codling wind park

Environmental Impact Assessment Report

Volume 4

Appendix 15.9 National Designated Landscapes


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Abbreviations

Abbreviation	Term in Full
ABP	An Bord Pleanála
CWP	Codling Wind Park
DCC	Dublin City Council
EIAR	Environmental Impact Assessment Report
FCC	Fingal County Council
LCT	Landscape Character Type
LoD	Limit of Deviation
LPA	Local Planning Authorities
NHA	Natural Heritage Area
OfTI	Offshore Transmission Infrastructure
OSS	Offshore Substation Structure
SDCC	South Dublin County Council
SLVIA	Seascape, Landscape and Visual Impact Assessment
SAA	Special Amenity Area
SAC	Special Area of Conservation
SPA	Special Protection Area
SAAO	Special Amenity Area Order
TJB	Transition Joint Bay
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.
baseline studies	Work undertaken to determine and describe the environmental conditions against which future changes can be measure or predicted and assessed.
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.
Environmental Impact Assessment Report (EIAR)	A document reporting the findings of the EIA and produced in accordance with the Environmental Impact Assessment Regulations.
export cables	The cables, both onshore and offshore, that connect the offshore substations with the onshore substation.
key characteristics	Those combinations of elements which are particularly important to the current character of the landscape and help to give an area its particularly distinctive sense of place.
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.
land Use	What land is used for, based on broad categories of functional land cover, such as urban and industrial use and the different types of agriculture and forestry.
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 export cables	The cables which transport electricity generated by the wind turbine generators (WTGs) from the offshore substation structures (OSSs) to the TJBs at the landfall

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.
onshore export cables	The cables which transport electricity generated by the WTGs from the TJBs at the landfall to the onshore substation.
perceptual	Combines the sensory (that we receive through our senses) with the cognitive (our knowledge and understanding gained from many sources an experiences).
protected and designated landscapes	Areas of landscape identified as being of importance at international, national or local levels, either defined by statute or identified in development plans or other documents.
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.
Special Amenity Area	A Special Amenity Area is an environmental designation made under the Local Government (Planning and Development) Acts and applies to an area which is either an area of outstanding landscapes; of special recreational value; and / or where there is a need for nature conservation nature and amenities.
Special Amenity Area Order	A Special Amenity Area Order seeks to protect outstanding landscapes, nature and amenities. They gain initial legal backing under the local authorities (Planning and Development) Act 1963 and subsequent amendments (e.g. local government (Planning and Development) Act 1999.
study area	SLVIA study area is a 50 km buffer from the outermost wind turbine generator (WTG)r).
Zone of Theoretical Visibility (ZTV)	A map, usually digitally produced, showing areas of land within which, a development is theoretically visible.

APPENDIX 15.9 NATIONAL DESIGNATED LANDSCAPES

1 Introduction

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

- **Appendix 15.2 Representative scenario and LoD Assessment;**
- **Appendix 15.3 SLVIA Methodology;**
- **Appendix 15.5 Landscape Character Assessment;**
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    - **Figure 15.17.1** viewpoint 1 Howth Head;
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    - **Figure 15.17.8** viewpoint 8 Bray Head

2. This appendix focussed on national level designations and identified and assessed the impact the CWP Project's offshore infrastructure could have on four Special Amenity Areas (SAA) which lie within a 50 km study area (from the outermost wind turbine generator (WTG)) covering:

    - Howth Head;
    - North Bull Island; River Liffey (Lucan Bridge to Palmerston); and
    - Bray Head.

3. The assessment was undertaken based on good practice whereby national designations were assessed separately to seascape, landscape / townscape on the factors supporting their designation which are described below.

4. A Special Amenity Area Order (SAAO) is an environmental designation made under the Local Government (Planning and Development) Acts and applies to an area which is either an area of:

    - Outstanding landscapes;
    - Of special recreational value; and / or
    - Where there is a need for nature conservation nature and amenities.

5. Once a site is designated, powers include control over all developments listed in planning acts and outlined in development plans. Control is gained over some exempt developments while normal re-zoning is not permitted. Local Planning Authorities (LPA) must initially propose a site for designation and the site is then approved at a national level. The local authority is then responsible for enforcements within the SAAO and a review of designations every five years.

6. The study area also included three further SAAs which are proposed. These are Howth Buffer, Liffey Valley (from Islandbridge to the western city boundary) and Phoenix Park.

7. Local landscape designations which vary for each LPA were referred to in **Chapter 15** alongside specific policies.

8. The location of the SAAs has been referred to on **Figure 15.7** and **Figure 15.8** Landscape Planning Designations, see **Appendix 15.10 SLVIA Figures**.

2 National Designated Landscapes Existing Baseline

9. The following section describes the nature of the SAAs within the study area with reference to specific documents where relevant.

[1] Each viewpoint included a visualisation pack with contextual, baseline, wireframes and photomontages. These were 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 H to N.

2.1 Howth Head SAA

10. Howth Head SAA was designated in 2000 under SI No 133/2000 Fingal County Council (FCC) (Howth) SAAO (Confirmation) Order 2000. The SAA covers 547 ha and includes Ireland's Eye (28 ha) as well as heathland, wood, cliffs and wooded residential areas of the southeastern half of the peninsula. The SAA includes a coastal landscape of great importance and is a landscape of human settlement dominated by natural features and processes. Distant sea views and large skies are a characteristic with two defining landmarks; to the south, the Baily promontory and on the northern side Ireland's Eye.

11. The SAA has a rich diversity of flora and fauna and includes protected species such as the green winged orchid and the red squirrel. The SAA also includes large and flourishing colonies of seabirds on Ireland's Eye, and on the cliffs of Howth Head between Balscaden Bay and the Bally lighthouse. As such, part of the SAA is designated as a Special Protection Area (SPA) and Special Area of Conservation (SAC) and Howth has been included in Dublin Bay Biosphere since 2015. The SAAO designates 21 km network of rights of way and 35 sites and areas of natural, historical, architectural, archaeological, and geological interest. Supporting the SAAO are Maps A and B which indicate the extent of footpaths and roads with protected views.

12. Fingal County Development Plan 2023-2029 seeks to protect and enhance the special amenity value of Howth under Policy GINHP27. This includes *"its landscape, visual, recreational, ecological, geological, and built heritage value, as a key element of the County's Green Infrastructure network".* Policy CSP 23 also protects Howth SAAO including the Buffer Zone from residential and industrial development.

