) and localised geographic extent) resulting in a **Not Significant (not significant)** effect based on medium sensitive receptors.	Based on the obstructed ZTV blade tip and hub height and field visits, visual receptors along only a small section of the road between the southern edge of Sean Moor Park and the northern edge of Sandymount Strand (Section a) would appreciate a view of the WTGs and OSSs on operation / maintenance. From the remainder of the route there would only be views of construction and decommissioning activities in particular the OfTI works (Section b). Views would be direct and open during construction / decommissioning and in the foreground, middle and distance with oblique distant and partial views during operation / maintenance (partially screened by Dalkey Head, Dalkey Island and Dun Laoghaire Harbour). **Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up	**Overall conclusions:** Sensitivity has been assessed as **Medium for all sections of the route.** The overall proportion of the entire route affected by theoretical visibility, and which was verified by field visits, would be localised / limited during construction / decommissioning and localised during operation / maintenance. During construction / decommissioning (day and night) magnitude of change has been assessed as a **Low-Negligible** (medium--small, short-term duration and localised geographic extent) resulting in a **Not Significant (not significant)** effect based on medium sensitive receptors. During operation / maintenance (day) the magnitude of change has

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Section b: From Sandymount Strand to Merrion Gates.			decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction and removal of WTG / OSSs Substations (topside) around the array site, alongside movements to and from the landfall at Poolbeg Peninsula in the fore and middle ground, resulting from the installation of offshore export cables and towing of offshore infrastructure. Works would be temporary in nature, short term in duration and limited to construction and decommissioning. Section a) and b): The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small 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). **Construction / Decommissioning Nighttime**: Temporary construction / decommissioning safety lighting would be visible intermittently, associated with the array site and deployment of construction / decommissioning vessels. This	During operation / maintenance (day) the magnitude of change has been assessed as **Low** (small scale, long-term, localised geographic extent) resulting in a **Slight (not significant)** effect based on medium sensitive receptors. During operation / maintenance (night) magnitude of change has been assessed as **Low** (small, long-term duration and localised geographic extent) resulting in a **Slight (not significant)** effect based on medium sensitive receptors.	Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction and removal of WTGs / OSSs (topside) around the array site, alongside movements to and from the landfall at Poolbeg Peninsula in the fore and middle ground, 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. Section a) and b): The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term and intermediate 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 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	been assessed as **Low** (small scale, long-term, localised geographic extent) resulting in a **Slight (not significant)** effect based on medium sensitive receptors. During operation / maintenance (night) magnitude of change has been assessed as **Low** (small, long-term duration and localised geographic extent) resulting in a **Slight (not significant)** effect based on medium sensitive receptors.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			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. Section a) and b): The resultant magnitude of change would be **Low-Negligible** (medium-small 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 northern edge of the array site would be visible to the southeast with the WTGs and OSSs partially obscured by Dalkey Head, Dalkey Island and Dun Laoghaire Harbour. Section a): The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised in terms of geographic extent). The offshore infrastructure would be a slight change in the view with the addition of some features, would be small in size and scale spanning over a narrow horizontal field of view		presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks as well as Dublin's suburbs. Section a) and b): The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small 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 northern edge of the array site would be visible to the southeast with the WTGs and OSSs partially obscured by Dalkey Head, Dalkey Island and Dun Laoghaire Harbour. Section a): The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised in terms of geographic extent). The offshore infrastructure would be a slight change in the view with the addition of some features, would be small in size and scale spanning over a narrow horizontal field of view and seen in the distance on the skyline. Section b): There would be no views of the offshore	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			and seen in the distance on the skyline. Section b): There would be no views of the offshore infrastructure from the remainder of the route, resulting in a **Negligible** magnitude of change (negligible, long term and localised in terms of geographic extent). **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. 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. Section a) and b): The resultant magnitude of change		infrastructure from the remainder of the route, resulting in a **Negligible** magnitude of change (negligible, long term and localised in terms of geographic extent). **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. 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. Section a) and b): The resultant magnitude of change has been assessed as **Negligible** (small-negligible in scale, long-term and localised	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			has been assessed as **Negligible** (small-negligible in scale, long-term and localised in terms of geographical extent).		in terms of geographical extent).	
R119 Road Representative viewpoints relatively close by include Viewpoint 4 (**Figure 15.17.4**), viewpoint 5 (**Figure 15.17.5**) and viewpoint 21 (**Figure 15.17.21**) see **Appendix 15.11 Visualisations**. The route has been split into three sections based on visibility: Section a): Blackrock to Dalkey / Sorrento Point.	This road extends from Blackrock to Shankill. The route runs along the edge of the coast at Blackrock linking Dun Laoghaire, Sandycove and Dalkey before turning south at Sorrento Point and running south parallel with the coastline to Shankill, terminating just south of Woodbrook College and north of Little Cork / Bray. At section a) the route runs through the suburbs of	This road is not covered by any landscape related designation or promoted route and value has been assessed as **Community** importance. Receptors travelling along this road would have some appreciation of the seaward view, in particular, the elevated section between Sorrento Point and Killiney and susceptibility to the CWP Project's offshore infrastructure has been assessed as **Medium**.	Based on the obstructed ZTV blade tip and hub height and field visits, visual receptors along section a) would only appreciate views of construction / decommissioning activities and OfTI works during construction/ decommissioning. Such views would be partial, obscured by intervening built form and vegetation. For section b construction / decommissioning activities as well as operation / maintenance would be visible and views would be full or partial and oblique screened by intervening vegetation where present. Receptors utilising section c of the route would experience no views of the array site during construction / decommission/ operation or maintenance. **Construction / Decommissioning:** During construction / decommissioning there would be an increase in the	Sensitivity has been assessed as **Medium**. The magnitude of change and resultant effect for each section during each phase is as follows: Construction / decommissioning: Section a) and c): The magnitude of change has been assessed as **Negligible** resulting in a **Not Significant** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant) effect. Construction / decommissioning (nighttime): Section a) and c): The magnitude of change has been assessed as **Negligible** resulting in a	Based on the obstructed ZTV blade tip and hub height and field visits, visual receptors along section a) would only appreciate views of construction / decommissioning activities and OfTI works during construction/ decommissioning. Such views would be partial, obscured by intervening built form and vegetation. For section b construction / decommissioning activities as well operation / maintenance as would be visible and views would be full or partial and oblique screened by intervening vegetation where present. Receptors utilising section c of the route would experience no views of the array site during construction / decommission/ operation or maintenance. **Construction / Decommissioning:** During construction /decommissioning there would be an increase in the concentration of construction /decommissioning	Sensitivity has been assessed as **Medium**. The magnitude of change and resultant effect for each section during each phase is as follows: Construction / decommissioning: Section a) and c): The magnitude of change has been assessed **Negligible** resulting in a **Not Significant** (not significant) effect. Section b): The magnitude of change has been assessed **Medium-Low** resulting in a **Slight** (not significant) effect. Construction / decommissioning (nighttime): Section a) and c): The magnitude of change has been assessed **Negligible** resulting in a **Not**

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Section b): Dalkey / Sorrento Point to Shankill / Ballybrack (Seafield Road). Section c): Ballybrack (Seafield Road) to north of Little Cork / Bray.	Dublin set back from the coastline. At Section b there are elevated views to the southeast across the sea and the southern coastline towards Bray Head. As the road moves southwards, elevation reduces north of Killiney and runs parallel with the railway line to the east, which restricts views seawards. At Seafield Road (section c) the route heads westwards and completes a loop to the north before continuing its southerly	Overall sensitivity has been assessed as **Medium** for all route sections (a, b and c).	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 WTGs / OSSs (topside) around the array site , alongside movements to and from the landfall at Poolbeg Peninsula as well as OfTI and 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 for each section of route is as follows: Section a): Works would be temporary in nature, short term in duration (up to 2 years) and negligible in scale during construction and decommissioning and over an intermediate extent, resulting in a **Negligible** magnitude of change. Views of activities would largely be screened obscured by intervening built form and vegetation. Section b): Works would be temporary in nature, short term	**Not Significant** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant) effect. Operation / maintenance: Section a) / c): The magnitude of change has been assessed as **Negligible** resulting in a **Not Significant** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium** resulting in a **Moderate** (not significant) effect. Operation / maintenance (nighttime): Section a) / c): The magnitude of change has been assessed as **Negligible** resulting in a **Not Significant** (not significant) effect. Section b): The magnitude of change has been assessed as **Low** resulting in a **Slight** (not significant) effect.	vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction or removal of WTGs / OSSs (topside) around the array site, alongside movements to and from the landfall at Poolbeg Peninsula as well as OfTI and 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 for each section of route is as follows: Section a): Works would be temporary in nature, short term in duration (up to 2 years) and negligible in scale during construction and decommissioning and over an intermediate extent, resulting in a **Negligible** magnitude of change. Views of activities would largely be screened obscured by intervening built form and vegetation. Section b): Works would be temporary in nature, short term in duration (up to 2 years) and medium in scale during construction and	**Significant** (not significant) effect. Section b): The magnitude of change has been assessed **Medium-Low** resulting in a **Slight** (not significant) effect. Operation / maintenance: Section a) / c): The magnitude of change has been assessed **Negligible** resulting in a **Not Significant** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium** resulting in a **Moderate** (not significant) effect. Operation / maintenance (nighttime): Section a) / c): The magnitude of change has been assessed as **Negligible** resulting in a **Not Significant** (not significant) effect. Section b): The magnitude of change has been assessed as **Low** resulting in a **Slight** (not significant) effect. **Overall conclusions:**

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
	course. Views from this section are limited due to adjacent buildings.		in duration (up to 2 years) and medium in scale during construction and decommissioning and over an intermediate extent, resulting in a **Medium- Low** magnitude of change. Views of activities would largely relate to the offshore development area and activities to and from the landfall, though not of Poolbeg Peninsula itself. Section c): There would be no views of construction / decommissioning works associated with the offshore development area resulting in a **Negligible** magnitude of change (negligible in scale, short-term and intermediate in geographical extent). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently along the route associated with the offshore development area and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views from Poolbeg to around the array site, with views of lights	**Overall conclusions:** The proportion of the entire route affected by theoretical visibility, and which was verified by field visits, would be intermediate during construction / decommissioning and localised during operation / maintenance. During construction / decommissioning (day and night) the magnitude of change has been assessed as **Medium-Low** (medium, short-term duration and intermediate geographic extent) resulting in a **Slight (not significant)** effect based on medium sensitive receptors. During operation / maintenance (day) the magnitude of change has been assessed as **Medium** (medium scale, long-term, localised geographic extent) resulting in a **Moderate (not significant)** effect	decommissioning and over an intermediate extent, resulting in a **Medium- Low** magnitude of change. Views of activities would largely relate to the offshore development area and activities to and from the landfall, though not of Poolbeg Peninsula itself. Section c): There would be no views construction / decommissioning works associated with the offshore development area resulting in a **Negligible** magnitude of change (negligible om scale, short-term and intermediate in geographical extent). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently along the route associated with the offshore development area and deployment of construction / decommissioning vessels, extending the extent of light pollution in seaward views from Poolbeg to around the array site, with views of lights associated with vessels to and from the landfall, though set against the context of surrounding suburbs and	The proportion of the entire route affected by theoretical visibility, and which was verified by field visits, would be intermediate during construction / decommissioning and localised during operation / maintenance. During construction / decommissioning (day and night) the magnitude of change has been assessed as **Medium-Low** (medium, short-term duration and intermediate geographic extent) resulting in a **Slight (not significant)** effect based on medium sensitive receptors. During operation / maintenance (day) the magnitude of change has been assessed as **Medium** (medium scale, long-term, localised geographic extent) resulting in a **Moderate (not significant)** effect based on medium sensitive receptors.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			associated with vessels to and from the landfall, though set against the context of surrounding suburbs and coastal settlements. The resultant magnitude of change for each section of route is as follows: Section a): Limited lighting would be visible due to the extent of intervening built form and vegetation. Works would be temporary in nature, short term in duration and negligible in scale and over an intermediate extent, resulting in a **Negligible** magnitude of change. Section b): Works would be temporary in nature, short term in duration and medium in scale during construction and decommissioning and over an intermediate extent, resulting in a **Medium- Low** magnitude of change. Views of activities would largely relate nighttime lighting, associated with vessels to and from the array site and around the array site itself. Section c): There would be no views of nighttime lighting associated with the CWP	based on medium sensitive receptors. During operation / maintenance (night) the magnitude of change has been assessed as **Low** (small, long-term duration and localised geographic extent) resulting in a **Slight (not significant)** effect based on medium sensitive receptors.	coastal settlements. The resultant magnitude of change for each section of route is as follows: Section a): Limited lighting would be visible due to the extent of intervening built form and vegetation. Works would be temporary in nature, short term in duration and negligible in scale and over an intermediate extent, resulting in a **Negligible** magnitude of change. Section b): Works would be temporary in nature, short term in duration and medium in scale during construction and decommissioning and over an intermediate extent resulting in a **Medium- Low** magnitude of change. Views of activities would largely relate nighttime lighting, associated with vessels to and from the array site and around the array site itself. Section c): There would be no views of nighttime lighting associated with the CWP Project's offshore infrastructure. Works would be permanent in nature, long term in duration and negligible in scale and over	During operation / maintenance (night) magnitude of change has been assessed as **Low** (small, long-term duration and localised geographic extent) resulting in a **Slight (not significant)** effect based on medium sensitive receptors.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			Project's offshore infrastructure. Works would be permanent in nature, long term in duration and negligible in scale and over a limited extent, resulting in a **Negligible** magnitude of change. Views obscured by intervening built form and vegetation. **Operation / Maintenance:** The resultant magnitude of change for each section of route is as follows: Section a) and c): There would be no views of the CWP Project's offshore infrastructure. Works would be permanent in nature, long term in duration and negligible in scale and over a limited extent, resulting in a **Negligible** magnitude of change. Views of activities would be obscured by intervening built form and vegetation. Section b): There would be oblique, full or partial views of the CWP Project's offshore infrastructure screened by intervening vegetation where present. The magnitude of change has been assessed as **Medium** (medium in scale, long-term and intermediate in		a limited extent, resulting in a **Negligible** magnitude of change. Views obscured by intervening built form and vegetation. **Operation / Maintenance:** The resultant magnitude of change for each section of route is as follows: Section a) and c): There would be no views of the CWP Project's offshore infrastructure. Works would be permanent in nature, long term in duration and negligible in scale and over a limited extent, resulting in a **Negligible** magnitude of change. Views of activities would be obscured by intervening built form and vegetation. Section b): There would be oblique, full or partial views of the CWP Project's offshore infrastructure screened by intervening vegetation where present. The magnitude of change has been assessed as **Medium** (medium in scale, long-term and intermediate in terms of distance). The presence of the offshore infrastructure would be a change in seaward views with	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			terms of distance). The presence of the offshore infrastructure would be a change in seaward views with the addition of features, would be medium in size and scale spanning over an intermediate extent and seen in the middle distance on the skyline from elevated and lower-level locations along the road. **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 '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 and onshore lighting further along the coastline, including Shankill and Bray. The resultant magnitude of change for each section of route is as follows:		the addition of features, would be medium in size and scale spanning over an intermediate extent and seen in the middle distance on the skyline from elevated and lower-level locations along the road. **Operation / Maintenance Nighttime:** The CWP's 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 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 and onshore lighting further along the coastline, including Shankill and Bray. The resultant magnitude of change for each section of route is as follows: Section a) and c): There would be no views of nighttime lighting associated with the CWP Project offshore infrastructure. Works would be permanent in nature, long term	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			Section a) and c): There would be no views of nighttime lighting associated with the CWP Project's offshore infrastructure. Works would be permanent in nature, long term in duration and negligible in scale and over a limited extent, resulting in a **Negligible** magnitude of change. Views obscured by intervening built form and vegetation. Section b): Nighttime lighting associated with the CWP Project's offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, alongside onshore lighting from coastal settlements of Shankill and Bray. The resultant magnitude of change would be **Low** (small in scale, long-term and localised / intermediate in terms of geographical extent).		in duration and negligible in scale and over a limited extent, resulting in a **Negligible** magnitude of change. Views obscured by intervening built form and vegetation. Section b): Nighttime 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, alongside onshore lighting from coastal settlements of Shankill and Bray. The resultant magnitude of change would be **Low** (small in scale, long-term and localised / intermediate in terms of geographical extent).	
R761 Road Representative viewpoints relatively close by include Viewpoint 1 and 26 (**Figure**	This road extends between the M11 motorway junction and Wicklow. The northern section heads	All of this route apart from the settlement lies on the edge of the Coastal AONB designated in the Wicklow County Development	Based on the obstructed blade tip and hub height ZTVs and field visits, there would be no visibility of the CWP Project's offshore infrastructure for visual receptors along section a). From the remaining sections (southern edge of	**Overall conclusions:** The overall proportion of the route affected by theoretical visibility, and verified by field visits, would be intermediate/localised during construction /	Based on the obstructed blade tip and hub height ZTVs and field visits, there would be no visibility of the CWP Project's offshore infrastructure for visual receptors along section a). From the remaining sections (southern edge of section b,	**Overall conclusions:** The overall proportion of the route affected by theoretical visibility, and verified by field visits, would be intermediate/localised during construction /

