

13.5.1.4 Recreational Routes

Recreational routes are sensitive receptors as people are likely to be using them in a recreational capacity where value is likely to be placed upon views and the scenic amenities of the landscape. The term ‘recreational routes’ encompasses the following:

- > Waymarked walking routes;
- > Cycle routes;
- > Scenic drives and tourist routes (e.g., the Wild Atlantic Way).

According to sources including such as OSi maps and Sport Ireland Designated Cycle Routes and Trails, 47 no. designated routes were identified in County Cork within the LVIA Study Area. In general, many such routes exist of differing scale and prominence, thus only the recreational routes of county- or national-level importance which are featured on the available websites or are designated in county-level policies were included in this LVIA.

Below, Table 13-11 displays the scoping of all identified recreational routes, along with a description of each route, the nature of theoretical visibility indicated by ZTV mapping, the nature of the actual visibility, and whether the receptor was scoped in for assessment.

**For purposes of clarity, continuity, and reference to mapping figures in this chapter; recreational routes are labelled ‘RR’, prefixed with the number corresponding to the number assigned to each recreational route in the mapping figures in this chapter.*

Table 13-11 Scoping of Recreational Routes in the LVIA Study Area

Map Ref.	Route	Description	Theoretical Visibility	Actual Visibility	Scoped In
Up to 5km					
RR-6	Beara Gougane Barra Cycling Route	<i>“The 318-kilometre-long Cork City-Beara-Gougane Barra cycle route finishes in Gougane Barra”</i> (www.coillte.ie)	Large section of route has theoretical visibility within 5km of the nearest proposed turbines, with intermittent patches of theoretical visibility beyond 5km. Very limited theoretical visibility exists to the east beyond 5km.	Visibility of the proposed turbines likely to occur	Yes
RR-31	Gougane Barra – Sli and Easa	<i>“This trail visits several waterfalls and provides beautiful views of Coomroe Valley and</i>	No Theoretical Visibility	No visibility will occur	No

REG. No. PLANNING (WEST) DEPT
15 SEP 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. PLANNING (WEST) DEPT
06 NOV 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK



Map Ref.	Route	Description	Theoretical Visibility	Actual Visibility	Scoped In
		<i>the beautiful Gúgán Barra Lake.</i> (Alltrails.ie)			
RR-34	Gougane Barra – Sli Ghaorthaidh	<i>“This nature trail offers views of the Shehy Mountains and is a wonderful place for birdwatching.”</i> (Alltrails.ie)	No Theoretical Visibility	No visibility will occur	No
RR-35	Gougane Barra – Sli Laoi	<i>“This is a great trail that winds through a beautiful old forest and includes a series of steps.”</i> (Alltrails.ie)	No Theoretical Visibility	No visibility will occur	No
RR-65	Sli Galetacht Mhuscraí	<i>“Sli Gaeltacht Mhuscraí is a section of the famous Beara-Breifne Way, linking Kealkill and Millstreet in County Cork. At approximately 50 kilometres in length, the trail offers some stunning views on a variety of terrain, from forest track and boren to open mountain and bogland and there are many sites of interest and beauty.”</i> (www.SportIreland.ie)	Patches of full theoretical visibility within 5km of the nearest proposed turbines, with small pockets of theoretical visibility beyond 5km.	Visibility of the proposed turbines may occur	Yes
RR-51	Sheep’s Head – Kealkill – Sron na Gaoithe	This loop walk begins at Carriganass Castle in Kealkill, Co. Cork, and is part of the Sheep’s Head Way.	Full theoretical visibility on the northern extent of the route	Visibility may occur on elevated vantage points.	Yes
RR-32	Gougane Barra – Sli Com Rua	<i>“This walk lies in a valley with sheer walls of Old Red Sandstone rock rising to 370 metres. Taking paths and stone steps, it</i>	No Theoretical Visibility	No visibility will occur	No

REG. No. _____
PLANNING (WEST) DEPT
06 NOV 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT

15 SEP 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

Map Ref.	Route	Description	Theoretical Visibility	Actual Visibility	Scoped In
		<p><i>crosses a footbridge over a tumbling stream, through pine and spruce trees to reach a viewing point which opens up the whole Coomroe Valley and Gougane Barra lake.</i></p> <p>(SportIreland.ie)</p>			
RR-33	Gougane Barra – Sli Doire Na Coise	<p><i>“While surrounded by high hills this is a gentle forest walk taking in the infant River Lee, crossing over a number of footbridges and on towards the shore of Lough Gougane Barra. It follows paths and passes through magnificent Larch and Spruce trees.”</i></p> <p>(SportIreland.ie)</p>	No Theoretical Visibility	No visibility will occur	No
RR-36	Gougane Barra – Sli Sleitbhe	<p><i>“Mostly on path and minor road, this is the longest, most difficult and most exciting of the trails in the park, passing through trees, criss-crossing the infant River Lee and going onto open mountain. Views are of Maolach, the craggy slopes of Carraigán Phreacháin and the old Mass path from the Borlin Valley to St. Finbarr’s Oratory on the lake island.”</i></p> <p>(SportIreland.ie)</p>	No Theoretical Visibility	No visibility will occur	No
RR-58	Sheep’s Head Way	<p><i>“Sheep’s Head is the narrowest of the fingers of land that extend from the southwest mainland of Ireland out into the Atlantic,</i></p>	Pockets of full theoretical visibility within 10km of the nearest	Visibility may occur within elevated vantage	Yes

REG. No. _____
PLANNING (WEST) DEPT
06 NOV 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, CO. CORK

REG. No. _____
PLANNING (WEST) DEPT
15 SEP 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, CO. CORK

Map Ref.	Route	Description	Theoretical Visibility	Actual Visibility	Scoped In
		<p><i>between Bantry Bay and Dunmanus Bay. The Sheep's Head Way is 175km length in total. It is made up of the 88km circular walking route beginning in the town of Bantry in County Cork and running out along the north coast of the peninsula to the scenic lighthouse at the very tip before returning along the south side, passing through the pretty villages of Kilcrohane, Ahakista and Durrus, with the extensions to Drimoalgue and Kealkill to the north providing the additional 87km."</i></p> <p>(www.SportIreland.ie)</p>	<p>proposed turbine, with limited theoretical visibility beyond 10km. Stretches of full theoretical visibility along the route located on coastline</p>	<p>points along the route</p>	
RR-43	Pass of Keimaneigh	A mountain pass along the R584 Regional Road	Pockets of full and partial theoretical visibility along the route with 5km of the nearest proposed turbine. No theoretical visibility beyond 5km.	Visibility may occur within 5km.	Yes
RR-72	Gougane Barra Horseshoe Walk	Loop starting at Gougane Barra up to the summit of Foilstookeen Mountain then along the ridgeline and passing the summits of Conigar Mountain, Bealick Mountain and Coomataggart Mountain, before	No theoretical visibility to the southern extent of the loop. Pockets of full theoretical visibility to the northern	Visibility may occur from elevated vantage points along the loop.	Yes

REG. No. _____
PLANNING (WEST) DEPT
06 NOV 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT
15 SEP 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

Map Ref.	Route	Description	Theoretical Visibility	Actual Visibility	Scoped In
		descending back down to Gougane Barra	extent of the loop.		
5-10km					
RR-52	Sheep's Head – Kealkill/Poc an Tairbh	<i>“This loop walk passes the historic sites of Carriganass Castle and Maughanasilly Stone Row (Macha na Sailf), with stunning views of the Sheha hills, Kealkill and Bantry Bay.”</i> (TheSheepsHeadWay.com)	Section of full theoretical visibility along the northern extent of the route	Visibility may occur on elevated vantage points along the route	Yes
RR-41	Mealagh Woods Loop	<i>“The Mealagh Woods Loop is a pleasant woodland walk which follows the bank of the Mealagh River and woodland paths, taking in an ancient wedge tomb.”</i> (SportsIreland.ie)	No theoretical visibility	None	No
RR-40	Mealagh Valley Loop	<i>“The Mealagh valley has many historical and prehistoric sites of interest, including many standing stones, a 5 stone circle, stone rows and an Ogham inscribed stone nearby the river.”</i> (TheSheepsHeadWay.com)	No theoretical visibility	None	No
RR-42	Mullaghmesha Loop	<i>“A walk to the summit of Mullaghmesha (494m) with stunning panoramic views over the West Cork countryside, from the Kerry Mountains to the North, Roaring Water Bay to the South, Bantry Bay to the West</i>	Primarily no theoretical visibility, with a small stretch of full theoretical visibility along the 10km buffer	Visibility may occur on the elevated vantage points of this route	Yes

REG. No. _____
PLANNING (WEST) DEPT
15 SEP 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT
06 NOV 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

Map Ref.	Route	Description	Theoretical Visibility	Actual Visibility	Scoped In
		<p><i>and Dunmanway to the East.”</i></p> <p>(TheSheepsHeadWay.com)</p>			
10-15km					
RR-37	Inchigeelagh Walking Trails	Walking trails in Inchigeelagh	Partial Theoretical Visibility	In reality, at this distance, any visibility that may occur along the walking trails, visibility will be visually screened by the built infrastructure within the settlement. Significant effects are not likely to occur.	No
		<p>REG. No. _____ PLANNING (WEST) DEPT 06 NOV 2025 CORK COUNTY COUNCIL NORTON HOUSE, SKIBBEREEN, Co. CORK</p>			
RR-50	Sheep’s Head – Glounaclohy Walk (Drimoleague)	<p><i>“This spectacular walk follows a quiet road, then track and path taking you to the top of the hill and passing the Castle, the great stone of Glounaclohy and behind it the house of George the Sky with Coomanore Lake further on, while magnificent views open up all around the West Cork coast including Bantry Bay as you climb.”</i></p> <p>(SportIreland.ie)</p>	No Theoretical Visibility	No visibility will occur	No
		<p>REG. No. _____ PLANNING (WEST) DEPT 15 SEP 2025 CORK COUNTY COUNCIL NORTON HOUSE, SKIBBEREEN, Co. CORK</p>			
RR-2, RR-3, RR-4	Bantry Cycleways/Walkways	Walkways and Cycleways in Bantry Town	Pockets of full theoretical visibility	In reality, views of the turbines will be limited by screening from the built	No



Map Ref.	Route	Description	Theoretical Visibility	Actual Visibility	Scoped In
				infrastructure within the settlement. Where visibility may occur, given the distance, the turbines will appear as small elements within the background of the view.	
RR-46	Sheep's Head – Alpaca Farm Walk (Drimoleague)	<i>“A spectacular hill walk from Castledonovan to Coomanore Lake, taking the old bog road from where you behold wonderful views of the West cork coastline. The walk returns by the old homestead of “George the Sky”.”</i> (DiscoverIreland.ie)	No Theoretical Visibility	No visibility will occur	No
RR-48	Sheep's Head – Deelish Cascades Walk (Drimoleague)	<i>“This walk follows the old mass path along the banks of the Ilen River before joining a quiet road leading to Ahanafunshion bridge amenity area, passing cascades, cliffs, patchwork field systems, a huge river bend in the form of an ox bow and some archaeological features with possibly the sight of a dipper or otter and other wildlife.”</i> (SportIreland.ie)	No Theoretical Visibility	No visibility will occur	No
RR-57	Sheep's Head Looped Cycle	<i>“The Sheep's Head Cycle Route starts in Bantry town, then travels the ridge and</i>	Patches of full theoretical visibility	Visibility is likely to occur on the elevated	Yes

REG. No. _____
PLANNING (WEST) DEPT
15 SEP 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT

06 NOV 2025^{13:67}

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK



Map Ref.	Route	Description	Theoretical Visibility	Actual Visibility	Scoped In
		<p>north side of the peninsula to Sheep's Head lighthouse, before returning to Bantry from the south side. It is approximately 75 km long and offers many interesting detours. The cycle route passes many of the Sheep's Head Way trailheads, where loop walks can be incorporated into your trip."</p> <p>(TheSheepsHeadWay.com)</p>	along the coastline	vantage points along the route	
RR-13	Coorycommane Loop	<p>"A relatively new hiking trail that begins and ends by a small waterfall at Coomhola Bridge."</p> <p>(TripAdvisor.ie)</p>	Primarily full theoretical visibility with pockets of none or partial theoretical visibility.	Visibility may occur on the elevated vantage points along the route; however, dense vegetation is likely to screen majority of the views from the loop.	Yes
RR-11	Castledonovan Loop	<p>"This walk has spectacular views across Bantry, Dunmanus Bay and the Kerry mountains. On clear days, there are views all the way to the Fastnet Rock. The Castledonovan Loop Walk is marked by a blue arrow starting at Castledonovan car park"</p> <p>(TheSheepsHeadWay.com)</p>	Primarily no theoretical visibility, with a small stretch of full theoretical visibility along the route of the trail	Visibility may occur on the high elevation point of this route	Yes

REG. No. _____
PLANNING (WEST) DEPT

06 NOV 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT

15 SEP 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK



Map Ref.	Route	Description	Theoretical Visibility	Actual Visibility	Scoped In
	Wild Atlantic Way (WAW)	<p><i>"The Wild Atlantic Way, 1600 miles (2600 km) in length, is one of the longest defined coastal routes in the world. It winds its way all along the Irish west coast from the Inishowen Peninsula in the north down to the picturesque town of Kinsale, County Cork, in the south."</i></p> <p>(TheWildAtlanticWay.com)</p>	Primarily no theoretical visibility, with patches of full theoretical visibility within the settlement of Bantry and on the coastline south of Bantry.	In reality, given the distance, and the visual screening occurring from vegetation and the built environment within Bantry, visibility is likely to be minimal within this settlement. Visibility may occur from elevated vantage points along the coastline. Given the sensitivity of the WAW, it has been scoped in for assessment.	Yes
15-20km					
RR-39	Macroom Cycle Route	Cycle route in Macroom	Primarily no theoretical visibility with a small stretch of full theoretical visibility	At this distance, any visibility of the proposed turbines will be further screened by the vegetation within the landscape. The proposed turbines will appear as small	No

REG. No. _____
 PLANNING (WEST) DEPT
 06 NOV 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
 PLANNING (WEST) DEPT
 15 SEP 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

Map Ref.	Route REG. No.	Description	Theoretical Visibility	Actual Visibility	Scoped In
	PLANNING (WEST) DEPT 06 NOV 2025 CORK COUNTY COUNCIL NORTON HOUSE, SKIBBEREEN, Co. CORK			miniature features in the background of the view. Significant effects are not likely to occur.	
RR-1	Ballyvourney Walking Trail	A 4.1-mile out-and-back trail near Ballyvourney, County Cork.	No Theoretical Visibility	No visibility will occur	No
RR-15	Dunmanyway Cycleway/Walking trails	Cycleway in Dunmanyway town	No Theoretical Visibility	No visibility will occur	No
RR-14	Drimoleague Heritage Trail	<i>"Enjoy this pleasant loop walk combining village landscape, hilltop panorama, woodland, and riverbank."</i> (Alltrails.ie)	No Theoretical Visibility	No visibility will occur	No
RR-54	Sheep's Head – Moyny Bridge Walk (Drimoleague)	<i>"This is a pleasant walk on road, along the wooded banks of the Ilen River and on path through fields climbing over the ridge, passing the fine double-arched Moyny Bridge, Old Millards farmyard, remains of slate quarries and old Drimoleague Water Works with some lovely views on your return journey."</i> (SportIreland.ie)	No Theoretical Visibility	No visibility will occur	No
RR-56	Sheep's Head – Shronacarton Walk (Drimoleague)	<i>"This pleasant stroll along a quiet country road lined with fuchsia hedges takes you through Drimoleague's history, passing near a holy well and views of</i>	No Theoretical Visibility	No visibility will occur	No



Map Ref.	Route	Description	Theoretical Visibility	Actual Visibility	Scoped In
		<p><i>a 1950's Holy Year Cross on the hill to the left, and brings you to a restful amenity area at the Mall with a lovely picnic area.</i></p> <p>(SportIreland.ie)</p>			
RR-16	Esknamucky Walk – Glengarriff Nature Reserve	<p><i>“On steep path and steps, this walk climbs up through the woods to a series of viewing points giving fantastic views over the trees to the mountains beyond. Otherwise known as the High Walk, this trail can be easily combined with Glengarriff’s Waterfall Walk.”</i></p> <p>(SportIreland.ie)</p>	No Theoretical Visibility	No visibility will occur	No
RR-45	Rooska Loop	<p><i>“This loop walk has wonderful views over Bantry Bay and Dunmanus Bay, following both quiet roads and open hill.”</i></p> <p>(TheSheepsWayHead.com)</p>	Primarily full theoretical visibility	Visibility may occur on elevated vantage points, however, at this distance, the turbines will appear as small elements in the distant background.	Yes
RR-64	Skibbereen Cycle Hub Loop 3	<p><i>“This loop is the longest of the Skibbereen Cycle Hub Loops. It is a more challenging route and recommended for more experienced cyclists only with lots of steep and very steep hills.”</i></p> <p>(DiscoverIreland.ie)</p>	Small pocket of full theoretical visibility	At this distance, where visibility does occur, the turbines will appear as small background features, partially screened by intervening vegetation.	No

REG. No. _____
 PLANNING (WEST) DEPT
 15 SEP 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK
 REG. No. _____
 PLANNING (WEST) DEPT
 06 NOV 2025
 1371
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

Map Ref.	Route	Description	Theoretical Visibility	Actual Visibility	Scoped In
				Significant effects are not likely to occur.	
RR-71	Waterfall Walk – Glengarriff Nature Reserve	<p><i>“This trail follows a path along the Canrooska River to a small waterfall, which is particularly impressive after rain.”</i></p> <p>(TheSheepsHeadWay.com)</p>	No Theoretical Visibility	No visibility will occur	No
RR-44	River Walk – Glengarriff Nature Reserve	<p><i>“This walk takes you on a gentle wander along footpath through old oak woods on the banks of the Glengarriff River where you can enjoy the lush growth of ferns, mosses and lichens - typical of oceanic woodlands in the Gulf Stream influenced climate of South-West Ireland.”</i></p> <p>(SportIreland.ie)</p>	No Theoretical Visibility	No visibility will occur	No
RR-9	Big Meadow Walk – Glengarriff Nature Reserve	<p><i>“This walk follows footpath and woodland track and brings you to The Big Meadow, an area of old grassland that has not been fertilised or ploughed in living memory and is covered by swathes of wildflowers. Also included on the walk is a new lake created for the rare Downy Emerald dragonfly.”</i></p> <p>(SportIreland.ie)</p>	No Theoretical Visibility	No visibility will occur	No
RR-38	Lady Bantrys Lookout – Glengarriff Nature Reserve	<p><i>“On this walk the climb up on path through the woods is steep but from the top</i></p>	No Theoretical Visibility	No visibility will occur	No

REG. No. _____
PLANNING (WEST) DEPT
06 NOV 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT
15 SEP 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

Map Ref.	Route	Description	Theoretical Visibility	Actual Visibility	Scoped In
		<p><i>there are fantastic panoramic views over Glengarriff to Garinish Island, Whiddy Island and Bantry Bay. To the north you can see the full extent of Glengarriff woodlands, nestling in the rugged glen rimmed by the Caha Mountains.</i></p> <p>(SportIreland.ie)</p>			
RR-59	Sheep's Head - Whiddy Island Loop	<p><i>"Whiddy Island Loop Walk is situated in Bantry Bay between the Beara and Sheep's Head peninsulas, and it's home to a walk that offers spectacular views across Bantry Bay and the neighbouring landscapes."</i></p> <p>(www.WestCorkIslands.com)</p>	Primarily full theoretical visibility.	Given the distance, where visibility will occur, the turbines will appear as small background features. Significant effects are not likely to occur	No
RR-30	Glengarriff Woods Loop	The Glengarriff Wood Loop is a 5.6 km looped trail that starts and ends in County Cork,	No Theoretical Visibility	No visibility will occur	No
RR-55	Sheep's Head - Sheep's Head Way to Drimoleague	<p><i>"This spectacular walk follows a quiet road, then track and path taking you to the top of the hill and passing the Castle, the great stone of Glanaclohy and behind it the house of George the Sky with Coomanore Lake further on, while magnificent views open up all around the West Cork coast including Bantry Bay as you climb."</i></p> <p>(SportIreland.ie)</p>	Primarily no theoretical visibility with a small section of full theoretical visibility	Theoretical visibility may occur on the elevated vantage points along this trail	Yes

REG. No. _____
PLANNING (WEST) DEPT
06 NOV 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT
15 SEP 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK



Map Ref.	Route	Description	Theoretical Visibility	Actual Visibility	Scoped In
20-25km					
RR-10	Carrigfadda Hill Walk	<p><i>“Carrigfadda Hill Walk is a linear walk on path with a wooded looped section climbing strenuously to the top of Carrigfadda Hill where there is a 7-metre-high Marian Year cross at the summit. There are fantastic panoramic views of the West Cork countryside as well as the coastline.”</i></p> <p>(SportIreland.ie)</p>	Primarily no theoretical visibility, with a small pocket of full theoretical visibility	At this distance, where visibility does occur, if any, the turbines will appear as small elements in the background of the view. No significant effects are likely to occur.	No
RR-12	Comkeen Loop	<p><i>“The Coomkeen Loop Walk offers wonderful views. Look out over Whiddy Island, Bantry Bay, and the Beara peninsula.”</i></p> <p>(TheSheepsHeadWay.com)</p>	Primarily no theoretical visibility, with a small pocket of full theoretical visibility	Visibility may occur at elevated vantage points along the route	Yes
RR-64	Skibbereen Cycling Hub Loop 3	<p><i>“This loop is the longest of the Skibbereen Cycle Hub Loops. It is a more challenging route and recommended for more experienced cyclists only with lots of steep and very steep hills.”</i></p> <p>(www.DiscoverIreland.ie)</p>	Primarily no theoretical visibility, with pockets of partial theoretical visibility.	At this distance, where partial visibility does occur, if any, the turbines will be further screened by intervening vegetation and will be seen as miniature elements in the background of the view.	No