13. The Howth SAAO,1999, (undated), by Fingal County Council (provides background and the reasons for the area's designation and under the following schedules details objectives and policies*:*

    - Schedule 1 Objectives for the enhancement of the area include the management of the Area's natural, cultural and recreational assets, increasing public access, protecting the SAA and ensuring that its resources are used in an effective and suitable manner to developing the beach in Balscadeen Bay as an amenity area. Objectives also seek to reduce the number of telecommunication masts on the Ben of Howth and implement the SAAO Management Plan.
    - Schedule 2 Objectives for the preservation of the character or special features of the area includes the preservation of views from public footpaths and roads, preservation of the distinctive profile of the Peninsula viewed from the roads on the shorelines of Dublin Bay and Baldoyle Estuary and areas and features of special interest. Objectives also seek to preserve existing areas of heathland, maritime grassland, woodlands and the wooded character of existing residential areas, conserve existing hedgerows and boundary walls and safeguard the special character of the Area.
    - Schedule 3 Objectives for the prevention and limitation of development seek to protect development in residential development areas, development elsewhere and land used for agriculture and forestry.

14. The Howth Special Amenity Order Operational Plan 2021-2025, (undated) by Fingal County Council, refers to rationale of the SAAO and operational plan and includes reference to the vision and values and summarises the achievements from the previous Operational Plan 2016-2020 and actions between 2021 and 2025.

2.2 North Bull Island SAA

15. North Bull Island SAA was designated in 1995 under S1 No 70/1995 Dublin County Council North Bull Island SAAO, 1994 Confirmation Order, 1995 to combine amenity and nature conservation interests based on the outstanding natural beauty of the area, its special recreational value and its need for nature conservation.

16. The Island lies along the northern edge of Dublin Bay and is separated from the mainland by intertidal mud and sand flats. A causeway referred to as North Bull Wall divides the intertidal flats into the north and southern intertidal area.

17. The SAA for North Bull Island covers the entire island, most of the intertidal areas and includes two golf courses. The island is a coastal sand spit located in Dublin Bay. It has several notable geomorphological features and wealth of biodiversity ranging from international to national designations (including SPA, candidate SAC, Ramsar, World Biosphere Reserve by UNESCO, Biogenetic Reserve as well as being at a national level an official bird sanctuary, National Nature Reserve and proposed Natural Heritage Area (NHA) with rare flora). The island is described in the Management Plan for North Bull Island, August 2009, by M McCorry and T Ryle on behalf of the Dublin City Parks and Landscape Service as having the *"finest sand dune systems in Ireland and is internationally important in terms of its conservation value.'* The Island is also managed as a public park by Dublin City Council (DCC) and includes (aside from the two golf courses) a visitor and interpretative centre managed by DCC.

18. The Dublin City Development Plan 2022-2028, Policy Objective GIO19 seeks *"to update the 2009 SAAO Management Plan for the North Bull Island National Special Amenity Area" and "support the protection of the North Bull Island SAA."*

19. As a SAA, DCC manage North Bull Island for both nature conservation and recreation. The Management Plan for North Bull Island outlines the reasons for its designation and refers to several management issues, recommendations, actions and monitoring. A further draft Management Plan has been prepared for North Bull Island in 2020 by the Parks and Landscape Service. Whilst no reference is made to its SAA status, the focus of the plan is on actions to safeguard the Island's environmental qualities and scientific importance whilst facilitating the sustainable use of the Island for amenity and recreation.

2.3 River Liffey SAAO (Lucan Bridge to Palmerston)

20. The River Liffey SAA (Lucan Bridge to Palmerston was designated in 1990 under SI No 59/1990 Dublin County Council (Lucan Bridge to Palmerston) SAAO (Confirmation) Order 1990.

21. The SAA runs from Palmerston / Phoenix Park in the east to Lucan in the west with a further extension proposed between Lucan and Leixlip. The SAA straddles two Local Planning Authorities; Fingal and South Dublin County Council (SDCC)s to the west of DCC and comprises a series of public parks and mixed land uses located along the river floodplain. The River Liffey and the Liffey valley is one of the few remaining green space areas within the Dublin / Mid east region. The national significance of the River Liffey is linked to its historical associations; the river playing a critical role in the social, economic and cultural life of the county. The area includes a full range of Irish historic settlement, has strong association with famous personalities and serves an important cultural and recreational function.

22. Fingal County Development Plan 2023-2029 and South Dublin County Development Plan 2022-2028 both seek to protect and enhance the special amenity value of the River Liffey under Policy GINHP27 and Policy NCBH7 respectively. The wording which is the same for both policies refers to the need to protect and enhance *"its landscape, visual, recreational, ecological, geological, and built heritage value, as a key element of the County's Green Infrastructure network".* Policy CSP 24 in the Fingal County Development Plan also protects the River Liffey SAAO from residential and industrial development.

23. The River Liffey Strategy Document, 'Towards a Liffey Valley Park' by the Office of Public Works, July 2013 creates a management framework for the whole of the River Liffey and provides a process for the delivery of the Liffey Valley Park. The Strategy's vision for the future is *"to maintain and enhance the unique river valley as a natural asset whilst meeting the development and open space needs of the catchment population therein".* The Strategy reinforces this Vision and guides *"the administration, management, allocation of resources and development control functions of the Office of Public Works and the four Local Authorities in whom the future of the Liffey Valley is entrusted".*

2.4 Bray Head SAAO

24. The Bray Head Special Amenity Area Order 2007 was made by Wicklow County Council in 2007 and confirmed by An Bord Pleanála (ABP) in early 2008 (ABP reference number: 39.SX.2001) under section 203 of the Planning and Development Act, 2000. The decision was confirmed with modifications.