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
15.17.10 and 26 Greystones), viewpoint 11 (**Figure 15.17.24**- Kilcoole) and viewpoint 12 (**Figure 15.17.12** – Six Mile Point, Newcastle) see **Appendix 15.11 Visualisations** The route has been split into four sections, based on obstructed theoretical visibility: Section a): M11 Junction/ Little Cork / Bray to Bray Section b): Southern edge of Bray to north edge of Greystones) Section c): Southern edge	northeast from the M11 junction / Little Bray / Cork and the R119 towards Bray through a built-up area restricting views, before turning southwards from Bray town centre along a tree lined route with restricted seaward views, before opening out approaching the north of Greystones where vegetation has less of an influence in screening views. From Greystones, the road heads southwards towards Kilcoole and Newcastle and roadside trees and adjacent woodland largely restricts	Plan. The northern section of the route; largely Section a) also lies just on the edge of the Bray Head; a SAA and part of the Bray Mountain Group AONB, defined under the Wicklow County Development Plan. One Prospect of High Amenity Value, No 66 is also defined within section a) with a prospect of Bray Head from the R761. This road has been assessed as of **Local / County** importance. Receptors travelling along this road have some appreciation of the seaward view and susceptibility	section b, across section c and d) there would be theoretical views of the CWP Project's offshore infrastructure and construction / decommissioning activities. Such views would be either be partial, obscured/ filtered by intervening built form and vegetation or open / direct though glimpsed. Section a was therefore not considered as part of the assessment. **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 and removal of WTGs / OSSs (topside) around the array site, alongside movements to and from the landfall (including the towing of offshore infrastructure), though views would not extend further than the framed headlands of Bray Head and Wicklow. Works would be temporary in nature, short term in duration (up to 2 years) and limited to	decommissioning / operation / maintenance for sections of route b, c and d the following conclusions were reached: Sensitivity has been assessed as **Medium**. During construction / decommissioning (day and night) the magnitude of change has been assessed as **Low-Negligible** (medium-small, short-term duration and intermediate/localised geographic extent) resulting in a **Not Significant (not significant)** effect based on medium sensitive receptors. During operation / maintenance (day) the magnitude of change has been assessed as **Medium-Low** (medium-small scale, long-term, intermediate / localised geographic extent) resulting in a **Slight (not significant)** effect based	across section c and d) there would be theoretical views of the CWP Project's offshore infrastructure and construction / decommissioning activities. Such views would be either be partial, obscured/ filtered by intervening built form and vegetation or open / direct though glimpsed. Section a was therefore not considered as part of the assessment. **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 and removal of WTGs / OSSs (topside) around the array site , alongside movements to and from the landfall (including the towing of offshore infrastructure), though views would not extend further than the framed headlands of Bray Head and Wicklow. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant	decommissioning / operation / maintenance for sections of route b, c and d the following conclusions were reached Sensitivity has been assessed as **Medium**. During construction / decommissioning (day and night) the magnitude of change has been assessed as **Low-Negligible** (medium-small, short-term duration and intermediate/localised geographic extent) resulting in a **Not Significant (not significant)** effect based on medium sensitive receptors. During operation / maintenance (day) the magnitude of change has been assessed as **Medium-Low** (medium-small scale, long-term, intermediate / localised geographic extent) resulting in a **Slight (not significant)** effect based on medium sensitive receptors.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
of Greystones to northern edge of Newcastle (with no visibility through Kilcoole) Section d): Southern edge of Newcastle to Rathnew	views towards the sea, until south of Newcastle, where the landscape is more open up, allowing views to the east onto farmland which screens the sea. The road continues beyond Newcastle, terminating at Rathnew just north of Wicklow.	to the CWP Project's offshore infrastructure has been assessed as **Medium-Low**. Overall sensitivity has been assessed as **Medium** for all route sections.	construction and decommissioning. The resultant magnitude of change for each section of route is as follows: Section b), c) and d): The resultant magnitude of change would be **Low-Negligible** (medium-small in scale, short-term (up to 2 years) and localised in terms of geographical extent). Views of activities would largely be screened obscured by intervening topography, built form and vegetation. **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning / safety lighting would be visible intermittently along the route associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views, though set against the context of surrounding suburbs and coastal settlements. The resultant magnitude of change for each section of route is as follows:	on medium sensitive receptors. During operation /maintenance (night) the magnitude of change has been assessed as **Low** (small, long-term duration and intermediate / localised geographic extent) resulting in a **Slight (not significant)** effect based on medium sensitive receptors.	magnitude of change for each section of route is as follows: Section b), c) and d): The resultant magnitude of change would be **Low-Negligible** (medium-small in scale, short-term (up to 2 years) and localised in terms of geographical extent). Views of activities would largely be screened obscured by intervening topography, built form and vegetation. **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently along the route associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views, though set against the context of surrounding suburbs and coastal settlements. The resultant magnitude of change for each section of route is as follows: Section b), c) and d): The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in	During operation /maintenance (night) the magnitude of chane has been assessed as **Low** (small, long-term duration and intermediate / localised geographic extent) resulting in a **Slight (not significant)** effect based on medium sensitive receptors.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			Section b), c) and d): The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term and localised in terms of geographical extent). Nighttime views of activities would largely be screened, obscured by intervening topography, built form and vegetation. **Operation / Maintenance:** The resultant magnitude of change for each section of route is as follows: Section b), c) and d): There would be glimpsed partial and direct views of the CWP Project's offshore infrastructure from parts of the route. Works would be permanent in nature, long term in duration, medium-small in scale and over a localised extent and has been assessed as **Medium-Low** magnitude of change. **Operation / Maintenance Nighttime:** The CWP Project offshore infrastructure would generate additional sources of lighting from permanent navigational markings and aviation lighting visible at dusk, during the night and at dawn.		scale, short-term and localised in terms of geographical extent). Nighttime views of activities would largely be screened, obscured by intervening topography, built form and vegetation. **Operation / Maintenance:** The resultant magnitude of change for each section of route is as follows: Section b), c) and d): There would be glimpsed partial and direct views of the CWP Project's offshore infrastructure from parts of the route. Works would be permanent in nature, long term in duration, medium-small in scale and over a localised extent and has been assessed as **Medium-Low** magnitude of change. **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	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			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 and onshore lighting from Bray, Greystones and Bray. The resultant magnitude of change for each section of route has been assessed as as follows: Section b), c) and d): The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised in terms of geographical extent).		be seen in context with existing lighting offshore, including transient marine vessels alongside lighthouses and onshore lighting from Bray, Greystones and Bray. The resultant magnitude of change for each section of route has been assessed as as follows: Section b), c) and d): The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised in terms of geographical extent).	
M11 / NII Road The following sections of the route may experience visibility based on the obstructed ZTVs: Section a): Shankill to Little	This road forms a main route southward between Dublin and Wexford and is located inland of the coastline. Orientated in a north to south direction, rising landform and woodland to the east and	This road is not covered by any landscape related designation but has a number of views and prospects identified along the route, based on the Wicklow County Development Plan: 11: Prospect to west of Great	The obstructed blade tip and hub height ZTVs and field visits indicate that some sections of the route would experience views of the CWP Project's offshore infrastructure. These include sections a, b and c where there may be glimpsed views of the CWP Project's offshore development area / offshore infrastructure during construction / decommissioning activities / operation and maintenance. Such views would be partial,	Sensitivity has been assessed as **Medium-Low**. The magnitude of change and resultant effect for each section during each phase is as follows: Construction / decommissioning (day and nighttime): Section a): The magnitude of change has been assessed as **Negligible** resulting in a **Not Significant /**	The obstructed blade tip and hub height ZTVs and field visits indicate that some sections of the route would experience views of the CWP Project's offshore infrastructure. These includes sections a, b and c where there may be glimpsed views of the CWP Project's offshore development area / offshore infrastructure. during construction / decommissioning activities / operation and maintenance. Such views would be partial, obscured/ filtered by intervening built form	Sensitivity has been assessed as **Medium-Low**. The magnitude of change and resultant effect for each section during each phase is as follows: Construction / decommissioning (day and nighttime): Section a): The magnitude of change has been assessed as **Negligible** resulting in a **Not Significant /**

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Bray / Cork (north of Bray). Section b): From Delgany (west of Greystones) to Junction 17 (southwest of Wicklow). Section c): Junction 19-20 - Coolmore / Scratenagh to Coolboy (just north of Arlow). The CWP Project's offshore infrastructure from the remaining stretches of the route would not be visible informed by the obstructed ZTVs, field visits and presence of topography, intervening vegetation and built form.	west of the road restricts views. Between Newton Mount Kennedy and Wicklow, occasional brief glimpses of the sea horizon can be obtained in views to the east.	Sugarloaf, across Kilmacanogue Marsh and Quill Road 12 Prospect of Little Sugarloaf and the coast 13 Prospect of both sides of Glen of the Downs 14 Prospect of Kilcoole and the coast 15 View of Wicklow Head and Coastline 29 Prospect of Murrough and sea 32 Prospect of Kilbride and Castletimon Hills 33 Prospect of Ballymoyle Hill Views of Special Amenity Value or Special Interest: 39 View of Little Sugar Loaf Views and prospects were reviewed on site and there is little appreciation of	obscured/ filtered by intervening built form and vegetation, or oblique views of some or the whole offshore infrastructure. Receptors along section c would experience views of the CWP Project's offshore infrastructure in context with Arklow Wind Farm (commissioned June 2004). **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 WTGs / OSSs (topside) around the array site , alongside movements to and from the landfall (including the towing of offshore infrastructure) further north and where views are discernible beyond headlands and points. Works would be temporary in nature, short term in duration (up to 2 years) and limited to and decommissioning. The resultant magnitude of change	**Imperceptible** (not significant) effect. Section b) and c): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant** (not significant) effect. Operation / maintenance: Section a): The magnitude of change has been assessed as **Negligible** resulting in a **Not Significant / Imperceptible** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant) effect. Section c): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant** (not significant) effect. Operation / Maintenance (nighttime): Section a): The magnitude of change has been assessed as **Negligible** resulting in a **Not Significant /**	and vegetation, or oblique views of some or the whole offshore infrastructure. Receptors along section c would experience views of the CWP Project's offshore infrastructure in context with Arklow Wind Farm (commissioned June 2004). **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 WTGs / OSSs (topside) around the array site, alongside movements to and from the landfall (including the towing of offshore infrastructure) further north and where views are discernible beyond headlands and points. 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 for each section of route has been assessed as as follows:	**Imperceptible** (not significant) effect. Section b) and c): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant** (not significant) effect. Operation / maintenance: Section a): The magnitude of change has been assessed as **Negligible** resulting in a **Not Significant / Imperceptible** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant) effect. Section c): The magnitude of change has been assessed **Low-Negligible** resulting in a **Not Significant** (not significant) effect. Operation / Maintenance (nighttime): Section a): The magnitude of change has been assessed as **Negligible** resulting in a **Not Significant /**

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
		seaward views. As such the value of the route has been assessed as **Community**. Receptors travelling along this road have limited appreciation of the seaward view and susceptibility to the CWP Project's offshore infrastructure has been assessed as **Low**. Overall sensitivity has been assessed as **Medium-Low** for all route sections**.**	for each section of route has been assessed as follows: Section a): There would be no views of construction / decommissioning works associated with CWP Project's offshore infrastructure, resulting in a **Negligible** magnitude of change. (negligible in scale, short-term and localised in geographical extent). Section b): 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). Section c): 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). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning / safety lighting would be visible intermittently along the route, associated with the array site	**Imperceptible** (not significant) effect. Section b): The magnitude of change has been assessed as **Low-** resulting in a **Slight** (not significant) effect. Section c): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant** (not significant) effect. **Overall conclusions:** The overall proportion of entire the route affected by theoretical visibility, and which was verified by field visits, would be intermediate / localised during construction / decommissioning / operation / maintenance. During construction / decommissioning (day and nighttime) a **Low-Negligible** magnitude of change has been assessed (medium-small, short-term duration and intermediate / localised geographic extent) resulting in a **Not Significant (not**	Section a): There would be no views of construction / decommissioning works associated with CWP Project's offshore infrastructure, resulting in a **Negligible** magnitude of change. (negligible in scale, short-term and localised in geographical extent). Section b): 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). Section c): 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). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently along the route, associated with the array site and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. The	**Imperceptible** (not significant) effect. Section b): The magnitude of change has been assessed as **Low-** resulting in a **Slight** (not significant) effect. Section c): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant** (not significant) effect. **Overall conclusions:** The overall proportion of entire the route affected by theoretical visibility, and which was verified by field visits, would be intermediate / localised during construction / decommissioning / operation / maintenance. During construction / decommissioning (day and nighttime) has been assessed as **Low-Negligible** magnitude of change (medium-small, short-term duration and intermediate / localised geographic extent) resulting in a **Not Significant (not**