REG. No. _____
PLANNING (WEST) DEPT
 06 NOV 2025
CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT
 15 SEP 2025
CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK



Map Ref.	Route	Description	Theoretical Visibility	Actual Visibility	Scoped In
RR-20	Fastnet Trails – Deerinnard Loop	<p><i>“This trail follows quiet country roads with minimum traffic passing by places of historical interest and the opportunity to take a spur to the historic Kilcoe Castle and the ruins of Kilcoe Medieval Church while views of Roaring Water Bay and its islands with Mount Kidd in the background are panoramic.”</i></p> <p>(SportIreland.ie)</p>	No Theoretical Visibility	No visibility will occur	No
RR-47	Sheep’s Head – Barnageehy Loop	<p><i>“This loop walk travels through farmland, forestry tracks and quiet roads with great views of the countryside.”</i></p> <p>(TheSheepsHeadWay.com)</p>	Patches of full theoretical visibility	At this distance, where visibility does occur, if any, the turbines will appear as small elements in the background of the view. No significant effects are likely to occur.	No
RR-53	Sheep’s Head – Mount Corrin Loop	<p><i>“This loop walk with a mixture of lanes, quiet roads and open mountain. The steep climb up to the ‘cairn’ at the top of Mount Corrin will be worth the trek, with amazing views both inland and out to sea.”</i></p> <p>(TheSheepsHeadWay.com)</p>	Primarily no theoretical visibility, with small pockets of full theoretical visibility	At this distance, where visibility does occur, if any, the turbines will appear as small elements in the background of the view. No significant	No

REG. No. _____
 PLANNING (WEST) DEPT
 06 NOV 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, CO. CORK

REG. No. _____
 PLANNING (WEST) DEPT
 15 SEP 2025
 13-75
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

Map Ref.	Route	Description	Theoretical Visibility	Actual Visibility	Scoped In
				effects are likely to occur.	
RR-7	Beara Way	<i>"The Beara Peninsula is a 48km long mountainous finger, shared by counties Kerry and Cork, stretching into the Atlantic Ocean."</i> (SportIreland.ie)	No Theoretical Visibility	No visibility will occur	No
RR-8	Beara Way Cycle Route	<i>"The Beara Way Cycling Route is a National Cycling Route and for most parts is on country roads. The route travels along the entire Beara Peninsula passing through all the towns and villages along the way. The entire route is 183 kms."</i> (BearaTourism.com)	No Theoretical Visibility	No visibility will occur	No

13.5.1.5 Recreational, Cultural Heritage and Tourist Destinations

Popular recreational, cultural heritage, and tourist destinations in the LVIA Study Area were investigated through a desktop exploration of localised tourism plans as well as considering the most popular tourism destinations in County Cork posted on [Tripadvisor.ie](https://www.tripadvisor.ie). Note that 'cultural heritage' destinations in this section refers to those of popular renown in the sense of general tourism; a detailed assessment of archaeological cultural heritage sites in relation to the Proposed Development is provided in this EIAR, Chapter 14: Archaeological, Architectural & Cultural Heritage with a detailed assessment of recreational and tourist destinations provided in Appendix 5-X of this EIAR.

Below, Table 13-12 displays the scoping of these recreational and tourist destinations within the LVIA Study Area. The table provides a description of each item, the nature of theoretical visibility indicated by ZTV mapping, the nature of the actual visibility, and whether the receptor was scoped in for assessment.

REG. No. _____
PLANNING (WEST) DEPT

06 NOV 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT

15 SEP 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

Table 13-12: Scoping of Cultural Heritage, Recreational & Tourist Destinations in the LVIA Study Area

Destination	Description	Theoretical Visibility	Actual Visibility	Scoped In
Up to 5km				
Gougane Barra (incl. Gougane Barra National Forest Park)	<i>"An area of wild and beautiful scenery, this magnificent Forest Park covers over 137 splendid hectares (339 acres). It is tucked in a lush valley at the edge of the Sheehy mountains".</i> (www.Coillte.ie)	No Theoretical Visibility Indicated	No Visibility will occur	No
5 to 10km				
Carriganass Castle	<i>"Carriganass Castle - on the outskirts of Kealkill village, in the heart of West Cork - played a dramatic role in one of Irish history's most exciting stories."</i> (www.TripAdvisor.ie)	Partial Theoretical Visibility	The forestry around the castle will largely screen the proposed turbines. Where visibility may occur, turbines will appear as small elements beyond the dense vegetation.	No
Kealkill Stone Circle	<i>"Kealkill Stone Circle in West Cork, consists of a small five stone circle, two large standing stones (one eight feet tall, the other almost sixteen feet) and a cairn of stones with a 'kerb' of stones set upright in a radial pattern around the inside."</i> (www.DiscoverIreland.ie)	Full Theoretical Visibility	Visibility of the proposed turbines may occur	Yes
Breeny More Stone Circle	An axial stone circle located on County Cork near Kealkill	Full Theoretical Visibility	Visibility of the proposed turbines may occur	Yes
Barnagowlane West Wedge Tomb	<i>"The Barnagowlane West tomb opens to the southwest and is formed by a single capstone which rests on the sidestones and a closing stone at the eastern</i>	No Theoretical Visibility	No Visibility will occur	No

REG. No. _____
PLANNING (WEST) DEPT
06 NOV 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT

15 SEP 2025

13-77
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

Destination	Description	Theoretical Visibility	Actual Visibility	Scoped In
	end, forming a burial chamber within.” (www.TheSheepsHeadWay.com)			
10 to 15km				
Clodagh Standing Stones	A pair of standing stones forming a stone row in County Cork	No Theoretical Visibility	None	No
Snave Pier	Tourist Attraction in Ballylickey, Co. Cork REG. No. _____ PLANNING (WEST) DEPT 06 NOV 2025 CORK COUNTY COUNCIL NORTON HOUSE, SKIBBEREEN, Co. CORK	Full Theoretical Visibility	Given the distance, and the intervening vegetation, where visibility does occur, the turbines will appear as small miniature elements in the background of the view. Significant effects are not likely to occur.	No
St. Edmunds Church	Place of Worship	No Theoretical Visibility	None	No
15 to 20km				
Caha Pass	Scenic Point in County Cork	No Theoretical Visibility	None	No
Garinish Islands	An island that is a tourist attraction that has walled gardens and a Martello tower	No Theoretical Visibility	None	No
Martello Tower	Historical Tourist Attraction	No Theoretical Visibility	None	No
Oilean Chaislean Miol	Tourist island / scenic spot in County Cork	Full Theoretical Visibility	At this distance, the turbines, where visible, the turbines will appear as small miniature elements in the background of the view. No significant	No

REG. No. _____
PLANNING (WEST) DEPT

15 SEP 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK



Destination	Description	Theoretical Visibility	Actual Visibility	Scoped In
			effects will occur	
Bantry House	Bantry House and Garden is a stately home overlooking Bantry Bay – tourist attraction	Partial Theoretical Visibility	Onsite appraisals determined that visibility is not likely to occur due to the dense vegetation and the built form surrounding Bantry House. Where visibility may occur from second-storey windows, the turbines will appear as small miniature elements in the background of the view. No significant effects will occur	No
The Cove	Hiking area in Bantry, Co. Cork	Partial Theoretical Visibility	At this distance, the turbines, where visible, the turbines will appear as small miniature elements in the background of the view. No significant effects will occur	No
WAW Discovery Point at Bantry Harbour	Wild Atlantic Way Discovery Point	No Theoretical Visibility	None	No
Kilmichael Ambush Site	Historical landmark in County Cork	Partial Theoretical Visibility	At this distance, the turbines, where visible, the turbines will appear as small miniature elements in the background of	No

REG. No. _____
 PLANNING (WEST) DEPT
 06 NOV 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
 PLANNING (WEST) DEPT
 15 SEP 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

Destination	Description	Theoretical Visibility	Actual Visibility	Scoped In
			the view. No significant effects will occur	
Killnartaune Pillar Stone	Historical Landmark	Full Theoretical Visibility	At this distance, the turbines, where visible, the turbines will appear as small miniature elements in the background of the view, screened by intervening vegetation within the landscape. No significant effects will occur	No
Vaughans Pass	Scenic spot in County Cork	Full Theoretical Visibility	Visibility may occur	Yes
20-25km				
WAW Discovery Point – Whiddy Island View	Wild Atlantic Way Discovery Point	No Theoretical Visibility	None	No
Shenvallybeg Beach	Tourist attraction / scenic spot in County Cork	No Theoretical Visibility	None	No
Kinneugh Round Tower	Historical landmark	No Theoretical Visibility	None	No
Magic Forest Ballybane	Park / nature reserve	No Theoretical Visibility	None	No
Letterlickey Cairn	Tourist attraction in County Cork	Full Theoretical Visibility	At this distance, the turbines, where visible, the turbines will appear as small miniature elements in the background of the view, screened by intervening	No

REG. No. _____
PLANNING (WEST) DEPT
 06 NOV 2025
CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT
 15 SEP 2025
CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

Destination	Description	Theoretical Visibility	Actual Visibility	Scoped In
			vegetation within the landscape. No significant effects will occur	
Hundred Lakes	Hiking area in County Cork	Partial Theoretical Visibility	At this distance, where partial visibility may occur, the proposed turbines will appear as small features in the distant background. Significant effects are not likely to occur.	No

13.5.1.6 Transport Routes

Motorways, national primary roads and national secondary roads within the LVIA Study Area were investigated via desktop analysis. Transport routes are not typically considered to represent receptors of high sensitivity. Therefore, the potential for 'Significant' visual effects is only likely to occur for transport routes in close proximity to the Site where the magnitude change is likely to be greater. Consideration is also given to the number of receptors travelling these routes (as per GLVIA3 guidance). In mind of this, only prominent high-trafficked transport routes such as national roads and motorways are considered to 20km and only regional roads within 10km (excepting outer regional roads overlapping with a designated scenic route) are considered in the visual baseline exercise. The visual baseline exercise determined that most visibility of the proposed turbines will occur within 5km of the Site. Therefore, regional roads within 5km were included in this preliminary analysis scoping exercise of transport routes.

In addition, regional roads and local road transport routes within 3–5km (3km in the case of local roads and 5km in the case of regional or national roads) of the proposed turbines were also assessed as part of the previous RSA of this report (recall above Section 13.3.2.2: Visibility in Close Proximity: RSA).

On-site appraisals determined that, in most instances, where ZTV mapping has indicated full visibility from large portions of these routes, the actual visibility is quite limited due to local topography and roadside screening. Considering this, for the purpose of viewpoint selection, specific locations from which the greatest visibility is likely to occur were selected on these transport routes.

Below, Table 13-13 lists all identified transport routes, describes the geographical extent of theoretical visibility upon each route as illustrated by ZTV mapping, and indicates whether the receptor was scoped in for assessment. The road types are prefixed as follows: local (L), regional (R), national (N), and motorway (M).

REG. No. _____
 PLANNING (WEST) DEPT

06 NOV 2025

CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
 PLANNING (WEST) DEPT
 15 SEP 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

Table 13-13: Scoping of Major Transport Routes in the LVIA Study Area

Transport Route	Theoretical Visibility	Scoped In
Up to 5km		
R584	Primarily full theoretical visibility with 5km of the nearest proposed turbine, with patches of full theoretical visibility beyond 5km	Yes
R585	Stretches of full theoretical visibility within 10km of the nearest proposed turbine	Yes
10 to 15km		
N71	Small pockets of full theoretical visibility	Yes
N22	No Theoretical Visibility	No

13.5.2 Preliminary Analysis: Visual Receptors

Visual Receptors Selected for Assessment - After identifying all visual receptors in the LVIA Study Area, the preliminary analysis was carried out to determine the likely visibility of the proposed turbines using ZTV mapping and on-site visibility appraisals, as reported in the tables of the previous sections. Following this, the final list of visual receptors was selected for further assessment as part of this LVIA using viewpoint selection and photomontage visualisation, supplemented by photowire, or early-stage 'draft' photomontage, analysis (classified as 'Type 3 Visualisations' in the LI TGN 06/19, 2019). Viewpoints, photomontages and photowires are explained below in Section 13.5.4: Viewpoint Selection: Photomontage and Photowire Locations.

Below, Table 13-14 presents the final list of visual receptors selected for assessment in this LVIA and identifies the viewpoint number(s) (indicated by 'VP') and/or photowire number(s) (indicated by 'PWVP') representative of that receptor. All viewpoint and photowire locations are mapped along with the visual receptors below in the subsequent Section 13.5.4.

Table 13-14: Visual Receptors Scoped in for Assessment

Category	Visual Receptor	Viewpoint/ Photowire No.
SCOPED IN FOR ASSESSMENT		
Designated Scenic Routes & Views	C-SR-28	PWVP - C, VP8, VP10
	C-SR-27	VP11, PWVP - B
	C-SR-34	VP9
	C-SR-26	VP12
	C-SR-29	VP12
	C-SR-25	VP12
C-SR-108	VP15	

06 NOV 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT
15 SEP 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK



Category	Visual Receptor	Viewpoint/ Photowire No.
SCOPED IN FOR ASSESSMENT		
	C-SR-110	VP1, VP16
OSi Viewing Areas	#69 Wild Atlantic View	VP2
Settlements	Kealkill	VP4, VP13
	Ballingeary	VP12
	Bantry (and Whiddy Island)	VP1, VP2, VP3
Recreational Routes	Beara Gougane Barra Cycling Route	VP7, VP10, VP9, VP4, PWVP-E, PWVP-D
	Sli Galetacht Mhuscraí	VP11, VP14, PWVP-B, PWVP-D
	Gougane Barra Horeshoe Walk	VP11
	Sheep's Head – Kealkill – Sron na Gaoithe / Poc an Tairbh	VP6, VP14, PWVP-D
	Sheep's Head Way	VP13, VP2, VP15, PWVP-F, PWVP-G
	Pass of Keimaneigh	VP9
	Mullaghmesha Loop / Castledonovan Loop	VP3, PWVP-F
	Sheep's Head Looped Cycle	VP15, VP16
	Coorycommane Loop	VP3, PWVP-F
	Wild Atlantic Way (WAW)	VP1, VP16
	Rooska Loop / Comkeen Loop	VP1, VP15, VP16
	Sheep's Head – Sheep's Head Way to Drimoleague	PWVP-F, VP2
	Recreational, Cultural Heritage & Tourist Destinations	Kealkill Stone Circle
Breeny More Stone Circle		VP13
Vaughans Pass		VP2
Transport Routes	R584	VP8, VP9, PWVP-C
	R585	VP4, VP5

REG. No. _____
 PLANNING (WEST) DEPT
 06 NOV 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
 PLANNING (WEST) DEPT
 15 SEP 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK
 1383

Category	Visual Receptor	Viewpoint/ Photowire No.
SCOPED IN FOR ASSESSMENT		
	N71	VP1, PWVP-G

Visual Receptors Scoped Out. ZTV mapping and visibility appraisals conducted on-site during 2024 and 2025 were used to inform the analysis and scope out visual receptors from further assessment. These receptors were excluded due to the very limited visibility of the proposed turbines, as determined by ZTV mapping as well as onsite appraisals of each visual receptor location. In some cases, the factor of distance to the Site as well as the directional focus of views was included in the preliminary analysis and was a contributing factor in excluding these locations from being selected as viewpoints. Visual receptors that are not mentioned above in Table 13-14 have been excluded from further assessment.

13.5.3 Residential Receptors and Visual Amenity

During multiple surveys conducted in 2024 and 2025, visibility appraisals determined that most visibility of the proposed turbines will occur within 5km of the proposed turbines. It is a settled landscape, and residential housing is organised along the local road network as well as in small settlement clusters around local crossroads and junctions. Some residential receptors located in close proximity to the Site will likely have views of the proposed turbines and are likely to have the greatest visual effects arising as a result of the Proposed Development.

In light of this, several photomontage viewpoint locations representing residential properties located in close proximity to the Proposed Development were selected for inclusion in the *Photomontage Booklet* and are assessed in *Appendix 13-3: Photomontage Visual Impact Assessment Tables*, as well as discussed later in this Chapter.

The following representative viewpoints (VPs) and/or photowires (PW-VPs) are located in proximity to residential receptors and settlement centres within 5km from the Site:

- > VP11 (Rossalougha townland)
- > PWVP-B (Rossalougha townland)
- > VP10 (Garrynapeaka townland)
- > VP9 (Inchi More townland)
- > VP14 (Coomcroobeg townland)
- > PWVP-C (Curraglass townland)
- > VP8 (Cappaboy Beg townland)
- > PWVP-H (Cappaboy Beg townland)
- > VP6 (Derryfadda townland)
- > VP7 (Gortloughra townland)

REG. No. _____
PLANNING (WEST) DEPT
 06 NOV 2025
CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

The impact of the proposed turbines on residential visual amenity is discussed in detail in Section 13.7.2.6: Residential Visual Amenity.

13.5.4 Viewpoint Selection: Photomontage and Photowire Locations

Selection of Main Photomontage Viewpoints

Photomontage imagery was captured from multiple viewpoint locations in the LVIA Study Area; from these, a total of 15 no. photomontage viewpoints were selected for full assessment (named VP01–VP15). These are mapped below in Figure 13-13 (marked as white/green icons) and presented in the *EIAR Volume 2: Photomontage Booklet*

REG. No. _____
PLANNING (WEST) DEPT
 15 SEP 2025
CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK



accompanying this report. All VPs are comprehensively assessed in Section 13.7.2.4.2: Photomontage Viewpoint Assessment Outcomes.

Imagery captured from each viewpoint was used to assess the significance of visual effects arising from the proposed turbines from each viewpoint location. The viewpoint locations are representative of all visual receptors; in some instances, imagery was not captured directly at a visual receptor but from another location in close proximity to the receptor, from which there was a superior line of sight towards the proposed turbines (e.g. a point of higher elevation or a position with less visual screening).

The likely 'Significant' visual effects of the proposed turbines arising from each viewpoint location are reported below in Section 13.7. The comprehensive and detailed assessment is presented within the viewpoint (photomontage) impact assessment tables in *Appendix 13-3: Photomontage Visual Impact Assessment Tables*.

Supplementary Photomontage Viewpoints: Photowires

Before selection of the final viewpoints, early-stage photomontages (draft-overlaid wireframes) were produced, known as 'photowires', representing all visual receptors listed previously in Table 13-14. In some instances, photowires indicated limited visibility of the proposed turbines and were therefore excluded from assessment in the final *Photomontage Booklet*.

To aid discussions, a total of 8 no. supplementary photowires (named PWVP-A through PWVP-H) representing additional locations of visual receptors are presented in a separate appendix (*Appendix 13-5: Photowire Visualisation Booklet*) and discussed in the text during the assessments included below in Section 13.7.0 to illustrate certain points relating to visual effects on specific receptors. These photowires are classified as 'Type 3' Visualisations in the LI TGN (2019) and do not form part of the assessment of visual effects included in *Appendix 13-3*.

The locations of the 8-no. supplementary photowires (PWVP-A through PWVP-H, marked as orange icons) are also included below in Figure 13-13. A detailed description of the viewpoint selection process and photomontage/photowire assessment methodology is provided in *Appendix 13-1: LVIA Methodology*.