25. A five year Management Plan for Bray Head SAAO was adopted by Wicklow County Council and a more recent five year management plan prepared in 2017. As stated in the 2017 Management Plan the making of the Order provides an additional level of protection to the lands and enables the LPA *"to set out policy objectives to help ensure the preservation of the character of the area. It also served to remove exemptions for some forms of development that would otherwise be deemed as 'exempt development' under the Planning Regulations."*

26. Bray Head lies between Bray and Greystones, and on the northern edge of Wicklow County Council's administrative boundary. Bray bounds the SAA to the north, to the east is the Irish Sea, to the south is Cliff Road and to the west Bray-Greystones regional road or the R761. The SAA covers an area of 335 ha and is of outstanding natural beauty. The Head consists of a plateau of high ground with five prominent quartzite knolls covered by a thin, light soil poor in nutrients. The clay cliffs at the southern end of the Head are subject to severe coastal erosion. Over 600 different species of flora exist; some rare in the national context. Consequently, a large proportion of the area is designated as a candidate SAC for its flora and fauna and as a Proposed Natural Heritage Area (pNHA). The marine rocky cliffs are also designated as a SPA for birds and there is an area of existing native woodland. ABP's Inspector's Report adds that the Head *"commands impressive views over the surrounding towns and landscape."*

27. The SAAO covers a large area of land, mostly in private ownership and states that *"Bray Head has a relatively low building line with very little residential or commercial development. This is very unusual on the east coast, as both Howth Head and Killiney Hill have significantly high levels of development. Bray Head is one of the most important amenity areas in County Wicklow and therefore, it is an attractive site for future development. As a result, there is a need to protect, enhance and sympathetically develop this natural resource."* The Order's vision statement seeks to ensure that the *"natural beauty, heritage and recreational amenities of Bray head are preserved and maintained for present and future inhabitants of Bray and the wider community; particularly in relation to future pressure from development."* Objectives within the Order reflect this vision seeking to protect, preserve and enhance the SAA's character, special features and increase/improve public access whilst preventing development.

28. The Wicklow County Development Plan, 2022-2038 (Policy CPO18.1) seeks to implement measures set out in the Bray Head SAAO which also refers to important views and prospects listed for protection. Views of Bray Head include views from Glencree Drive, Cliff Road and the Coast Road as well as from Bray itself. There are also views from Bray Head of Lorento Convent and the Spire of Christchurch at Fiddler's Bridge and from below Fiddler's Bridge back along the esplanade. In terms of prospects, these include the western side of Bray Head from the Southern Cross itself, a prospect of sea and cliff from Bray - Greystones Cliff Walk and a view of Bray Head from Long Hill.

29. The Bray Head Management Plan 2017 to 2021 includes a set of actions overseen by a Management Committee. Actions include the mapping and auditing of trails, a needs assessment in terms of interpretation and condition management as well as an audit of plant species, stone walls and proposals to improve Naylor's Cove.

3 National Designated Landscapes Scoped out of the Assessment

30. The River Liffey SAA is located approximately 41 km from the CWP Project's offshore infrastructure. Based on the obstructed blade tip and hub height ZTVs (**Figures 15.13 a to f**, see **Appendix 15.10 SLVIA Figures**) only a very limited part of the proposed development would be theoretical visible (as detailed in Chapter 15 SLVIA Table 15.12 Geographical extent of effect). Given the distance of the SAA from the CWP Project offshore infrastructure and the limited extent of intervisibility, the River Liffey SAA was scoped out the assessment.

31. SAAs therefore scoped into the assessment were Howth Head, North Bull Island and Bray Head SAAs.

4 National Designated Landscape Assessment

32. The designated landscapes likely to experience significant effects associated with the offshore infrastructure for the CWP Project were assessed against WTG Option A and WTG Option B drawing on the figures referred to in Paragraph 1 of this appendix and the SLVIA methodology referred to in Section 15.4 of **Chapter 15, SLVIA** and **Appendix 15.3 SLVIA Methodology**.

33. Details of the assessment are presented in **Table 1** . The sensitivity of the SAAs would be of national / international importance. It should be noted that the designations do not describe the special qualities explicitly and therefore an analysis of special qualities could not be undertaken; instead the assessment considered the main factors listed in the relevant SAAO.

34. This assessment considered both WTG Option A and B layouts. It should be read alongside **Chapter 4 Project Description** and **Appendix 15.2 Representative Scenario and Limits of Deviation. Appendix 15.2** 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).

35. 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**.

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

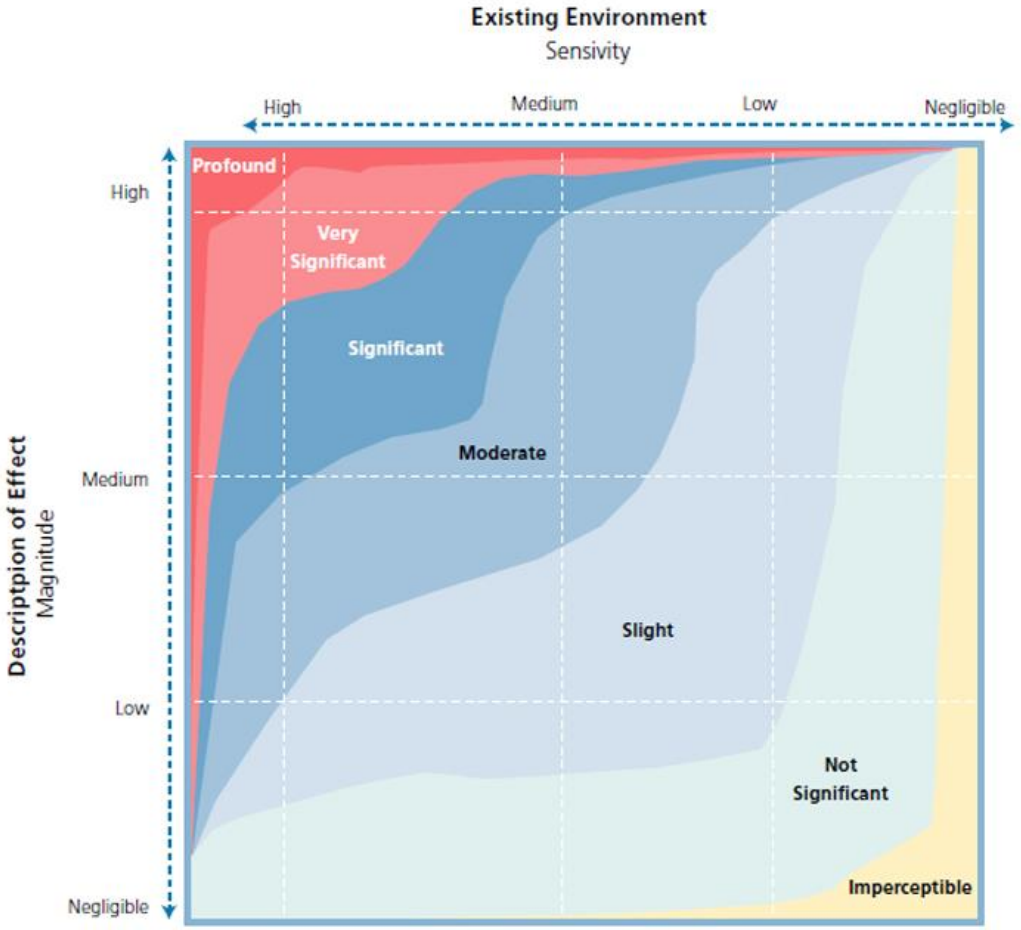

Plate 1 Definition of impact significance (edited from EIAR Guidelines, 2022)