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			and deployment of construction / decommissioning vessels, increasing the extent of light pollution in seaward views. The extent of existing onshore light pollution reducing southwards. The resultant magnitude of change for each section of route has been assessed as as follows: Section a): There would be no views of nighttime lighting associated with CWP Project's offshore infrastructure. Works would be temporary, short term in nature and negligible in scale and over a limited extent, resulting in a **Negligible** magnitude of change. Views would be obscured by intervening built form and vegetation. Section b): The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term and localised in terms of geographical extent). Nighttime views of activities would largely be screened, obscured by intervening topography, built form and vegetation.	**significant)** effect based on medium-low sensitive receptors. During operation / maintenance (day) the magnitude of change has been assessed as **Medium-Low** (medium-small scale, long-term, intermediate / localised geographic extent) resulting in a **Slight (not significant)** effect based on medium-low sensitive receptors. During operation / maintenance (night) a **Low** magnitude of change has been assessed (small, long-term duration and intermediate / localised geographic extent) resulting in a **Slight (not significant)** effect based on medium-low sensitive receptors.	extent of existing onshore light pollution reducing southwards. The resultant magnitude of change for each section of route has been assessed as follows: Section a): There would be no views of nighttime lighting associated with CWP Project's offshore infrastructure. Works would be temporary, short term in nature and negligible in scale and over a limited extent, resulting in a **Negligible** magnitude of change. Views would be obscured by intervening built form and vegetation. Section b): The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term and localised in terms of geographical extent). Nighttime views of activities would largely be screened, obscured by intervening topography, built form and vegetation. Section c): The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term and localised in terms of geographical extent). Nighttime	**significant)** effect based on medium-low sensitive receptors. During operation / maintenance (day) the magnitude of change has been assessed as **Medium-Low** (medium-small scale, long-term, intermediate / localised geographic extent) resulting in a **Slight (not significant)** effect based on medium-low sensitive receptors. During operation / maintenance (night) has been assessed as **Low** magnitude of change (small, long-term duration and intermediate / localised geographic extent) resulting in a **Slight (not significant)** effect based on medium-low sensitive receptors.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			Section c): The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term and localised in terms of geographical extent). Nighttime views of activities would largely be screened, obscured by intervening topography, built form and vegetation. **Operation / Maintenance:** The resultant magnitude of change for each section of route has been assessed as follows: Section a): There would be no views of the CWP Project's offshore infrastructure. Works would be permanent in nature, long term in duration and negligible in scale and over a limited extent, resulting in a **Negligible** magnitude of change. Views of activities would be obscured by intervening built form and vegetation. Section b): There would be glimpsed partial and direct views of the CWP Project's offshore infrastructure from parts of the route. Works would be permanent in nature, long term in duration, medium-small		views of activities would largely be screened, obscured by intervening topography, built form and vegetation. **Operation / Maintenance:** The resultant magnitude of change for each section of route has been assessed as follows: Section a): There would be no views of the CWP Project's offshore infrastructure. Works would be permanent in nature, long term in duration and negligible in scale and over a limited extent, resulting in a **Negligible** magnitude of change. Views of activities would be obscured by intervening built form and vegetation. Section b): There would be glimpsed partial and direct views of the CWP Project's offshore infrastructure from parts of the route. Works would be permanent in nature, long term in duration, medium-small in scale and over a localised extent, resulting in a **Medium-Low** magnitude of change. Section c): There would be glimpsed partial and direct	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			in scale and over a localised extent, resulting in a **Medium-Low** magnitude of change. Section c): There would be glimpsed partial and direct views of the CWP Project's offshore infrastructure from parts of the route, though more distant than views from section b. The magnitude of change has been assessed as **Low - Negligible** (small in scale, long-term and localised 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 the night and at dawn. The offshore infrastructure lighting would cause a greater extent of the view to be lit intermittently, seen in context with existing lighting offshore and decreasing levels of onshore light pollution north south. The resultant magnitude of change for each section of route is as follows: Section a): There would be no views of nighttime lighting		views of the offshore CWP Project's offshore infrastructure from parts of the route, though more distant than views from Section b. The magnitude of change has been assessed as **Low - Negligible** (small in scale, long-term and localised 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 the night and at dawn. The offshore infrastructure's lighting would cause a greater extent of the view to be lit intermittently, seen in context with existing lighting offshore and decreasing levels of onshore light pollution north south. The resultant magnitude of change for each section of route is as follows: Section a): There would be no views of nighttime lighting associated with CWP Project's offshore infrastructure. Works would be permanent in nature, long term in duration and negligible in scale and over a	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			associated with CWP Project's offshore infrastructure. Works would be permanent in nature, long term in duration and negligible in scale and over a limited extent, resulting in a **Negligible** magnitude of change. Views obscured by intervening built form and vegetation. Section b): The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised in terms of geographical extent). Section c): The resultant magnitude of change has been assessed **Low-Negligible** (small in scale, long-term and localised in terms of geographical extent). Views would be seen in context with Arklow Wind Farm (commissioned June 2004).		limited extent, resulting in a **Negligible** magnitude of change. Views obscured by intervening built form and vegetation. Section b): The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised in terms of geographical extent). Section c): The resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, long-term and localised in terms of geographical extent). Views would be seen in context with Arklow Bank Wind Farm (commissioned June 2004).	
R750 Road Representative viewpoints relatively close by include Viewpoint 23 (**Figure**	This road extends between Wicklow and Arklow and follows the coastline in a north to south direction. The	This road passes through the Coastal AONB and is covered by a View of Special Amenity Value or Special Interest No 48 (panoramic view	The obstructed blade tip and hub height ZTVs and field visits indicate that the majority of route would be visible, apart from a small section to the southwest of Brides Head and very small sections further south. There would be views of the CWP Project's offshore	Sensitivity has been assessed as **High-Medium**. The magnitude of change and resultant effect for each section	The obstructed blade tip and hub height ZTVs and field visits indicate that the majority of route would be visible apart from a small section to the southwest of Brides Head and very small sections further south. There would be views of the CWP Project's offshore	Sensitivity has been assessed as **High-Medium**. The magnitude of change and resultant effect for each section

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
15.11.23 Maheramore Beach) and viewpoint 18 (**Figure 15.17.18** Brittas Bay) see **Appendix 15.11 Visualisations**. The route has been split into four sections, based on obstructed theoretical visibility: Section a: Wicklow to Ballynacarrig north of Brittas Section b: Brittas to Mizen Head Section c: Mizen Head to Ennereilly (just south of Sallymount) Section d: Ennereilly (just	sea is regularly visible from much of this route, becoming more enclosed as it heads inland at Blainroe, due to surrounding woodland. At Brittas Bay, framed glimpses of the coastline to the north and south and sea horizon can be obtained before the route heads inland, reducing the visibility of the sea, as a result of screening from landform and coastal scrub, as well as woodland in the vicinity of the European Golf Club. Beyond Sallymount Bay Beach and associated sand dunes	towards Wicklow Golf Course, Brides Head, Wicklow Head and the coastline) and Prospect 31 (Prospect towards sea from Coastal Road) in the Wicklow County Development Plan. Its value has been assessed as of **Local / County** importance. Receptors travelling along this road have some appreciation of the seaward view and susceptibility to the CWP Project has been assessed as **Medium**. Overall sensitivity has been assessed as **High-Medium** for all route sections.	development area / offshore infrastructure during construction / decommissioning activities / operation and maintenance and such views would either be partial, obscured / filtered by intervening built form and vegetation or oblique views of some or the whole array site. Receptors along section a) and c) would largely experience partial views enclosed by adjacent vegetation, though where views are available. Receptors along section b) and d): would experience more views of the entire array site, though from an oblique angle. Views of the CWP Project's offshore infrastructure would be seen in context with Arklow Wind Farm (commissioned June 2004). **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 WTGs / OSSs (topside) around	during each phase is as follows: Construction / decommissioning (day and nighttime) and operational (nighttime): Section a) and c): The magnitude of change has been assessed **Low-Negligible** resulting in a **Not Significant** (not significant) effect. Section b) and d): The magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (not significant) effect. Operation / maintenance: Section a), c) and d): The magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (not significant) effect. Section b: The magnitude of change has been assessed as **Medium-** resulting in a **Moderate** (not significant) effect. **Overall conclusions:** The overall proportion of the route affected by	development area / offshore infrastructure during construction / decommissioning activities / operation and maintenance and such views would either be partial, obscured / filtered by intervening built form and vegetation or oblique views of some or the whole array site. Receptors along section a and c would largely experience partial views enclosed by adjacent vegetation, though where views are available. Receptors along section b and d: would experience more views of the entire array site, though from an oblique angle. Views of the CWP Project's offshore infrastructure would be seen in context with Arklow Wind Farm (commissioned June 2004. **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 WTGs / OSSs (topside) around the array site , alongside	during each phase is as follows: Construction / decommissioning (day and nighttime) and operational (nighttime): Section a and c): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant** (not significant) effect. Section b and d): The magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (not significant) effect. Operation / maintenance: Section a, c and d): The magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium-** resulting in a **Moderate** (not significant) effect. **Overall conclusions:** The overall proportion of the route affected by

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
south of Sallymount) to Aisling / Seabank.	and Ferrybank, the landscape opens out, allowing views of the sea horizon before the road enters Arklow where the surrounding built form reduces the extent of views.		the array site alongside movements to and from the landfall (including the towing of offshore infrastructure), though views would not extend further than the framed headlands of Wicklow and Arklow and smaller points in between. 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 for each section of route is as follows: Section a): The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term and localised in terms of geographical extent). Views of activities would largely be screened, obscured by intervening topography, built form and vegetation. Section b): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, short-term and intermediate in terms of geographical extent). Oblique full views would be	theoretical visibility, and verified by field visits, would be intermediate during construction / decommissioning / operation / maintenance. During construction / decommissioning (day and nighttime) magnitude of change has been assessed as **Medium-Low-** (medium-small, short-term duration and intermediate geographic extent) resulting in a **Moderate-Slight (not significant)** effect based on high-medium sensitive receptors. During operation / maintenance (day) the magnitude of change has been assessed as **Medium** (medium scale, long-term, intermediate geographic extent) resulting in a **Moderate (not significant)** effect based on high-medium sensitive receptors. During operation / maintenance (night) magnitude of change has been assessed as	movements to and from the landfall (including the towing of offshore infrastructure), though views would not extend further than the framed headlands of Wicklow and Arklow and smaller points in between. 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 for each section of route is as follows: Section a): The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term and localised in terms of geographical extent). Views of activities would largely be screened, obscured by intervening topography, built form and vegetation. Section b): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, short-term and intermediate in terms of geographical extent). Oblique full views would be visible from this section of route.	theoretical visibility, and verified by field visits, would be intermediate during construction / decommissioning / operation / maintenance. During construction / decommissioning (day and nighttime) magnitude of change has been assessed as **Medium-Low-** (medium-small, short-term duration and intermediate geographic extent) resulting in a **Moderate-Slight (not significant)** effect based on high-medium sensitive receptors. During operation / maintenance (day) the magnitude of change has been assessed as **Medium** (medium scale, long-term, intermediate geographic extent) resulting in a **Moderate (not significant)** effect based on high-medium sensitive receptors. During operation / maintenance (night) magnitude of change has been assessed as

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			visible from this section of route. Section c): The resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, short-term and localised in terms of geographical extent). Section d): The resultant magnitude of change has been assessed as Medium-**Low** (medium-small in scale, short-term and intermediate in terms of geographical extent). Oblique full nighttime views would be visible from this section of route. **Construction / Decommissioning Nighttime:** Temporary construction / safety lighting would be visible intermittently along the route associated with the CWP Project's offshore infrastructure and deployment of construction / decommissioning vessels extending the extent of light pollution in seaward views, set against the context of low levels of onshore light pollution. The resultant	Medium-**Low** (medium-small, long-term duration and intermediate geographic extent) resulting in a **Moderate-Slight (not significant)** effect based on high-medium sensitive receptors.	Section c): The resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, short-term and localised in terms of geographical extent). Nighttime views would largely be screened obscured by intervening topography, built form and vegetation. Section d): The resultant magnitude of change has been assessed as Medium-**Low** (medium-small in scale, short-term and intermediate in terms of geographical extent). Oblique full nighttime views would be visible from this section of route. **Construction / Decommissioning Nighttime:** Temporary construction / safety lighting would be visible intermittently along the route associated with the CWP Project's offshore infrastructure and deployment of construction / decommissioning vessels extending the extent of light pollution in seaward views, set against the context of low levels of onshore light pollution. The resultant magnitude of	Medium-**Low** (medium-small, long-term duration and intermediate geographic extent) resulting in a **Moderate--Slight (not significant)** effect based on high-medium sensitive receptors.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			magnitude of change for each section of route is as follows: Section a): The resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, short-term and localised in terms of geographical extent). Nighttime views would largely be screened, obscured by intervening topography, built form and vegetation. Section b): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, short-term and intermediate in terms of geographical extent). Oblique full nighttime views would be visible from this section of route. Section c): The resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, short-term and localised in terms of geographical extent). Nighttime views would largely be screened, obscured by intervening topography, built form and vegetation. Section d): The resultant magnitude of change has been		change for each section of route is as follows: Section a): The resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, short-term and localised in terms of geographical extent). Nighttime views would largely be screened, obscured by intervening topography, built form and vegetation. Section b): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, short-term and intermediate in terms of geographical extent). Oblique full nighttime views would be visible from this section of route. Section c): The resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, short-term and localised in terms of geographical extent). Nighttime views would largely be screened, obscured by intervening topography, built form and vegetation. Section d): The resultant magnitude of change has been	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			assessed as **Medium-Low** (medium-small in scale, short-term and intermediate in terms of geographical extent). Oblique full nighttime views would be visible from this section of route, though seen in context with Arklow Wind Farm (commissioned June 2004). **Operation / Maintenance:** The resultant magnitude of change for each section of route is as follows: Section a): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and localised in terms of geographical extent). Views of the CWP Project's offshore infrastructure would be in the foreground / middle distance but largely be screened by intervening topography, built form and vegetation. Section b): The resultant magnitude of change has been assessed as **Medium** (medium in scale, long-term and intermediate in terms of geographical extent). Views of the CWP Project's offshore		assessed as Medium-**Low** (medium-small in scale, short-term and intermediate in terms of geographical extent). Oblique full nighttime views would be visible from this section of route, though seen in context with Arklow Wind Farm (commissioned June 2004). **Operation / Maintenance:** The resultant magnitude of change for each section of route is as follows: Section a): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and localised in terms of geographical extent). Views of the CWP Project's offshore infrastructure would be in the foreground / middle distance but largely be screened by intervening topography, built form and vegetation. Section b): The resultant magnitude of change has been assessed **Medium** (medium in scale, long-term and intermediate in terms of geographical extent). Views of the CWP Project's offshore	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			infrastructure would be in the foreground / middle distance. Section c): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent). Views of the CWP Project's offshore infrastructure would largely be screened by intervening topography, built form and vegetation. Section d): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and localised in terms of geographical extent). Views of the CWP Project's offshore infrastructure would be more distant than the northern section of the route, though the entire CWP Project's offshore infrastructure would be visible. **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 would be in the foreground / middle distance. Section c): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent). Views of the CWP Project's offshore infrastructure would largely be screened by intervening topography, built form and vegetation. Section d): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and localised in terms of geographical extent). Views of the CWP Project's offshore infrastructure would be more distant than the northern section of the route, though the entire CWP Project's offshore infrastructure would be visible. **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	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			infrastructure lighting would cause a greater extent of the view to be lit intermittently, seen in context with existing lighting offshore and lower levels of onshore light pollution. The resultant magnitude of change for each section of route is as follows: Section a): The resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, long-term and localised in terms of geographical extent). Nighttime views would largely be screened, obscured by intervening topography, built form and vegetation. Section b): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent). Oblique full nighttime views would be visible from this section of route. Section c): The resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, long-term and localised in terms of geographical extent). Nighttime		lighting would cause a greater extent of the view to be lit intermittently, seen in context with existing lighting offshore and lower levels of onshore light pollution. The resultant magnitude of change for each section of route is as follows: Section a): The resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, long-term and localised in terms of geographical extent). Nighttime views would largely be screened, obscured by intervening topography, built form and vegetation. Section b): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent). Oblique full nighttime views would be visible from this section of route. Section c): The resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, long-term and localised in terms of geographical extent). Nighttime views would largely be	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			views would largely be screened obscured by intervening topography, built form and vegetation. Section d): The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and intermediate in terms of geographical extent). Oblique full nighttime views would be visible from this section of route but seen in the context of Arlow Wind Farm (commissioned June 2004).		screened, obscured by intervening topography, built form and vegetation. Section d): The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and intermediate in terms of geographical extent). Oblique full nighttime views would be visible from this section of route but seen in the context of Arlow Wind Farm (commissioned June 2004).	

Table 2 Assessment of Sequential Routes - DART Line / Greystones to Wicklow (part of the Dublin to Rosslare) Main Line.