REG. No. _____
PLANNING (WEST) DEPT

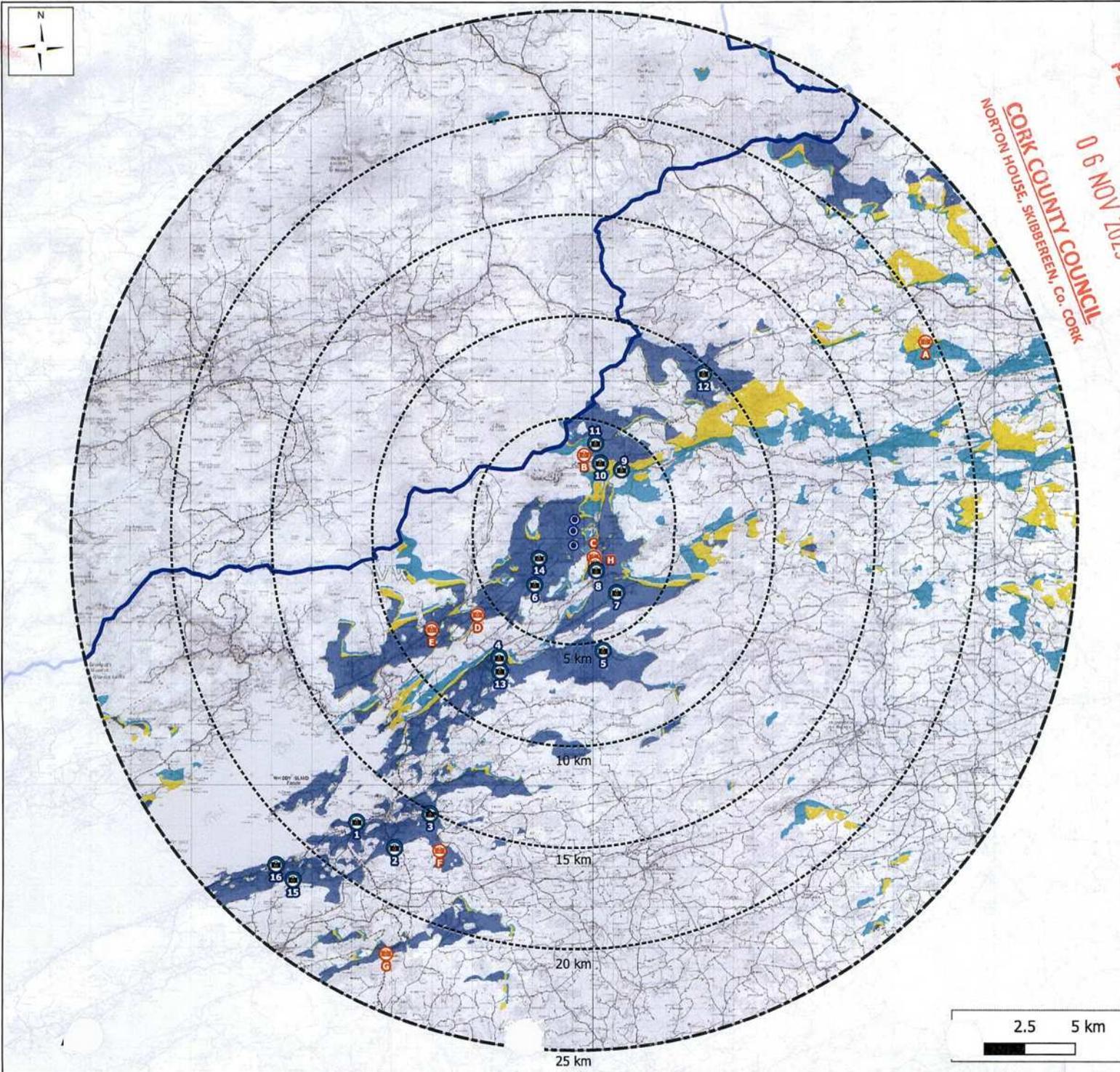
06 NOV 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT

15 SEP 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK



REG. NO. _____
 PLANNING (WEST) DEPT
 06 NOV 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, CO. CORK

REG. NO. _____
 PLANNING (WEST) DEPT
 15 SEP 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, CO. CORK

Map Legend

- LVIA Study Area
- Proposed Turbine Locations
- ▭ County Border
- ⊙ EIAR Volume 2: Photomontage Booklet
- ⊙ Appendix 13-5: Photowire Visualisation Booklet
- Zone of Theoretical Visibility**
- 1 Turbine Theoretically Visible
- 2 Turbines Theoretically Visible
- 3 Turbines Theoretically Visible

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Figure 13-13

Drawing Title
Photomontage and Photowire Viewpoint Locations

Project Title
Curraglass Wind Farm

Scale	Project No.	Date	Drawn By	Checked By
1:180,000	240614	11.08.2025	DM	JW





Other Wind Farms	County	Status	No. of Turbines	Distance from Nearest Proposed Turbine
Midas WF	County Kerry	Permitted	23	10.6km from proposed turbine (T1)
Kilgarvan WF	County Kerry	Existing	15	12.7km from proposed turbine (T1)
Kilargan II WF	County Kerry	Existing	13	12.6km from proposed turbine (T1)
Kilgarvan Repower	County Kerry	Permitted	11	12.8km from proposed turbine (T1)
15 to 20km				
Inchamore WF	County Cork	Permitted	4	15.8km from proposed turbine (T1)
Knocknamork WF	County Cork	Permitted	7	19.9km from proposed turbine (T1)
Currabwee WF	County Cork	Existing	7	19.2km from proposed turbine (T3)
Killaveenoge WF	County Cork	Existing	10	17.7km from proposed turbine (T3)
Lahanaght Hill WF	County Cork	Existing	5	18.3km from proposed turbine (T3)
Ballybane WF	County Cork	Existing	21	19km from proposed turbine (T3)
20-25km				
Coomatallin WF	County Cork	Existing	4	23km from proposed turbine (T3)
Kilvinane WF	County Cork	Existing	3	24.5km from proposed turbine (T3)
Barnadivane WF	County Cork	Proposed	6	24.5km from proposed turbine (T2)
Clydraghroe WF	County Kerry	Existing	5	22km from proposed turbine (T1)
Cummeenabuddoge WF	County Kerry	Proposed	17	20.5km from proposed turbine (T1)
Caherdowney WF	County Kerry	Existing	4	25km from proposed turbine (T1)

06 NOV 2025

PLANNING (WEST) DEPT

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

15 SEP 2025

13-89

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

Other Wind Farms	County	Status	No. of Turbines	Distance from Nearest Proposed Turbine
Coomacheo WF	County Kerry	Existing	15	24.7km from proposed turbine (T1)
Curragh WF	County Cork	Existing	8	25.4km from proposed turbine (T1)
Kilvinane WF	County Cork	Existing	3	24.6km from proposed turbine (T3)
Gneeves	County Cork	Existing	15	25.4km from proposed turbine (T1)

Within the LVIA Study Area (25km radius), 22 no. existing, 4 no. proposed, and 7 no. permitted wind farms have been identified. The locations of these wind farms are mapped in the following section.

In cases where turbines of these wind farms are theoretically visible from the selected 15 no. photomontage viewpoints selected for this LVIA, the turbines are included within the proposed photomontage imagery in the *Photomontage Booklet*.

13.6.2 Cumulative Context and Theoretical Visibility

Below, Figure 13-14 compares the cumulative theoretical visibility of all existing, permitted, and proposed wind farms with an additional visibility of the Proposed Development, and the subsequent Figure 13-15 shows the same map overlain with a newly calculated ZTV for cumulative effects.

The legend of Figure 13-15 shows the theoretical visibility of the proposed turbines and cumulative turbines for each corresponding colour, as follows:

- Teal: Only turbines of the Proposed Development are theoretically visible;
- Yellow: Only turbines from existing, permitted and other proposed windfarms are theoretically visible;
- Grey: All cumulative turbines are theoretically visible, including the Proposed Development and all other existing, permitted and proposed windfarms.

On Figure 13-15, the small stretches of the teal colour on the ZTV map illustrates that the Proposed Development by itself adds very little additional theoretical visibility of cumulative turbines across the landscape within the LVIA Study Area. The theoretical visibility of cumulative turbines takes up the majority of the LVIA Study Area, with limited stretches of both the Proposed Development and cumulative wind farms. This suggests that, if permitted and constructed, the Proposed Development would have similar theoretical visibility as the other cumulative turbines within the area. Therefore, while the Proposed Development introduces three additional turbines into a future receiving environment where other wind energy developments may already be visible, there are very few locations where it would introduce turbines as entirely new or novel elements within the landscape.

As noted previously, the ZTV does not account for localised undulations in topography or other screening factors; as such, the actual visibility from areas of lowland vegetated landscape is likely to be far less than is indicated by the ZTV. Whilst the cumulative ZTV is a useful tool to aid assessment of cumulative effects and identify areas of non-visibility where certain cumulative impacts will not occur, its utility is limited.

It should be emphasised that, in general, photomontages are a more informative tool than the Cumulative ZTV for assessing the potential cumulative landscape and visual impacts of the Proposed Development (refer to

REG. NO. _____
PLANNING (WEST) DEPT

06 NOV 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT

15 SEP 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

GLVIA3, LI & IEMA, 2013, p.129, *para.7.30*); the likely cumulative visual effects as shown in photomontages are comprehensively assessed in *Appendix 13-3: Photomontage Visual Impact Assessment Tables*.

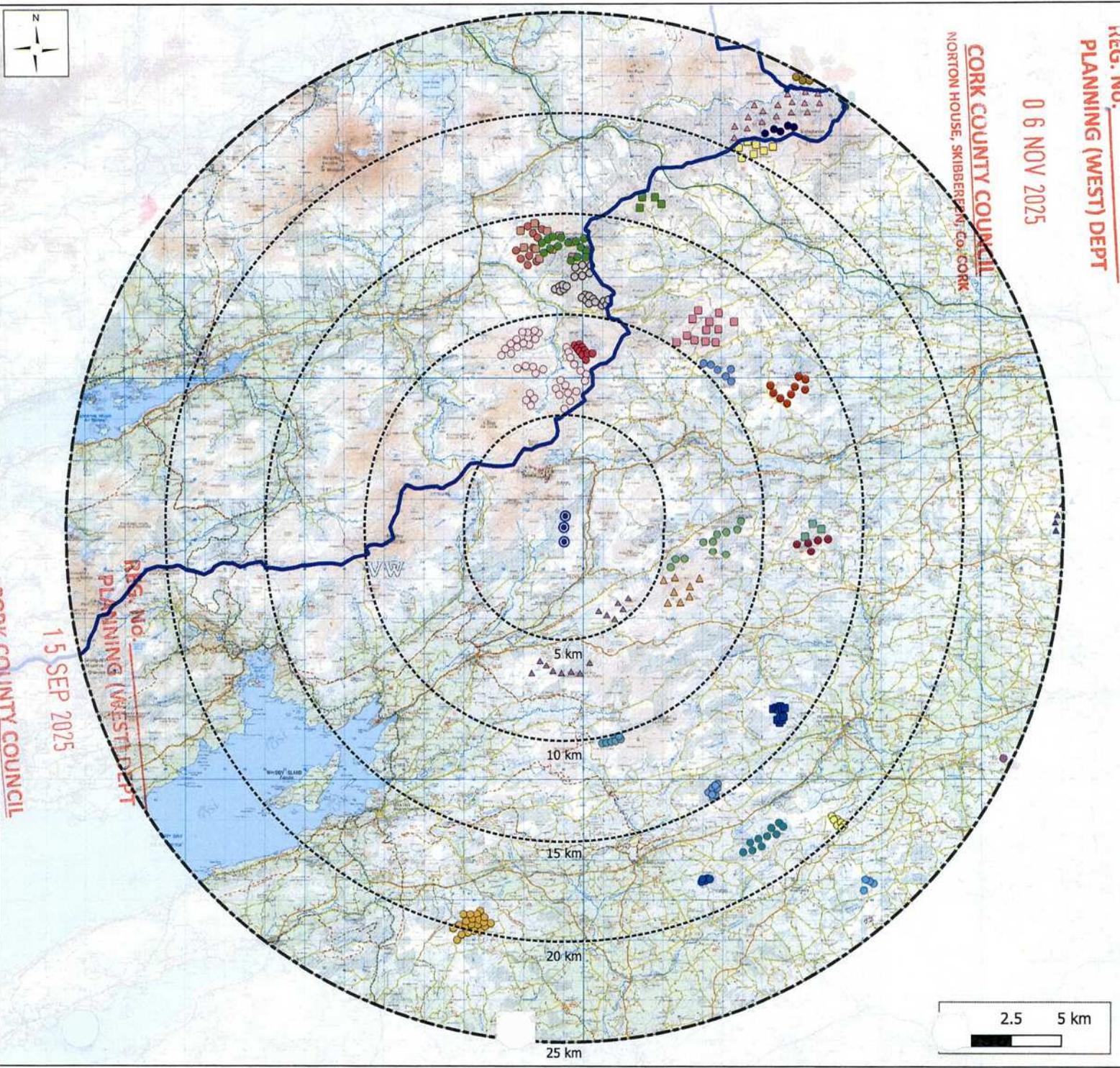
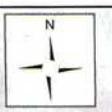
In addition, this report highlights that cumulative effects between the proposed turbines and other wind farms (not permitted) are more uncertain and is reliant on an outcome of the planning and consenting system.

Detailed discussions of cumulative landscape and visual effects are included below in Section 13.7.2.7: Discussion of Cumulative Visual Effects. The likely cumulative landscape effects are assessed in the landscape character assessment tables in *Appendix 13-2: LCA Assessment Tables*, and the likely cumulative visual effects are assessed in the photomontage assessment tables in *Appendix 13-3: Photomontage Visual Impact Assessment Tables*.

It is noted that the assessment of cumulative landscape and visual effects must be proportional, meaning that the focus of the assessment is on the extent to which the Proposed Development contributes toward cumulative effects on the particular receptors under assessment; these contributions are clearly explained in the narrative on cumulative impact assessment included in this Chapter (Section 13.7.2.7) as well as in the impact assessment Appendices (*Appendix 13-2* and *Appendix 13-3*)

REG. No. _____
PLANNING (WEST) DEPT
06 NOV 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT
15 SEP 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

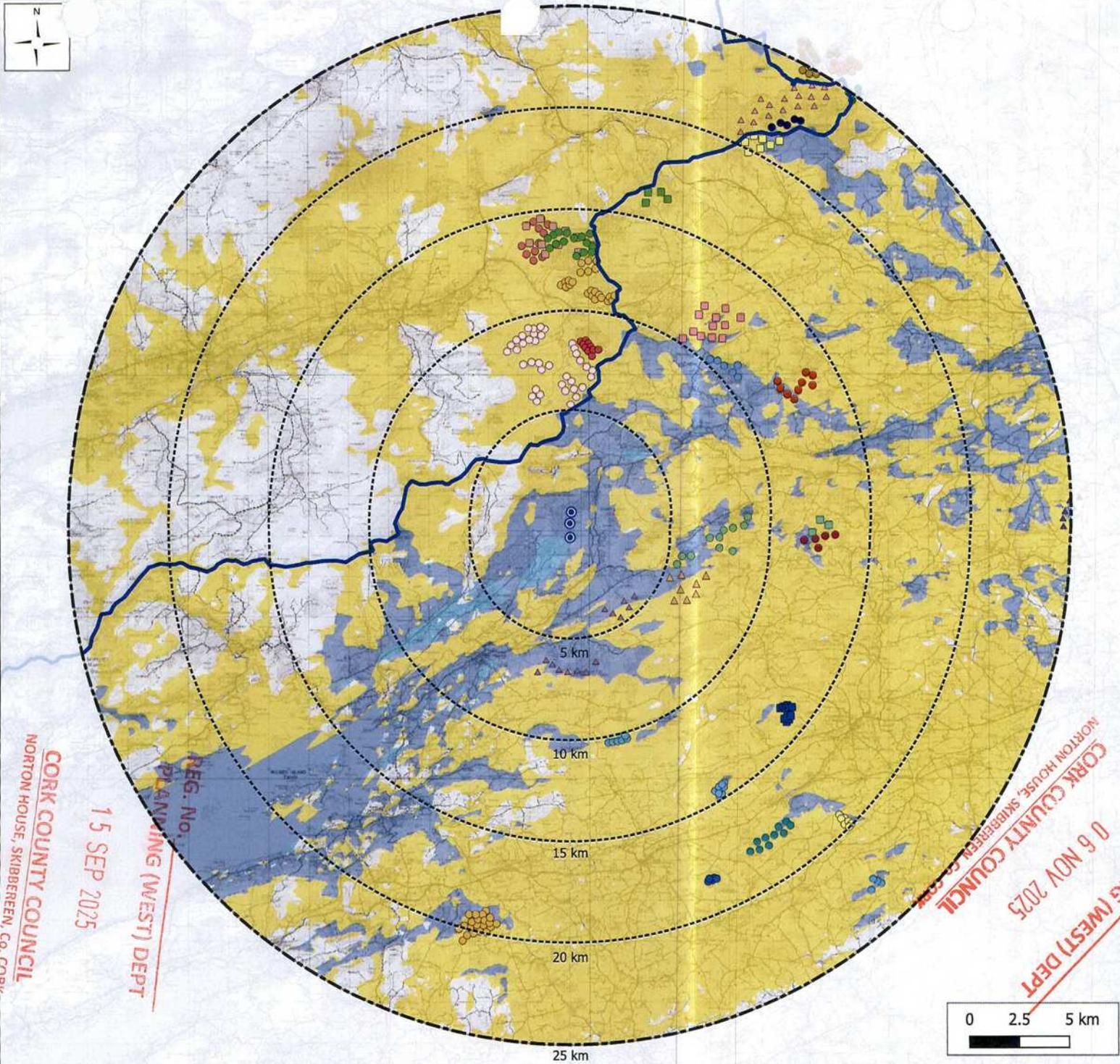


Map Legend

- LVIA Study Area
 - ⊙ Proposed Turbine Locations
 - ▭ County Border
- Cumulative Wind Farms within LVIA Study Area**
- Ballybane WF (existing)
 - ▲ Barnadivane WF (proposed)
 - Caherdowney WF (existing)
 - Carrigarierk Extension Wind Farm (permitted)
 - Carrigarierk WF (existing)
 - Cleanrath WF (existing)
 - Clydraghroe WF (existing)
 - Coomacheo WF (existing)
 - Coomatallin WF (existing)
 - ▲ Cummeenabuddoge WF (proposed)
 - Curragh WF (existing)
 - Derragh WF (existing)
 - Dreenacreenig West WF (existing)
 - Dromleena WF (permitted)
 - Gneevies (existing)
 - ▲ Gortloughra WF (proposed)
 - Gortyrhillly WF (permitted)
 - Grousemount WF (existing)
 - Inchamore WF (permitted)
 - Kilgarvan II WF (existing)
 - Kilgarvan Repower
 - Kilgarvan WF (existing)
 - Killaveenoge WF (existing)
 - Kilvinane WF (existing)
 - Knocknamork WF (permitted)
 - Lahanaght Hill WF (existing)
 - ▲ Maughanaclea WF (proposed)
 - Midas WF (existing)
 - Milane Hill WF (existing)

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Drawing No.				
Figure 13-14				
Drawing Title				
Cumulative Context Map				
Project Title				
Curraglass Wind Farm				
Scale	Project No.	Date	Drawn By	Checked By
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Map Legend

- LVIA Study Area
 - ⊙ Proposed Turbine Locations
 - ▭ County Border
- Cumulative Wind Farms within LVIA Study Area**
- Ballybane WF (existing)
 - ▲ Barnadivane WF (proposed)
 - Caherdowney WF (existing)
 - Carrigierk Extension Wind Farm (permitted)
 - Carrigierk WF (existing)
 - Cleanrath WF (existing)
 - Clydraghroe WF (existing)
 - Coomacheo WF (existing)
 - Coomatallin WF (existing)
 - ▲ Cummeenabuddoge WF (proposed)
 - Currabwee WF (existing)
 - Curragh WF (existing)
 - Derragh WF (existing)
 - Dreenacreenig West WF (existing)
 - Dromleena WF (permitted)
 - Gneevies (existing)
 - ▲ Gortloughra WF (proposed)
 - Gortyrähilly WF (permitted)
 - Grousemount WF (existing)
 - Inchamore WF (permitted)
 - Kilgarvan II WF (existing)
 - Kilgarvan Repower
 - Kilgarvan WF (existing)
 - Killaveenoge WF (existing)
 - Kilvinane WF (existing)
 - Knocknamork WF (permitted)
 - Lahanaght Hill WF (existing)
 - ▲ Maughanaclea WF (proposed)
 - Midas WF (existing)
 - Milane Hill WF (existing)
- Cumulative Comparative ZTV**
- Only Proposed Turbines Theoretically Visible
 - Only Cumulative Turbines Theoretically Visible
 - All Turbines Theoretically Visible

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Drawing No.

Figure 13-15

Drawing Title

Cumulative Context Map with Comparative ZTV

Project Title

Curraglass Wind Farm

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CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, CO. CORK
 15 SEP 2025
 REG. NO. PLANNING (WEST) DEPT

CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, CO. CORK
 06 NOV 2025
 REG. NO. PLANNING (WEST) DEPT

13.7 Likely ‘Significant’ Landscape and Visual Effects

Based on the analysis of landscape and visual baseline information reported above in this Chapter, combined with considerations of the cumulative effects with other wind farms, this section reports the landscape and visual effects likely to occur during all three phases of the Proposed Development:

- Construction phase;
- Operational phase;
- Decommissioning phase.

In addition, this section summarises the outcomes of LCA and photomontage (VP01–VP16) visual impact assessments (refer to *Appendix 13-2* and *Appendix 13-3*, respectively). A comprehensive description of the guidance and methodology used for the assessment of landscape and visual effects are included in *Appendix 13-1: LVIA Methodology*, along with information about the photomontages as a tool used to inform the impact assessment, including their limitations (*Appendix 13-1*, Section 1.6.4: Limitations of Photomontage Visualisation).

‘Do Nothing’ Scenario If the Proposed Development was not to proceed, no changes would be made to the current land-use practise of commercial forestry, agricultural land and unutilised existing wind farm infrastructure at the Site. Should this occur, the landscape and visual impact would be neutral in the context of this EIAR.

The opportunity to capture part of Cork’s valuable renewable energy resource would be lost, as would the opportunity to contribute to meeting Government and EU targets for the production and consumption of electricity from renewable resources and the reduction of greenhouse gas emissions. An alternative land use option to developing a renewable energy project at the Site would be to leave the Site as it is, with no changes made to the current land use compromises of commercial forestry, agricultural land and unutilised existing wind farm infrastructure that remains at the Site from the Kealkill Wind Farm. The opportunity to generate local employment and investment and to diversify the local economy would be lost.

13.7.1 Construction Phase Effects

It is estimated that the construction phase of the Proposed Development will last between 9-12 months. Construction of the development will involve the installation of the 3 no. turbines with a blade-tip height of 156.5m, a 30m Met Mast, and all associated works.

Construction phase effects will also include the associated effects resulting from the movement of construction and turbine transport vehicles into and out of the Site, to allow for construction of the turbines, roads and associated elements.