Table 1 Assessment of National Designated Landscapes (Howth Head SAA)

Designated Landscape	Baseline Description	Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Howth Head SAA						
Landscape	Howth Head SAA is located approximately 28 km to the northwest of the outermost WTG in the array site. The SAA is described as a coastal landscape of great importance and human settlement dominated by natural features and processes. The landscape forms a distinctive rocky promontory that defines the north of Dublin Bay with elevated summits including Ben of Howth. The landscape is one of heathland, wood, cliffs and wooded residential areas of the southeastern half of the peninsula. There are strong coastal links between Howth Head, Dublin Bay and the Irish Sea with a strong sense	The sensitivity of Howth Head is of National / International importance and therefore **High**.	**Construction / Decommissioning:** During construction / decommissioning, works would increase the sense of activity / disruption in Dublin Bay and beyond, generating a slight change to the aesthetic and perceptual elements of the SAA's landscape particularly openness and connectivity but no impact on its rocky promontory and range of vegetation. Works would be temporary in nature, short term in duration (up to 2 years) and intermediate in terms of geographic extent. 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):** There would be a slight change to the	The installation of the Offshore Transmission Infrastructure (OfTI), WTGs and Offshore Substation Structures (OSSs) during construction, operation and decommissioning (day and nighttime) would have a minimal effect on the characteristics of the SAA. Sensitivity has been assessed as **High**, and magnitude of change for phases -construction / decommissioning (day / night) has been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (not significant) effect. During operation/maintenance (day) the magnitude of change has been assessed as **Low** resulting in a **Moderate-**	**Construction / Decommissioning:** During construction / decommissioning, works would increase the sense of activity /disruption in Dublin Bay and beyond generating a slight change to the aesthetic and perceptual elements of the SAA's landscape particularly openness and connectivity but no impact on its rocky promontory and range of vegetation. Works would be temporary in nature, short term in duration (up to 2 years) and intermediate in terms of geographic extent. 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):** There would be a slight change to the	The installation of the OfTI WTGs and OSSs during construction, operation and decommissioning (day and nighttime) would have a minimal effect on the characteristics of the SAA. Sensitivity has been assessed as **High**, and magnitude of change for phases -construction / decommissioning (day / night) has been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (not significant) effect. During operation/maintenance (day) the magnitude of change has been assessed as **Low** resulting in a **Moderate-Slight** (not significant) effect. During operation / maintenance (night)the magnitude of change has

Designated Landscape	Baseline Description	Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
	of openness and connectivity to the wider landscape.		aesthetic and perceptual elements, particularly openness and connectivity of the SAA's character through an introduction of additional / new temporary lighting in panoramic views, adding to the complexity of what is already perceived at night and sense of activity / disruption. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term (up to 2 years) and intermediate / localised in terms of geographical extent). **Operation / Maintenance:** The CWP Project's offshore infrastructure would introduce some new vertical features into an already complex view and would appear discordant with the naturalistic series of headlands and mountains inland which are dominated by strong horizontal lines associated with the sea's horizon and lower lying landform. The proposal would have a slight impact on the sense of openness but would not	**Slight** (not significant) effect. During operation / maintenance (night) the magnitude of change has been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (not significant) effect.	aesthetic and perceptual elements, particularly openness and connectivity of the SAA's character through an introduction of additional / new temporary lighting in panoramic views, adding to the complexity of what is already perceived at night and sense of activity / disruption. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term (up to 2 years) and intermediate / localised in terms of geographical extent). **Operation / Maintenance:** The CWP Project's offshore infrastructure would introduce some new vertical features into an already complex view and would appear discordant with the naturalistic series of headlands and mountains inland which are dominated by strong horizontal lines associated with the sea's horizon and lower lying landform. The proposal would have a slight impact on the sense of openness but would not	been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (not significant) effect.

Designated Landscape	Baseline Description	Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			interrupt sense of connectivity to surrounding headlands. The scale of the change, however, would be small resulting from a minor change to key characteristics based on distance away from the array site (approximately 28 km). The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and intermediate / localised in terms of geographical extent). **Operation / Maintenance (nighttime):** There would be a slight change to the nighttime character of the SAA adding to the perceived activity in the bay though at a distance. The resultant magnitude of change has been assessed as **Low - Negligible** (small-negligible in scale, long-term and intermediate / localised in terms of geographical extent).		interrupt sense of connectivity to surrounding headlands. The scale of the change, however, would be small resulting from a minor change to key characteristics based on distance away from the array site. The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and intermediate / localised in terms of geographical extent). **Operation / Maintenance (nighttime):** There would be a slight change to the nighttime character of the SAA adding to the perceived activity in the bay though at a distance. The resultant magnitude of change has been assessed as **Low - Negligible** (small-negligible in scale, long-term and intermediate / localised in terms of geographical extent).	
Visual Refer to viewpoint 1 (**Figure 15.18.1 Howth Head see**	Howth Head's elevated summit and coastline affords extensive seaward	The sensitivity of Howth Head SAA is of National /	Based on the obstructed ZTV of blade tips and hub heights (**Figures 15.13a to f** see **Appendix 15.10**	Sensitivity has been assessed as High, and magnitude of change for phases -construction /	Based on the obstructed ZTV of blade tips and hub heights **(see Figures 15.13a to f, Appendix**	Sensitivity has been assessed as High, and magnitude of change for phases -construction /

Designated Landscape	Baseline Description	Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Appendix 15.11 Visualisations)	views with large skies across Dublin Bay and the Irish Sea with two defining landmarks. One of the key aims referred to in the SAAO is to *"preserve the distinctive profile of the peninsular viewed from the roads on the shorelines of Dublin Bay and Baldoyle Estuary."*	International importance and therefore **High**	**SLVIA Figures**) and site visits for the CWP Project's offshore infrastructure, the most prominent association with the offshore infrastructure relates to the southern and southwestern coastal cliff edges with eastward views and elevated views inland. **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 WTG / OSSs (topside) around the proposed location of 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 which would	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. During operation / maintenance (nighttime) the magnitude of change has been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (not significant) effect.	**15.10 SLVIA Figures)** for the CWP Project's offshore infrastructure the most prominent association with the offshore infrastructure relates to the southern and southwestern coastal cliff edges with eastward views and elevated views inland. **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 or removal of WTG / OSSs (topside) around the proposed location of 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 which would have a slight impact on	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. During operation / maintenance (nighttime) the magnitude of change has been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (not significant) effect.