Routes	Baseline	Visual sensitivity	WTG Option A		WTG Option B	
			Magnitude of change	Effect	Magnitude of change	Effect
Railway Line						
DART - Dublin to Greystones Line and Greystones to Wicklow (part of the Dublin to Rosslare) Main Line. (The route lies close to representative viewpoint 4 (**Figure 15.17.4**), 5 (**Figure 15.17.5**), 7 (**Figure 15.11.7**), 8 (**Figure 15.17.8**), 10 (**Figure 15.17.10**), 11 (**Figure 15.17.11**), 12 (**Figure 15.17.12**) and 21; **Figure 15.17.21**) see **Appendix 15.11 Visualisations**. The assessment considers the route between	These lines extend between Dublin and Rosslare and follows the coastline between Merrion and Wicklow. For much of the route, the sea is the main focal point to the east, the exception being when passing through tunnels at Bray Head and the settlements of Bray, Greystones, and Wicklow as well as Dublin and associated suburbs. On reaching Wicklow, the railway line moves inland where views	This line between Dublin and Wicklow passes through three counties. Whilst the receptor value is of **Community** importance for the first three sections of route (a, b and c) since there are no landscape / visual designations. The value of section d has been assessed as of **Local / County** importance due to the extensive presence of the Wicklow Coastal AONB, Prospects of Special Amenity Value or Special Interest and Bray Head SAA for a limited extent. The route is covered by Prospect 6 Bray to Greystones Cliff Walk and Prospect 7 Railway from Greystones to Wicklow town.	Based on the obstructed ZTVs and field visits, the CWP Project's offshore infrastructure would be visible from much of the route in side-on views eastwards, where the WTGs and OSSs during the construction, operation, and decommissioning phases and OfTI works during construction would be visible. Views, however, would vary from obscured, oblique to direct and open, depending on the relative orientation and proximity of the CWP Project to the route and intervening built form, vegetation and topography in the form of headlands and points affecting the resultant magnitude of change. **Construction / Decommissioning:** During construction /decommissioning there would be views along the route (sections a to d) of construction / decommissioning activities. These would include an increase in the concentration of construction vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction or removal of WTGs	Sensitivity of users of the route has been assessed as **Medium** for section d and **Medium-Low f**or sections a, b and c. The magnitude of change and resultant effect for each section during each phase is as follows: Construction / decommissioning: Section a): The magnitude of change has been assessed as **Negligible** resulting in a **Not Significant** (not significant) effect. Section b): The magnitude of change has been assessed as **Low -Negligible** resulting in a Not Significant (not significant) effect. Section c): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant) effect. Section d): The magnitude of change	Based on the obstructed ZTVs and field visits, the CWP Project's offshore infrastructure proposed development would be visible from much of the route in side-on views eastwards, where the WTGs and OSSs during the construction, operation, and decommissioning phases and OfTI works during construction would be visible. Views, however, would vary from obscured, oblique to direct and open, depending on the relative orientation and proximity of the CWP Porject to the route and intervening built form, vegetation and topography in the form of headlands and points affecting the resultant magnitude of change. **Construction / Decommissioning:** During construction/ decommissioning there would views along the route (Sections a to d) of construction / decommissioning activities. These would include an increase in the concentration	Sensitivity has been assessed as **Medium** for section d and **Medium-Low f**or Sections a, b and c. The magnitude of change and resultant effect for each section during each phase is as follows: Construction / decommissioning: Section a): The magnitude of change has been assessed as **Negligible** resulting in a **Not Significant** (not significant) effect. Section b): The magnitude of change has been assessed **Low -Negligible** resulting in a Not Significant (not significant) effect. Section c): The magnitude of change has been assessed **Medium-Low** resulting in a **Slight** (not significant) effect. Section d): The magnitude of change has been assessed

Routes	Baseline	Visual sensitivity	WTG Option A		WTG Option B	
			Magnitude of change	Effect	Magnitude of change	Effect
Railway Line						
Dublin and Wicklow on the basis that receptors along this route may experience significant effects. For ease of assessment the route is split into the following sections, based on the extent of visibility, nature and proximity of views: a) Dublin to Merrion; b) Merrion to Dalkey / Sorrento Point; c) Dalkey / Sorrento Point to Bray; and d) Bray Head to Wicklow	of the sea are largely screened by landform and vegetation before reaching Rosslare.	The value of the route has been assessed as ranging from Community (Sections a, b and c) to Local / County (section d). Susceptibility to the CWP Project's offshore infrastructure has been assessed as **Medium** since the development would be experienced in transient and moving seaward views by users of the local railway. The level of sensitivity would therefore vary along the route. For Sections a, b and c it would be **Medium-Low**. For section d) it would be **Medium**.	/ OSSs (topside) around the array site, alongside movements to and from the landfall at Poolbeg Peninsula well as OfTI 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 for each section of route is as follows: Section a): Works would be temporary in nature, short term in duration and negligible in scale during construction and decommissioning and over a limited extent, resulting in a **Negligible** magnitude of change. Views of activities would be obscured by intervening built form and vegetation. Section b): Works would be temporary in nature, short term in duration and medium-small in scale during construction and decommissioning and over a localised extent, resulting in a **Low-Negligible** magnitude of change. Views of activities would largely relate to the OfTI as well as the towing of offshore infrastructure to the array site;	has been assessed as **Medium** resulting in a **Moderate** (not significant) effect. Construction / decommissioning (nighttime): Section a): The magnitude of change has been assessed as **Negligible** resulting in a **Not Significant** (not significant) effect. Section b): The magnitude of change has been assessed as **Low -Negligible** resulting in a **Not Significant** (not significant) effect. Section c): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant) effect. Section d): The magnitude of change has been assessed as **Medium** resulting in a	of construction vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction or removal of WTGs / OSSs (topside) around the array site, alongside movements to and from the landfall at Poolbeg Peninsula as well as OfTI 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 for each section of route is as follows: Section a: Works would be temporary in nature, short term in duration and negligible in scale during construction and decommissioning and over a limited extent resulting in a **Negligible** magnitude of change. Views of activities would be obscured by intervening built form and vegetation. Section b: Works would be temporary in nature, short	**Medium** resulting in a **Moderate** (not significant) effect. Construction / decommissioning (nighttime): Section a): The magnitude of change has been assessed **Negligible** resulting in a **Not Significant** (not significant) effect. Section b): The magnitude of change has been assessed **Low -Negligible** resulting in a **Not Significant** (not significant) effect. Section c): The magnitude of change has been assessed **Medium-Low** resulting in a **Slight** (not significant) effect. Section d): The magnitude of change has been assessed **Medium** resulting in a

Routes	Baseline	Visual sensitivity	WTG Option A		WTG Option B	
			Magnitude of change	Effect	Magnitude of change	Effect
Railway Line						
			views of works within the array site would not be discernible. Section c): Works would be temporary in nature, short term in duration and medium-small in scale during construction and decommissioning and over an intermediate extent, resulting in a **Medium- Low** magnitude of change. Views of activities would largely relate to the array site and activities to and from the landfall, though not of Poolbeg Peninsula itself. Section d): Works would be temporary in nature, short term in duration and large in scale during construction and decommissioning and over an intermediate extent, resulting in a **Medium** magnitude of change. Views of activities would largely relate to the array site. **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning / safety lighting would be visible intermittently along the route, associated with the array site and deployment of construction / decommissioning vessels increasing the extent of light pollution in seaward views from Poolbeg to around the array	**Moderate** (not significant) effect. Operation / maintenance: Section a / b): The magnitude of change has been assessed as **Negligible** resulting in a **Not Significant** (not significant) effect. Section c): The magnitude of change has been assessed as **Medium** resulting in a **Slight** (not significant) effect. Section d): The magnitude of change has been assessed as **High** resulting in a **Significant-Moderate** (significant) effect. Operation / maintenance (nighttime): Section a / b): The magnitude of change has been assessed as **Negligible** resulting in a **Not Significant** (not significant) effect. Section c): The magnitude of change	term in duration and medium-small in scale during construction and decommissioning and over a localised extent, resulting in a **Low-Negligible** magnitude of change. Views of activities would largely relate to the OfTI as well as the towing of offshore infrastructure to the array site; views of works within the array site would not be discernible. Section c): Works would be temporary in nature, short term in duration and medium-small in scale during construction and decommissioning and over an intermediate extent, resulting in a **Medium- Low** magnitude of change. Views of activities would largely relate to the array site and activities to and from the landfall, though not of Poolbeg Peninsula itself. Section d): Works would be temporary in nature, short term in duration and large in scale during construction and decommissioning and over an intermediate extent, resulting in a **Medium** magnitude of change. Views	**Moderate** (not significant) effect. Operation / maintenance: Section a / b): The magnitude of change has been assessed **Negligible** resulting in a **Not Significant** (not significant) effect. Section c): The magnitude of change has been assessed **Medium** resulting in a **Slight** (not significant) effect. Section d): The magnitude of change has been assessed **High** resulting in a **Significant-Moderate** (significant) effect. Operation / maintenance (nighttime): Section a / b): The magnitude of change has been assessed **Negligible** resulting in a **Not Significant** (not significant) effect. Section c): The magnitude of change

Routes	Baseline	Visual sensitivity	WTG Option A		WTG Option B	
			Magnitude of change	Effect	Magnitude of change	Effect
Railway Line						
			site, with views of lights associated with vessels to and from the landfall, though viewed from a lit train which would reduce their visual prominence. The resultant magnitude of change for each section of route is as follows: Section a): No lighting would be visible due to the extent of intervening built form and vegetation. Works would be temporary in nature, short term in duration and negligible in scale and over a limited extent resulting in a **Negligible** magnitude of change. Section b): Temporary lighting would be visible, intermittently associated with the deployment of construction / decommissioning vessels and the OfTI, though seen in context with surrounding built form, existing baseline of vessels along the main approaches to Dublin and lighthouses and from a lit train. The resultant effect would be temporary in nature, short term in duration and medium-small in scale during construction and decommissioning and over a localised extent resulting in a	has been assessed as **Low** resulting in a **Slight** (not significant) effect. Section d): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant) effect. **Overall conclusions:** The overall proportion of the entire route affected by theoretical visibility, and which was verified by field visits, would cover an intermediate extent during construction / decommissioning and wide extent during operation / maintenance. During construction / decommissioning (day and nighttime) there magnitude of change has been assessed as **Medium-Low** (medium-small, short-term duration and intermediate geographic extent) resulting in a **Slight (not significant)**	of activities would largely relate to the array site. **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently along the route, associated with the array site and deployment of construction / decommissioning vessels increasing the extent of light pollution in seaward views from Poolbeg to around the array site, with views of lights associated with vessels to and from the landfall, though viewed from a lit train which would reduce their visual prominence. The resultant magnitude of change for each section of route is as follows: Section a): No lighting would be visible due to the extent of intervening built form and vegetation. Works would be temporary in nature, short term in duration and negligible in scale and over a limited extent resulting in a	would be **Low** resulting in a **Slight** (not significant) effect. Section d): The magnitude of change has been assessed **Medium-Low** resulting in a **Slight** (not significant) effect. **Overall conclusions:** The overall proportion of the entire route affected by theoretical visibility, and which was verified by field visits, would be over an intermediate extent during construction / decommissioning and wide extent during operation / maintenance. During construction / decommissioning (day and nighttime) magnitude of change has been assessed as **Medium-Low-** (medium-small, short-term duration and intermediate geographic extent) resulting in a **Slight (not significant)**

Routes	Baseline	Visual sensitivity	WTG Option A		WTG Option B	
			Magnitude of change	Effect	Magnitude of change	Effect
Railway Line						
			Low-Negligible magnitude of change. Section c): Works would be temporary in nature, short term in duration and medium in scale during construction and decommissioning and over an intermediate extent, resulting in a **Medium- Low** magnitude of change. Views of activities would largely relate to nighttime lighting associated with vessels to and from and within the array site itself. Section d): Works would be temporary in nature, short term in duration and large in scale during construction and decommissioning and over an intermediate extent, resulting in a **Medium** magnitude of change. Views of nighttime activities would largely relate to the lighting of the array site and construction vessels / decommissioning between the headlands. **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible in seaward views, with views varying from obscured, oblique to direct and open, depending on the relative orientation and	effect based on medium sensitive receptors. During operation / maintenance (day) the magnitude of change has been assessed as **High-Medium** (large-medium scale, long-term, wide geographic extent) resulting in a **Moderate (not significant)** effect based on medium sensitive receptors. During operation /maintenance (night) magnitude of change has been assessed as **Medium – Low** (medium-small, long-term duration and wide geographic extent) resulting in a **Slight (not significant)** effect based on medium sensitive receptors.	**Negligible** magnitude of change. Section b): Temporary lighting would be visible intermittently, associated with the deployment of construction / decommissioning vessels and the OfTI, though seen in context with surrounding built form, existing baseline of vessels along the main approaches to Dublin and lighthouses and from a lit train. The resultant effect would be temporary in nature, short term in duration and medium-small in scale during construction and decommissioning and over a localised extent resulting in a **Low-Negligible** magnitude of change. Section c): Works would be temporary in nature, short term in duration and medium in scale during construction and decommissioning and over an intermediate extent, resulting in a **Medium- Low** magnitude of change. Views of activities would largely relate to nighttime lighting associated with vessels to	effect based on medium sensitive receptors. During operation / maintenance (day) the magnitude of change has been assessed **High-Medium** (large-medium scale, long-term, wide geographic extent) resulting in a **Moderate (not significant)** effect based on medium sensitive receptors. During operation /maintenance (night) magnitude of change has been assessed as **Medium – Low** (medium-small, long-term duration and wide geographic extent) resulting in a **Slight (not significant)** effect based on medium sensitive receptors.