13.7.1.1 Landscape Effects of the Proposed Turbines (Construction Phase)

Associated earthworks, such as the cut and fill required to facilitate construction of the Proposed Development, have the greatest potential for landscape effects. Where excavation is required, the existing landcover, vegetation and spoil will be removed during the construction phase. In most instances, groundworks and excavation trenches will be re-instated upon completion of the construction. Where spoil arising from construction activities is managed within the Site, the vegetative top-soil layer will be removed and re-instated following spoil management taking place. Further details are presented in the *Peat and Spoil Management Plan (PSMP)* contained in *Appendix 4-X* of this EIAR. The construction activities may potentially cause temporary impacts on the landscape such as the creation of temporary structures, dust, minor soil erosion and minor alterations to drainage. It is considered that this is a ‘Slight’, ‘Short-term’, ‘Negative’ effect in terms of landscape effects.

The construction works shall be temporary/short-term in nature and completed as soon as practically possible. All construction activities will follow best practice methods to reduce impacts upon the environment and landscape

REG. NO. _____
 PLANNING (WEST) DEPT

REG. NO. _____
 PLANNING (WEST) DEPT

06 NOV 2025

15 SEP 2025

of the Proposed Development. Further details are presented in the *Construction and Environmental Management Plan (CEMP)* contained in *Appendix 44* of this EIAR.

13.7.1.2 Visual Effects of the Proposed Turbines (Construction Phase)

The most substantial visual effects will arise from requisite construction activities, such as assembling tower sections and erecting the turbines. There will be temporary scenarios during the construction phase in which the proposed turbines will be partially constructed and may be seen as either stand-alone tower sections, or incomplete turbines where only one or two blades are visible. The equipment and vehicles required to transport and erect the wind farm components include large cranes and large haulage vehicles. These construction activities will cause ‘Slight’, ‘Short-term’, ‘Negative’ visual effects.

General housekeeping measures, necessary for Health and Safety requirements, will ensure that the active construction areas will be kept tidy, mitigating localised visual impacts during the construction phase. The following sections assess the visual effects associated with the construction phase of the other (non-turbine) components of the Proposed Development.

13.7.1.3 Ancillary Proposed Development Elements (Construction Phase)

13.7.1.3.1 Site Access Roads and Hardstand Areas

The existing and proposed access roads and hardstand areas are flat features and will be most visible within their immediate surroundings, within the Site, hence no ‘Significant’ impacts will arise within the landscape. 2.5km of existing tracks will be upgraded appropriately whilst 1.3km of new internal roads will need to be constructed. The landscape and visual impact of the construction of these flat and hard surfaces will be very localised. The visual effects arising from the access roads and hardstand areas are considered to be highly localised, ‘Short-Term,’ and ‘Not Significant’.

The underground cabling works will consist of the installation of ducts in an excavated trench to accommodate electrical and communications cables to connect each wind turbine and the meteorological (met) mast to the existing on-site 38kV substation. The underground cabling route will be located underground, therefore the greatest effects attributed to this element of the Proposed Development will occur during the construction phase. The underground cabling works are likely to cause ‘Slight’ Temporary, ‘Negative’ landscape and visual effects. As the internal cabling is located underground, landscape and visual effects during the operational phase will be ‘Imperceptible’ once vegetation has re-established along the roadway following earthworks during the construction phase. No landscape and visual effects will occur during the decommissioning phase as minimal excavation will be necessary to pull the cabling from the underground ducting, with the ducting being left underground.

13.7.1.4 Borrow Pit and Spoil Management Areas

It is proposed to construct a temporary borrow pit located approx. 270 metres north of T01. The extraction of material from the borrow pit is a construction phase activity only, done through means of rock breaking and blasting (as appropriate). The direct effects of the borrow pit on the physical fabric of the landscape itself will be highly localised, enclosed by commercial forestry.

While on an elevated landform, the proposed borrow pit will be largely enclosed by the dense vegetation within the Site and will not be visible from the key sensitive receptors identified within this LVIA chapter. Instances may occur where the borrow pit will be visible from elevated vantage points within the wider landscape and will therefore have the potential for an effect on landscape character in combination with the proposed turbines. The proposed borrow pit is located within an area of degraded land, with high levels of human modification and is deemed to be of low sensitivity. The magnitude of change is deemed to be ‘Slight’ and therefore, a Short-term ‘Negative’ landscape and visual effects will occur. Given the very limited potential for visibility, no additional mitigation measures are considered necessary.

REG. NO. _____
PLANNING (WEST) DEPT

REG. NO. _____
PLANNING (WEST) DEPT

06 NOV 2025

15 SEP 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

Several rehabilitation measures will be implemented post-construction phase. For example, the borrow pit will be backfilled with spoil and then reseeded or left to vegetate naturally. Following rehabilitation, the landscape and visual effects will be 'Not Significant' during the operational phase.

To manage any excess overburden generated through construction activities, 3 no. spoil management areas have been selected within the Site. The effects of spoil management areas will be very localised within the Site. Therefore, the creation of spoil management areas will have a Temporary 'Slight' and localised effect on the landscape during the construction phase. Following regrading and re-establishment of vegetation of these areas following completion of the construction phase, effects will be 'Not Significant' during the operational phase.

13.7.1.4.1 **Meteorological (Met) Mast**

One permanent meteorological (met) mast is proposed as part of the Site. The met mast will be equipped with wind monitoring equipment at various heights. The proposed met mast will be located 280m south of turbine T1. The met mast will be a free-standing slender lattice structure 30 metres in height. It will be constructed on a hard-standing area sufficiently large to accommodate the equipment that will be used to erect the mast. Within the Site and its immediate landscape setting, the landscape and visual effects arising from the construction of the met mast is considered to be of highly localised 'Negative,' Short-Term 'Slight' effects and not significant.

13.7.1.5 **Temporary Construction Compound**

One temporary construction compound will be located in the northern section of the Site, adjacent to the proposed borrow pit. A detailed description of the construction compound is shown in Section 4.3.1.5 of Chapter 4.

The landscape and visual effects of the construction compound will be highly localised, considering that construction activities relating to them will be most visible within their immediate surroundings. Within the Site and its immediate landscape setting, the landscape and visual effects arising from the construction compounds are considered to be of highly localised 'Negative,' Short-Term 'Not Significant' effects.

13.7.2 **The Operational Phase Effects**

This section reports the landscape and visual effects anticipated during the operational lifetime of the Proposed Development. This section is organised as follows:

- **Landscape Effects:** Reporting landscape effects for the Site;
- **LCA Assessment Outcomes:** A summary of the landscape impact assessment outcomes for each LCA in the (15km) LCA Study Area as is comprehensively reported in *Appendix 13-2: LCA Assessment Tables*;
- **Photomontage Viewpoint Assessment Outcomes:** A summary of the visual impact assessment outcomes in the (25km) LVIA Study Area for each photomontage as is comprehensively reported in *Appendix 13-3: Photomontage Visual Impact Assessment Tables*;
- **Visual Effects: Receptors:** Discussion of visual effects on the specific visual receptors selected for assessment within the visual baseline exercise (recall Section 13.5.2: Preliminary Analysis: Visual Receptors) with reference to photomontages and photowires;
- **Residential Visual Amenity:** Discussion of visual effects on residential receptors within close proximity to the Site;
- **Visual Effects: Ancillary Project Elements:** Discussion of visual effects of the non-turbine infrastructure of the Proposed Development;
- **Cumulative Effects:** Discussion of landscape and visual effects expected to occur in combination with the Proposed Development, and all identified existing, permitted and proposed wind farms identified in the LVIA Study Area.

REG. No. _____
PLANNING (WEST) DEPT

06 NOV 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT

15 SEP 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

13.7.2.1 Landscape Effects (Operational Phase)

13.7.2.1.1 Landscape of the Site

The landscape character of the Site will undergo major changes in the landscape by the re-introduction of vertical man-made structures and ancillary infrastructure. There will be a substantial magnitude of change to the landscape in the localised areas within the Site where the landscape is materially altered (infrastructure footprint).

In a local context, the Site is located in a modified, remote landscape of a previously existing wind farm. Commercial forestry is the dominant landcover within the Site. As outlined in Section 13.4.3 above, the landscape sensitivity of the Site is deemed to be 'Medium.' Medium sensitivity balanced with a substantial magnitude of change amounts to long-term landscape effects of Moderate significance upon the physical fabric of the landscape of the Site (See LVIA Methodology, Appendix 13-1). These direct landscape effects will be highly localised to the footprint of the Proposed Development. Effects on the perceptual and aesthetic character of the Site are also deemed to be of Moderate significance.

Mitigation of Landscape Effects within the Landscape of the Site

The following measures have been included in the Proposed Development design in order to avoid or reduce direct effects on landscape receptors (individual landscape features and the landscape character of the Site as a whole) on the Site:

- The internal site road layout makes use of the existing roads wherever possible, to minimise the requirement for new tracks within the Site.
- To minimise cut and fill activities required to construct the Proposed Development, the proposed access roads, and other infrastructure such as hardstands have been designed to align with the existing terrain within the landscape of the Site.
- In all circumstances, excavation depths and volumes will be minimised, and excavated material will be re-used where possible.
- During initial vegetation stripping, all topsoil material will be temporarily stored on the Site and used for 'landscaping' the edges of the development infrastructure during reinstatement/regrading, including that of the spoil management areas and borrow pit. This will be particularly important in areas of cut and fill. The stripped topsoil will contain a natural seed source of local provenance and result in the re-establishment of baseline vegetation.
- The layout and design of the Proposed Development has been designed to make maximum use of existing infrastructure, ensuring minimal loss of valuable landscape receptors and biodiversity corridors such as woodland and hedgerows.

Residual Landscape Effects

Once the Proposed Development is operational and the construction is complete, the landscape will naturally re-vegetate around the Proposed Development footprint with the aid of mitigation measures (e.g., retention of natural seedbank during soil stripping). Considering the mitigation measures above, residual effects upon the landscape of the Site will be 'Slight'.

13.7.2.1.2 LCA Assessment Outcomes

An assessment of the effects on landscape character based on designated LCAs was undertaken for the 3 no. LCAs within the LCA Study Area (15km for in relation to the assessment of effects upon designated Landscape Character Areas) selected for assessment (refer to Figure 13-9 and Figure 13-10, Section 13.4.5). The individual assessments for each LCA are summarised below in

REG. No. _____ REG. No. _____
 PLANNING (WEST) DEPT PLANNING (WEST) DEPT
 06 NOV 2025 15 SEP 2025
 CORK COUNTY COUNCIL CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK NORTON HOUSE, SKIBBEREEN, Co. CORK

Table 13-16 and presented in detail in *Appendix 13-2: LCA Assessment Tables*. The assessment criteria and grading scales which aided the assessment of landscape character effects are detailed in *Appendix 13-1: LVIA Methodology* (Section 1.6: Assessing Landscape Effects).

Table 13-16: LCA Assessment Summary

LCA Ref.	Name	LCA Sensitivity	Magnitude of Change in LCA	Residual Significance of Effect
LCT 15a	Ridged and Peaked Upland (Mullaghanish to Millstreet)	Medium	Moderate	Moderate
LCT 16a	Glaciated and Forested Cradle Valley (Gougane Barra)	High	Negligible	Not Significant
LCT 4	Rugged Ridge Peninsulas (Castletownbere-Bantry-Schull)	High	Slight	Slight

The largest magnitude of change (Moderate) will occur within LCT 15a - Ridged and Peaked Upland (Mullaghanish to Millstreet) as the proposed turbines will materially alter the landscape of this LCT. The proposed turbines are likely to be most visible within 5km of the Site as well as from elevated vantage points within this LCT. On-site appraisals determined that there would be more limited visibility of the proposed turbines in parts of this LCA beyond 5km from the proposed turbines due to the visual screening from intervening vegetation in the landscape which limits views of the proposed turbines.

Review of the landscape policy reported above (Section 13.4.1.1.3) concludes that the Proposed Development is sited in an LCT of local importance, particularly when compared to other LCTs in County Cork. Furthermore, it is noted that all of the proposed turbines are located within an area classified as 'Open to Consideration', as is the majority of this LCT in the *Wind Energy Strategy of County Cork*.

The proposed turbines will not materially alter any of the other LCT's in the LCA Study Area and the Site is deemed to give rise to a 'Not Significant' or 'Slight' residual landscape effect.

High Value Landscapes

Section 13.4.1.1.3 above, discusses certain County Cork's LCTs that are classified as High Value Landscapes (HVLs). As stated previously, there are no HVLs located within the Site itself. The HVLs in close proximity to the Proposed Development and the likely landscape effects are discussed below. The Proposed Development will not directly alter the physical fabric of these landscape receptors; therefore, any landscape effects that are due to occur are only likely to impact their character or setting. In all instances, as discussed in Appendix 13-2, there will be no Significant impact on the sensitivities of these HVLs due to the limited visibility of the Proposed Development from them.

HVL - Glaciated and Forested Cradle Valley (Gougane Barra) (LCT 16a)

This HVL is located to the north-west of the Site and, as discussed previously, is categorised as a landscape of high sensitivity, high landscape value and is of national importance in the CCDP. The nearest proposed turbine (T1) is located approximately 1.6km north-west of LCT 16a.

It is important to note that the proposed turbines and the ancillary infrastructure are not located within this HVL, and as such will not materially alter the physical fabric of this landscape type. Furthermore, large sections of this HVL exhibit no theoretical visibility of the proposed turbines, as demonstrated in the ZTV mapping (Figure 13-10), primarily due to extensive topographical screening. Only approximately 24% of the overall LCT within the LVIA Study Area is identified as having partial or full theoretical visibility. Given the overall scale of the HVL and the limited extent of theoretical visibility, the proposed turbines are not anticipated to give rise to significant landscape or visual effects on this landscape receptor.

REG. NO. _____ REG. No. _____
PLANNING (WEST) DEPT PLANNING (WEST) DEPT

06 NOV 2025

15 SEP 2025

13-98

A pocket of full theoretical visibility is located to the north-west of this LCT. However, actual views within this LCT are often screened by intervening topography and vegetation. This is evident at both VP10 and VP11, where the lower sections of the turbine towers and turbine blades are primarily screened by the intervening landform. As outlined in Appendix 13-3, residual visual effects at VP10 and VP11 were assessed as 'Not Significant' and 'Slight'.

Overall, while there will be some minor effect on the character of this landscape receptor given its proximity to the proposed turbines, the limited theoretical visibility within this HVL indicates that the proposed turbines will not be seen from the majority of this area, and as such, the magnitude of change is 'Negligible', as outlined in Appendix 13-2, with a residual landscape effect of 'Not Significant'. Overall, the remote character of this landscape remains undisturbed, while continuing to safeguard "the visual amenity of the area" as outlined by the recommendations in the Cork Draft Landscape Strategy.

It is noted that, as part of the previous 7-turbine application, concerns were raised by Cork County Council in relation to the visual impact of the 7-turbines on Gougane Barra. It is emphasised that there is no theoretical visibility of the Proposed Development from Gougane Barra itself (the key sensitive receptor within this HVL) or from its associated forest trails, as illustrated in Figure 13-16 below.

Gougane Barra is separated from the proposed turbines by topographical elevations, and as such, the turbines will be behind these landforms when viewed from Gougane Barra (see photowire PWVP-B). This is also illustrated in Plate 13-14, which presents a different orientation to PWVP-B, and demonstrate that when standing at the Oratory in Gougane Barra, the surrounding landform provides topographical screening, preventing any visibility of the proposed turbines. Furthermore, as discussed in the Route Screening Analysis (see Section 13.3.2.4) previously, the majority of routes within Gougane Barra are predominantly characterised by Dense/Full visual screening in the direction of the Site, with only occasional pockets of Partial/Intermittent or No/Very Little visual screening. As such, no landscape or visual effects will occur within Gougane Barra itself.

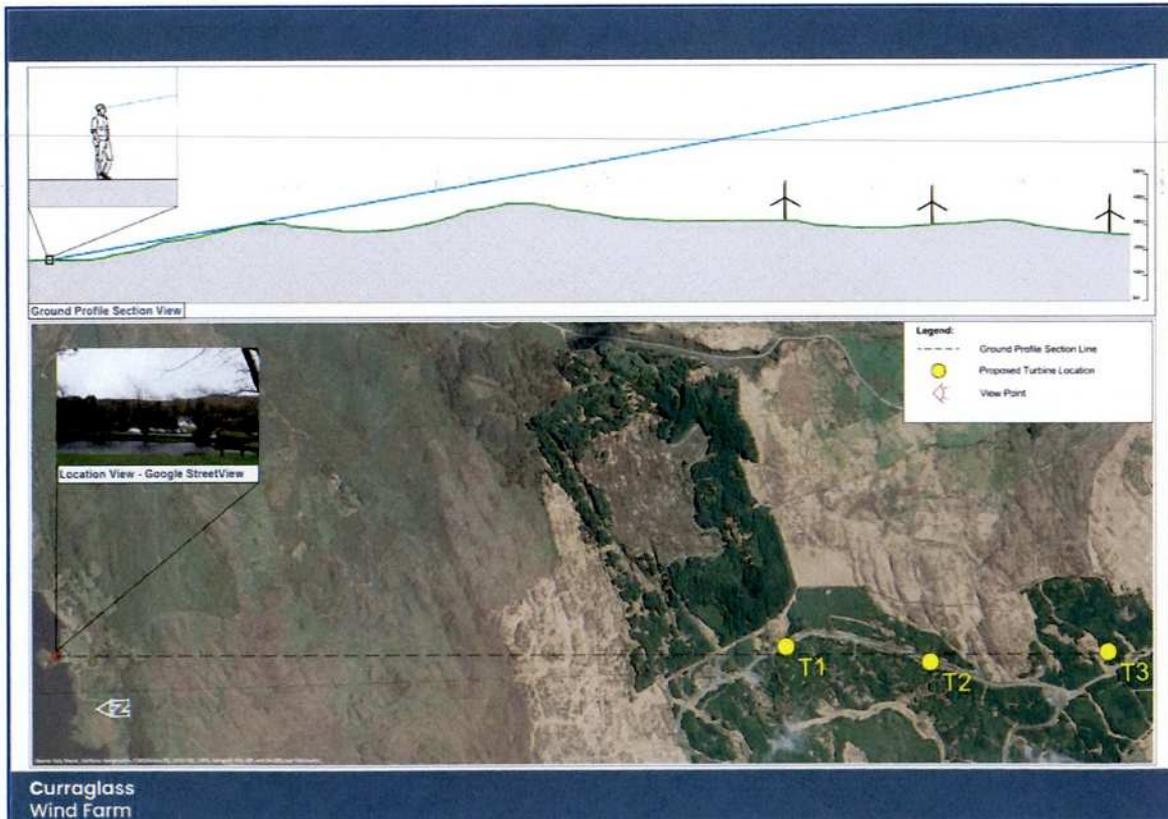


Plate 13-14 Cross-Section of the land profile from Gougane Barra to the proposed turbines

REC. No. _____
 PLANNING (WEST) DEPT
 06 NOV 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
 PLANNING (WEST) DEPT
 15 SEP 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

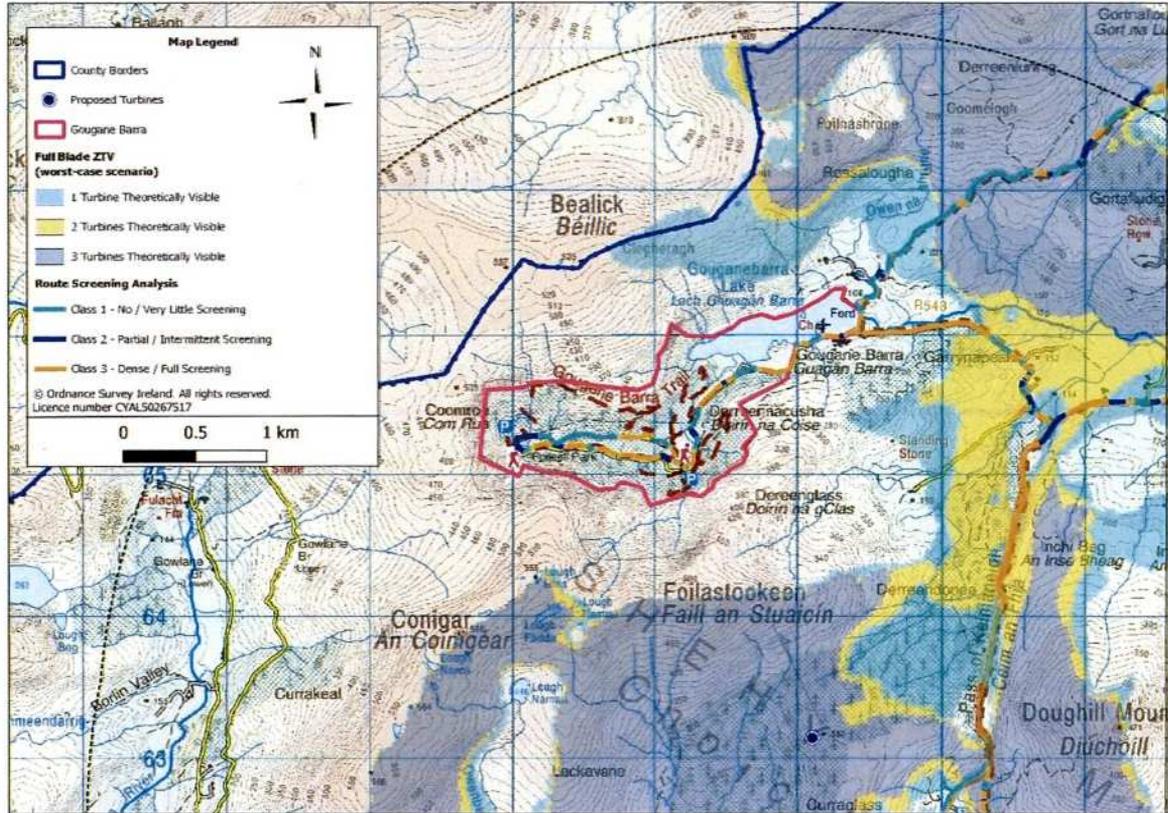


Figure 13-16 Theoretical visibility from Gougane Barra

HVL - Rugged Ridge Peninsulas (Castletownbere-Bantry-Schull) (LCT 4)

This HVL is located to the west of the Proposed Development, as it stretches along the coastline of County Cork. At its closest point, this HVL is located 4.6km south-west from the nearest proposed turbine (T3). The HVL is landscape of high sensitivity, high landscape value and is of national importance in the CCDP.