Designated Landscape	Baseline Description	Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			have a slight impact on seaward views though read in context with already busy shipping / ferry routes in the bay. Works would be temporary in nature, short term in duration (up to 2 years) and intermediate in terms of geographic extent. 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) with some impacts on views from the SAA. **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		seaward views though read in context with already busy shipping / ferry routes in the bay. Works would be temporary in nature, short term in duration (up to 2 years) and intermediate in terms of geographic extent. 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) with some impacts on views from the SAA. **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	

Designated Landscape	Baseline Description	Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			on peninsulas, islands and rocks, as well as Dublin's suburbs. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term (up to 2 years) and intermediate / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site. **Operation / Maintenance:** Whilst open views of the CWP Project's offshore infrastructure would be possible, the relative distance from the offshore infrastructure would limit the prominence of proposals within existing views and therefore have minimal effect on the SAA. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate / localised in terms of geographic extent). The offshore infrastructure would be a		rocks, as well as Dublin's suburbs. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term (up to 2 years) and intermediate / localised in terms of geographical extent given the wider presence of construction / decommissioning vessels alongside the array site. **Operation / Maintenance:** Whilst open views of the CWP Project offshore infrastructure would be possible, the relative distance from the offshore infrastructure would limit the prominence of proposals within existing views and therefore have minimal effect on the SAA. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate / localised in terms of geographic extent). The offshore infrastructure would be a noticeable change in the	

Designated Landscape	Baseline Description	Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			noticeable change in the view though seen in the distance on the skyline. **Operation / Maintenance Nighttime**: 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 exiting 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 **Low-Negligible** (small-negligible in scale, long-term and localised in		view though seen in the distance on the skyline. **Operation / Maintenance Nighttime**: 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 exiting 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 **Low-Negligible** (small-negligible in scale, long-term and localised in	

Designated Landscape	Baseline Description	Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
			terms of geographical extent).		terms of geographical extent).	
Ecology	The SAA has a rich diversity of flora and fauna and includes protected species such as the green winged orchid and the red squirrel. The SAAO also includes large and flourishing colonies of seabirds on Ireland's Eye, and on the cliffs of Howth Head between Balscaden Bay and the Bally lighthouse. As such part of the SAA are designated as a SPA and SAC and Howth has been included in Dublin Bay Biosphere since 2015	The wider application documentation, including **Volume 3, Chapter 10: Ornithology**, **Volume 3, Chapter 11: Marine Mammals**, and the **Natura Impact Statement** (NIS) conclude that there is no meaningful pathway for effect for terrestrial and non mobile flora and fauna, no significant effect on mobile species predicted within the context of the EIAR, and no adverse effect on the integrity of the Howth Head Special Protection Area or Special Area of Conservation in the context of the NIS.				
Recreational access	The SAAO designates 21 km network of rights of way and 35 sites and areas of natural, historical, architectural, archaeological and geological interest	Volume 3, Chapter 29 Population and Chapter 30: Human Health, present a detailed assessment of the implications of the CWP Project on recreational assets. With regards to the features within the SAAO, there is predicted to be no significant effect due to the lack of meaningful effect-receptor pathway.				

Designated Landscape	Baseline Description	Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Heritage / Archaeology	The SAAO designates 35 sites and areas of natural, historical, architectural, archaeological and geological interest	**Volume 3, Chapter 14: Marine Archaeology and Cultural Heritage**, and **Volume 3, Chapter 22: Archaeological, Architectural and Cultural Heritage**, present a detailed assessment of the implications of the CWP Project on heritage and archaeology at a regional and project specific scale. With regards to the features within the SAAO, there is predicted to be no significant effect due to the lack of meaningful effect-receptor pathway.				

Table 2 Assessment of National Designated Landscapes (North Bull Island SAA)

Designated Landscape	Baseline Description	Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
North Bull Island SAA						
Landscape	North Bull Island SAA is located approximately 32 km to the northwest of the outermost WTG of the array. The coastal sand spit is colonised by natural vegetation and affords extensive seaward views with large skies across Dublin Bay and the Irish Sea with the defining landmark of North Bull Wall.	The sensitivity of North Bull Island SAA is of National / International importance and therefore **High**	**Construction / Decommissioning:** During construction / decommissioning, works would increase the sense of activity / disruption in Dublin Bay and beyond, generating a slight change to the aesthetic and perceptual elements of the SAA's landscape, though not impacting on the vegetation or topography. Works would be temporary in nature, short term in duration (up to 2 years) and intermediate in terms of geographic extent. The resultant magnitude of change would be **Low-Negligible** (medium-small in scale, short-term and intermediate / localised in terms of geographical extent). **Construction / Decommissioning (nighttime):** There would be a slight change to the aesthetic and perceptual elements of the SAA's	The installation of the OfTI WTGs and OSSs during construction, operation and decommissioning (day and nighttime) would have a minimal effect on the characteristics of the SAA. Sensitivity has been assessed as **High**, and magnitude of change for phases -construction / decommissioning (day / night) has been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (not significant) effect. During operation / maintenance (day) the magnitude of change has been assessed as **Low** resulting in a **Moderate-Slight** (not significant) effect. During operation / maintenance (night) the	**Construction / Decommissioning:** During construction / decommissioning, works would increase the sense of activity /disruption in Dublin Bay and beyond, generating a slight change to the aesthetic and perceptual elements of the SAA's landscape, though not impacting on the vegetation or topography. Works would be temporary in nature, short term in duration (up to 2 years) and intermediate in terms of geographic extent. The resultant magnitude of change would be **Low-Negligible** (medium-small in scale, short-term and intermediate / localised in terms of geographical extent). **Construction / Decommissioning (nighttime):** There would be a slight change to the aesthetic and perceptual elements of the SAA's character through an	The installation of the OfTI WTGs and OSSs during construction, operation and decommissioning (day and nighttime) would have a minimal effect on the characteristics of the SAA. Sensitivity has been assessed as **High**, and magnitude of change for phases -construction / decommissioning (day / night) has been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (not significant) effect. During operation / maintenance (day) the magnitude of change has been assessed as **Low** resulting in a **Moderate-Slight** (not significant) effect. During operation / maintenance (night) the