Routes	Baseline	Visual sensitivity	WTG Option A		WTG Option B	
			Magnitude of change	Effect	Magnitude of change	Effect
Railway Line						
			proximity of the CWP Project's offshore infrastructure to the route and intervening vegetation, built form and topography. The WTGs and OSSs would be most visible in direct views between Bray Head and Wicklow (section d). Section a and b): There would be no views of the CWP Project's offshore infrastructure. Works would be permanent in nature, long term in duration and negligible in scale and over a limited extent resulting in a **Negligible** magnitude of change. Views of activities would be obscured by intervening built form and vegetation. Section c): The magnitude of change would be **Medium** (medium in scale, long-term and intermediate in terms of distance). The CWP Project's offshore infrastructure would be a change in seaward views with the addition of features, be medium in size and scale spanning over an intermediate extent and seen in the middle ground on the skyline from the train. Section d): The magnitude of change would be **High** (large in		and from and within the array site itself. Section d): Works would be temporary in nature, short term in duration and large in scale during construction and decommissioning and over an intermediate extent, resulting in a **Medium** magnitude of change. Views of nighttime activities would largely relate to the lighting of the array site and construction / decommissioning vessels between the headlands. **Operation / Maintenance:** The CWP Project's offshore infrastructure would be visible in seaward views, with views varying from obscured, oblique to direct and open, depending on the relative orientation and proximity of the CWP Project's offshore infrastructure to the route and intervening vegetation, built form and topography. The WTGs and OSSs would be most visible in direct views between Bray Head and Wicklow (section d). Section a and b): There would be no views of the	

Routes	Baseline	Visual sensitivity	WTG Option A		WTG Option B	
			Magnitude of change	Effect	Magnitude of change	Effect
Railway Line						
			scale, long-term and intermediate in terms of distance). The CWP Project's 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 extent of seaward views and seen in the middle ground on the skyline from the train. **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 and onshore lighting, as well as being viewed from a lit train which would reduce the offshore infrastructure's visual prominence. The resultant magnitude of change for each section of route is as follows:		CWP Project's offshore infrastructure. Works would be permanent in nature, long term in duration and negligible in scale and over a limited extent resulting in a **Negligible** magnitude of change. Views of activities would be obscured by intervening built form and vegetation. Section c): The magnitude of change would be **Medium** (medium in scale, long-term and intermediate in terms of distance). The CWP Project's offshore infrastructure would be a change in seaward views, with the addition of features, be medium in size and scale, spanning over an intermediate extent and seen in the middle ground on the skyline from the train. Section d): The magnitude of change would be **High** (large in scale, long-term and intermediate in terms of distance). The CWP Project's 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	

Routes	Baseline	Visual sensitivity	WTG Option A		WTG Option B	
			Magnitude of change	Effect	Magnitude of change	Effect
Railway Line						
			Section a and b): There would be no views of nighttime lighting associated with the CWP Project's offshore infrastructure. Works would be permanent in nature, long term in duration and negligible in scale and over a limited extent, resulting in a **Negligible** magnitude of change. Views obscured by intervening built form and vegetation. Section c): Nighttime 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, alongside onshore lighting from coastal settlements and from the lit train. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised / intermediate in terms of geographical extent). Section d): The CWP Project's 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 and levels of onshore light pollution associated with coastal settlements and onshore infrastructure and from a lit train. The resultant magnitude of		intermediate extent of seaward views and seen in the middle ground on the skyline from the train. **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 and onshore lighting, as well as being viewed from a lit train which would reduce the offshore infrastructure's visual prominence. The resultant magnitude of change for each section of route is as follows: Section a and b): There would be no views of nighttime lighting associated with the CWP Project's offshore infrastructure. Works	

Routes	Baseline	Visual sensitivity	WTG Option A		WTG Option B	
			Magnitude of change	Effect	Magnitude of change	Effect
Railway Line						
			change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent).		would be permanent in nature, long term in duration and negligible in scale and over a limited extent, resulting in a **Negligible** magnitude of change. Views obscured by intervening built form and vegetation. Section c): Nighttime lighting associated with the CWP Project's offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, alongside onshore lighting from coastal settlements and from the lit train. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and localised / intermediate in terms of geographical extent). Section d): The CWP Project's offshore infrastructure lighting would cause a greater extent of the view to be lit intermittently although it would be seen in context with existing lighting offshore and levels of onshore light pollution associated with coastal	

Routes	Baseline	Visual sensitivity	WTG Option A		WTG Option B	
			Magnitude of change	Effect	Magnitude of change	Effect
Railway Line						
					settlements and onshore infrastructure and from a lit train. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent).	

Table 3 Assessment of Sequential Routes – Shipping / Ferry / Recreational Routes

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Shipping / Ferry / Recreational Routes						
Northern sea approach to Dublin Port. To inform the resultant magnitude of change and consequential effects, the route was divided into two sections. The closest section of the route based on distance was section a): 20-40 km from the outer edge of the array site. Section b): 40 to 50 km from the outer edge of the array site. Beyond the 50 km study area any effects would be insignificant	The northern approach to Dublin generally follows a northeast to southwest or east to west direction passing to the north of the Kish Lighthouse and includes regular ferries to and from Holyhead and Bootle. At distance, the coastline appears flat but as vessels approach the Irish Coast, a number of headlands become more prominent, including Howth Head which forms the northern extent of Dublin Bay and Dalkey Head to the south which forms the southern extent.	The sea route is not covered by any landscape or seascape related designation or promoted route and value has been assessed as **of Community** importance. The susceptibility of receptors travelling along this route has been assessed as **Medium** (for ferry passengers and commercial fisherman) or **High Medium** (for recreational craft. Overall sensitivity has been assessed as either **Medium-Low** (for ferry passengers and commercial fisherman) or **Medium** (for	Based on the obstructed ZTVs and site visits, the CWP Project's offshore infrastructure would be visible from the northern approaches to Dublin Port in face-on open views when rounding Howth Head, and side-on open views from routes to the UK and would include visibility of the WTGs and OSSs during the construction, operation, and decommissioning phases and OfTI works during 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 and cranes) for seabed preparation, foundation piling and construction of WTGs / OSSs (topside) around the array site, alongside movements to and from the landfall at Poolbeg Peninsula resulting from the installation of Offshore	Sensitivity of users of the route has been assessed as **Medium-Low** for ferry and passengers / commercial fisherman) or **Medium** for users of recreational craft for sections a) and b). The magnitude of change and resultant effect for each section during each phase has been assessed as follows: Construction / decommissioning: Section a): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significa**nt (not significant) effect OR **Slight** (not significant) effect. Section b): The magnitude of change has been assessed as **Negligible** resulting in an **Imperceptible** (not significant) effect OR **Negligible** (not significant) effect. Construction / decommissioning (nighttime): Section a): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant** (not	Based on the obstructed ZTVs and site visits, the CWP Project's offshore infrastructure would be visible from the northern approaches to Dublin Port in face-on open views when rounding Howth Head, and side-on open views from routes to the UK and would include visibility of the WTGs and OSSs during the construction, operation, and decommissioning phases and OfTI works during 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 and cranes) for seabed preparation, foundation piling and construction of WTGs / OSSs (topside) 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	Sensitivity has been assessed as **Medium-Low or Medium f**or sections a) and b). The magnitude of change and resultant effect for each section during each phase is as follows: Construction / decommissioning: Section a): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significa**nt (not significant) effect OR **Slight** (not significant) effect. Section b): The magnitude of change has been assessed as **Negligible** resulting in an **Imperceptible** (not significant) effect OR **Negligible** (not significant) effect. Construction / decommissioning (nighttime): Section a): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant** (not

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Shipping / Ferry / Recreational Routes						
based on distance.	Once in Dublin Bay, the waters are more sheltered and include several navigation buoys and Poolbeg and Bull Lighthouses on either side of the outer River Liffey. The decommissioned Poolbeg Generating Station stacks form an important feature in views.	recreational craft users.	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 for each section of route would reduce in scale based on distance and has been summarised as follows: Section a) (within 20-40 km of the array site): The resultant magnitude of change has been assessed as **Low-Negligible (**medium-small in scale, short-term and localised). Section b) (within 40-50 km of the array site): The resultant magnitude of change has been assessed as **Negligible** (small in scale, short-term and localised). **Construction / Decommissioning Nighttime:** Temporary construction / safety lighting would be visible intermittently, associated with the offshore development area and deployment of construction vessels alongside the	significant) effect OR **Slight** (not significant) effect. Section b): The magnitude of change has been assessed as **Negligible** resulting in an **Imperceptible** (not significant) effect OR **Negligible** (not significant) effect. Operation / maintenance: Section a): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant) effect for both sets of visual receptors. Section b): The magnitude of change has been assessed as **Negligible** resulting in an **Imperceptible** (not significant) effect OR **Negligible** (not significant) effect. Operation / maintenance (nighttime): Section a): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant** (not significant) effect for both sets of visual receptors. Section b): The magnitude of change has been assessed as **Negligible** resulting in an **Imperceptible** (not significant) effect OR	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 for each section of route would reduce in scale based on distance and has been summarised as follows: Section a) (within 20-40 km of the array site): The resultant magnitude of change has been assessed as **Low-Negligible (**medium-small in scale, short-term and localised). Section b) (within 40-50 km of the array site): The resultant magnitude of change has been assessed as **Negligible** (small in scale, short-term and localised). **Construction / Decommissioning Nighttime:** Temporary construction / safety lighting would be visible intermittently, associated with the offshore development area and deployment of construction vessels alongside the existing nighttime presence	significant) effect OR **Slight** (not significant) effect. Section b): The magnitude of change has been assessed **Negligible** resulting in an **Imperceptible** (not significant) effect OR **Negligible** (not significant) effect. Operation / maintenance: Section a): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant) effect for both sets of visual receptors. Section b): The magnitude of change has been assessed **Negligible** resulting in an **Imperceptible** (not significant) effect OR **Negligible** (not significant) effect. Operation / maintenance (nighttime): Section a): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant** (not significant) effect for both sets of visual receptors. Section b: The magnitude of change has been

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Shipping / Ferry / Recreational Routes						
			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: Section a) (within 20-40 km of the array site): 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). Section b) (within 40-50 km of the array site): The resultant magnitude of change has been assessed as **Negligible** (small in scale, short-term and localised). **Operation / Maintenance:** The offshore infrastructure would be visible to the south/southwest/southeast with the WTGs and OSSs most visible. The resultant magnitude of change has been assessed as:	**Negligible** (not significant) effect. **Overall conclusions:** The overall proportion of the entire route within the study area affected by theoretical visibility, and which was verified by field visits, would be localised during construction / decommissioning and localised during operation / maintenance. During construction / decommissioning (day and nighttime) the magnitude of change has been assessed as a **Low- Negligible** (medium-small, short-term duration and localised geographic extent), resulting in a **Not Significant (not significant)** effect based on medium sensitive receptors. During operation / maintenance (day) the magnitude of change has been assessed as **Medium-Low** (medium-small scale, long-term, localised geographic extent), resulting in a **Slight (not significant)**	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 : Section a) (within 20-40 km of the array site): The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term and localised in terms of geographical extent, given the wider presence of construction / decommissioning vessels alongside the array). Section b) (within 40-50 km of the array site): The resultant magnitude of change has been assessed as **Negligible** (small in scale, short-term and localised). **Operation / Maintenance:** The offshore infrastructure would be visible to the south/southwest/southeast with the WTGs and OSSs most visible. The resultant magnitude of change has been assessed as: Section a) (within 20-40 km of the array site): The	assessed as **Negligible** resulting in an **Imperceptible** (not significant) effect OR **Negligible** (not significant) effect. **Overall conclusions:** The overall proportion of the entire route within the study area affected by theoretical visibility, and which was verified by field visits, would be localised during construction / decommissioning and localised during operation / maintenance. During construction / decommissioning (day and nighttime) the magnitude of change has been assessed as **Low- Negligible** (medium-small, short-term duration and localised geographic extent), resulting in a **Not Significant (not significant)** effect based on medium sensitive receptors. During operation / maintenance (day) the magnitude of change has been assessed as

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Shipping / Ferry / Recreational Routes						
			Section a) (within 20-40 km of the array site): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent). The offshore infrastructure would be a noticeable change in the view with the addition of features, would be of medium to low size and would be seen in the distance on the horizon. Section b) (within 40-50 km of the array site): The resultant magnitude of change has been assessed as **Negligible** (small in scale, long-term and limited in terms of geographical extent). The offshore infrastructure would result in a low incremental change in the view, would be of low size / scale and seen in the distance on 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 other transient marine	effect based on medium sensitive receptors. During operation / maintenance (night) the magnitude of change has been assessed as **Low-Negligible** (small, long-term duration and localised geographic extent), resulting in a **Not Significant (not significant)** effect based on medium sensitive receptors.	resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent). The offshore infrastructure would be a noticeable change in the view with the addition of features, would be of medium to low size and would be seen in the distance on the horizon. Section b) (within 40-50 km of the array site): The resultant magnitude of change has been assessed as **Negligible** (small in scale, long-term and limited in terms of geographical extent). The offshore infrastructure would result in a low incremental change in the view, would be of low size / scale and seen in the distance on 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 other transient marine vessels alongside lighthouses extending down	**Medium-Low** (medium-small scale, long-term, localised geographic extent), resulting in a **Slight (not significant)** effect based on medium sensitive receptors. During operation / maintenance (night) the magnitude of change has been assessed as **Low-Negligible** (small, long-term duration and localised geographic extent), resulting in a **Not Significant (not significant)** effect based on medium sensitive receptors.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Shipping / Ferry / Recreational Routes						
			vessels, alongside lighthouses extending down the coastline to Dalkey Island, with onshore lighting associated with Dublin's suburbs and port. Lighting would cause a greater extent of the view to be lit intermittently. The resultant magnitude of change has been assessed as: Section a) (within 20-40 km of the array site): The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and intermediate in terms of geographical extent). Section b) (within 40-50 km of the array site): The resultant magnitude of change has been assessed as **Negligible** (small in scale, long-term and limited in terms of geographical extent).		the coastline to Dalkey Island, with onshore lighting associated with Dublin's suburbs and port. Lighting would cause a greater extent of the view to be lit intermittently. The resultant magnitude of change has been assessed as: Section a) (within 20-40 km of the array site): The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and intermediate in terms of geographical extent). Section b) (within 40-50 km of the array site): The resultant magnitude of change has been assessed as **Negligible** (small in scale, long-term and limited in terms of geographical extent).	
Southern sea approach to Dublin Port and Dublin to Cherbourg Route	These routes extend along the eastern coastline of Ireland and links the Celtic Sea with Dublin Port.	The sea route is not covered by any landscape or seascape related designation or promoted route and value has	Based on the obstructed ZTV and field visits, the CWP Project's offshore development area / offshore infrastructure would be visible from the southern approaches to Dublin Port	Sensitivity has been assessed as **Medium-Low** for ferry and passengers / commercial fisherman) or **Medium** for users of recreational craft for Sections a), b), c) and d). The	Based on the obstructed ZTV and field visits, the CWP Project offshore development area / offshore infrastructure would be visible from the southern approaches to Dublin Port in	Sensitivity has been assessed as **Medium-Low or Medium f**or sections a, b, c and d. The magnitude of change and resultant effect for each section

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Shipping / Ferry / Recreational Routes						
To inform the resultant magnitude of change and consequential effects the route was divided into sections within the extent of the study area. The closest section of route to the outer edge of the array site based on distances of: Section a) 0-10 km Section b) 10-20 km Section c) 20 to 40 km Section d) 40-50 km. Beyond the 50 km study area any effects would be insignificant	Views tend to be open with the Irish coastline forming the main focal point to the west. At distance, the coastline appears flat and when closer the headlands at Wicklow, Bray and Dalkey can be identified along with settlements backdropped by the Wicklow Mountains.	been assessed as of **Community** value. The susceptibility of receptors travelling along this route has been assessed as **Medium** (for ferry passengers and commercial fisherman) or **High Medium** (for recreational craft. Overall sensitivity has been assessed as either **Medium-Low** (for ferry passengers and commercial fisherman) or **Medium** (for recreational craft.	in face-on open views and side-on views and would be seen at a close distance backdropped by the Irish coastline and include the WTGs and OSSs during the construction, operation, and decommissioning phases and OfTI works / towing of offshore infrastructure during construction / decommissioning. **Construction/ Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction of WTGs / OSSs (topside) 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	magnitude of change and resultant effect for each section during each phase has been assessed as : Construction / decommissioning: Section a): The magnitude of change has been assessed as **Medium** resulting in a **Moderate**-**Slight** (not significant) effect OR **Moderate** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant) effect for both sets of visual receptors. Section c): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significa**nt (not significant) effect for both sets of visual receptors. Section d): The magnitude of change has been assessed as **Negligible** resulting in an **Imperceptible** (not significant) effect OR **Negligible** (not significant) effect. Construction / decommissioning (nighttime): Section a): The magnitude of change has been assessed	face-on open views and side-on views and would be seen at a close distance backdropped by the Irish coastline and include the WTGs and OSSs during the construction, operation, and decommissioning phases and OfTI works/ towing of offshore infrastructure during construction / decommissioning. **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 WTGs / OSSs (topside) 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	during each phase has been assessed as follows: Construction / decommissioning: Section a): The magnitude of change has been assessed as **Medium** resulting in a **Moderate**-**Slight** (not significant) effect OR **Moderate** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant) effect for both sets of visual receptors. Section c): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significa**nt (not significant) effect for both sets of visual receptors. Section d): The magnitude of change has been assessed as **Negligible** resulting in an **Imperceptible** (not significant) effect OR