Within this LCT, large areas exhibit no theoretical visibility of the proposed turbines, as illustrated in the ZTV mapping (Figure 13-10 and Figure 13-16), due to extensive topographical screening. While pockets of full and partial theoretical visibility do occur, they are intermittent and generally limited to elevated vantage points within the LVIA Study Area. Overall, only approximately 4.8% of the entire LCT within the LVIA Study Area is identified as having any theoretical visibility of the proposed turbines. Multiple photomontage viewpoints have been captured from within this LCT, including VP1, VP2, VP3, VP4, VP13, VP15 and VP16, all of which illustrate the nature of visibility from various parts of the West Cork Peninsula. As discussed in Appendix 13-3, and in Section 13.7.3.5 below, across all these various viewpoints on elevated vantage points, the proposed turbines appear as small-scale, vertical elements occupying only a limited horizontal extent in the distant background. Even at relatively close viewpoints (within 10km from the proposed turbines) such as VP13, the proposed turbines appear as small elements, coherently arranged in a linear array, visually enclosed by elevated landforms either side. All viewpoints within this LCT were given a magnitude of either ‘Negligible’ or ‘Slight’, as detailed in Appendix 13-3.

It is important to note that the previous application for a 7-turbine windfarm was deemed acceptable by An Coimisiún Pleanála in terms of landscape and visual effects on this HVL in that the effects arising from the turbines “would not be adverse within the context of the tourism policies and objectives in the Development Plan.” It is emphasised that this revised 3-turbine layout has further reduced the scale and theoretical visibility of the proposed turbines within this HVL, and therefore, further aligns with the conclusions made by An Coimisiún Pleanála.

While the proposed turbines will introduce new elements into some distant views from within this HVL, the proposed turbines will not materially alter the key characteristics of the landscape, nor cause significant landscape or visual effects the designated scenic routes, walking trails, or the overall tourism value of this LCT as discussed

REG. No.
 PLANNING (WEST) DEPT
 06 NOV 2025
CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No.
 PLANNING (WEST) DEPT
 15 SEP 2025
CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

in Section 13.7.3.5 and for further detail in Appendix 5-X Tourism Impact Assessment. Given the limited extent of theoretical visibility, the intermittent nature of turbine visibility, and the narrow horizontal extent of which the turbines occupy within this expansive landscape, the Proposed Development is not considered to significantly affect the character of this HVL. As such, the overall residual landscape effect is as 'Slight', as noted in Appendix 13-2.

13.7.2.2 Discussion of Cumulative Landscape Effects

Cumulative impacts on the character of the wider landscape are most likely to occur as a result of the proposed turbines, where they are visible in combination with other wind farm developments. A description of the cumulative visual interactions between the proposed turbines and other cumulative projects in the LVIA Study Area is included in the photomontage assessment tables contained in Appendix 13-3. A comprehensive assessment of likely visual effects arising from the intervisibility of the Proposed Development and other wind farms is included in Section 13.7.3.4 – Discussion of Cumulative Visual Effects. Cumulative effects on landscape character are included in the impact assessment outlined in Appendix 13-2.

The wider landscape already contains a number of existing, permitted, and proposed wind energy developments that contribute to the cumulative baseline. It is important to note that although the LVIA Study Area includes a broad range cumulative windfarms—many of which are existing—the degree to which proposed or pre-application wind farms influence landscape character depends on a range of factors, most notably the outcome of the planning process.

To the south, within LCT 15a – *Ridged and Peaked Upland (Mullaghanish to Millstreet)*, the pre-app Maughanaclea Wind Farm is located approximately 4km south from the nearest proposed turbine (T3), split into two clusters located on the Maughanaclea Hills and the Shehy Beg ridge. North-east of the pre-app Maughanaclea Wind Farm, is the proposed Gortloughra and existing Shehy More Wind Farms. These windfarms are primarily arranged in a staggered linear or grid-like layout and are separated from the Proposed Development by well-defined landforms within the landscape. Further south of the Proposed Development, the existing Ballybane, Lahanaght, Killaveenogue, Coomatallin, Currabwee, Kilvinane, Milane Hill, and the permitted Dromleena Wind Farm contribute to the cumulative baseline.

To the north, further cumulative windfarms, including the existing Grousemount, Sillahertane–Coomagearlaghy II, Midas, Kilgarvan, Kilgarvan II Wind Farms, Clydraghroe, Coomacheo, Caherdowney, Gneevies, as well as the permitted Inchamore and Knocknamork Wind Farms, and the proposed Cummeennabuddoge Wind Farm further contribute to the broader cumulative context.

To the east, cumulative developments include the existing Carrigariék Wind Farm and the permitted Carrigariék Extension, located approximately 11.7 km east of the nearest proposed turbine (T3), beyond the Shehy Beg Mountains. Further north-east, the existing Cleanrath and Derragh Wind Farms, along with the permitted Gortyrähilly Wind Farm, are located approximately 11 km north-east of the Proposed Development.

The proposed turbines do add to the cumulative number of turbines within the landscape. However, the 3-turbine windfarm occupies a very limited spatial extent within this expansive upland landscape and are located in different visual viewsheds to the majority of other projects within 25km. Theoretical visibility of cumulative turbines extends across the majority of the LVIA Study Area, with only limited areas where the Proposed Development and other wind farms may be visible in combination, resulting in limited instances of potential cumulative effects.

The varying topographical undulations surrounding the Site, and the expansive mountainous landscape in the LVIA Study Area contributes to the areas capacity to absorb a wind energy development of this scale. In this regard, although the proposed turbines re-introduce new elements into the landscape, it does not give rise to any Significant cumulative effects on the character of the landscape, due to the pattern of existing and proposed wind energy development and their distance from the Site, the topographical screening for the proposed turbines, and the nature and scale of the reduced 3-turbine layout with a limited horizontal extent.

It is important to reiterate that the Proposed Development consists of only 3-turbines, located within a landscape where wind energy has been already established and anticipated, and where such developments are considered

appropriate in principle. The Draft Landscape Strategy for LCT 15a acknowledges the presence of wind farms in the area, stating that *“their visual impact is not major, but an accumulation of more windfarms could have a more intolerable visual impact in the future.”* The iterative design for the Proposed Development considers the Draft Landscape Strategy through the adoption of a three-turbine layout, representing a substantial reduction from the previous 7-turbine application, thereby limiting the development’s horizontal extent and landscape footprint.

While the proposed turbines will introduce some additional areas and locations where turbines will be visible, views will generally be intermittent as a result of the elevated topography which encloses the Site. The greatest potential for cumulative landscape effects arises from elevated vantage points, where expansive views allow for the Proposed Development to be seen in conjunction with other wind farms. However, as seen in the photomontages presented in *Volume 2: Photomontage Booklet*, the scale and character of the receiving upland landscape is such that it can absorb a wind energy development of this scale without resulting in Significant cumulative landscape effects. The highest level of cumulative landscape effect was assessed in relation to LCT 15a, as the proposed turbines will be adding to the cumulative turbines within this LCT, where, as detailed in Appendix 13-2, a Slight residual landscape effect was recorded, incorporating both standalone and cumulative landscape effects.

13.7.2.3 Visual Effects (Operational Phase)

13.7.2.4 Selection of Photomontage Viewpoints

Photomontages were used to assess the visual effects arising as a result of the Proposed Development from 16 no. viewpoint locations, which are presented in EIAR Volume 2: Photomontage Booklet. These 16 no. viewpoint locations are on the A0 Map – Appendix 13-4 LVIA Baseline Map and on Figure 13-13 above. The locations chosen for photomontages follow a detailed and extensive process including review of baseline information, site visits and high-quality photo taking at multiple locations within the LVIA Study Area. Many locations, which based on a desktop review had the potential for views of the proposed turbines, had complete intervening visual screening or were screened to such an extent that the development of photomontages was not considered useful in terms of the assessment process i.e., little or no visibility towards the proposed turbines.

Multiple on-site surveys and visibility appraisals conducted throughout the years 2024 and 2025 determined that visibility of the Proposed Development is greatest from the locations in close proximity to the Site due to the characteristics of the surrounding landscape. Due to this, viewpoint selection was particularly focused on locations proximate to the proposed turbines. In this regard, it is important to note that the visual impact of the proposed turbines shown in the photomontages selected for the EIAR Volume 2: Photomontage Booklet is not entirely representative of visual effects in the wider landscape of the 20km LVIA Study Area, where in reality very little visibility occurs.

Alternative Photomontage Viewpoints - Photowires

Photomontage imagery was captured from many locations in the LVIA Study Area other than the 16 no. Photomontage viewpoints that were selected for the EIAR Volume 2: Photomontage Booklet. Photowires are early-stage photomontage visualisations comprising panoramic photos with overlaid wirelines (Classified as Type 3 Visualisations in the Landscape Institute Technical Guidance Note, 2019). Photowires were produced from 8 other viewpoint locations in the LVIA Study Area. These viewpoints were not selected for inclusion in the EIAR Volume 2: Photomontage Booklet due to limited visibility of the proposed turbines or a more appropriate nearby location being included in Volume 2 instead. These Photowires do not form part of the assessment of visual effects included in Appendix 13-3. However, 8 no. Photowires are presented within Appendix 13-5, and they are discussed later in this section of the Chapter to illustrate certain points. The location of Photowire viewpoints in Appendix 13-5 are marked as orange icons in Figure 13-13, and are discussed throughout the chapter as Photowire Viewpoint Locations (referred to as PWs (e.g., PWVP-A – PWVP-H)).

REG. No. _____
PLANNING (WEST) DEPT

06 NOV 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT

15 SEP 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK



13.7.2.4.2 **Photomontage Viewpoint Assessment Outcomes**

Visual Effects were assessed using the assessment methodology described in Appendix 13-1. Each Viewpoint location is shown in Figure 13-13 above. The individual, comprehensive and detailed assessment from the 16 no. viewpoints are presented in Appendix 13-3 of this EIAR – *Photomontage Assessment Tables* and summarised in Table 13-17 below. Appendix 13-3 and Table 13-17 should be read in conjunction with the photomontage booklet forming Volume 2 of the EIAR.

The visual effect of the Proposed Development was assessed from each viewpoint in terms of the sensitivity of the visual receptors, along with the magnitude of change, as recommended in GLVIA3. This, in conjunction with a detailed review of the photomontages themselves as well as the likely visibility of the proposed turbines within the LVIA Study Area informed the assessment of visual effects.

Visualisations such as photomontages are tools that can represent the likely effect of a development and are used to inform the reader's prediction of how that development will appear in the landscape. In terms of the predicted visual quality of the Proposed Development, however, whether a visual effect is deemed to be positive, negative, or neutral, this involves a degree of subjectivity. What appears to be a positive effect to one viewer could be deemed to be a negative effect by another viewer. All predicted visual effects of the viewpoints below are Long-Term and Direct effects.

REG. No. _____
PLANNING (WEST) DEPT
06 NOV 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT
15 SEP 2025
13-103
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK



Table 13-17: Summary of Viewpoint Impact Assessment Results

VP No.	Description	Grid Ref.	Sensitivity of Receptor(s) (at Viewpoint)	Magnitude of Change	Significance of Residual Visual Effect
VP01	Abbey: View from the N71 National Road / C-SR-110 designated scenic route / Wild Atlantic Way, within the townland of Abbey. Located approximately 17.4km southwest from the nearest proposed turbine (T3).	E: 498, 217 N: 548, 234	High	Negligible	Not Significant
VP02	Dromleigh South: View from the Wild Atlantic Osi viewing point / Vaughans Pass, along the L-4713 Local Road within the townland of Dromleigh South. Located approximately 17.4km southwest from the nearest proposed turbine (T3).	E: 500, 099 N: 546, 958	Very High	Slight	Moderate
VP03	Ardnageehy Beg: View from the C-SR-30 designated scenic route / L-4712 Local Road, within the townland of Ardnageehy Beg. Located approximately 15.1km south from the nearest proposed turbine (T3).	E: 501, 870 N: 548, 635	Medium	Negligible	Not Significant
VP04	Kealkill: View from the C-SR-29 designated scenic route / R-585 Regional Road, within the townland of Kealkill. Located approximately 6.8km southwest from the nearest proposed turbine (T3).	E: 505,314 N:556, 312	High	Negligible	Not Significant
VP05	Maughanaclea: View from the C-SR-29 designated scenic route / R585 Regional Road, within the townland of Maughanaclea. Located approximately 5.6km south from the nearest proposed turbine (T3).	E: 510,484 N: 556,656	High	Slight	Slight
VP06	Derryfadda: View from a L-8781 Local Road within the townland of Derryfadda. Located approximately 2.8km southwest from the nearest proposed turbine (T3).	E: 507, 085 N:559, 928	Medium	Slight	Slight
VP07	Gortloughra: View from the Beara Gougane Barra Cycling Route / L-8776 Local Road, within the townland of Gortloughra. Located approximately 3.3km south-east from the nearest proposed turbine (T3).	E: 511,160 N: 559,534	Medium	Slight	Slight

REG. NO. PLANNING (WEST) DEPT

06 NOV 2025

REG. NO. PLANNING (WEST) DEPT

15 SEP 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREN, CO. CORK

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREN, CO. CORK



VP No.	Description	Grid Ref.	Sensitivity of Receptor(s) (at Viewpoint)	Magnitude of Change	Significance of Residual Visual Effect
VP08	Curraglass: View from the C-SR-28 designated scenic route / R-584 Regional Road within the townland of Curraglass. Located approximately 1.5km southeast from the nearest proposed turbine (T3).	E: 510, 117 N:560, 929	High	Slight	Slight
VP09	Inchi More: View from the C-SR-34 designated scenic route / R-584 Regional Road / Beara Gougane Barra Cycling Route, within the townland of Inchi More. Located approximately 3.3km northeast from the nearest proposed turbine (T1).	E: 511, 413 N: 565, 582	High	Negligible	Imperceptible
VP10	Garrynapeake: View from the C-SR-28 designated scenic route / R548 Regional Road, within the townland of Garrynapeaka. Located approximately 3km north from the nearest proposed turbine (T1).	E: 510,357 N: 565,994	High	Slight	Not Significant
VP11	Rossalougha: View from the C-SR-27 designated scenic route / Sli Gaeltacht Mhuscraí Waymarked Walking Trail / L-7406 Local Road, within the townland of Rossalougha. Located approximately 4.9km north from the nearest proposed turbine (T1).	E: 510,122 N: 566,972	High	Slight	Slight
VP12	Augeris: View from the C-SR-26 designated scenic route / L-3402 Local Road, within the townland of Augeris. Located approximately 9.6km northeast from the nearest proposed turbine (T1).	E: 515, 493 N:570, 387	High	Negligible	Not Significant
VP13	Kealkill Stone Circle: View from the Kealkill Stone Circle, within the townland of Kealkill. Located approximately 7.3km southwest from the nearest proposed turbine (T3).	E: 505,353 N: 555,649	High	Slight	Slight
VP14	Coomacroobeg: View from the L-87812 Local Road / Sli Gaeltacht Mhuscraí walking trail, within the townland on Coomacroobeg. Located approximately 1.9km west from the nearest proposed turbine (T3).	E: 507,308 N: 561,272	High	Moderate	Moderate

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, CO. CORK

15 SEP 2025

PLANNING (WEST) DEPT

REG. No. 06 NOV 2025
CORK COUNTY COUNCIL
PLANNING (WEST) DEPT



VP No.	Description	Grid Ref.	Sensitivity of Receptor(s) (at Viewpoint)	Magnitude of Change	Significance of Residual Visual Effect
VP15	Curraghvaddra: View from the L-8707 Local Road / Sheeps Head Looped cycle trail, within the townland on Curraghvaddra. Located approximately 21km southwest from the nearest proposed turbine (T3).	E: 495, 043 N:545, 372	High	Negligible	Not Significant
VP16	Rooska East: View from the L-4703 Local Road / Wild Atlantic Way / C-SR-103 designated scenic view, within the townland of Rooska East. Located approximately 21.6km southwest from the nearest proposed turbine (T3).	E: 494, 190 N:546, 126	High	Negligible	Not Significant

REG. No. _____
PLANNING (WEST) DEPT
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, CO. CORK
06 NOV 2025

REG. No. _____
PLANNING (WEST) DEPT
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, CO. CORK
15 SEP 2025

The significance of the residual visual effect was not considered to be Profound, Very Significant, or Significant at any of the 16 viewpoint locations. The residual effects were found to be Moderate (2), Slight (6), Not Significant (7) and Imperceptible (1).

The viewpoint assessment results (see Appendix 13-3) will be summarised and discussed in more detail in the following sections.

13.7.2.5 Discussion of Visibility and Visual Effects of Specific Receptors in the LVIA Study Area

The assessment of visual effects uses photomontages shown in the Volume 2 Photomontage Booklet, and discussion of these effects is aided by the photowires presented in Appendix 13-5. ZTV mapping is also a useful tool for scoping receptors in and out (based on bare-ground topography) and selection of photomontage viewpoints. The ZTV indicates vast areas of the LVIA Study Area where the Proposed Development will not be visible, as comprehensively discussed in Section 13.3. The following section discusses the visual effects arising at key sensitive visual receptors within the zone of theoretical visibility and scoped in for assessment previously in *Section 13.5 – Visual Baseline*.

Designated Scenic Routes

14 no. designated scenic routes and views were scoped out for further assessment in Section 13.5 above as the ZTV indicated that there is no visibility and/or visibility during the site visit was difficult to establish due to screening by topography and vegetation. The remaining 7 no. scenic routes and views were brought forward for viewpoint assessment.

Scenic Route SR 28 (Map. Ref C-SR-28)

This scenic route is described as “*Scenic Road at the Pass of Keimaneigh to Gougane Barra. Views of the surrounding remote rural landscape & rugged mountains*”. This is the closest scenic route to the Proposed Development, located approximately 980m east from the nearest proposed turbine (T2). This scenic route has stretches of full theoretical visibility, with a large stretch of no visibility to its southern extent. Where full theoretical visibility is indicated, the Route Screening Analysis (see Section 13.3.2.4), these areas are primarily characterised as either ‘Dense/Full’ or ‘Partial/Intermittent’ visual screening.

The focus of this scenic route, described in the CCDP is the “*surrounding rural landscape & rugged mountains*”. However, within the valley (the Pass of Keimaneigh), visibility is short-range, enclosed by elevated terrain on either side, with no long-range views of the surrounding landscape. In this area, turbine blades will only be intermittently visible behind the hill along this road. It is emphasised that the proposed turbines are not situated within the key long-range scenic views of the remote rural landscape and rugged mountains, which are primarily experienced along the southern extent of the route when traveling in a north-south direction (away from Gougane Barra). In the northern section, views remain focused towards Gougane Barra (which has no theoretical visibility), with vegetative screening further limiting visibility.

REG. No. _____
PLANNING (WEST) DEPT

06 NOV 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT

15 SEP 2025

13-107

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

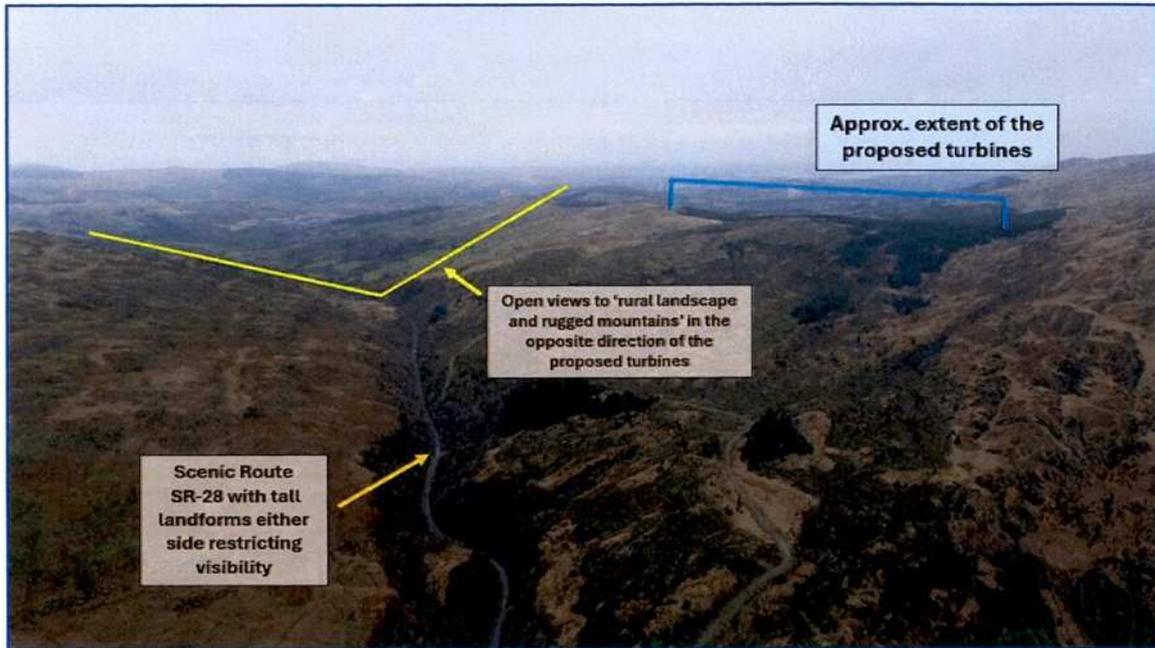


Plate 13-15 Drone Image: Views south overlooking the proposed turbines and Scenic Route SR28



Plate 13-16 Views south towards the 'rugged landscape' from a parking zone, located approx. 1km east from the nearest proposed turbine T2

VP10 and VP8 are both located along this scenic route, where there are open views towards the proposed turbines. In both instances, the turbines are largely screened by intervening landform and vegetation, with only partial views of the blade tips visible.