			character through an introduction of additional / new temporary lighting in panoramic views, adding to the complexity of what is already perceived at night and sense of activity / disruption. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term (up to 2 years) and intermediate / localised in terms of geographical extent). **Operation / Maintenance:** The CWP Project's offshore infrastructure would introduce some new vertical features into an already complex view and would appear discordant with the naturalistic series of headlands and mountains inland which are dominated by strong horizontal lines associated with the sea's horizon and lower lying landform. The CWP Project's offshore infrastructure would have a slight impact on the extensive large skies in seaward views. The scale of the change, however, would be small resulting from a minor change to key characteristics based on distance away from the array site (approximately 32 km).	magnitude of change has been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (not significant) effect.	introduction of additional / new temporary lighting in panoramic views, adding to the complexity of what is already perceived at night and sense of activity / disruption. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term (up to 2 years) and intermediate / localised in terms of geographical extent). **Operation / Maintenance:** The CWP Project's offshore infrastructure would introduce some new vertical features into an already complex view and would appear discordant with the naturalistic series of headlands and mountains inland which are dominated by strong horizontal lines associated with the sea's horizon and lower lying landform. The CWP Project's offshore infrastructure would have a slight impact on the extensive large skies in seaward views. The scale of the change, however, would be small resulting from a minor change to key characteristics based on distance away from the array site (approximately 32 km). The resultant magnitude of change has been assessed as **Low**	magnitude of change has been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (not significant) effect.

			The resultant magnitude of change has been assessed as **Low** (small in scale, long-term and intermediate / localised in terms of geographical extent). **Operation / Maintenance (nighttime):** There would be a slight change to the nighttime character of the SAA adding to the perceived activity in the bay, though at a distance. The resultant magnitude of change has been assessed as **Low - Negligible** (small-negligible in scale, long-term and localised in terms of geographical extent).		(small in scale, long-term and intermediate / localised in terms of geographical extent). **Operation / Maintenance (nighttime):** There would be a slight change to the nighttime character of the SAA adding to the perceived activity in the bay, though at a distance. The resultant magnitude of change has been assessed as **Low - Negligible** (small-negligible in scale, long-term and localised in terms of geographical extent).	
Visual Refer to viewpoint 2 (Figure 15.17.2 Viewpoint 2 North Bull, see **Appendix 15.11 Visualisations**)	There are wide open panoramic views from the island across Dublin Bay and the Irish Sea with Howth Head and Dalkey / Dalkey Island framing views.	The sensitivity of North Bull Island SAA is of National / International importance and therefore **High**.	Based on the obstructed ZTV of blade tips and hub heights for CWP Project's offshore infrastructure (**Figures 15.13 a to f see Appendix 15.10 SLVIA Figures**) and site visits, there are prominent associations with the CWP Projects' Offshore infrastructure particularly along the eastern coastline / intertidal zone. **Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of	Sensitivity has been assessed as High, and magnitude of change for phases -construction / decommissioning (day / night)) has been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (not significant) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate** (not significant) effect. During operation / maintenance (nighttime)	Based on the obstructed ZTV of blade tips and hub heights for the CWP Project's offshore infrastructure (**Figures 15.13 a to f see Appendix 15.10 SLVIA Figures**) and site visits**,** there are prominent associations with the Offshore infrastructure particularly along the eastern coastline / intertidal zone. **Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of	Sensitivity has been assessed as **High**, and magnitude of change for phases -construction / decommissioning (day / night) =has been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (not significant) effect. During operation / maintenance (day) the magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate** (not significant) effect. During operation / maintenance (nighttime)

			construction vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction of WTG / OSSs (topside) around the proposed location of 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 intermediate / localised. 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) with some impacts on views from the SAA. **Construction / Decommissioning Nighttime**: Temporary construction / decommissioning safety lighting would be visible, intermittently associated with the array and deployment of construction / decommissioning vessels. This would be	the magnitude of change has been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (not significant) effect.	construction vessels (including Jack Up Vessel or Dynamic Positioning Vessels and cranes) for seabed preparation, foundation piling and construction of WTG / OSSs (topside) around the proposed location of 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 intermediate / localised. 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) with some impacts on views from the SAA. **Construction / Decommissioning Nighttime**: Temporary construction / decommissioning safety lighting would be visible, intermittently associated with the array and deployment of construction / decommissioning vessels. This would be seen from Dublin Bay extending down	the magnitude of change has been assessed as **Low-Negligible** resulting in a **Slight-Not Significant** (not significant) effect.

			seen from Dublin Bay extending down the coastline to Dalkey island alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks as well as Dublin's suburbs. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term (up to 2 years) and intermediate / localised in terms of geographical extent given the wider presence of construction vessels alongside the array site. **Operation / Maintenance:** Whilst open views of the CWP Project's Offshore infrastructure would be possible, impacting slightly on the expansive large skies, the relative distance from the array site would limit the prominence of proposals within existing views and therefore have minimal effect on the SAA. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate / localised in terms of geographic extent). The CWP Project's offshore infrastructure would be a noticeable change in the		the coastline to Dalkey island alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks as well as Dublin's suburbs. The resultant magnitude of change has been assessed as **Low-Negligible** (medium-small in scale, short-term (up to 2 years) and intermediate / localised in terms of geographical extent given the wider presence of construction vessels alongside the array site. **Operation / Maintenance:** Whilst open views of the CWP Project's Offshore infrastructure would be possible, impacting slightly on the expansive large skies, the relative distance from the array site would limit the prominence of proposals within existing views and therefore have minimal effect on the SAA. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate / localised in terms of geographic extent). The CWP Project's offshore infrastructure would be a noticeable change in the	

			view though seen in the distance on the skyline. **Operation / Maintenance Nighttime**: 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 and particularly shipping, ferry and fishing vessels exiting and entering Dublin Port, alongside lighthouses extending down the coastline to Dalkey Island with onshore lighting associated with Dublin's suburbs. 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 **Low-Negligible** (small-negligible in scale, long-term and localised in terms of geographical extent).		view though seen in the distance on the skyline. **Operation / Maintenance Nighttime**: 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 and particularly shipping, ferry and fishing vessels exiting and entering Dublin Port, alongside lighthouses extending down the coastline to Dalkey Island with onshore lighting associated with Dublin's suburbs. 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 **Low-Negligible** (small-negligible in scale, long-term and localised in terms of geographical extent).	
Ecology	The Island has a wealth of biodiversity ranging from international to national designations (including SPA, candidate SAC,	The wider application documentation, including **Volume 3, Chapter 10: Ornithology**, **Volume 3, Chapter 11: Marine Mammals**, and the **Natura Impact Statement** (NIS) conclude that there is no meaningful pathway for effect for terrestrial and non mobile flora and fauna, no significant effect on mobile species predicted within the context of the EIAR, and no adverse effect on the integrity of the North Bull Island Special Protection Area or candidate Special Area of Conservation in the context of the NIS.				