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Shipping / Ferry / Recreational Routes						
based on distance.			decommissioning. The resultant magnitude of change for each section of route has been assessed as follows: Section a): (0-10 km): The resultant magnitude of change has been assessed as **Medium** (medium in scale, short-term and wide in terms of geographical extent). Section b): (10-20 km): The resultant magnitude of change has been assessed as **Medium-Low**- (medium-small in scale, short -term and intermediate in terms of geographical extent). Section c): (20-40 km): The resultant magnitude of change has been assessed as **Low- Negligible** (small in scale, short-term and localised in terms of geographical extent). Section d): (40-50 km): The resultant magnitude of change has been assessed as **Negligible** (small in scale, short-term and limited in terms of geographical extent). **Construction / Decommissioning Nighttime:** Temporary	as **Medium** resulting in a **Moderate**-**Slight** (not significant) effect OR **Moderate** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant) effect for both sets of visual receptors. Section c): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significa**nt (not significant) effect for both sets of visual receptors. Section d): The magnitude of change has been assessed as **Negligible** resulting in an **Imperceptible** (not significant) effect OR **Negligible** (not significant) effect. Operation / maintenance: Section a): The magnitude of change has been assessed as **High** resulting in a **Moderate** (not significant) effect OR **Significant-Moderate** (significant) effect. Section b): The magnitude of change has been assessed as **High-Medium** resulting in a **Moderate-Slight** (not significant) effect OR	decommissioning. The resultant magnitude of change for each section of route has been assessed as follows: Section a): (0-10 km): The resultant magnitude of change has been assessed as **Medium** (medium in scale, short-term and wide in terms of geographical extent). Section b): (10-20 km): The resultant magnitude of change has been assessed as **Medium-Low**- (medium-small in scale, short -term and intermediate in terms of geographical extent). Section c): (20-40 km): The resultant magnitude of change has been assessed as **Low- Negligible** (small in scale, short-term and localised in terms of geographical extent). Section d): (40-50 km): The resultant magnitude of change has been assessed as **Negligible** (small in scale, short-term and limited in terms of geographical extent). **Construction / Decommissioning Nighttime:** Temporary	**Negligible** (not significant) effect. Construction / decommissioning (nighttime): Section a): The magnitude of change has been assessed as **Medium** resulting in a **Moderate-Slight** (not significant) effect OR **Moderate** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant) effect for both sets of visual receptors. Section c): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significa**nt (not significant) effect for both sets of visual receptors. Section d): The magnitude of change has been assessed as **Negligible** resulting in an **Imperceptible** (not significant) effect OR **Negligible** (not significant) effect. Operation / maintenance: Section a): The magnitude of change has been

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Shipping / Ferry / Recreational Routes						
			construction / decommissioning safety lighting would be visible intermittently, associated with the offshore development area and deployment of construction / decommissioning vessels 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: Section a): (0-10 km): The resultant magnitude of change has been assessed as **Medium** (medium in scale, short-term and wide in terms of geographical extent). Section b): (10-20 km): The resultant magnitude of change has been assessed as **Medium-Low**- (medium-small in scale, short -term and intermediate in terms of geographical extent). Section c): (20-40 km): The resultant magnitude of change has been assessed as **Low- Negligible** (small in scale, short-term and	**Moderate** (not significant) effects. Section c): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant) effect for both sets of visual receptors. Section d): The magnitude of change has been assessed as **Negligible** resulting in an **Imperceptible** (not significant) effect OR **Negligible** (not significant) effect. Operation / maintenance (nighttime): Section a): The magnitude of change has been assessed as **Medium** resulting in a **Moderate-Slight** (not significant) effect OR **Moderate** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant) effect for both sets of visual receptors. Section c): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant** (not	construction / decommissioning safety lighting would be visible intermittently, associated with the offshore development area and deployment of construction / decommissioning vessels 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: Section a): (0-10 km): The resultant magnitude of change has been assessed as **Medium** (medium in scale, short-term and wide in terms of geographical extent). Section b): (10-20 km): The resultant magnitude of change has been assessed as **Medium-Low**- (medium-small in scale, short -term and intermediate in terms of geographical extent). Section c): (20-40 km): The resultant magnitude of change has been assessed as **Low- Negligible** (small in scale, short-term and	assessed as **High** resulting in a **Moderate** (not significant) effect OR **Significant-Moderate** (significant) effects. Section b): The magnitude of change has been assessed as **High-Medium** resulting in a **Moderate-Slight** (not significant) effect OR **Moderate** (not significant) effects. Section c): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant) effect for both sets of visual receptors. Section d): The magnitude of change has been assessed as **Negligible** resulting in an **Imperceptible** (not significant) effect OR **Negligible** (not significant) effect. Operation / maintenance (nighttime): Section a): The magnitude of change has been assessed as **Medium** resulting in a **Moderate-Slight** (not significant)

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Shipping / Ferry / Recreational Routes						
			localised in terms of geographical extent). Section d): (40-50 km): The resultant magnitude of change has been assessed as **Negligible** (small in scale, short-term and limited in terms of geographical extent). **Operation / Maintenance:** The offshore infrastructure would be visible in inland views along the coastline with the WTGs and OSSs most visible. The resultant magnitude of change has been assessed as follows: Section a): (0-10 km): The resultant magnitude of change has been assessed as **High** (large in scale, long-term and wide in terms of geographical extent). Section b): (10-20 km): The resultant magnitude of change has been assessed as **High-Medium** (large-medium in scale, long-term and intermediate in terms of geographical extent). Section c): (20-40 km): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term	significant) effect for both sets of visual receptors. Section d): The magnitude of change has been assessed as **Negligible** resulting in an **Imperceptible** (not significant) effect OR **Negligible** (not significant) effect. **Overall conclusions:** The overall proportion of the entire route within the study area affected by theoretical visibility, and which was verified by field visits, would be intermediate during construction / decommissioning / operation / maintenance. During construction / decommissioning (day and nighttime) a **Medium-Low-** magnitude of change has been assessed (medium-small, short-term duration and intermediate geographic extent) resulting in a **Slight (not significant)** effect based on medium sensitive receptors. During operation / maintenance (day) the magnitude of change has	localised in terms of geographical extent). Section d): (40-50 km): The resultant magnitude of change has been assessed as **-Negligible** (small in scale, short-term and limited in terms of geographical extent). **Operation / Maintenance:** The offshore infrastructure would be visible in inland views along the coastline with the WTGs and OSSs most visible. The resultant magnitude of change has been assessed as Section a): (0-10 km): The resultant magnitude of change has been assessed as **High** (large in scale, long-term and wide in terms of geographical extent). Section b): (10-20 km): The resultant magnitude of change has been assessed as **High-Medium** (large-medium in scale, long-term and intermediate in terms of geographical extent). Section c): (20-40 km): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and	effect OR **Moderate** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium-Low** resulting in a **Slight** (not significant) effect for both sets of visual receptors. Section c): The magnitude of change has been assessed as **Low-Negligible** resulting in a **Not Significant** (not significant) effect for both sets of visual receptors. Section d): The magnitude of change has been assessed as **Negligible** resulting in an **Imperceptible** (not significant) effect OR **Negligible** (not significant) effect. **Overall conclusions:** The overall proportion of the entire route within the study area affected by theoretical visibility, and which was verified by field visits, would be intermediate during construction / decommissioning / operation / maintenance.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Shipping / Ferry / Recreational Routes						
			and localised in terms of geographical extent). Section d): (40-50 km): The resultant magnitude of change has been assessed as **Negligible** (small in scale, long-term and limited in terms of geographical extent). **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 other transient marine vessels, alongside lighthouses extending down the coastline, with onshore lighting associated with Dublin's suburbs, port to the north and coastal settlements further south. Lighting would cause a greater extent of the view to be lit intermittently. The resultant magnitude of change has been assessed as: Section a): (0-10 km): The resultant magnitude of change has been assessed as **Medium** (medium in scale, long-term and wide in	been assessed as **Medium** (medium scale, long-term, intermediate geographic extent) resulting in a **Moderate (not significant)** effect based on medium sensitive receptors. During operation / maintenance (night) a **Medium-Low** magnitude of change has been assessed (medium-small, long-term duration and intermediate geographic extent) resulting in a **Slight (not significant)** effect based on medium sensitive receptors.	localised in terms of geographical extent). Section d): (40-50 km): The resultant magnitude of change has been assessed as **Negligible** (small in scale, long-term and limited in terms of geographical extent). **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 other transient marine vessels alongside lighthouses extending down the coastline, with onshore lighting associated with Dublin's suburbs, port to the north and coastal settlements further south. Lighting would cause a greater extent of the view to be lit intermittently. The resultant magnitude of change has been assessed as: Section a): (0-10 km): The resultant magnitude of change has been assessed as **Medium** (medium in scale, long-term and wide in	During construction / decommissioning (day and nighttime) a **Medium-Low-** magnitude of change has been assessed (medium-small, short-term duration and intermediate geographic extent) resulting in a **Slight (not significant)** effect based on medium sensitive receptors. During operation / maintenance (day) the magnitude of change has been assessed as **Medium** (medium scale, long-term, intermediate geographic extent) resulting in a **Moderate (not significant)** effect based on medium sensitive receptors. During operation / maintenance (night) a **Medium-Low** magnitude of change has been assessed (medium-small, long-term duration and intermediate geographic extent) resulting in a **Slight (not significant)** effect based on medium sensitive receptors.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Shipping / Ferry / Recreational Routes						
			terms of geographical extent). Section b): (10-20 km): The resultant magnitude of change has been assessed as **Medium-Low- (**medium-small in scale, long-term and intermediate in terms of geographical extent). Section c): (20-40 km): The resultant magnitude of change has been assessed as **Low- Negligible** (small in scale, long-term and localised in terms of geographical extent). Section d): (40-50 km): The resultant magnitude of change has been assessed as **Negligible** (small in scale, long-term and limited in terms of geographical extent).		terms of geographical extent). Section b): (10-20 km): The resultant magnitude of change has been assessed as **Medium-Low- (**medium-small in scale, long-term and intermediate in terms of geographical extent). Section c): (20-40 km): The resultant magnitude of change has been assessed as **Low- Negligible** (small in scale, long-term and localised in terms of geographical extent). Section d): (40-50 km): The resultant magnitude of change has been assessed as **Negligible** (small in scale, long-term and limited in terms of geographical extent).	

Table 4 Assessment of Sequential Routes - Key Walking Routes

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
Howth Head Loop The route lies to the south of representative viewpoint 2 **Figure 15.17.2**) see **Appendix 15.11 Visualisations.** For ease the route was split into the following sections for the assessment, based on the extent of visibility, nature and proximity of views: Section a): Nose of Howth to Howth Summit. Section b): Promontory	The Howth Head Loop runs around Howth Head, working from the north eastwards the route runs from Howth to the Nose of Howth, The Summit and then along to Promontory Fort, the Cliff Walk to the southwest with a diversion inland to the Ben of Howth. The Loop is divided into four routes of which the Bog of Frog Loop is the longest; approximately 12 km and covers the majority of the Loop.	This walking route is located in a National Special Amenity Area for Howth Head which recognises the exceptional character of the Howth Peninsula and covers the uplands, eastern and southern coastlines of Howth. The route is also located within Proposed Open Space and falls within a Zone of High Amenity and identified Preserved Views, as referred to in Fingal County Council's Development Plan. Its value has been	Based on the obstructed ZTVs and field visits, the CWP Project offshore development area / offshore infrastructure would be visible from sections of the route which either run along the eastern, southern and southwestern edge of the Head or from elevated points inland. From these locations the CWP Project offshore development area / offshore infrastructure would be visible during the construction, operation, and decommissioning phases with the OfTI works visible during construction / decommissioning. Views would be partial and oblique or direct and open during construction / decommissioning and in the foreground, middle and distance, with distant full oblique views during operation / maintenance. For the remainder of the route the CWP Project's offshore development area / offshore	**Overall conclusions:** Overall, for the entire route the sensitivity of receptors has been assessed as **High** and the geographical extent is intermediate during construction/decommissioning and localised during operation/maintenance. The resultant 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	Based on the obstructed ZTVs and field visits, the CWP Project offshore development area / offshore infrastructure would be visible from sections of the route which either run along the eastern, southern and southwestern edge of the Head or from elevated points inland. From these locations the CWP Project offshore development area / offshore infrastructure would be visible during the construction, operation, and decommissioning phases with the OfTI works visible during construction / decommissioning. Views would be partial and oblique or direct and open during construction / decommissioning and in the foreground, middle and distance, with distant full oblique views during operation / maintenance. For the remainder of the route the CWP Project's offshore development area / offshore	**Overall conclusions:** Overall, for the entire route the sensitivity has been assessed as **of receptors High** and the geographical extent is intermediate during construction / decommissioning and localised during operation / maintenance. The resultant 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

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
Fort along the southern edge of Howth Head including Ben of Howth and an unnamed cairn. There would be no views of the CWP Project from the remainder of the route informed by obstructed ZTVs, field visits, topography and the presence of intervening vegetation and built form.		assessed as**of National / International** importance. Susceptibility is **High** as walkers' and visitors' attention is likely to be focussed on the views of Dublin Bay and the Irish Sea beyond. Overall, visual sensitivity has been assessed as **High** across all route sections, due to the importance of the area recognised at a national level and the level of use.	infrastructure would not be visible. **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 WTGs / OSSs (topside) around the array site in the distance alongside movements to and from the landfall at Poolbeg Peninsula in the fore and middle distance, 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. Section a): Partial, oblique views of construction / decommissioning activities. The resultant magnitude of change has been assessed	in a **Slight-Not Significant** (**not significant)** effect.	infrastructure would not be visible. **Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction or removal of WTGs / OSSs (topside) around the array site in the distance alongside movements to and from the landfall at Poolbeg Peninsula in the fore and middle distance, 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. Section a): Partial, oblique views of construction / decommissioning activities. The resultant magnitude of change has been assessed	**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.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			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). Section b): Full, direct and open views of construction / decommissioning activities. 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 offshore development area and deployment of construction / decommissioning vessels. This would be seen from		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). Section b): Full, direct and open views of construction / decommissioning activities. The resultant magnitude of change would be **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 offshore development area and deployment of construction / decommissioning vessels. This would be seen from Dublin Bay extending down	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			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. Section a): Partial and oblique nighttime views of construction / decommissioning activities. 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). Section b): Full, direct and open nighttime views of construction / decommissioning activities. 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		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. Section a): Partial and oblique nighttime views of construction / decommissioning activities. 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). Section b): Full, direct and open nighttime views of construction / decommissioning activities. 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 /	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			construction / decommissioning vessels alongside the array site). **Operation / Maintenance:** For both section a and b there would be full, oblique views of the offshore infrastructure, visible to the southeast. 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 several features, would be of medium-small in size and scale, though spanning over a narrow horizontal field of view and seen in the distance on the skyline. **Operation / Maintenance Nighttime**: Full, oblique views of 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,		decommissioning vessels alongside the array site). **Operation / Maintenance:** For both section a and b there would be full, oblique views of the offshore infrastructure, visible to the southeast. 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 several features, would be of medium-small in size and scale, though spanning over a narrow horizontal field of view and seen in the distance on the skyline. **Operation / Maintenance Nighttime**: Full, oblique views of 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	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			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. 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 route. For both Section a) and b) the resultant magnitude of change **has been assessed as Low-Negligible** (small in scale, long-term and localised in terms of geographical extent).		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. 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 route. For both Section a) and b) the resultant magnitude of change has been assessed as **Low-Negligible** (small in scale, long-term and localised in terms of geographical extent).	
North Bull Wall The route lies to the south of representative viewpoint 2 **Figure 15.17.2**) see **Appendix**	The North Bull Wall extends along the southern part of North Bull Island and is accessible for half the route, before changing to an	This walking route is located in a National Special Amenity Area for North Bull Island, and its value is **of National /**	Based on the obstructed ZTVs and field visits, the CWP Project offshore development area / offshore infrastructure would be visible from the entire route during the construction, operation, and decommissioning phases, with the OfTI works visible	**Overall conclusions:** Overall, for the entire route the sensitivity of visual receptors has been assessed as **High**, and magnitude of change for phases - construction / decommissioning (day / night) has been assessed as **Low-**	Based on the obstructed ZTVs and field visits, the CWP Project offshore development area / offshore infrastructure would be visible from the entire route during the construction, operation, and decommissioning phases, with the OfTI works visible	**Overall conclusions:** Overall, for the entire route the sensitivity of visual receptors has been assessed as High, and magnitude of change for phases -construction / decommissioning (day / night) has been assessed