Visibility will be intermittent while travelling along this section of the road due to localised screening. VP10 and VP8 have both been assigned a 'High' sensitivity and a 'Slight' magnitude of change is deemed to arise. Overall, as detailed in Appendix 13-3, a 'Slight' residual visual effect is deemed to arise for VP8, and a 'Not Significant' for VP10. PWVP - C is also located along this scenic route, further showing the how the localised topography limits views of the proposed turbines.

Overall, a 'High' sensitivity was assigned to this scenic route. However, as the proposed turbines will be screened from view from large stretches of the road, a 'Slight' magnitude of change was deemed to arise. The residual visual effect was deemed to be 'Moderate.'

REG. No. _____
 PLANNING (WEST) DEPT

06 NOV 2025

CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
 PLANNING (WEST) DEPT

15 SEP 2025

CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

Scenic Route SR 27 (Map. Ref C-SR-27)

This scenic route is described in the CCDP as *“Road between Gougane Barra and the Mouth of the Glen. Views of Coomatagart Mountain, hills, valleys & Guagán Barra”*. Stretches of full theoretical visibility occur at elevated vantage points along this route within 5km of the proposed turbines. This scenic route is represented by VP11, which is located within an area of open visibility. From this location, the blades of turbines T2 and T3 are only partially visible, while the turbine blades of T1 is seen fully. At this distance, views of the turbines are distant, intermittently obscured, and occupy a limited horizontal extent. As a result, the magnitude of change was assessed as ‘Slight’ in Appendix 13-3, with a corresponding residual effect of Slight. Visibility of the turbines is limited while travelling along this route, with views occurring briefly while travelling along the undulating road.

Overall, a ‘High’ sensitivity was assigned to this scenic route. However, as views towards the turbines along this route will be intermittent, a ‘Slight’ magnitude of change was deemed to arise. The residual visual effect was deemed to be ‘Moderate.’

Scenic Route SR 34 (Map. Ref C-SR-34)

This scenic route is described in the CCDP as *“Road between Inchigeela and Ballingearry to Keimaneigh. Views of Lough Allua, Lee River Valley, Shehy Mountains, hills & surrounding rugged landscape”*. This scenic route contains intermittent patches of partial theoretical visibility. As noted by CCDP, the primary focus of views from this route is directed towards the surrounding landscape and the *“Shehy Mountains”*, where the existing Shehy More turbines are located. Such views are consistent along the entirety of the route. As outlined in the Route Screening Analysis, the route is predominantly characterised by ‘Dense/Full’ screening within 5 km of the Proposed Development. VP9 was captured along this route to show the visibility of the proposed turbines, where the turbines are largely screened by the intervening landform, with only the blade tip of T1 visible. This scenic route was assigned with a ‘High’ sensitivity, with a ‘Negligible’ magnitude of change. Overall, a ‘Imperceptible’ residual visual effect is deemed to arise.

Scenic Route SR 26 (Map. Ref C-SR-26)

This scenic route is described in the CCDP as *“Road between Lissacresig and the Mouth of the Glen. Views of rugged landscape & valleys”*. The scenic route has a stretch of theoretical visibility along the Carrigalbugha ridgeline, where views toward existing turbines are already established. VP12 is representative of views from this section of the route. At this distance, the proposed turbines appear as small-scale elements in the distant background and occupy a limited horizontal extent within the view. As such, the magnitude of change was assessed as ‘Negligible’ in Appendix 13-3, with a corresponding residual visual effect of ‘Not Significant’ for VP12. This scenic route was assigned with a ‘High’ sensitivity, with a ‘Slight’ magnitude of change. Overall, a ‘Slight’ residual visual effect is deemed to arise.

Scenic Route SR 25 (Map. Ref C-SR-29)

This scenic route is described in the CCDP as *“Winding Road joining Coolea Coom road to Lissacresig road. Views of Foilanumera, Mweelin & Carrigalougha Mountains.”* Similar to C-SR-26, a stretch of full theoretical visibility is located along the Carrigalbugha ridgeline. The views at VP12 is representative of this scenic route given its close geographical orientation and proximity.

As noted previously, the proposed turbines appear as distant elements in the landscape, occupying a limited horizontal extent. This scenic route has been assigned a ‘High’ sensitivity, with a magnitude as ‘Slight.’ As a result, a ‘Moderate’ residual visual effect is deemed to arise.

Scenic Route SR 29 (Map. Ref C-SR-29)

This scenic route is described in the CCDP as *“Road to Kealkill via Cousane Gap to Togher. Views of remote mountainous landscape.”* VP5 and VP4 are representative viewpoints from this scenic route. Although full theoretical visibility is indicated along the western extent of the route, actual visibility is significantly more limited. This is evident in VP4, where only portions of turbine blades are visible beyond the ridgeline, despite the ZTV

REG. No. 2025.09.12
PLANNING (WEST) DEPT

15 SEP 2025

CORK COUNTY COUNCIL
REG. No. 2025.09.12, SKIBBEREEN, CO. CORK

REG. No. 2025.09.12
PLANNING (WEST) DEPT

06 NOV 2025

indicating full theoretical visibility. VP5 was captured from a location with more open views, where the turbines appear as small vertical elements in the distant background. The magnitude of change was assessed as 'Slight' in Appendix 13-3, with a corresponding residual visual effect of 'Slight' for both viewpoints. The CCDP describes the focus of this scenic route as a "remote mountainous landscape," however, it is acknowledged that wind energy infrastructure is already a feature within the view (see VP5). Overall, visibility of the proposed turbines is limited and intermittent, occurring only briefly when travelling along the undulating road.

This scenic route was assessed as having a 'High' sensitivity. Given the limited horizontal extent and distant nature of the proposed turbines, a 'Slight' magnitude of change was assigned to this scenic route. Overall, a 'Slight' residual visual effect is deemed to arise.

Scenic Route SR 108 (Map. Ref C-SR-108)

This scenic route, located within the West Cork Peninsula, is described in the CCDP as "Road from Bantry via Durrus and Ahakista to Kilcrohane. Views of Dunmanus Bay & Islands, the Mizen Peninsula, & the Cahir, Seefin, Rosskerrig & Knockboolteenagh Mountains". Theoretical visibility occurs along the elevated vantage points of this scenic route. VP15, located on the Sheep's Head Way, is representative of the views along this route, given its similar distance and geographic orientation to the Proposed Development. At this range, the turbines appear as miniature elements located in the distant background. The proposed turbines occupy a limited horizontal extent and are visually contained within the undulating topographical setting. The magnitude of change for VP15 was assessed as 'Negligible' in Appendix 13-3, with a corresponding residual visual effect of 'Not Significant'. This scenic route includes only a relatively short stretch of theoretical visibility, and any potential views of the proposed turbines will be brief. A 'Slight' magnitude of change was assigned to this scenic route, with an overall 'Slight' residual visual effect.

Scenic Route SR 110 (Map. Ref C-SR-110)

This scenic route, located within the West Cork Peninsula, is described in the CCDP as "Roads from Bantry via Gerahies to Kilcrohane. Views of Dunmanus Bay & Bantry Bay, Whiddy Island, Caher, Seefin, Gouladane, Knockboolteenagh, Adrigole, Glenlough & Sugarloaf Mountains, Hungry Hill, Bear Island & the Beara Peninsula". VP16 and VP1 are representative viewpoints along this scenic route, where at this distance, the proposed turbines appear as small miniature elements, nestled within topographical undulations in the distant background. Both viewpoints have been assigned a 'High' visual sensitivity, with a 'Negligible' magnitude of change occurring for both viewpoints in Appendix 13-3, with an overall 'Not Significant' residual visual effect. Furthermore, it is noted that the designated focus of this scenic route are the "views of Dunmanus Bay and Bantry Bay, Whiddy Island, Caher, Seefin, Gouladane, Knockboolteenagh, Adrigole, Glenlough and Sugarloaf Mountains, Hungry Hill, Bere Island, and the Beara Peninsula." In this context, the proposed turbines would occupy only a relatively small extent of the overall panoramic view, occupying only a limited distant backdrop to the primary scenic features. As such, a 'Slight' magnitude of change was assigned to this scenic route, with an overall 'Slight' residual visual effect.

Osi Viewing Areas

1 out of 2 Osi Viewing areas has been scoped in for further assessment in Section 13.5 previously, where potential theoretical visibility was identified. This is discussed in the below subsection.

#69 Wild Atlantic View / Vaughans Pass

The Wild Atlantic View, located south of Bantry, provides panoramic views of Bantry Bay and the rugged coastline, and mountainous landscape of the Beara Peninsula (LCT4). This viewing area includes a car park, picnic area, and a signage post identifying and describing the various features of the landscape visible from this location. As indicated by the landscape signage post at this viewpoint, the key focus of the views from this location are to the north and northwest of Bantry Bay, and towards the coastal mountainous landscape of the Beara Peninsula.

REG. No. _____
PLANNING (WEST) DEPT

06 NOV 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

VP2 was captured from this viewing area, overlooking the panoramic expansive landscape. As detailed in Appendix 13-3, the proposed turbines appear as miniature elements, occupying a relatively short horizontal extent at the eastern periphery of the scenic view. At this distance, the proposed turbines appear as small-scale elements, visually nestled within a depression, enclosed by two ridgelines either side of the proposed turbines, away from the key focus of the view, as seen in Plate 13-17 below. A 'Slight' magnitude of change was deemed to arise at this viewpoint in Appendix 13-3, with an overall 'Moderate' residual visual effect.



Plate 13-17 Image captured from 'The Wild Atlantic View'

Settlements

Of the 13 settlements identified in the LVIA Study Area, 10 were scoped out in the 'Visual Receptor Preliminary Assessment', as the ZTV indicated that there was no theoretical visibility and/or no visibility of the Proposed Development could be established on-site, or the settlements were located at such a substantial distance from the Proposed Development that Significant visual effects were deemed not likely to arise. The remaining 3 settlements have been scoped in for further assessment.

Kealkill

Kealkill village is located approximately 7.3km south-west of the nearest proposed turbine, T3 and the ZTV identified full theoretical visibility of the proposed turbines. However, on-site appraisals confirm that actual visibility is much lower, due to screening from the built environment and surrounding vegetation within this low-lying settlement. This is evident in VP4, where only the upper portions of turbine blades are visible beyond the intervening ridgeline. Such views are common throughout the settlement, where the intervening landform and built infrastructure restrict views towards the proposed turbines. VP13 was taken from an elevated location on the outskirts of Kealkill, showing a more open view towards the proposed turbines. In this view, the turbines appear visually set-back from the viewpoint and appear as small, distant elements occupying a limited horizontal extent. A residual visual effect of 'Slight' was deemed to arise at this viewpoint. Visibility of the proposed turbines from Kealkill village will be much reduced in comparison to this viewpoint. Overall, the settlement of Kealkill has been assigned a sensitivity of 'Medium' with a 'Slight' magnitude of change. A 'Slight' residual visual effect is deemed to arise.

Ballingeary

Ballingeary is located approximately 7.2 km north-east of the nearest proposed turbine, T1, and falls within areas of both full and partial theoretical visibility. However, on-site appraisals determined that actual visibility from within the town itself is far less due to the visual screening provided by existing buildings and dense roadside vegetation. VP12 was captured from an elevated vantage point overlooking Ballingeary. From this location, the proposed turbines appear as small-scale elements in the distant background, occupying a limited horizontal extent within the view. However, views from within the settlement will be more restricted due to the built environment.

REG. No. PLANNING (WEST) DEPT PLANNING (WEST) DEPT
 06 NOV 2025 15 SEP 2025
 CORK COUNTY COUNCIL CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK NORTON HOUSE, SKIBBEREEN, Co. CORK

Overall, the settlement of Ballingeary has been assigned a sensitivity of 'Medium' with a 'Negligible' magnitude of change. A 'Not Significant' residual visual effect is deemed to arise.

Bantry / Whiddy Island

Bantry is located approximately 16.3km from the nearest proposed turbine, T3, and has pockets of full theoretical visibility. VP1 was captured from Bantry, overlooking Bantry Bay with views towards the proposed turbines. At this distance, the proposed turbines appear as small, miniature elements, nestled within topographical undulations in the distant background. This viewpoint was also used to represent Whiddy Island and assess visual effects from the nearby island. An overall 'Not Significant' residual visual effect was deemed to arise at this viewpoint. However, within the town of Bantry itself, visibility will be considerably reduced due to the dense screening from the built environment and vegetation within the town.

VP2 and VP3 were captured from the outskirts of Bantry. VP2, taken from an elevated location overlooking Bantry Bay, shows the turbines as miniature elements in the distant background. VP3, captured from the townland of Ardnageehy Beg on the outskirts of Bantry, shows the turbines as a small cluster occupying a limited horizontal extent, visually situated within a depression and framed by higher landforms on either side. Where visible from Bantry, the proposed turbines are arranged in a coherent linear array, with no visual stacking arising. An overall 'Slight' magnitude of change is deemed to arise as Bantry, with a 'Not Significant' residual visual effect. Similarly, 'Not Significant' residual visual effect was deemed to arise for Whiddy Island.

Recreational, Cultural Heritage and Tourist Destinations

Recreational Routes and Destinations, Cultural Heritage, and Tourist Destinations of the 47 recreational routes and 25 recreational/cultural receptors were identified in the LVIA Study Area, many were scoped out in the 'Visual Receptor Preliminary Assessment', as the ZTV indicated that there was no theoretical visibility and/or no visibility of the Proposed Development could be established on-site. The remaining recreational routes, cultural heritage and tourist destinations have been scoped in for further assessment in this LVIA Chapter. Appendix 5-3 contains a Tourism Impact Assessment prepared by CHL, which addresses these receptors from a tourism-specific perspective.

Beara Gougane Barra Cycling Route

The Beara Gougane Barra Cycling Route runs in a north-east to south-west direction from Cork City to the Beara Peninsula. Within the LVIA Study Area, the route follows primarily local roads, with some sections along the R584 Regional road and the N71 National road. The ZTV map indicates theoretical visibility primarily within 10 kilometres of the proposed turbines. VP7 is located along this recreational route, within an area of open visibility, where the upper half of the turbine towers are visible. At this location, while the blades slightly exceed the ridgeline in the background, the turbines appear to be aligned in a coherent, linear array, with a limited horizontal extent. A residual visual effect of 'Slight' was determined at this viewpoint. Several other photomontage viewpoints have been captured along the route (VP10, VP9, and VP4) showing varying orientations of the proposed turbines, all of which have a residual effect of 'Not Significant' or 'Imperceptible', as actual visibility is significantly reduced compared to the ZTV due to topographical and vegetative screening. This is further evidenced by photowires PWVP-E and PWVP-D, where dense vegetation screen views of the proposed turbines.

Overall, visibility of the proposed turbines along the cycle route will be intermittent. Views will be brief while travelling along the undulating roads with limited breaks in vegetative screening. This is further evidenced by the Route Screening Analysis (see Section 13.3.2.4), which characterises the majority of roads within 5 km of the turbines as having Dense/Full visual screening. An overall residual visual effect of 'Moderate' was deemed to arise for this route.

REG. No. _____ REG. No. _____
 PLANNING (WEST) DEPT PLANNING (WEST) DEPT

06 NOV 2025 15 SEP 2025

CORK COUNTY COUNCIL **CORK COUNTY COUNCIL**
 NORTON HOUSE, SKIBBEREEN, Co. CORK NORTON HOUSE, SKIBBEREEN, Co. CORK

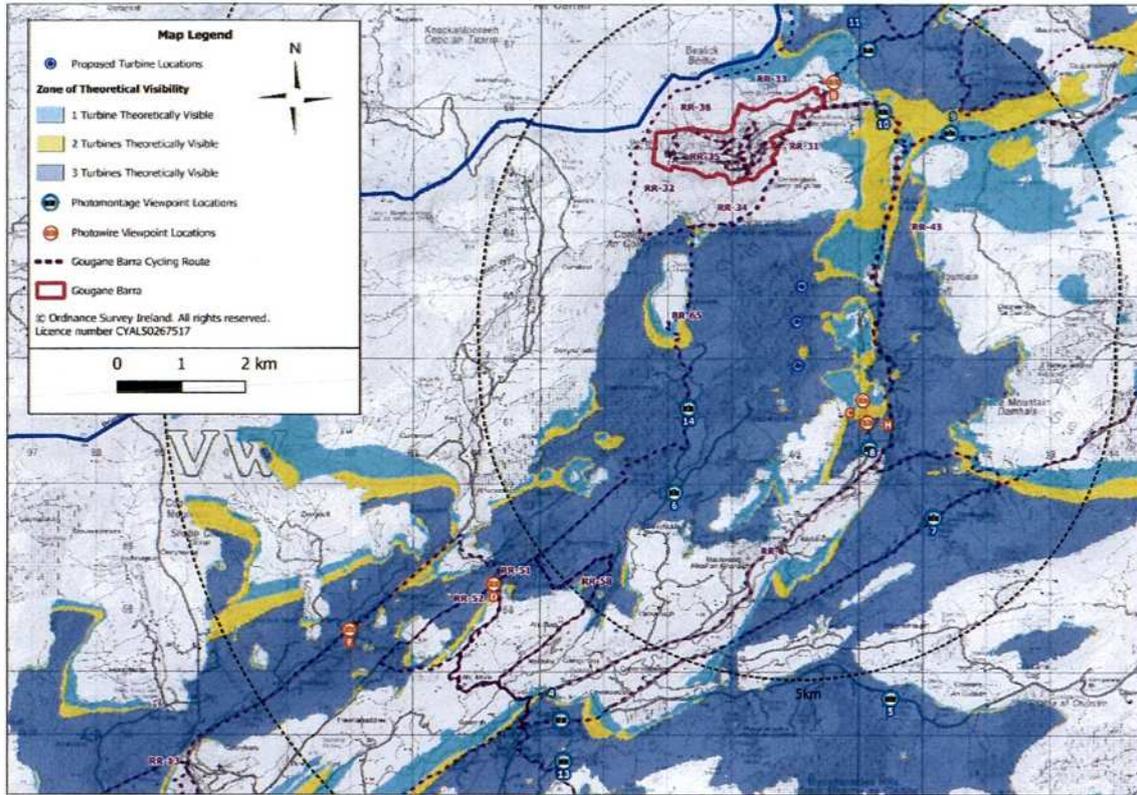


Figure 13-17 Gougane Barra Cycling trail ZTV

Sli Gaeltacht Mhuscraí

The Sli Gaeltacht Mhuscraí, which forms part of the St Finbarr Pilgrim’s Way, passes approximately 1.7 km west of the nearest proposed turbine, T3, travelling along a network of local roads. Within the LVIA study area, the majority of theoretical visibility is located within 5km of the Proposed Development. Viewpoints VP14 and VP11 have been captured along this route. VP14, located within an area identified as having Little/No visual screening in the Route Screening Analysis, is the closest viewpoint to the proposed turbines. At this location, the proposed turbines are seen as moderately scaled vertical elements within the landscape. A residual effect of ‘Moderate’ was assessed at this viewpoint in Appendix 13-3. However, such instances, where the proposed turbines are visible to their full extent from the recreational route, are limited. The route itself is undulating and has from varying levels of topographical and vegetative screening. This is evident at PWVP-B, where the proposed turbines are screened from view by the intervening landform of the Foilastookeen Mountain, and PWVP-D, where the route is heavily vegetated by intervening vegetation. In general, natural topography along this route plays a significant role in reducing visibility, even at relatively short distances—as illustrated by VP11. Located 3.9km north from the nearest proposed turbine, the proposed turbines appear as minor elements in the distant background, largely screened by intervening topography and vegetation. A residual effect of ‘Slight’ was assessed at this viewpoint, as detailed in Appendix 13-3. Overall, the residual visual effect on the Sli Gaeltacht Mhúscraí as a recreational route is ‘Slight’.