	Ramsar, World Biosphere Reserve by UNESCO, Ramsar, Biogenetic Reserve as well as being at a national level an official bird sanctuary, National Nature Reserve and proposed NHA with rare flora	
Recreational access	The Island is also managed as a public park by DCC and includes (aside from the two golf courses) a visitor and interpretative centre	Volume 3, Chapter 29 Population and Chapter 30: Human Health, present a detailed assessment of the implications of the CWP Project on recreational assets. With regards to the features within the SAA, there is predicted to be no significant effect due to the lack of meaningful effect-receptor pathway.

Table 3 Assessment of National Designated Landscapes (Bray Head SAA)

Designated Landscape	Baseline Description	Sensitivity	WTG Option A		WTG Option B	
			Magnitude of Change	Effects	Magnitude of Change	Effects
Bray Head SAA						
Landscape	Bray Head SAA is located approximately 15.6 km to the east of the outermost WTG in the array site. Bray Head is colonised by a variety of flora and fauna, is designated as a cSAC, pNHA and SPA. Views and prospects referred to in the County Development Plan are across to or from the Head.	The sensitivity of Bray Head SAA is of National / International importance and therefore **High**	**Construction / Decommissioning:** Construction / decommissioning works would increase the sense of activity / disruption around the array site generating a change to the aesthetic and perceptual elements of the SAA's landscape, though not impacting on the vegetation or topography. Works would be temporary in nature, short term in duration (up to 2 years) and intermediate in terms of geographic extent. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term and intermediate terms of geographical extent). **Construction / Decommissioning (nighttime):** There would be a change to the SAA's character through an	The installation of the OfTI WTGs and OSSs during construction, operation and decommissioning (day and nighttime) would have some effect on the characteristics of the SAA. Sensitivity has been assessed as **High**, and magnitude of change for phases - construction / decommissioning (day / night) has been assessed as **Medium**-**Low** resulting in a **Moderate** (not significant) effect. During operation / maintenance (day) the magnitude of change has been assessed as H**igh-Medium** resulting in a significant (significant) effect. During operation / maintenance (night) the	**Construction / Decommissioning:** Construction / decommissioning works would increase the sense of activity / disruption around the array site generating a change to the aesthetic and perceptual elements of the SAA's landscape, though not impacting on the vegetation or topography. Works would be temporary in nature, short term in duration (up to 2 years) and intermediate in terms of geographic extent. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term and intermediate terms of geographical extent). **Construction / Decommissioning (nighttime):** There would be a change to the SAA's character through an	The installation of the OfTI WTGs and OSSs during construction, operation and decommissioning (day and nighttime) would have some effect on the characteristics of the SAA. Sensitivity has been assessed as **High**, and magnitude of change for phases -construction / decommissioning (day / night) has been assessed as Medium-**Low** resulting in a **Moderate** (not significant) effect. During operation / maintenance (day) the magnitude of change has been assessed as H**igh-Medium** resulting in a significant (significant) effect. During operation / maintenance (night) the

			introduction of additional / new temporary lighting in panoramic views. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term in duration (up to 2 years) and intermediate in terms of geographical extent). **Operation / Maintenance:** The array site would introduce new vertical features into an undeveloped seascape and appear discordant with the naturalistic series of headlands / points and hills inland. The proposal would have an impact on the sense of openness seawards but would not interrupt sense of connectivity to the surrounding headlands. The scale of the change would be large to medium. The resultant magnitude of change has been assessed as **High-Medium** (large-medium in scale, long-term and intermediate in terms of geographical extent). **Operation / Maintenance (nighttime):** There would be a change to the nighttime character of this SAA adding to lighting into a relatively dark sky. The	magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate** (not significant) effect.	introduction of additional / new temporary lighting in panoramic views. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term in duration (up to 2 years) and intermediate in terms of geographical extent). **Operation / Maintenance:** The array site would introduce new vertical features into an undeveloped seascape and appear discordant with the naturalistic series of headlands / points and hills inland. The proposal would have an impact on the sense of openness seawards but would not interrupt sense of connectivity to the surrounding headlands. The scale of the change would be large to medium. The resultant magnitude of change has been assessed as **High-Medium** (large-medium in scale, long-term and intermediate in terms of geographical extent). **Operation / Maintenance (nighttime):** There would be a change to the nighttime character of this SAA adding to lighting into a relatively dark sky. The	magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate** (not significant) effect.

			resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term in duration and intermediate in terms of geographical extent).		resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term in duration and intermediate in terms of geographical extent).	
Visual Refer to viewpoint 8 (Figure 15.17.8 Viewpoint 2 Bray Head, see **Appendix 15.11 Visualisations**)	There are wide open panoramic views from Bray Head over the surrounding landscape and seascape with views of Dalkey Island to the north and the Irish Sea to the east.	The sensitivity of Bray Head SAA is of National / International importance and therefore **High**.	Based on the obstructed ZTV of blade tips and hub heights for the CWP Project's offshore infrastructure (**Figures 15.13 a to f see Appendix 15.10 SLVIA Figures**) and site visits there are prominent associations with the CWP Project's offshore infrastructure particularly along the eastern coastline. **Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of WTGs / OSSs (topside) around the proposed location of the array site, including the presence of cranes and extending along the OfTI as the Offshore export cables are installed	Sensitivity has been assessed as **High**, and magnitude of change for phases - construction / decommissioning (day / night)) would be **Medium-Low** resulting in a **Moderate** (not significant) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **High-Medium** resulting in a **Significant** (significant) effect. During operation / maintenance (nighttime) the magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate** (not significant) effect.	Based on the obstructed ZTV of blade tips and hub heights for the CWP Project's offshore infrastructure (**Figures 15.13 a to f see Appendix 15.10 SLVIA Figures**) and site visits there are prominent associations with the CWP Project's offshore infrastructure particularly along the eastern coastline. **Construction / Decommissioning:** During construction / decommissioning there would be an increase in the concentration of construction / decommissioning vessels (including Jack Up Vessel or Dynamic Positioning Vessels) for seabed preparation, foundation piling and construction or removal of WTGs / OSSs (topside) around the proposed location of the array site, including the presence of cranes and extending along the OfTI as the Offshore export cables are installed	Sensitivity has been assessed as **High**, and magnitude of change for phases - construction / decommissioning (day / night)) would be **Medium-Low** resulting in a **Moderate** (not significant) effect. During operation/ maintenance (day) the magnitude of change has been assessed as **High-Medium** resulting in a **Significant** (significant) effect. During operation / maintenance (nighttime) the magnitude of change has been assessed as **Medium-Low** resulting in a **Moderate** (not significant) effect.