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
15.11 Visualisations	inaccessible breakwater at Our Lady Star of the Sea monument as far as Bull Lighthouse, marking the northern entrance to the harbour.	**International** importance**.** Susceptibility is High as walkers' and visitors' attention is likely to be focussed on the views of Dublin Bay and the Irish Sea beyond. 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.	during construction / decommissioning. Views would be direct and open during construction / decommissioning and in the foreground, middle and distance with oblique distant and partial views during operation / maintenance (partially screened by Dalkey Head and Dun Laoghaire Harbour). **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 WTGs / OSSs (topside) around the array site in the distance alongside movements to and from the landfall at Poolbeg Peninsula in the fore and middle distance, resulting from the installation of offshore export cables and towing of offshore infrastructure . Works would	**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.	during construction / decommissioning. Views would be direct and open during construction / decommissioning and in the foreground, middle and distance with oblique distant and partial views during operation / maintenance (partially screened by Dalkey Head and Dun Laoghaire Harbour). There would be limited variation in view along the route. **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 WTGs / OSSs (topside) around the array site in the distance, alongside movements to and from the landfall at Poolbeg Peninsula in the fore and middle ground, resulting from the installation of offshore export cables and towing of	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.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			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		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 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.	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			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). **Operation / Maintenance:** The offshore infrastructure would be visible to the southeast with the WTGs and OSSs most visible, framed by headlands associated with Howth and Daley / Dalkey Island. 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 to prominent change in the view with the addition of several features, would be of medium-small in size and scale though spanning over a narrow horizontal field of view and seen in the distance on the skyline. **Operation / Maintenance Nighttime**: Permanent		The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small 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 offshore infrastructure would be visible to the southeast with the WTGs and OSSs most visible, framed by headlands associated with Howth and Daley / Dalkey Island. 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 to prominent change in the view with the addition of several features, would be of medium-small in size and scale though spanning over a narrow horizontal field of view and seen in the distance on the skyline.	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			navigational markings and aviation lighting would be visible at dusk, during 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. 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 **Low-Negligible** (small in scale, long-term and localised in terms of geographical extent).		**Operation / Maintenance Nighttime**: Permanent navigational markings and aviation lighting would be visible at dusk, during 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. 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).	
Great South Wall	The Great South Wall extends east from the industrial	The Great South Wall, although distanced from	Based on the obstructed ZTV the CWP Project's offshore development area / offshore infrastructure would be	**Overall conclusions:** Overall, for the entire route the sensitivity of visual	Based on the obstructed ZTV the CWP Project's offshore development area / offshore infrastructure would be	**Overall conclusions:** Overall, for the entire route the sensitivity of

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
The route lies close to representative viewpoint 3 **Figure 15.17.3** see **Appendix 15.11 Visualisations**	Poolbeg Peninsula and marks the southern entrance to Dublin Port. Accessible along the entire length, the wall is popular with walkers accessing Poolbeg Lighthouse which allows 360°-degree views of Dublin Bay, including the decommissioned Poolbeg Power Station stacks to the west.	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 will be focussed on the views of	visible from the entire route during the construction, operation, and decommissioning phases with the OfTI works visible during construction / decommissioning. Views would be direct and open during construction / decommissioning and in the foreground, middle and distance with oblique distant and partial views during operation / maintenance (partially screened by Dalkey Head and Dun Laoghaire Harbour). There would be little variation in the view along the route. **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 WTGs / OSSs (topside) around the array site, alongside movements to and from the	receptors 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.	visible from the entire route during the construction, operation, and decommissioning phases with the OfTI works visible during construction / decommissioning. Views would be direct and open during construction / decommissioning and in the foreground, middle and distance with oblique distant and partial views during operation / maintenance (partially screened by Dalkey Head and Dun Laoghaire Harbour). There would be little variation in the view along the route. **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 WTGs / OSSs (topside) around the array site alongside movements to and from the	visual receptors has been assessed as **High-Medium**, and magnitude of change is **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.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
		Dublin Bay. Overall, visual sensitivity has been assessed as **High-Medium.**	landfall at Poolbeg Peninsula which would be prominent in the foreground, resulting from the installation of offshore export cables to the landfall and towing of offshore infrastructure. This would, however, be read in context with other activities in the bay. 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 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.		landfall at Poolbeg Peninsula which would be prominent in the foreground, resulting from the installation of offshore export cables to the landfall. This would, however, be read in context with other activities in the bay. 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 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	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			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 OSSs most visible. 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. Both Dalkey Island and Muglins Lighthouse would appear in front of the offshore infrastructure and		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 OSSs most visible. 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. Both Dalkey Island and Muglins Lighthouse would appear in front of the offshore infrastructure and would be difficult to "read" in isolation. The resultant	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			would be difficult to “read" in isolation. 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 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 on the skyline. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the northern and central part of the offshore infrastructure would be visible at dusk, during 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		magnitude of change would be **Medium-Low** (medium-small in scale, long-term and localised in terms of geographic extent). The offshore infrastructure 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 on the skyline. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the northern and central part of the offshore infrastructure would be visible at dusk, during 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	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			with onshore lighting associated with Dublin's suburbs. 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. 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).	
Bray – Greystones Cliff Walk The route lies close to representative viewpoint 8 **Figure 15.17.8** and viewpoint 10 **Figure 15.17.10** see **Appendix 15.11 Visualisations**.	The Bray to Greystones Cliff Walk extends around Bray Head affording elevated views of the sea to the east, the coastline to the north including views over Bray, and Dublin beyond before terminating at Howth Head. To the south, the coastline is less	The Cliff Walk is popular with walkers and visitors (and promoted in tourist literature though closed during field visits). The northern part of the route falls within the Bray Head SAA; a national designation. The northern and central part	Based on the obstructed ZTVs and field visits, the CWP Project 's offshore development area / offshore infrastructure would be visible for much of the route during the construction, operation, and decommissioning phases with the OfTI works visible during construction / decommissioning. Views would be direct and open during construction / decommissioning and in the foreground, middle and distance, with views ranging	Sensitivity has been assessed as **High-Medium** for Section a) and b). The magnitude of change and resultant effect for each section during each phase has been assessed as follows: Construction / decommissioning: Section a): The magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (not significant) effect. Section b): The magnitude of change has been assessed	Based on the obstructed ZTVs and field visits, the CWP Project 's offshore development area / offshore infrastructure would be visible for much of the route during the construction, operation, and decommissioning phases with the OfTI works visible during construction/ decommissioning. Views would be direct and open during construction / decommissioning and in the foreground, middle and distance, with views ranging	Sensitivity has been assessed as **High-Medium** for Section a) and b). The magnitude of change and resultant effect for each section during each phase is as follows: Construction / decommissioning: Section a): The magnitude of change has been assessed as **Medium-Low** resulting in

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
For ease the entire route was split into the following sections for the assessment, based on the extent of visibility, nature and proximity of views: Section a): Bray to Cliff Manor (northern section of the route). Section b): Cliff Manor to Greystones (central and south section of the route).	developed and includes wetlands, agricultural land interspersed by the settlements of Greystones, Kilcoole, Newcastle and distant views of Wicklow.	of the route also falls under either The Bray Mountain Group AONB or the Coastal AONB and the entire route is covered by Prospect 6 Bray-Greystones Cliff Walk. The viewpoint has been assessed asof National -**Local / County** value along sections a and b. Susceptibility is **High** as walkers and visitors' attention would be focussed on seaward views. Overall, visual sensitivity has been assessed as **High - Medium** across	from partial and oblique to direct and open (largely section a) and partially screened by the local topography) to direct and open (section b) during operation / maintenance. The magnitude of change has been assessed based on two sections of the route: **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 WTGs / OSSs (topside) around the array site and extending along the OfTI as the offshore export cables are installed towards the landfall at Poolbeg Peninsula with offshore infrastructure towed by vessels. Works would be temporary in nature, short term in duration (up to 2 years) and limited to	as **Medium** resulting in a **Moderate** (not significant) effect. Construction / decommissioning (nighttime): Section a): The magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate** -**Slight** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium** resulting in a **Moderate** (not significant) effect. Operation / maintenance: Section a): The magnitude of change has been assessed as **High-Medium** resulting in a **Significant** (significant) effect. Section b): The magnitude of change has been assessed as **High** resulting in a **Very Significant** (significant) effect. Operation / maintenance (nighttime): Section a): The magnitude of change has been assessed as **Medium-Low** resulting in a	from partial and oblique to direct and open (largely section a) and partially screened by the local topography) to direct and open (section b) during operation / maintenance. The magnitude of change has been assessed based on two sections of the route: **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 WTGs / OSSs (topside) around the array site and extending along the OfTI as the offshore export cables are installed towards the landfall at Poolbeg Peninsula with offshore infrastructure towed by vessels. Works would be temporary in nature, short term in duration (up to 2 years) and limited to	a **Moderate-Slight** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium** resulting in a **Moderate** (not significant) effect. Construction / decommissioning (nighttime): Section a): The magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate** -**Slight** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium** resulting in a **Moderate** (not significant) effect. Operation / maintenance: Section a): The magnitude of change has been assessed as **High-Medium** resulting in a **Significant** (significant) effect. Section b): The magnitude of change has

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
		all route sections.	construction and decommissioning. Section a): 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). Section b): 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 entire array site and deployment of construction / decommissioning vessels to and from the landfall alongside the nighttime	**Moderate-Slight** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate -Slight** (not significant) effect. **Overall conclusions:** Overall, for the entire route the sensitivity of visual receptors has been assessed as **High-Medium** and the geographical extent as **wide / intermediate.** The magnitude of change has been assessed as **Medium** for construction / decommissioning (day) (medium in scale, short term and wide / intermediate) resulting in a **Moderate (not significant**) effect and for construction / decommissioning (nighttime) **Medium-Low** (medium-small in scale, short-term and wide / intermediate) resulting in a **Moderate-Slight** (**not significant)** effect. During operation / maintenance (day) the magnitude of change has been assessed as **High**	construction and decommissioning. Section a): 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). Section b): 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 entire array site and deployment of construction / decommissioning vessels to and from the landfall alongside the nighttime	been assessed as **High** resulting in a **Very Significant** (significant) effect. Operation / maintenance (nighttime): Section a): The magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (not significant) effect. Section b): The magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate -Slight** (not significant) effect. **Overall conclusions:** Overall, for the entire route the sensitivity of visual receptors has been assessed as **High-Medium** and the geographical extent as **wide / intermediate.** The magnitude of change has been assessed as **Medium** for construction / decommissioning (day) (medium in scale, short

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks and coastal settlement of Greystones further south. Section a): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, short-term and intermediate in terms of geographical extent, given the wider presence of construction / decommissioning vessels alongside the array site). Section b): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, short-term and wide/intermediate in terms of geographical extent, given the wider presence of construction / decommissioning vessels alongside the array site. **Operation / Maintenance:** The offshore infrastructure would be visible to the southeast / east with the WTGs and OSSs most visible. The entire array site would be visible.	**(**large, long term, wide / intermediate) generating **Very Significant** (significant) effect. During operation / maintenance (nighttime) the magnitude of change has been assessed as **Medium-Low (**medium-small in scale, long term and wide / intermediate) resulting in a **Moderate-Slight** (**not significant)** effect.	presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks and coastal settlement of Greystones further south. Section a): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, short-term and intermediate in terms of geographical extent, given the wider presence of construction / decommissioning vessels alongside the array site). Section b): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, short-term and wide / intermediate in terms of geographical extent, given the wider presence of construction / decommissioning vessels alongside the array site. **Operation / Maintenance:** The offshore infrastructure would be visible to the southeast / east with the WTGs and OSSs most visible. The entire array site would be visible.	term and wide / intermediate) resulting in a **Moderate (not significant**) effect and for construction / decommissioning (nighttime) **Medium-Low** (medium-small in scale, short-term and wide / intermediate) resulting in a **Moderate-Slight** (**not significant)** effect. During operation / maintenance (day) the magnitude of change has been assessed as **High (**large, long term, wide / intermediate) generating **Very Significant** (significant) effect. During operation / maintenance (nighttime) the magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long term and wide / intermediate) resulting in a **Moderate-Slight** (**not significant)** effect.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			Section a): 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 offshore infrastructure would be a prominent change in the view with the addition of several features appearing in the middle ground, though spanning over an intermediate horizontal field of view of the overall view and would be seen on the skyline. Section b): The resultant magnitude of change has been assessed as **High** (large in scale, long-term and intermediate in terms of distance). 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 ground on the skyline. **Operation / Maintenance Nighttime:** Permanent		Section a): 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 offshore infrastructure would be a prominent change in the view with the addition of several features appearing in the middle ground, though spanning over an intermediate horizontal field of view of the overall view and would be seen on the skyline. Section b): The resultant magnitude of change has been assessed as **High** (large in scale, long-term and intermediate in terms of distance). 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 ground on the skyline. **Operation / Maintenance Nighttime:** Permanent	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			navigational markings and aviation lighting associated with all of the array site and 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 lighthouses alongside onshore lighting associated with Greystones. Section a): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent). Section b): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent).		navigational markings and aviation lighting associated with all of the array site and 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 lighthouses alongside onshore lighting associated with Greystones. Section a): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent). Section b): The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent).	
Greystones to Wicklow Trail	The Greystones to Wicklow Trail is approximately 18 km between two settlements	The Greystones to Wicklow Trail is promoted on the All Trails website and is	Based on the obstructed ZTVs and field visits, the CWP Project 's offshore development area / offshore infrastructure would be	**Overall conclusions:** Overall, for the entire route the sensitivity has been	Based on the obstructed ZTVs and field visits, CWP Project 's offshore development area / offshore infrastructure would be	**Overall conclusions:** Overall, for the entire route the sensitivity has

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
The route lies close to representative viewpoint 26 (**Figure 15.17.26**), viewpoint 11 (**Figure 15.17.11**), viewpoint 12 (**Figure 15.17.12**) and north of viewpoint 13 (**Figure 15.17.13**) see **Appendix 15.11 Visualisations** Given the nature of visibility and distance the entire route was assessed as one section.	of Greystones and Wicklow and runs along the coast on the seaward side of the Dart Railway line. The route commences at Greystones South Beach with access near the Greystones Park and Ride and terminates at Major's Cove, opposite the Murrough Parking area, south of the R999 and north of Wicklow town centre. The route passes both Kilcoole and Newcastle inland and has access via various roads leading to the railway line, including Kilcoole, Newcastle, Six Mile and Five Mile Point. The	popular with walkers and visitors. All of the route outside of Greystones or Wicklow falls within the Coastal AONB at a Country Development level and the entire route is covered by Prospect 7 Railway from Greystones to Wicklow town. The entire route has been assessed as of **Local / County** value, based on the prospects in addition to running though the Coastal AONB between settlements. Susceptibility has been assessed as **High** as walkers and visitors	visible along the entire route during the construction, operation, and decommissioning phases, with the OfTI works visible during construction/ decommissioning. Views would be direct and open during construction / decommissioning and operation / maintenance. **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 WTGs / OSSs (topside) around the array site, works extending north to the landfall would be screened by headlands to the north. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning.	assessed as **High-Medium.** The magnitude of change and the resultant effect during each phase has been assessed as follows: Construction / decommissioning: The magnitude of change has been assessed as **Medium** resulting in a **Moderate** (not significant) effect. Construction / decommissioning (nighttime): The magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (not significant) effect. Operation / maintenance: The magnitude of change has been assessed as **High** resulting in a **Very Significant** (significant) effect. Operation / maintenance (nighttime): The magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (not significant) effect.	visible along the entire route during the construction, operation, and decommissioning phases, with the OfTI works visible during construction / decommissioning. Views would be direct and open during construction / decommissioning and operation / maintenance. **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 WTGs / OSSs (topside) around the array, works extending north to the landfall would be screened by headlands to the north. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning.	been assessed as **High-Medium.** The magnitude of change and the resultant effect during each phase is as follows: Construction / decommissioning: The magnitude of change has been assessed as **Medium** resulting in a **Moderate** (not significant) effect. Construction / decommissioning (nighttime): The magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate-Slight** (not significant) effect. Operation / maintenance: The magnitude of change has been assessed as **High** resulting in a **Very Significant** (significant) effect. Operation / maintenance (nighttime): The magnitude of change has been assessed as **Medium-Low** resulting in