Gougane Barra Horseshoe Walk

The Gougane Barra Horseshoe Walk is a looped trail beginning at Gougane Barra, ascending to the summit of Foilstookeen Mountain to the south, continuing towards Conigar Mountain and Bealick Mountain to the north, before traversing Coomataggart Mountain and descending back to Gougane Barra. At its closest point, the route is approximately 1.4km north-west from the nearest proposed turbine, T1. There is no theoretical visibility to the southern extent of the loop, with pockets of theoretical visibility to the north, primarily from the elevated vantage points of Coomataggart Mountain. Along most of the route, intervening vegetation and undulating topography, as shown by VP11 (located along the road leading down to Gougane Barra), where residual visual effects were assessed in Appendix 13-3 as ‘Slight’. Where visibility does occur from elevated vantage points along the route,

REC. NO. PLANNING (WEST) DEPT
 15 SEP 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

REC. NO. PLANNING (WEST) DEPT
 06 NOV 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

the proposed turbines occupy a narrow horizontal extent and a very limited portion of the expansive panoramic views from the trail. Overall, the residual visual effect on the Gougane Barra Horseshoe Walk as a recreational route is assessed as 'Slight'.

Sheep's Head – Kealkill – Sron na Gaoithe / Poc an Tairbh

The Sron na Gaoithe loop walk, which traverses the Poc an Tairbh loop begins at Carriganass Castle in Kealkill, Co. Cork, and is part of the Sheep's Head Way. There are sections of full theoretical visibility along the Knockberteen ridge. Given their geographic orientation and proximity, VP6 and VP14—both located along the Sli Gaeltacht Mhúscraí—are considered representative of the types of views that may be experienced along the Sheep's Head – Kealkill – Sron na Gaoithe and Poc an Tairbh routes. In both viewpoints, the proposed turbines are seen as moderately scaled vertical elements within the landscape, arranged in a coherent, linear array with a limited horizontal spread. It is noted that both VP6 and VP14 are located closer to the Proposed Development than the Sheep's Head – Kealkill – Sron na Gaoithe and Poc an Tairbh routes; therefore, when viewed from either route, the proposed turbines will appear more distant. Furthermore, these routes has varied levels of vegetative screening – as illustrated at PWVP-D, which further limits visibility towards the proposed turbines. Overall, the residual visual effect on the Sron na Gaoithe / Poc an Tairbh routes is 'Not Significant'.

Sheep's Head Way

The Sheep's Head Way is a long-distance walking route that extends from approximately 5 km to over 25 km from the nearest proposed turbine (T3). Theoretical visibility is generally limited, with isolated pockets of full theoretical visibility occurring at elevated vantage points within the LVIA Study Area. Within 10 km, visibility is further restricted due to screening from built form and intervening vegetation, though occasional instances of open views occur. VP13, located approximately 240m north of the recreational route, was captured at an elevated vantage point at Kealkill Standing Stones, where an open view towards the proposed turbines is available. At this viewpoint, the proposed turbines appear visually set back from the viewpoint and are perceived as small, distant vertical elements with a limited horizontal extent.

At distances beyond 15km, where visibility does occur, the proposed turbines are viewed as small elements in the distant background. This can be seen at VP2 and VP15, where the proposed turbines appear as miniature elements occupying a limited horizontal extent of the overall panorama. At this distance, the turbines are situated within a depression, enclosed by varying undulating landforms either side and are barely discernible at this distance. The residual visual effect at both VP2 and VP15 was assessed as 'Moderate' and 'Not Significant' respectively in Appendix 13-3. PWVP-F and PWVP-G, also located along the Sheep's Head Way, show similar outcomes, with the proposed turbines visible in the distant background, partially screened by intervening landforms.

Overall, the Sheep's Head Way traverses a large portion of the LVIA Study Area and is valued for walking and taking in the surrounding landscape, which already accommodates existing wind energy developments. Where visible within the broader mountainous landscapes of the West Cork Peninsula, the proposed turbines appear as small, distant features and are not considered to have a 'Significant' impact on the route. Where visibility does occur within 10km, it is intermittent, and the turbines do not give rise to 'Significant' visual effects along any part of the route. Overall, the residual visual effect on the Sheep's Head Way is 'Slight'.

Pass of Keimaneigh

The Pass of Keimaneigh is a mountain pass located along the R584 Regional Road. As discussed previously (Section 13.7.3.5 – Scenic Route SR28 and Section 13.3.2.4 Route Screening Analysis), visibility within the valley is predominantly short-range, due to its enclosure by elevated terrain on either side. This topographical screening limits wider views of the surrounding landscape, while dense vegetation further restricts visibility towards the proposed turbines. However, limited visibility does occur in isolated locations. VP8 was captured along this route to illustrate such a scenario, where the proposed turbines are substantially screened by intervening landform, with only the blade tip of T1 discernible above the skyline. An additional photowire was captured from this location to show a different angle from the same location, PWVP-H, demonstrating that even from an alternate angle, only some of the turbine blades are visible. Given the limited and intermittent nature of visibility along this route, a 'Not Significant' residual effect has been assigned to this recreational route.

REG. No. 15 SEP 2025
 PLANNING (WEST) DEPT
 06 NOV 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

Mullaghmesha Loop / Castledonovan Loop

The Mullaghmesha Loop, which encircles Mullaghmesha Hill, is a walking trail with theoretical visibility primarily confined to the summit of the hill. Similarly, the Castledonovan Loop, which traverses the southern slopes of the hill, also exhibits pockets of theoretical visibility near the summit. The summit offers panoramic views of the surrounding landscape, including distant views of existing wind energy developments such as the Milane Hill Wind Farm, located directly south-east of the Mullaghmesha Hill. As such, views of existing turbines already form part of the visual context. At this distance, views of the proposed turbines would be similar as the views at VP3 and PWVP-F, where the turbines appear as small, slender vertical features within the distant landscape. Overall, the visibility of the proposed turbines from the Mullaghmesha and Castledonovan Loops would be relatively limited along the entirety of the route, and would not be the focal point of the view from the summit. As such, a 'Slight' residual visual effect has been assigned to these recreational routes.

Sheep's Head Looped Cycle

Located beyond 15km from the nearest proposed turbine (T3), the Sheep's Head Looped Cycle follows the coastline of the West Cork Peninsula and includes pockets of full theoretical visibility at elevated vantage points along the route. At this distance, the proposed turbines occupy a limited horizontal extent within the expansive mountainous landscape of the West Cork Peninsula. This is evident at VP15 and VP16, where, in both instances, the turbines are barely discernible as small, miniature elements in the distant background. The magnitude of change at both viewpoints was assessed as 'Negligible' in Appendix 13-3, with a corresponding residual visual effect of 'Not Significant'. Overall, given the expansive nature of the surrounding landscape and the limited scale and visibility of the proposed turbines, no significant impact is anticipated along this recreational route. As such, a 'Slight' residual visual effect has been assigned to the Sheep's Head Looped Cycle.

Coorycommane Loop

The Coorycommane Loop, which encircles Coorycommane Hill, is a walking trail with pockets of theoretical visibility. Visibility along the local roads will be limited due to distance and intervening vegetative screening, while more open, distant views of the proposed turbines will occur from the summit of the hill. Views will be similar as the views at VP3 and PWVP-F, where the turbines appear as small, vertical features in the distant landscape. Overall, the visibility of the proposed turbines from the Coorycommane Loop would be relatively limited along the entirety of the route. As such, a 'Slight' residual visual effect has been assigned to this recreational route.

Wild Atlantic Way (WAW)

The Wild Atlantic Way (WAW) is a designated scenic route extending approximately 2,600km along Ireland's western coastline. Within the LVIA Study Area, approximately 21.6km of the WAW is present, following the coastline of the West Cork Peninsula. Of this section, only approx. 11km exhibits full or partial theoretical visibility of the proposed turbines, as illustrated by the ZTV mapping. Due to the low-lying nature of the WAW along the coastline, visibility of the proposed turbines as it passes through settlements such as Ballylickey and Bantry is limited, due to screening from vegetation and the built form of the settlement. Where instances of open visibility does occur, the proposed turbines appear as small elements in the distant background. This can be seen at VP1. From this viewpoint, the proposed turbines are perceived as small, miniature elements, visually enclosed by the undulating mountainous landform either side. Similarly, VP16, also located along the WAW, has distant views of the proposed turbines. However, the turbines are barely discernible and appear as small-scale elements within the distant mountainous landscape occupying a limited horizontal extent. Both VP1 and VP16 were assigned a 'High' visual sensitivity, with a 'Negligible' magnitude of change assessed for each in *Appendix 13-3*, resulting in a 'Not Significant' residual visual effect.

Given the overall scale of the Wild Atlantic Way (approximately 2,600km in length), and the limited extent within the LVIA Study Area that exhibits potential visibility (approximately <11km), the proposed turbines are not considered to have a significant impact on the route as a whole. Visibility, where it does occur, is intermittent, and the proposed turbines appear as small, distant elements, occupying a small horizontal extent within an expansive landscape. As such, a 'Slight' residual visual effect has been assigned to this recreational route.

Rooska Loop / Coomkeen Loop

The Rooska Loop and the Coomkeen Loop are walking routes along the West Cork Peninsula that overlaps with both the Sheep's Head Cycle Trail and the Wild Atlantic Way. Consequently, Viewpoints 1, 15, and 16—previously discussed as representative of these larger routes—are also representative of the views from the Rooska Loop. Where visibility of the proposed turbines occur, they are perceived as small-scale elements in the distant mountainous landscape, visually contained by the surrounding undulating landform and occupying a limited horizontal extent. An overall 'Slight' residual visual effect has been assigned to this recreational route.

Sheep's Head – Sheep's Head Way to Drimoleague

The Sheep's Head Way to Drimoleague features a pocket of theoretical visibility within the elevated vantage points of Sprat Hill and Knocknaveagh. As discussed previously, at distances beyond 15km, the proposed turbines are perceived as small elements in the distant background. This is evident at VP2, where the turbines appear as miniature features occupying a limited horizontal extent within the overall panorama. The residual visual effect at VP2 was assessed as 'Moderate' in Appendix 13-3. PWVP-F, also located along this route, shows the proposed turbines partially screened by intervening landforms and visible only in the distant background. An overall 'Slight' residual visual effect has been assigned to this recreational route.

Kealkill Stone Circle / Breeny More Stone Circle

Kealkill Stone Circle, located approximately 7.7km from the nearest proposed turbine, T3, is located within an area of full theoretical visibility. VP13 represents views towards the proposed turbines from this location. In this view, the turbines are visually set back and perceived as small, distant vertical elements with a limited horizontal extent. The proposed turbines are seen within a natural depression in the undulating landscape, reducing their overall prominence. As detailed in Appendix 13-3, a 'Slight' magnitude of change was assessed at this viewpoint, resulting in a 'Slight' residual visual effect. Overall, a 'Slight' residual visual effect is deemed to arise for Kealkill Stone Circle.

Breeny More Stone Circle is located approximately 450m south of Kealkill Stone Circle. Given the close geographic proximity to Kealkill Stone Circle and comparable orientation, VP13 is considered representative of views from Breeny More Stone Circle. As such, a 'Slight' residual visual effect is deemed to arise for this receptor.

Major Transport Routes

Of the 4 major transport routes identified within the LVIA Study Area, one route was scoped out in the 'Visual Receptor Preliminary Assessment'. Viewpoints were selected for the three routes identified within the Visual Receptor Preliminary Assessment. All the viewpoints below are discussed in greater detail in the photomontage assessment tables contained in Appendix 13-3. The Route Screening Analysis undertaken above in Section 13.3.4 details the likely visibility of the roads surrounding the Site, including smaller local roads, there are no Significant effects deemed likely to arise in relation to these transport routes.

R584 Regional Road

The R584 Regional Road regional road connects the settlement of Ballylickey with Kealkill, Ballingearry and Inchigeelagh, as it travels in a west to east direction. Stretches of full and theoretical visibility of the proposed turbines is mostly limited to 10km, with some large pockets of no visibility. Within 5 km of the Site, this road forms part of a designated scenic route (C-SR28). As outlined in the Route Screening Analysis, the majority of this stretch is characterised by Dense/Full visual screening, with intermittent pockets of Partial/Intermittent visual screening. VP8, VP9, as well as PWVP-C were captured along different sections of the route. At VP8, despite the Route Screening Analysis indicating open visibility, the proposed turbines appear to be largely screened by intervening landform and vegetation, with only partial blade tips visible. A 'Slight' magnitude of change was deemed to arise at this viewpoint. Similarly, at VP9, the proposed turbines are largely screened by intervening landforms, with only the blade tip of turbine T1 visible above the skyline. PWVP-C, captured further along the route, further illustrates how landform and vegetation restrict turbine visibility even at close range. Overall, this route was assigned a 'High' sensitivity on account of its designation as a scenic route in the CCDP and a 'Negligible'

06 NOV 2025

magnitude of change was deemed to arise. Overall, a 'Slight' residual visual effect was deemed to arise on this regional road.

R585 Regional Road

The R585 Regional Road branches off from the R583 Regional Road at the settlement of Kealkill, located to the south of the proposed turbines, and travels in eastward direction as it exits the LVIA Study Area. This route forms part of the C-SR-29 designated scenic route. A stretch of full theoretical visibility is located 10km south from the proposed turbines, with no theoretical visibility beyond this point. VP4 and VP5 were captured at different sections along this route. As discussed previously, although full theoretical visibility is indicated along the western extent of the route, actual visibility is far less. At VP4, only partial views of turbine blades are visible beyond the intervening ridgeline. VP5, taken from a more open vantage point, shows that the turbines are viewed as small, distant elements in the background of the view. Overall, visibility of the proposed turbines along the sections of the road that have theoretical visibility is limited, occurring only briefly when travelling along the road. An overall 'Slight' residual visual effect was deemed to arise for this route.

N71 National Road

The N71 National Road enters the LVIA Study Area from the west and travels in a southerly direction through the settlements of Ballylickey and Bantry, before exiting the LVIA Study Area to the south. There are sections of full theoretical visibility along this route, approximately 15–20 km from the nearest proposed turbine, T3, primarily within the settlements of Ballylickey and Bantry. Beyond this, there is no theoretical visibility. VP1 and PWVP-G were captured along or in close proximity to this route. This route was assigned a 'Medium' sensitivity and a 'Negligible' magnitude of change. Overall, a 'Not Significant' residual effect was deemed to arise for this receptor.

13.7.2.6 Residential Visual Amenity

The Proposed Development design process has been informed by set-back distances, with regard to the siting of the proposed turbines in proximity to residential receptors, the Proposed Development adheres to the recommended <500m set-back distance in the Guidelines (DoEHLG, 2006) and also the 4-times-tip-height set-back distance from domestic curtilage for residential visual amenity as prescribed by the Draft Guidelines (DoHPLG, 2019).

The closest residential receptor is located 1 kilometre from proposed turbine location T3. Therefore, all residential receptors are located beyond the minimum of 626m from any proposed turbine, i.e., 4 times the tip height of 156.5m (specifically set out in the Draft Guidelines (DoHPLG,2019) for the purposes of protecting visual amenity).

Residential Context: Population Density and Arrangement of Dwellings

As previously reported in the landscape baseline (see previous Section 13.4.2 Landscape Character of the Site), the Site is a large, uninhabited area, characterised by expanses of commercial forestry tracks, featuring infrastructure from a former wind farm. The below Residential Visual Amenity Map (Figure 13-18) illustrates how the proposed turbines are set-back from residential receptors in the surrounding landscape with respect to selected distances compliant with guidance in the Guidelines (DoEHLG, 2006) and Draft Guidelines (DoHPLG, 2019).

Assessment of Residential Amenity – Photomontages

7 photomontage viewpoints were taken within 5km of the proposed turbines to represent the residential receptors in close proximity to the Site, along with 4 no. photowire viewpoints, which were not ultimately brought forward as photomontages (these can be seen in Appendix 13-5).

Photomontages are just one of the tools employed during the LVIA that was conducted in order to inform the assessment of landscape and visual effects. It would be a disproportionate measure to include an individual photomontage from every residential receptor and this is not required to conduct a thorough and robust assessment of landscape and visual effects. In line with the guidance laid out in GLVIA3, the viewpoints selected

15 SEP 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK
 REG. NO. 00000000
 PLANNING (WEST) DEPT
 06 NOV 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

for the LVIA conducted were informed by a range of factors including the “ZTV analysis, by fieldwork, and by desk research” (para 6.18, GLVIA 3). Furthermore, GLVIA3 states that representative viewpoints are “selected to represent the experience of different types of visual receptor, where larger numbers of viewpoints cannot all be included individually and where the significant effects are unlikely to differ” (para 6.19 GLVIA 3). The large number of viewpoints used in the conduct of the LVIA particularly in very close proximity to the proposed turbines are sufficient to represent the residential receptors within the LVIA Study Area, including the “distribution of population” (para 6.18, GLVIA 3).

Assessment of Residential Receptors

As illustrated in Figure 13-18, the majority of local residents within 3-5km of the proposed turbines are located along the existing local road network, with minimal presence of dispersed one-off housing. The following subsections provide an assessment of the identified residential receptor clusters within this study area.

Residential Receptors to the West / South-West

To the west and south-west of the proposed turbines, there is a sense of remoteness, with only a sparse scattering of residential receptors evident throughout the area. The rural character of the landscape is predominantly defined by tracts of commercial forestry and agricultural fields, as shown in Plate 13-18 below. Where residential receptors are present—within the townlands of Lackawanna, Coomacroobeg, Maugha, Cappaboy More, and Cappaboy Beg—they are typically arranged in a linear pattern along the local road network.



Plate 13-18 Drone image: views south from within the proposed Site. Located approx. 500m west from proposed turbine T1

VP6 is located along the L-8781 local road and represents the typical views towards the proposed turbines from the southwest within this sparsely populated area. In this view, the turbines appear as moderately scaled vertical elements, occupying a small horizontal extent within the landscape. VP14 was taken further up the road, along the L-87812 local road. Located approximately 1.8km west of the nearest proposed turbine (T3), VP14 is representative of the typical views residential receptors will experience from the south-west of the proposed turbines. The viewpoint is considered of high sensitivity on account of residential receptors along the L-87812 local road. From this location, there are clear and open views towards the proposed turbines. However, despite their proximity, the turbines appear as moderately scaled elements, visually set-back from the viewpoint, arranged in a coherent linear array with a limited horizontal extent. Localised vegetative screening along the road further reduces visibility for residential receptors along the local road. A ‘Slight’ residual visual effect was deemed to arise at VP6 and, a ‘Moderate’ residual visual effect was deemed to arise at VP14.

REG. NO. _____
 PLANNING (WEST) DEPT
 15 SEP 2025
 06 NOV 2025
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK
 CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK



Residential Receptors to the South / East

To the south, residential receptors are also primarily located along the local road network. A stretch of no theoretical visibility is located to the south of the proposed turbines, within the townlands of Cappaboy More, Cappaboy Beg and Kilnknappogue. As a result, the proposed turbines will not be visible from these locations, and therefore no visual effects will occur as a result of the proposed turbines.

To the east, within the townlands of Curraglass, Cullenagh and Inchiroe, there is a mix of both partial and full theoretical visibility. Similar as to the west, residential receptors here are primarily clustered along the local road network, with some one-off housings. As discussed in the Route Screening Analysis in Section 13.3.2.4, the roads are primarily characterised as having 'Dense/Full' or 'Partial/Intermittent' visual screening with some stretches of 'Little/No' visual screening.

VP8 was captured from R584 Regional Road and is representative of the sparse availability of open views from the east of the proposed turbines. As seen in VP8, the proposed turbines are largely screened by intervening landform and vegetation, with only partial views of the blade tips visible. A 'Slight' magnitude of change was deemed to arise at this viewpoint, resulting in a 'Slight' residual effect. An additional photowire was captured from this location to show a different angle, PWVP-H, demonstrating that even from an alternate angle, only a very limited amount of the turbine blades is visible. PWVP-C, captured from further along the same road, further illustrates how the landform and intervening vegetation further restricts visibility of the proposed turbines in close proximity. At this distance, the impact on residential visual amenity is much lower than compared to receptors with open visibility to the west—where the turbines are situated on the near side of the ridge. To the east, the turbines are located on the far side of the ridge, where the intervening topography further reduces visibility of the proposed turbines.

Instances of open visibility may occur along the elevated vantage points to the east, along the L-8779 local road. However, given the distance, at approx. 3km away, the scale of the proposed turbines will be much reduced than in close proximity. Furthermore, the route screening analysis indicates that much of this route has 'Dense/Full' or 'Partial/Intermittent' visual screening with snippets of 'Little/No' visual screening. As such, the proposed turbines are likely to be partially obscured from most residential receptors located along this local road.

Residential Receptors to the North

To the north, a cluster of residential dwellings is situated along the R584 Regional Road. As illustrated in the Zone of Theoretical Visibility map, this road exhibits only partial theoretical visibility of the proposed turbines. VP9 was captured along this route, demonstrating that the turbines are largely screened by intervening landform, with only the blade tip of Turbine T1 visible. A 'Negligible' magnitude of change was assessed at this viewpoint, with a residual visual effect of 'Imperceptible'.

In summary, the Proposed Development adheres to the recommended <500m set-back distance in the Guidelines (DoEHLG, 2006) and also the 4-times-tip-height set-back distance from domestic curtilage for residential visual amenity as prescribed by the Draft Guidelines (DoHPLG, 2019).

The highest visual effects on residential receptors will occur to the west and south-west of the proposed turbines, where proximity and limited screening allow clearer views of the proposed turbines. Elsewhere, visual effects are reduced due to distance, topography, and vegetation, with many receptors experiencing partial or no visibility. Overall, the low population density, setback distances and siting of the proposed turbines in the context of the surrounding topography has resulted in reduced potential for effects on residential visual amenity. Overall, it is evident that an appropriate balance has been achieved with a well-designed wind farm that respects the visual amenity of nearby residential receptors.