			towards the landfall at Poolbeg Peninsula and offshore infrastructure is towed. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term and intermediate in terms of geographical extent, given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the entire array site and deployment of construction / decommissioning vessels to and from the landfall, alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term in duration (up to 2 years) and intermediate in		towards the landfall at Poolbeg Peninsula and offshore infrastructure is towed. Works would be temporary in nature, short term in duration (up to 2 years) and limited to construction and decommissioning. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term and intermediate in terms of geographical extent, given the wider presence of construction / decommissioning vessels alongside the array site). **Construction / Decommissioning Nighttime:** Temporary construction / decommissioning safety lighting would be visible intermittently associated with the entire array site and deployment of construction / decommissioning vessels to and from the landfall, alongside the nighttime presence of vessels and intermittent lighting from lighthouses on peninsulas, islands and rocks. The resultant magnitude of change has been assessed as **Medium-Low** (medium in scale, short-term in duration (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 entire array site and associated offshore infrastructure would be visible to the east with the WTGs and OSSs most visible impacting on seaward views. The resultant magnitude of change has been assessed as **High-Medium** (large -medium in scale, long-term and intermediate in terms of geographic extent). The array site would be a prominent change in the view with the addition of several features appearing in the middle distance, though spanning over a moderate horizontal field of view of the overall view and would be seen sitting just below the horizon. **Operation / Maintenance Nighttime**: Permanent navigational markings and aviation lighting associated with the offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine		terms of geographical extent, given the wider presence of construction / decommissioning vessels alongside the array site). **Operation / Maintenance:** The entire array site and associated offshore infrastructure would be visible to the east with the WTGs and OSSs most visible impacting on seaward views. The resultant magnitude of change has been assessed as **High-Medium** (large -medium in scale, long-term and intermediate in terms of geographic extent). The array site would be a prominent change in the view with the addition of several features appearing in the middle distance, though spanning over a moderate horizontal field of view of the overall view and would be seen sitting just below the horizon. **Operation / Maintenance Nighttime**: Permanent navigational markings and aviation lighting associated with the offshore infrastructure would be visible at dusk, during the night and at dawn and seen in context with some existing lighting offshore, including transient marine	

			vessels and Muglins lighthouse, alongside onshore lighting associated with Bray (refer to **Figure 15.11, Night-time light pollution**) see **Appendix 15.10 SLVIA Figures**. Lighting would appear to flicker because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent).		vessels and Muglins lighthouse, alongside onshore lighting associated with Bray (refer to **Figure 15.11, Night-time light pollution**) see **Appendix 15.10 SLVIA Figures**. Lighting would appear to flicker because of being viewed beyond rotating blades and due to the intervening atmospheric conditions and distance. The resultant magnitude of change has been assessed as **Medium-Low** (medium-small in scale, long-term and intermediate in terms of geographical extent).	
Ecology	Bray Head is designated as a cSAC and SPA; the latter along the marine cliffs as well as a pNHA.	The wider application documentation, including **Volume 3, Chapter 10: Ornithology**, **Volume 3, Chapter 11: Marine Mammals**, and the **Natura Impact Statement** (NIS) conclude that there is no meaningful pathway for effect for terrestrial and non mobile flora and fauna, no significant effect on mobile species predicted within the context of the EIAR, and no adverse effect on the integrity of the Bray Head Special Protection Area or Special Area of Conservation in the context of the NIS.				
Recreational access	Bray Head is viewed as a passive recreational area for locals and tourists with a number of walkways, picnic areas, the cliff path and recreational onshore fishing. The Bray – Greystones Cliff Walk built at the same time as the railway track is an	Volume 3, Chapter 29 Population and Chapter 30: Human Health, present a detailed assessment of the implications of the CWP Project on recreational assets. With regards the features within the SAAO there is predicted to be no significant effect due to the lack of meaningful effect-receptor pathway.				

	important recreational amenity with various points of interest along the route (though at the time of the site visits was closed). In addition, Naylor's Cove is a dedicated location for bathing and there is a former pitch and putt course on the western side of the Head and chairlift, ballroom and café all of which are no longer operational.	
Heritage / Archaeology	The SAA Order states that Bray Head is steeped in history and tradition with the oldest structure dating back to 1200AD (Raheen-a-Cluig church). Bray Cross is the most prominent feature erected in 1950 to commemorate the Holy Year.	**Volume 3, Chapter 14: Marine Archaeology and Cultural Heritage**, and **Volume 3, Chapter 22: Archaeological, Architectural and Cultural Heritage**, present a detailed assessment of the implications of the CWP Project on heritage and archaeology at a regional and project specific scale. With regards to the features within the SAAO, there is predicted to be no significant effect due to the lack of meaningful effect-receptor pathway.

5 Summary

37. The SLVIA considered the effect of the CWP Project on Howth Head, North Bull Island and Bray Head SAAs and concluded that Bray Head SAA would experience significant adverse landscape and visual effects during Impact 3 (operation / maintenance daytime) as follows:

- Bray Head SAA LA has been defined as having a **high** landscape and visual sensitivity (due to Bray Head's national landscape value with a high landscape / visual susceptibility). There would be open views from the eastern edge of the SAA of the entire array site and the associated CWP Project offshore infrastructure impacting on both landscape character and visual amenity in terms of the aesthetic and perceptual qualities of the SAA and seaward views. The array site would introduce new vertical features into an undeveloped seascape and appear discordant with the naturalistic series of headlands / points and hills inland. The offshore infrastructure would appear as a prominent change in the view appearing in the middle distance, though spanning over a moderate horizontal field of view of the overall view and would be seen sitting just below the horizon. The scale of change for both landscape and visual amenity has been assessed as large to medium. The resultant magnitude of change for both landscape and visual amenity has been assessed as High-Medium (large-medium in scale, long-term and intermediate in terms of geographical extent).

38. Howth and North Bull Island SAAs would experience no significant landscape and visual effects throughout any project phase. No significant landscape and visual adverse effects would be experienced on any of the SAAs during construction / decommissioning associated with impacts 1, 2, 5 and 6 and such effects would range from Slight-Not Significant to Moderate (not significant).

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