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
	route runs alongside the East Coast Nature Reserve and Broadlough Estuary on the northern outskirts of Wicklow.	attention would be focussed on seaward views. Overall, visual sensitivity has been assessed as **High - Medium**.	The resultant magnitude of change has been assessed as **Medium** (Medium in scale, short-term and wide/intermediate in terms of geographical extent. **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently, alongside the nighttime presence of vessels and intermittent lighting from coastal settlements. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, short-term and wide / intermediate in terms of geographical extent, given the wider presence of construction /decommissioning vessels alongside the array site). **Operation / Maintenance:** The offshore infrastructure would be visible to the southeast / east with the WTGs and OSSs most visible.		The resultant magnitude of change has been assessed as **Medium** (Medium in scale, short-term and wide/intermediate in terms of geographical extent. **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently, alongside the nighttime presence of vessels and intermittent lighting from coastal settlements. The resultant magnitude of change has been assessed as **Medium-Low** (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). **Operation / Maintenance:** The offshore infrastructure would be visible to the southeast / east with the WTGs and OSSs most visible.	a **Moderate-Slight** (not significant) effect.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			The resultant magnitude of change has been assessed as **High** (large in scale, long-term and intermediate in terms of extent). The offshore infrastructure would be a prominent to very large dominant change in the view with the addition of several features, would be large in size and scale, spanning over a wide to horizontal field of view of the overall view and seen in the middle distance on the skyline. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with all of 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 lighthouses, alongside onshore lighting associated with coastal settlements, both onshore and inland. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and		The resultant magnitude of change has been assessed as **High** (large in scale, long-term and intermediate in terms of extent). The offshore infrastructure would be a prominent to very large dominant change in the view with the addition of several features, would be large in size and scale, spanning over a wide to horizontal field of view of the overall view and seen in the middle distance on the skyline. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with all of 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 lighthouses, alongside onshore lighting associated with coastal settlements, both onshore and inland. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			intermediate in terms of geographical extent).		intermediate in terms of geographical extent).	
Wicklow Way The route runs near representative viewpoint 22 (**Figure 15.17.22**) and viewpoint 14 (**Figure 15.17.14**); Three Rock Mountains and Djouce Mountain respectively see **Appendix 15.11 Visualisations** For the assessment the route was split into the following sections, based on theoretical visibility / site	The Wicklow Way is a 127 km long-distance footpath between Rathfarnham (Marlay Park) in Dublin to Clonegal in County Carlow and is generally orientated in a northeast to southwest direction. From the north, the route passes through suburban areas of Dublin including parkland, before rising into the Dublin Hills across farmland. Views of the sea are not as apparent until the footpath enters the rising ground	This walking route is promoted at a national level and passes through the Wicklow Mountains National Park (an ecological designation), Dublin Mountains of High Amenity and Wicklow Mountains AONB. The value has been assessed as **Local / County** importance. Section a) falls within an area of High Amenity which seeks to protect and enhance the outstanding natural character and	Based on the obstructed ZTVs and field visits, the CWP Project 's offshore development area / offshore infrastructure would be visible from short sections of elevated ground where extensive views over the coastal plain towards the Irish Sea can be experienced. This would include views in the vicinity of Three Rock Mountain, Prince William Seat, Maulin, lower slopes of Djouce Hill, White Hill, Mullacor, and Slieve Maan North Top. Other elevated sections pass through coniferous forestry which would reduce views. Sections of the route have been assessed where there is visibility. Receptors utilising remaining sections of route would experience a Negligible magnitude of change resulting in a **Negligible** (not significant) effect.	Sensitivity has been assessed as **High-Medium.** The magnitude of change and resultant effect during each phase has been assessed as follows: Construction / decommissioning: For sections a), b), c) and d) the magnitude of change has been assessed as **Low** resulting in a **Slight** (not significant) effect. Construction / decommissioning (nighttime): For sections a) and b) the magnitude of change has been assessed as **Low-Negligible** resulting in a **Not significant** (not significant) effect. For Sections c) and d) the magnitude of change has been assessed as **Low**	Based on the obstructed ZTVs and field visits, the CWP Project 's offshore development area / offshore infrastructure would be visible from short sections of elevated ground where extensive views over the coastal plain towards the Irish Sea can be experienced. This would include views in the vicinity of Three Rock Mountain, Prince William Seat, Maulin, lower slopes of Djouce Hill, White Hill, Mullacor, Slieve Maan North Top. Other elevated sections pass through coniferous forestry which would reduce views. Sections of the route have been assessed where there is visibility. Receptors utilising remaining sections of route would experience a Negligible magnitude of change resulting in a **Negligible** (not significant) effect.	Sensitivity has been assessed as **High-Medium.** The magnitude of change and resultant effect during each phase has been assessed as follows: Construction / decommissioning: For sections a), b), c) and d) the magnitude of change has been assessed as **Low** resulting in a **Slight** (not significant) effect. Construction / decommissioning (nighttime): For Sections a) and b) the magnitude of change has been assessed as **Low-Negligible** resulting in a **Not significant** (not significant) effect. For Sections c) and d) the magnitude of change has been assessed as **Low**

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
visits and nature of views. Section a): South of Fairy Castle and along the R116 to Glencullen Mountain. Section b): Curtlestown south of the L1011 to Lackandarragh Lower. Section c): From Ride Rock to White Hill on the eastern slopes of Djouce Mountain. Section d): Ballinastoe Woods through to Laragh East. Views from remaining sections of the route would be	associated with the Dublin Mountains and passes around the lower slopes of Djouce Mountain and over the summit of White Hill, before dropping down into a series of interconnecting valleys where views are enclosed or directed along the valley. Visibility of the sea is limited to short sections of the footpath that cross shoulders of hills before entering the adjacent valley. Levels of nighttime based light pollution vary along the extent of the route with progressively darker skies	amenity of Dublin Mountains, Liffey Valley and Dodder Valley based on the South Dublin County Development Plan. Section b), c) and d) all fall within the Mountain Uplands AONB covered under the Wicklow County Development Plan. Receptors walking along this route would appreciate the seaward view and susceptibility to the CWP Project offshore infrastructure has been	Views would range from partial, oblique to full direct and open views during construction / decommissioning and operation / maintenance. The magnitude of change is split into four sections of the route based on theoretical visibility: **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 WTGs / OSSs (topside) around the array site and where visible along the route works, extending north to the landfall and including vessels towing offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. Section a), b), c) and d): Full or partial views would be	resulting in a **Slight** (not significant) effect. Operation / maintenance: For Sections a), b), c) and d) the magnitude of change has been assessed as **Medium** resulting in a **Moderate** (not significant) effect. Operation / maintenance (nighttime): For Sections a) and b) the magnitude of change has been assessed as **Low-Negligible** resulting in a **Not significant** (not significant) effect. For Sections c) and d) the magnitude of change has been assessed as **Low** resulting in a **Slight** (not significant) effect. **Overall conclusions:** Overall, the sensitivity of receptors along the route has been assessed as **High-medium** and the geographical extent of views would be **intermediate/ localised.** The magnitude of change has been assessed as **Low** for construction /	Views would range from partial, oblique to full direct and open views during construction / decommissioning and operation / maintenance. The magnitude of change is split into four sections of the route based on theoretical visibility: **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 WTGs / OSSs (topside) around the array site and where visible along the route works, extending north to the landfall and including vessels towing offshore infrastructure. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. Section a), b), c) and d): Full or partial views would be	resulting in a **Slight** (not significant) effect. Operation / maintenance: For Sections a), b), c) and d) the magnitude of change has been assessed as **Medium** resulting in a **Moderate** (not significant) effect. Operation / maintenance (nighttime): For Sections a) and b) the magnitude of change has been assessed as **Low-Negligible** resulting in a **Not significant** (not significant) effect. For Sections c) and d) the magnitude of change has been assessed as **Low** resulting in a **Slight** (not significant) effect. **Overall conclusions:** Overall, the sensitivity of receptors along the route would be **High-medium** and the geographical extent of views would be **intermediate/ localised.** The magnitude of change has been assessed as

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
negligible informed by obstructed ZTVs, field visits, topography and the presence of intervening vegetation and built form.	experienced further south away from the influence of Dublin and associated suburbs.	assessed as **High**. Overall sensitivity has been assessed as **High-Medium** across all sections of the route**.**	experienced along these sections of route with some screening by intervening vegetation. 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, alongside the nighttime presence of vessels and intermittent lighting from Dublin, Dublin suburbs and the port as well as coastal settlements, subject to the location of the view along the route. Section a) and b): Full or partial nighttime views would be experienced along these sections of route with some screening by intervening vegetation and set within the context of high levels of	decommissioning (day / night) (medium in scale, short term and intermediate/localised) resulting in a **Slight (not significant**) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **Medium** (medium, long term, intermediate / localised) generating **Moderate** (not significant) effect. During operation / maintenance (nighttime) the magnitude of change has been assessed as **Low (**small in scale, long term and intermediate / localised) resulting in a **Slight** (**not significant)** effect.	experienced along these sections of route with some screening by intervening vegetation. 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, alongside the nighttime presence of vessels and intermittent lighting from Dublin, Dublin suburbs and the port as well as coastal settlements, subject to the location of the view along the route. Section a) and b): Full or partial nighttime views would be experienced along these sections of route with some screening by intervening vegetation and set within the context of high levels of	**Low** for construction / decommissioning (day / night) (medium in scale, short term and intermediate / localised) resulting in a **Slight (not significant**) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **Medium** (medium, long term, intermediate / localised) generating **Moderate** (not significant) effect. During operation / maintenance (nighttime) the magnitude of change has been assessed as **Low (**small in scale, long term and intermediate/localised) resulting in a **Slight** (**not significant)** effect.

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			nighttime light pollution associated with Dublin and its suburbs. 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.) Section c) and d): Full or partial nighttime views would be experienced along these sections of route with some screening by intervening vegetation and set within a context of darker skies. 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		nighttime light pollution associated with Dublin and its suburbs. 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.) Section c) and d): Full or partial nighttime views would be experienced along these sections of route with some screening by intervening vegetation and set within a context of darker skies. 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	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			visible to the southeast / east with the WTGs and OSSs most noticeable. Section a) and b): Full or partial slightly oblique views would be experienced along these sections of route with some screening by intervening vegetation. 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 noticeable change in the view with the addition of several features appearing in the middle distance. Section c) and d): Direct full or partial views would be experienced along these sections of route with some screening by intervening vegetation. 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 noticeable change in the view with the addition of		visible to the southeast / east with the WTGs and OSSs most noticeable. Section a) and b): Full or partial slightly oblique views would be experienced along these sections of route with some screening by intervening vegetation. 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 noticeable change in the view with the addition of several features appearing in the middle distance. Section c) and d): Direct full or partial views would be experienced along these sections of route with some screening by intervening vegetation. 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 noticeable change in the view with the addition of	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			several features appearing in the middle distance. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the entire array site and 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 lighthouses alongside onshore lighting, associated with coastal settlements both onshore and inland. Section a) and b): Full or partial direct or oblique nighttime views would be experienced along these sections of route with some screening by intervening vegetation and set within the context of high levels of nighttime light pollution associated with Dublin and its suburbs. The resultant magnitude of change has been assessed as **Low-Negligible** (small-negligible		several features appearing in the middle distance. **Operation / Maintenance Nighttime:** Permanent navigational markings and aviation lighting associated with the entire array site and 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 lighthouses alongside onshore lighting, associated with coastal settlements both onshore and inland. Section a) and b): Full or partial direct or oblique nighttime views would be experienced along these sections of route with some screening by intervening vegetation and set within the context of high levels of nighttime light pollution associated with Dublin and its suburbs. The resultant magnitude of change has been assessed as Low-**Negligible** (small-negligible	

Routes	Baseline	Visual Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Key Walking Routes						
			in scale, short-term and localised). Section c) and d): Full or partial direct or oblique nighttime views would be experienced along these sections of route with some screening by intervening vegetation and set within a context of darker skies. The resultant magnitude of change has been assessed as **Low** (small in scale, short-term and localised).		in scale, short-term and localised). Section c) and d): Full or partial direct or oblique nighttime views would be experienced along these sections of route with some screening by intervening vegetation and set within a context of darker skies. The resultant magnitude of change has been assessed as **Low** (small in scale, short-term and localised).	

4 Summary

24. This SLVIA has reviewed the potential impacts (impacts 1-6) of the CWP Project on key roads, railway lines, shipping / ferry / recreational routes and key walking routes. It concluded that Very Significant (significant) effects would be experienced by visual receptors using the Bray to Greystones Cliff Walk and Greystones to Wicklow Trail during operation / maintenance (daytime) Impact 3. Remaining visual receptors would not experience significant effects during all phases of the development relating to impacts 1-6 with effects ranging from Imperceptible to Moderate (not significant) adverse. The nature of significant effects experienced by visual receptors is summarised below:

25. **Bray to Greystones Cliff Walk:** During operation / maintenance (daytime) the sensitivity of visual receptors using the route has been assessed as **High-Medium** for both section a: Bray to Cliff Manor (northern section of the route) and section b: Cliff Manor to Greystones (central and south section of the route)**.** The CWP Project would be visible to the southeast / east, with the WTGs and OSSs most visible. Overall, for both sections of route the magnitude of change has been assessed as **High** (large, long term, wide / intermediate) resulting in a **Very Significant** (significant) adverse visual effect.

26. Slight variations in the two sections of route are described below:

- Section a): 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 offshore infrastructure would be a prominent change in the view with the addition of several features appearing in the middle ground, though spanning over an intermediate horizontal field of view of the overall view and seen on the skyline.
- Section b): The resultant magnitude of change has been assessed as **High** (large in scale, long-term and intermediate in terms of distance). 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 ground on the skyline.

27. **Greystones to Wicklow Trail:** During operation / maintenance (daytime) the sensitivity of visual receptors using the route (which was assessed in its entirety) has been assessed as High-Medium. The offshore infrastructure would be visible to the southeast / east with the WTGs and OSSs most visible. The resultant magnitude of change has been assessed **High** (large in scale, long-term and intermediate in terms of extent) generating a **Very Significant** (significant) adverse visual effect. The offshore infrastructure would be a prominent to very large dominant change in the view with the addition of several features, would be large in size and scale, spanning over a wide to horizontal field of view of the overall view and seen in the middle distance on the skyline.

28. For recreational users of both the Bray to Greystones Cliff Walk and Greystones to Wicklow Trail there would be a change in views seaward during operation / maintenance (daytime – impact 3).

5 References

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