REG. No. _____
PLANNING (WEST) DEPT

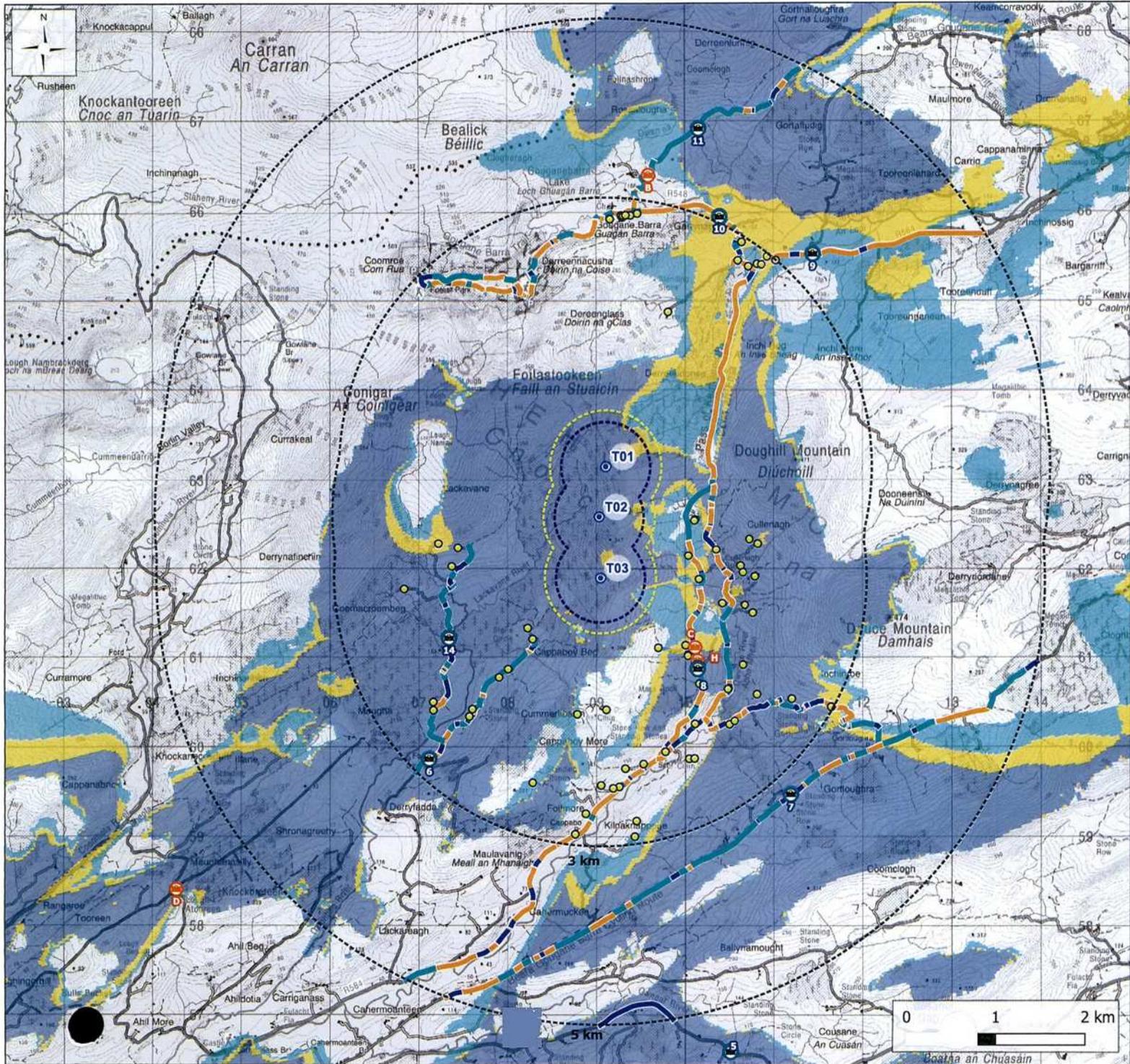
06 NOV 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

REG. No. _____
PLANNING (WEST) DEPT

15 SEP 2025

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK



Map Legend

- Buffer (4x Tip-Height Set-Back Distance) (DoHPLG, 2019)
- 500m Buffer (DoHPLG, 2006)
- Proposed Turbine Locations
- EIAR Volume 2: Photomontage Booklet
- Appendix 13-5: Photowire Visualisation Booklet
- Residential Dwellings

Route Screening Analysis

- Little / No Visual Screening
- Intermittent / Partial Visual Screening
- Dense / Full Visual Screening

Half-Blade Zone of Theoretical Visibility

- 1 Turbine Theoretically Visible
- 2 Turbines Theoretically Visible
- 3 Turbines Theoretically Visible

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Figure 13-18

Residential Receptors

Curraglass Wind Farm

Scale	Project No.	Date	Drawn By	Checked By
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REG. NO. PLANNING (WEST) DEPT

06 NOV 2025

15 SEP 2025

CORK COUNTY COUNCIL
PLANNING (WEST) DEPT

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, CO. CORK

13.7.2.7 Discussion of Cumulative Visual Effects

There are many potential scenarios and interactions where cumulative visual effects may occur. These scenarios can include interactions between the Proposed Development, other energy developments (wind farms or grid infrastructure), as well as other man-made landscape features (quarries, transport networks, overhead telecommunication lines). Guidance for assessment of cumulative effects of onshore wind farms (SNH,2012) & (NatureScott, 2021) clearly states the following:

“At every stage in the process the focus should be on the key cumulative effects which are likely to influence decision making, rather than an assessment of every potential cumulative effect.”

“The level of information generated can distract attention from the most significant cumulative effects which are likely to influence the consenting decision. Assessments should therefore focus on the most significant cumulative effects and conclude with a clear assessment of those which are likely to influence decision making.”

Following this guidance, a primary focus is given to the cumulative effects likely to occur as a result of other wind turbines identified in the LVIA Study Area. Cumulative visual effects were assessed as part of the Photomontage Assessment Tables found in Appendix 13-3. Whether a visual effect is deemed to be positive, negative, or neutral, this involves a degree of subjectivity. What appears to be a positive effect to one viewer could be deemed to be a negative effect by another viewer. All predicted visual effects of the viewpoints below are Long-Term and ‘Direct’ effects.

In combination, cumulative visual effects will occur between the existing 38 kV overhead line and the proposed turbines. However, due to the smaller scale of the overhead line, its linear form, and the typical presence of such infrastructure within the wider rural landscape— which forms part of the established baseline — the cumulative visual impact of the proposed turbines in combination with the OHL is not considered to be significant. Furthermore, the separation distance between the infrastructure elements (proposed turbines and OHL), combined with topographical and vegetative screening, further reduces the potential for significant visual effects. Overall, the cumulative visual effect is deemed to be ‘Not Significant’.

In relation to windfarms, as discussed previously, within the LVIA Study Area (25km radius) there are 22 no. existing wind farms, 4 no. proposed wind farms and 7 no. permitted wind farms, which are listed in Table 13-15 previously. The Cumulative Comparative ZTV of all cumulative turbines with the proposed turbines can be seen in Figure 13-15. The proposed turbines only give rise to a few very small areas (shown in teal), where the proposed turbines may be theoretically visible as a result of the Proposed Development. As such, there are only very few locations where the Proposed Development would introduce turbines as entirely new or novel elements within the landscape. These small pockets of where only proposed turbines are visible are primarily situated to the south-east of the proposed turbines within 10km along stretches of the local road network where residential receptors are situated.

Areas of theoretical visibility of both the proposed and cumulative turbines are primarily confined to the immediate vicinity of the proposed turbines, within approximately 5 km. The siting of the turbines on the Curraglass ridge, combined with the topographical enclosure provided by surrounding upland features—including the Connigar, Foilastookeen, Doughill, and Douce Mountains—along with the generally undulating character of the wider landscape, largely limits combined theoretical visibility of both cumulative and proposed turbines beyond this. As a result, combined visibility of both the proposed and cumulative turbines becomes increasingly limited with distance. Consequently, the majority of the wider LVIA Study Area is characterised by theoretical visibility of cumulative turbines only, as illustrated in Figure 13-15.

Windfarms to the South

Several existing wind farms are located to the south of the proposed turbines. The closest is the Maughanaclea Wind Farm (currently at pre- application stage), located approximately 4 km south from the nearest proposed

REG. NO.
PLANNING (WEST) DEPT

06 NOV 2025 13-121

CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK

turbine and is arranged in two clusters along the Maughanaclea Hills and the eastern extent of the Shehy Beg ridge. Directly north-east of the Maughanaclea Wind Farm, is the proposed Gortloughra and existing Shehy More Wind Farms, where the turbines can be perceived as a continuous cluster of turbines due to their staggered linear and grid-like layout along the elevated ridgelines. As shown in photomontage viewpoints, photowires, and Figure 13-1, visual screening significantly reduces the visibility of the proposed turbines. In particular, the proposed turbines benefit from increased topographical screening, due to their enclosure from surrounding hills and undulating landforms. As such, the cumulative turbines are generally more visible than the proposed turbines in most views.

The most notable combined views of the proposed turbines and cumulative turbines occur within close proximity of the Site. These primarily involve the pre-application Maughanaclea turbines and Gortloughra turbines, given their proximity. However, in reality, visibility is often much more restricted due to screening from intervening vegetation and landform, as illustrated in VP4 and VP11.

Further south and south-east of the Proposed Development, beyond 10km, the existing Ballybane, Coomattallin, Currabwee, Killaveenogue, Kilvinane, Lahanaght, Milane, permitted Dromleena Wind Farm and proposed Dreenacreening Wind Farms are located in the wider landscape. In this southern area of the LVIA Study Area, the majority of theoretical visibility is limited to cumulative turbines only, with some small pockets of combined theoretical visibility (both proposed and cumulative turbines) on elevated vantage points within the wider landscape. There will potentially be occasional scenarios where in combination or in succession views will occur from these elevated vantage points in a future receiving environment, where long-range views towards the proposed turbines may coincide with background views of cumulative wind energy developments. However, these cumulative effects are only likely to occur from a small number of receptors in a relatively uncertain future receiving environment. Given the large separation distances between the Proposed Development and these cumulative developments, no Significant cumulative visual effects are considered likely to arise from this part of the LVIA Study Area.

In general, on-site appraisals determined that views of the existing, permitted and proposed cumulative turbines to the south of the Proposed Development, are intermittent throughout the landscape and this will similarly be the case for the proposed turbines. There are limited sensitive receptor locations where the Proposed Development turbines are visible in-combination with other wind farm developments. The Photomontage Booklet and visual impact assessment tables shows this and focuses on key locations where cumulative effects could have arisen. In reality the Proposed Development turbines are not theoretically visible throughout much of the 25km LVIA Study Area and therefore there is no potential for cumulative, in-combination effects from receptors in these locations.

Cumulative visual effects have been incorporated into the visual impact assessments outlined in Appendix 13-3 and cumulative visual effects from specific viewpoints are discussed in some detail there. There were no Significant cumulative visual effects determined to arise as a result of the addition of the proposed turbines in those viewpoints and overall, the addition of the Proposed Development will not give rise to Significant cumulative visual effects.

Windfarms to the North

To the north of the proposed turbines, beyond 5km, a number of existing wind farms are located within County Kerry, including the existing Sillahertane-Coomagearlaghy II, Midas, Kilgarvan, Kilgarvan II and Grousemount Wind Farms and the permitted Inchamore Wind Farm. In this direction, north of the proposed turbines (and within the entire area in County Kerry), theoretical visibility is limited to cumulative turbines only. As such, there is no potential for cumulative effects to occur from the proposed turbines in this direction.

Approximately 10-15km north-east of the proposed turbines, the existing Cleanrath and Derragh Wind Farms are located, as well as the permitted Gortyrhill Wind Farm. The majority of the area to the north-east is also confined to theoretical visibility of the cumulative turbines only. However, stretches of theoretical visibility of both the proposed and cumulative turbines is present along the elevated vantage points near the settlements of Ballinageary and Kilnamartery. As such, there will be potential occasional scenarios where in succession or in combination views will occur of the proposed turbines and the cumulative turbines from elevated vantage points within this location. However, given the distance of the proposed turbines, the proposed turbines appear as small elements

06 NOV 2025

Extending further north-east, the existing Caherdowney, Coomacheo, Gneevs Wind Farms, along with the permitted Knocknamork and proposed Cummeennabuddoge Wind Farms are located approx. 20-25km from the proposed turbines. In this direction in general, more pockets of combined theoretical visibility (proposed and cumulative turbines) occur, primarily along elevated vantage points. Similarly, there will potentially be occasional scenarios where in combination or in succession views will occur from elevated vantage points in a future receiving environment, where there is potential for both long-ranging views towards the proposed turbines with other cumulative wind energy developments in the background. However, these potential cumulative effects are only likely to occur from a small number of receptors in a relatively uncertain future receiving environment. Due to the large separation distances between the Proposed Development and the cumulative turbines, No Significant cumulative visual effects to arise.

Windfarms to the East

To the east, beyond the existing Shehy More Wind Farm, the existing Carrigariak Wind Farm and the permitted Carrigariak Extension is situated approximately 11.7km east from the nearest proposed turbine. Further east, the proposed Barnadivane Wind Farm is located approx. 24km from the nearest proposed turbine. In this general direction eastwards, theoretical visibility is mostly confined to cumulative turbines only with some pockets of combined theoretical visibility. Due to the distance between the proposed turbines and these cumulative turbines, these cumulative turbines appear separated from the proposed turbines in views. Given the separation distances involved, the addition of the Proposed Development will not give rise to Significant cumulative visual effects.

Overall, in a general sense, while there are many existing, permitted, and proposed wind energy developments within the LVIA Study Area, in reality, there are only very few instances where the proposed turbines will be seen in combination (or in succession) with other wind energy developments. Where such cumulative views do occur, they are primarily limited to elevated vantage points, where the proposed turbines will be seen as small-scale elements in the distant background. Instances of cumulative visual effects on designated sensitive receptors, such as scenic routes, are also limited. Where such views do occur (e.g. see VP5 located on the C-SR25), views of the proposed turbines will be intermittent and brief. Significant Cumulative Visual Effects are not likely to occur.

13.7.3

Decommissioning Phase Effects

The landscape and visual effects during decommissioning are anticipated to be of a similar nature as those occurring during the construction phase.

The important element of decommissioning from a landscape and visual impacts perspective is the dismantling and removal of the proposed turbines. This will occur for a limited period of time and will predominately involve cranes adjacent to the proposed turbines during the dismantling process. Upon decommissioning of the Proposed Development, the proposed turbines will be disassembled in reverse order to how they were erected. The proposed turbines will be disassembled with a similar model of crane that was used for their erection and will likely be removed from the Site using the same transport methodology adopted for delivery to the Site initially.

Proposed turbine foundations would remain in place underground and would be covered with earth and reseeded as appropriate. This naturalisation process would revert the landscape of the Site to a condition similar to the current landscape baseline. Albeit that certain elements of the Proposed Development infrastructure will remain in place.

The existing onsite 38kV substation will be disconnected from the grid prior to decommissioning. All above ground components and electrical plant will be dismantled. The underground cabling associated with the substation will be cut at either end or pulled from the underground ducting onto a cable drum. All materials will then be segregated and transported off-site to an appropriate facility and will be reconditioned and reused or recycled where possible. The decommissioning of the electrical control building will involve the stripping-out and removal of steel, conductors, switches and other materials and equipment. These materials will then be reconditioned and reused or recycled.

REG. No. _____
 PLANNING (WEST) DEPT

15 SEP 2025

06 NOV 2025

CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

CORK COUNTY COUNCIL
 NORTON HOUSE, SKIBBEREEN, Co. CORK

Removal of the proposed turbines, ancillary infrastructure and existing onsite 38kV substation from the Site will result in a Short-term, 'Slight,' 'Negative' visual effect. Once completed, there is no potential for significant landscape or visual effects given the turbines and above ground infrastructure will have been removed.

A Decommissioning Plan has been prepared (Appendix 4-8) the detail of which will be agreed with the local authority prior to any decommissioning. The Decommissioning Plan will be updated prior to the end of the operational period in line with decommissioning methodologies that may exist at the time and will be agreed with the competent authority at that time.

13.8

Conclusion

This chapter reports the Landscape and Visual Impact Assessment (LVIA) of the Proposed Development, focusing on the likely significant effects on landscape and visual amenity within a 25km LVIA Study Area. The assessments were informed by site visits, verified photomontages, ZTV mapping, a Route Screening Analysis, and an impact assessment methodology which follows best practice guidance for LVIA. The proposed turbines were strategically sited within a modified landscape of low sensitivity, with characteristics limiting visibility from vast areas for landscape and visual receptors of high sensitivity. The layout and design follows the siting and design guidance for Transitional Marginal Landscape Types whilst adhering to the minimum set back distance requirements, including 500 meters from residential dwellings and four times the turbine tip height from third-party properties.

ZTV Mapping indicates that theoretical visibility is significantly restricted within a 5km radius due to prominent topographical screening provided by mountainous terrain enclosing the proposed turbines on the Curraglass ridge. Well defined topographical features act as visual barriers, confining the proposed turbines within a well-defined visual perimeter. Beyond 5km, photomontage visualisations and site visits determined that the proposed turbines are mostly limited to elevated vantage points within the wider LVIA Study Area.

The assessment determined that the Site is an appropriate landscape capable of accommodating the infrastructure of the Proposed Development. Long-term residual landscape effects of 'Slight' significance were deemed to occur upon the physical fabric of the landscape of the Site itself, as well as effects on its perceptual and aesthetic character and qualities. Site visits, ZTV mapping and photomontage visualisations were used to support the assessment of effects on designated landscape receptors as well as designated Landscape Character Types (LCTs). The Proposed Development itself is located within LCT 15a – Ridged and Peaked Upland (Mullaghanish to Millstreet), an LCT of "local" landscape importance, which has the capability to effectively accommodate the proposed turbines as well as other wind energy developments. The LVIA determined a 'Slight' residual effect on this LCT's landscape character. No significant landscape effects are deemed to occur in other designated LCTs assessed in this LVIA. In line with local planning policy and designations, no significant landscape effects were deemed to arise on the designated High Value Landscapes (LCT 16a – Glaciated and Forested Cradle Valley (Gouganne Barra), and LCT 4 – Rugged Ridge Peninsulas (Castletownbere-Bantry-Schull)) within the LVIA Study Area. There are 22 no. existing, 4 no. proposed, and 7 no. permitted wind farms within 25km from the proposed turbines, with the greatest cumulative landscape effects occurring in LCT 15a.

The assessment of visual effects was primarily informed by Photomontage Visualisations, a Route Screening Analysis, and observation recorded during site visits. Imagery was captured from 24 viewpoints within the LVIA Study Area. Out of these, 16 viewpoints were included in the EIAR Volume 2: Photomontage Booklet (including cumulative wind farms), while the remaining 8 viewpoints (PWVP-A to PWVP-H) were used as photowires included in Appendix 13-5 (draft visualisations) to support discussion of visual effects in relation to specific receptors.

The assessments determined that no significant visual effects were deemed to arise from any protected scenic amenity designations or high sensitivity recreational amenities. Of the 16 viewpoint locations, the residual effects were found to be Moderate (2), Slight (6), Not Significant (7) and Imperceptible (1). Cumulative visual effects have greatest potential to arise with other existing, permitted, and proposed developments. Given the scale of the Proposed Development and the restricted views of it due to topographic and vegetative screening there is an inherently limited potential for significant cumulative effects. The most notable combined views of the proposed turbines and cumulative turbines occur within close proximity of the Site with the pre-application Maughanaclea

REG. NO. _____
PLANNING (WEST) DEPT
15 SEP 2025
06 NOV 2025
CORK COUNTY COUNCIL
NORTON HOUSE, SKIBBEREEN, Co. CORK



turbines and the proposed Gortloughra turbines, given their proximity. Cumulative visual effects will also occur from longer ranging views of the upland area from elevated vantage points throughout the wider landscape. No significant cumulative visual effects are deemed to arise.

Key considerations throughout this LVIA chapter included being cognisant of the concerns raised by An Coimisiún Pleanála following the previous refusal of a 7-turbine application within this location. In response, an iterative design process has resulted in a revised proposal comprising three turbines with a reduced maximum tip height of 156.5 metres – a reduction of 22-metres from the previous application. As demonstrated throughout this chapter, the proposed turbines occupy a very limited horizontal extent within the landscape. The revised layout strategically positions the turbines within a well-defined topographical setting, enclosed by landforms to the north, east, and northwest. This siting reduces visual exposure by placing the turbines at lower base elevations relative to surrounding ridgelines, thereby limiting their visual exposure within the wider landscape. Views from sensitive locations such as Gougane Barra (which has no potential visibility) and the West Cork Peninsula are little to none.

In conclusion, this LVIA determined that no Significant landscape and visual effects were identified. Overall, the Proposed Development is effectively accommodated within the landscape without any Significant effects on the key scenic or landscape sensitivities of receptors identified in the 25km LVIA Study Area. The assessments have determined that the landscape of the Site is a highly suitable environment capable of effectively accommodating the Proposed Development. The Proposed Development is appropriately designed and suitably scaled, and it has been demonstrated that no significant landscape and visual effects are likely to arise.

REG. No. _____
PLANNING (WEST) DEPT

15 SEP 2025
REG. No. _____
PLANNING (WEST) DEPT
CORK COUNTY COUNCIL
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06 NOV 2025
CORK COUNTY COUNCIL
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